

SPECIAL COMMITTEE OF THE WHOLE - AUGUST 31, 2010

THE VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN

FILE: 25.5.12.1

WARD 4

Recommendation

The Commissioner of Planning recommends that:

1. The draft Vaughan Metropolitan Centre (VMC) Secondary Plan (May 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report;
2. The revised version of the Vaughan Metropolitan Centre (VMC) Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by Committee of the Whole at this meeting.

Contribution to Sustainability

The proposed policy framework for the Vaughan Metropolitan Centre (VMC) is consistent with "Green Directions Vaughan", the City's Sustainability and Environmental Master Plan. The VMC Secondary Plan conforms to the Region of York's policies for complete communities, providing policies that reflect the application of environmental protection, sustainable community design, and economic vitality and growth. The VMC Secondary Plan addresses the following goals:

- Goal 2: Ensures sustainable development and redevelopment.
- Goal 3: Ensures that the VMC is easy to get around with low environmental impact.

Economic Impact

The new Vaughan Official Plan which, includes the VMC Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, when approved will have a positive impact on the City of Vaughan in terms of managing growth and fostering employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet Regionally imposed targets for residential and employment intensification, with respect to policies specific to Regional Centres.

Communications Plan

The draft VMC Secondary Plan was posted on the City's web site on May 25, 2010, to allow for public review and comment. On May 20, 2010, a notice of Public Hearing was sent to all residents/landowners within, and to 150 m of the study area boundary; to ratepayer associations; and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal; the Vaughan Citizen; all City libraries and community centres; and, posted on both the City Page and Vaughan Tomorrow websites. The notice of tonight's meeting was mailed to those requesting notification, posted on the Vaughan Tomorrow, Clerk's Department meeting agenda, and on the City Page web sites.

Purpose

To provide the technical report and recommendations from the Commissioner of Planning in regard to the comments received on the draft Vaughan Metropolitan Centre Secondary Plan (May 2010) emerging from the June 14, 2010 Public Hearing meeting.

Background - Analysis and Options

Location

The VMC is generally located between Highway 400 to the west, Creditstone Road to the east, Portage Parkway to the north, and Highway 407 to the south (see Attachment No. 2).

City of Vaughan Official Plan

The City of Vaughan Official Plan will be produced in two volumes. Volume 1 will contain policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, including the VMC Secondary Plan, which have required more detailed planning analyses and policies. Volume 2 will also include a limited number of site-specific policies applicable to individual properties in some parts of Vaughan.

The draft Vaughan Metropolitan Centre Secondary Plan designates the subject lands as shown on Attachments No. 4 and No. 5 and sets out related land use policies including maximum and minimum building heights and densities.

Section 2.2.5 of the new Official Plan requires that a detailed Secondary Plan be undertaken for the VMC outlining how growth will be accommodated and how a series of general policies will be achieved.

Zoning

The provisions of Zoning By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the Official Plan including Volume 2. With approval of the Official Plan, it is anticipated that the preparation of a new by-law will be commenced to bring the City's zoning provisions into conformity with the new Official Plan. A budget and work plan to include the zoning review in the 2012 budget, will be prepared for consideration by Council next year.

The Study Process

The Terms of Reference for the VMC Study was approved by Council on May 12, 2008. The Study which was initiated in November of 2008, with the lead consultant, Urban Strategies Inc. involved three phases of work:

- Review of Background materials and analysis of issues and opportunities;
- Development of a long-term vision, principles and structural framework; and,
- Preparation of the Secondary Plan.

Community Consultation

The VMC Study involved extensive consultation. The City, Region of York, transit agencies, School Boards and Toronto and Region Conservation Authority (TRCA) were engaged throughout the process. Landowners in the study area were involved through a series of interviews at the beginning of the study process and again in November and December of 2009 as the structural framework and policy direction were taking shape. In addition to the consultation which occurred at the City Official Plan Open Houses of May 28, and November 18, 2009, the following meetings and workshops were held:

- (i) Visioning Workshop 1- Setting the Stage for a New Downtown, May 7, 2009:
 - a. With Industry and Stakeholders (afternoon)
 - b. Residents' workshop and Open House (evening)

(ii) Workshop 2- Exploring Development Concepts for the New Downtown, September 30, 2009:

- a. With Stakeholders (afternoon)
- b. Community Open House (evening)

(iii) Public Information Meeting - March 8, 2010

Statutory Public Open House - April 19, 2010

The Planning Context

The study area is subject to Provincial, Regional and municipal policy as follows:

(i) The Provincial Policy Statement (PPS)

The PPS supports efficient use of land, resources and infrastructure. It promotes land use patterns, densities and mixes of uses that minimize vehicular trips, and supports the development of plans and viable choices for public transportation. All Official Plans must be consistent with the PPS.

(ii) Growth Plan for the Greater Golden Horseshoe: The Places to Grow Plan (2006)

Places to Grow identifies the VMC as one of 25 Urban Growth Centres (UGC's). UGC's are strategic focal points for growth and intensification. The VMC is to be planned as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses. UGC's like the Vaughan Metropolitan Centre, have been assigned a growth target of 200 people and jobs per hectare by 2031. The VMC density which was approximately 20 people and jobs per hectare in 2006, is expected to achieve, and possibly exceed, the assigned density target by 2031.

(iii) The Regional Transportation Plan (The Big Move)

Metrolinx, an agency of the Ontario government, designates the VMC as an Anchor Mobility Hub in the Regional Transportation Plan. This designation reflects the fact that the VMC will be the site of convergence for two rapid transit lines; the Spadina Subway Extension and VIVA's Highway 7 Bus Rapid Transit line will intersect and converge with the regional bus network. Anchor Mobility Hubs are envisioned as the "anchors" of a successful regional transportation network and are recommended to achieve a density of 200-400 people and jobs per hectare. They are to evolve as vibrant places of activity and major regional destinations.

(iv) The Region of York Official Plan (ROP)

The ROP identifies the VMC as one of four Regional Centres, which are to "contain a wide range of uses and activities, and be the primary focal points of intensive development, including residential, employment, live-work, mobility, investment, and cultural and government functions". The Region's Official Plan calls for the preparation of secondary plans for Regional Centres that include, but are not limited to:

- Minimum density requirements and targets;
- A fine-grained street grid;
- Urban built form massed, designed and oriented to people;

- A concentration of the most intensive development and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations;
- A minimum requirement of 35% affordable new housing units;
- Policies that sequence development in an orderly way;
- Policies to ensure excellence in urban design and sustainable construction methods;
- Requirements to reduce and/or mitigate urban heat island effects;
- Policies that establish urban greening targets;
- Provisions for an urban public realm;
- Public art policies;
- Policies to ensure connections and enhancements to local and Regional Greenlands systems;
- Policies to require innovative approaches to urban stormwater management;
- A mobility plan;
- Requirements for new school sites to be constructed to an urban standard; and,
- Provisions for human services.

The VMC Secondary Plan is expected to conform to the aforementioned Regional policies.

(v) The New Vaughan Official Plan

The draft Official Plan establishes the boundaries for the VMC, removing the lands west of Highway 400, and the lands east of Creditstone Road from the former District Area of the Vaughan Corporate Centre. It also states that the VMC Secondary Plan area (larger area as shown on Attachment No. 2), will comprise distinct development precincts, and that the VMC Secondary Plan will establish growth targets of 12,000 residential units and 6,500 new jobs by 2031. The draft Official Plan also calls for the development of tall building guidelines, and the creation of a Design Review Panel, to advise on development applications for the VMC.

Council Direction

The Statutory Public Hearing was held on June 14, 2010 for the purpose of obtaining public input and comment on the draft Secondary Plan. A total of 7 deputations and 4 written submissions were received. The following Committee of the Whole (Public Hearing) recommendation, in part, was ratified on June 29, 2010:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved:
- 2) That the following deputations and written submissions be received;

Period for Accepting Comment

The draft VMC Secondary Plan was made available for public comment on May 25, 2010 in advance of the statutory public hearing. Staff has continued to accept submissions up to final drafting of this report. Responses have been prepared, which are reflected in Attachment No. 1.

It is recognized that some issues may not be resolved to the satisfaction of some respondents upon the City's approval of the Official Plan. This may result in appeals, which may ultimately have to proceed to the Ontario Municipal Board for adjudication. Post-approval negotiations may proceed during the York Region review process, with the opportunity for modifications prior to, and during, any Ontario Municipal Board proceeding.

Submissions Review

Several objectives were used as the basis for analyzing the submissions made by landowners, public agencies, the development industry, residents and interest groups regarding the proposed Secondary Plans. In particular, to ensure that the new Official Plan principles were maintained, that senior level policy direction was conformed to (e.g. Regional Official Plan, Places to Grow), and that sound planning principles were adhered to. In addition, meetings were held with a number of respondents to clarify issues and discuss potential solutions.

The submissions, ranging from comments to suggested amendments to the proposed Secondary Plans, were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to the Secondary Plan policies, and it is also anticipated that further City-initiated changes will need to be considered prior to Regional approval.

As a tool for the efficient and thorough review of submissions, a matrix was established to set out the content of the submissions and the recommended responses to each of the five proposed Secondary Plans. The summary matrices form the basis of an Attachment to each of the five Committee of the Whole reports on this August 31, 2010 agenda, and present information in tabular form as follows:

PART A: An index of correspondence for Part B identifying each response by item number, correspondence date, name and subject/location.

PART B: A summary of the response/concerns/requests and staff comments and the related recommended policy and mapping changes.

The summaries in PART B contain the following:

- The Item Number related to the number in the Part A Correspondence Index
- The Submission Date and respondent identification
- The correspondence content, as summarized by Staff
- Staff comment on the submission
- Staff recommendation on the submission

The following approach was applied in the application of each of the summaries:

- Each submission was evaluated on its own merits, and provided with a response
- Multiple submissions pertaining to one property(s) or issue(s), from a person, firm or agent, could be combined to provide a single response
- Submissions pertaining to one property or issue, from more than one person, firm or agent, could be combined or have a single response.

The summary will form part of the public record of comments received on each of the focus areas, and will be forwarded to the Region of York in accordance with the approval process under the Planning Act.

Submissions Received

Approximately 16 written submissions have been received in respect of the VMC Secondary Plan, the majority of which address land use designations and policies relating to specific properties. Other responses pertain to general policy issues from the public and responses have also been received from City departments, various government bodies, and public agencies.

Key Policy Areas – Overview of Recommendations

Many of the responses received address key policy areas that are fundamental to the plan. Each response is treated individually in Attachment No. 1. However, a number of the important policy issues are identified below, along with an overview of staff's recommended approach.

i) Special Study Area A (West) and surrounding lands in the Northwest Quadrant (Area between Hwy. 400 to the West and Jane Street to the East, and Hwy. 7 to the South and Portage Parkway to the North)

The primary landowners for this portion of the Secondary Plan recently approached the City requesting consideration of modifications, specifically with respect to the road network, and the location and configuration of the parkland in this area. Since this portion of the plan requires further study with respect to the road network (Special Study Area A), it is suggested that the City re-visit this area of the plan to complete a further transportation and land use review, following the Council approval of the VMC Secondary Plan. It is recognized that there is a need for a successful resolution to the configuration of the Hwy. 400 ramps (Links 4 and 5) to facilitate the Creditstone-Portage-Applewood Bypass. Schedule C (Attachment No. 7), illustrates one concept for roads in this area. Further detailed study of this configuration will be required and will involve the City of Vaughan, the Region of York, and the Provincial ministries and landowners. The Study should consider improvements to the larger road network that would mitigate impacts in the VMC.

Alternative locations and configurations for the northbound ramp to Highway 400 may be considered, including a location north of Portage Parkway. Modification to road alignments in the Special Study Area A may be made without amendment to this plan, provided the City is satisfied that the intent of this plan with respect to land use and transportation is met. The final road network and land use for this portion of the plan resulting from the additional review will be forwarded to the Region of York for their consideration as part of the final approval of the VMC Secondary Plan.

ii) The Road Network

A number of respondents have commented that the VMC Secondary Plan road network is too detailed. Others have asked whether the road network, (including the proposed bypasses and Hwy. 400 Flyover connecting Colossus Drive and Interchange Way), has been studied to determine its viability. A fine-grain network of streets is critical to ensuring the VMC is transit and pedestrian-oriented. This system of roads also helps to disperse traffic and increase property frontage. The physical barriers within and adjacent to the VMC, including Highways 400, 407 and 7, pose challenges for movement to and within the VMC, which the proposed network seeks to address. To help secure the finer local road system, staff recommend that, "the density associated with the conveyance of a new street or mews may be transferred to the balance of the property on which the new street or mews is situated. The maximum height may be increased to accommodate the additional density, where appropriate".

A comprehensive traffic study was undertaken specifically for the VMC road network, taking into consideration the Master Transportation Plan work for the City, including projected transportation improvements, and population and employment number projections to the 2031 time horizon. It has determined that a transit usage and modal split in line with required City targets will ensure sufficient overall transportation capacity to efficiently serve the VMC. As explained earlier in this report, the road system for Special Study Area A is not yet confirmed and will require additional analysis which will be undertaken early this fall.

Minor modifications to the location and alignment of planned streets are permitted without amendment to the plan, as provided through Section 4.3.1 of the draft VMC Secondary Plan,

provided the intersections in Schedule C (see Attachment No.7), that include a major/minor collector street or arterial street are maintained in their general location. It should be noted that the road network has been reviewed again since the June 14th Public Hearing to address landowner concerns. Some minor adjustments as reflected on Schedule No. 11 to this report are recommended:

- a) A minor re-alignment of the north/south road to coincide with the westerly property boundary of the adjacent lands (lands located at southwest corner of Maplecrete Rd. and Hwy. 7).
- b) A section of the local street at the westerly boundary of the plan is to be removed because of grade issues at this location.
- c) Two additional local street sections in the southerly part of the plan, and one in the northeast part of the plan, are proposed as either roads or mews to permit greater flexibility at the development stages of the plan.

iii) Former Development Rights under OPA 500 and OPA 663

A few respondents with lands which were located in the "Corporate Centre Node" or "Corporate Centre Corridor" of Official Plan Amendments 500 and 663 (The Vaughan Corporate Centre), have suggested that they had greater density/height permissions under the previous Official Plans. The VMC Study determined that the Urban Growth Centre should be greater in area as compared to the "Corporate Centre Node" established in the previous studies. In addition, the area of the VMC has been reduced in the new plan from that of the Corporate Centre District, to permit the concentration of growth within the larger Urban Growth Centre. Official Plan Amendments 500 and 663 were based on a vision of a more concentrated downtown where high density development and tall buildings were limited to sites fronting Hwy. 7. Only selected sites (15 identified Gateway sites located on the north and south sides of Hwy. 7, from just east of Hwy. 400 to Maplecrete Road), were permitted unlimited heights, and these sites did not include the Millway Avenue and Hwy. 7 area where the subway station is now planned. The new Secondary Plan continues to focus the highest densities and tallest buildings along Hwy. 7 and around the subway station, but distributes height and density more evenly across the VMC to achieve a complete downtown with a mix of uses and building types. The net effect is much greater density overall. The risk of permitting unlimited height and density on certain sites not directly related to the subway, is that the distribution of high density development over a larger area may not be achieved. As well, unlimited heights and densities would likely make it difficult to achieve the desired built form, as articulated in the Plan.

It is anticipated that the area of the VMC will be expanded in the future, once sufficient growth has occurred within the current boundary to warrant the further expansion. Growth within the VMC will be monitored through review of the VMC Secondary Plan every five years.

Landowners who may have greater density/height permissions under current zoning than that permitted in the new Secondary Plan, may continue to develop under their current by-laws until such time as the City Zoning By-law is amended to correspond to the new VMC Secondary Plan. At the time of the Zoning By-law review, existing permissions of landowners will be considered.

Response from the Regional Municipality of York

The Region of York has responded to the City's request for comment on the May 2010 draft of the VMC Secondary Plan. The Region is fully supportive of the City's efforts to develop a Regional Centre Plan which is compact, pedestrian friendly and public transit supportive. The Region also acknowledges the thorough public and agency consultation process which has been an integral part of developing the plan. Apart from the specific comments which are summarized and addressed in Attachment No.1, the Region has focused its attention for refinements to the plan, on requirements for a functional and integrated transportation system, and the provision of a staging and phasing plan, tied to the provision of Regional and local infrastructure improvements.

The draft VMC Transportation Study has been forwarded to the Region for their review. It is the intent of the City that the preliminary comments from the Region related to transportation, and future detailed comments pertaining to the review of the draft VMC Transportation Study, will be addressed by the City in the interim between Vaughan Council's approval of the VMC Secondary Plan, and the Region's final approval of the plan.

Respecting the Region's comments regarding the need for a "staging and phasing plan", the City is currently developing a standard set of criteria which is intended to guide the development of phasing plans for all City Secondary Plans. The criteria will include consideration of timing for projected transportation infrastructure/public transit improvements; and, projected provision of Regional and local water and sanitary services.

Applicability of Draft Official Plan (Volume 1) Policies to Existing Secondary Plans and Site and Area Specific Amendments (Volume 2)

The draft Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City of Vaughan. The existing secondary plans and site and area specific amendments that form Volume 2 of the Official Plan are intended to be read and applied together with Volume 1 except where there is a conflict, in which case the policies in the Volume 2 documents will prevail.

Approach to the Transition Period: Post-Adoption – Pre-Approval

In the period between the adoption of the Vaughan Metropolitan Centre Secondary Plan and Volume 1 and their approval by the Region, the City will be operating with the existing official plan policies still in full force (e.g. OPA No. 601, as amended). It is possible that applications to amend the existing Official Plan and Zoning By-law 1-88 will be received in this period. In evaluating these applications staff will take the application's conformity with the intent of the new Vaughan Metropolitan Centre Study and the Volume 1 plan into consideration. While not in force they represent the City's most contemporary expression of planning principles, which were developed over a three year period involving extensive study and public consultation. As such, they will warrant consideration in the review of the applications.

Direction to finalize the new Official Plan for adoption on September 7, 2010 was received at the July 28, 2010 Special Committee of the Whole meeting for Council. As well, a resolution specifying that all applications for official plan and zoning by-law amendments, received between the adoption and final approval of the Plan by the Region of York, will be evaluated on the basis of both the existing and new Official Plan policies. This will help to ensure that the integrity of the new plan is maintained during the transition period.

Staff Review – Amendments to Text and Mapping

On-going staff review of the Secondary Plan will continue in the period leading up to its anticipated adoption by Council on September 7, 2010. This review will include work required to further public, City, and government and agency comments identified on Attachment No. 1 and that may arise as a result of this meeting. Also, changes addressing issues pertaining to the style and formatting of the document may be made as necessary.

Relationship to Vaughan Vision 20/20 Strategic Plan

The VMC Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality". The following components of the Vaughan Vision 2020 Plan relate directly to the VMC Secondary Plan:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management strategy 2031;
- Support and co-ordinate land use planning for high capacity transit at strategic locations in the City; and,
- Review the Vaughan Corporate Centre Vision.

Regional Implications

The VMC Secondary Plan has been prepared in consultation with Region of York staff and is in conformity with the Region's Official Plan. The Plan relies on the population and employment forecasts of the Regional Official Plan, which was adopted in December 2009. The Regional OP is currently awaiting approval by the Province. The City's Official Plan and the VMC Secondary Plan have been designed to conform to the Regional Official Plan. As the approval authority for the Vaughan Official Plan, this report will be forwarded to the Region on adoption of the plan by the City.

Next Steps

The changes to the May 2010 draft of the VMC Secondary Plan directed by Committee of the Whole as a result of this report are anticipated to be ratified on September 7, 2010. In the interim, the plan will be revised to incorporate these revisions. This will allow Council to consider the adoption of the VMC Secondary Plan at the September 7 meeting. Any further changes resulting from continuing review or issue resolution will be reported on September 7 by way of an additional Information Item.

The Official Plan is composed of two volumes. Volume 1 will include the City-wide policies. Volume 2 which includes the VMC Secondary Plan, was presented at the June 14, 2010 public hearing. The technical reports for the other secondary plans forming Volume 2 to the Official Plan are also being considered at this (August 31, 2010) Committee of the Whole meeting. Council will consider the adoption of Volume 1 and the Secondary Plans at its September 7 meeting. This will include the following plans: The Vaughan Metropolitan Centre; the Yonge/Steeles Corridor, the Woodbridge Centre, the Kleinburg-Nashville North, and the West Vaughan Employment area.

Conclusion

The draft Vaughan Official Plan (Volume 1) was made available for public review on May 25, 2010. This was followed by a statutory Public Hearing on June 14, 2010 at which Committee of the Whole received the deputations and submissions from the public. Staff has continued to address submissions received up to August 12, 2010.

Approximately 16 submissions were received from private citizens/landowners, development interests, interest groups and governments and public agencies. The submissions have been analyzed and where appropriate, recommendations have been developed to respond to the identified issues. These are set out in detail in Attachment No. 1. The approach taken to some of the key policy areas have been highlighted above.

Based on the submissions, the overall direction and content of the plan is not a matter of contention. Requests for changes to the plan were primarily focused on specific areas of policy or specific lands which may be impacted by a policy or a land use designation(s). Each request for a change was considered on its merit taking into consideration the principles of the new Official Plan and the VMC Secondary Plan, and the need to ensure continuing conformity with senior level policy direction (e.g. the Regional OP and the *Places to Grow* plan) and adherence to sound planning principles.

Therefore it is recommended that the draft VMC Secondary Plan, (May 2010) be modified in accordance with the recommendations contained in this report. It is further recommended that staff proceed with revisions to the plan, incorporating the changes recommended herein and that the revised plan proceed to Council for adoption at its September 7, 2010 meeting.

Attachments

1. Summary of Submissions, Staff comments and Recommendations: Draft VMC Secondary Plan May 2010.
2. Location Map
3. Vaughan Metropolitan Centre Boundaries
4. Land Use Precincts, draft VMC Secondary Plan (May 2010)
5. Height and Density Parameters Map, draft VMC Secondary Plan (May 2010)
6. Parks and Open Spaces, draft VMC Secondary Plan (May 2010)
7. Street Network, draft VMC Secondary Plan (May 2010)
8. Transit Network, draft VMC Secondary Plan (May 2010)
9. Bicycle Network, draft VMC Secondary Plan (May 2010)
10. Correspondence Pertaining to the Draft VMC Secondary Plan (Mayor and Members of Council Only.)
11. Recommended Road Network Changes

Report prepared by:

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Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning

**Attachment 1
Part A: Index of Correspondence for PART B
Vaughan Metropolitan Centre Secondary Plan
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Date	Respondent	Subject/Location
3E	June 2, 2010	Sherman, Brown, Dryer, Karol, Gold, Lebow Barristers and Solicitors	2900 and 2938 Highway 7
28E	July 5, 2010	Weston Consulting Group Inc.	2966, 2978 and 2986 Highway 7
37B	June 15, 2010	IBI Group	Interchange lands between Highways 400, 407 ETR, Highway 7, and Jane Street
38B	July 5, 2010	Evans Planning	180 and 190 Maplecrete Road, and 2951 HWY 7
59B	May 14, 2010	Weston Consulting Group Inc.	7601 Jane Street
59C	July 5, 2010	Davis Legal Advisors	7601 Jane Street
105B	June 14, 2010	IBI Group	Interchange lands between Highways 400, 407 ETR, Highway 7, and Jane Street
169	June 14, 2010	IBI Group	3131 Regional Road 7
198	July 5, 2010	Toronto and Region Conservation Authority (TRCA)	Vaughan Metropolitan Centre
199	July 2, 2010	SmartCentres Inc.	Extend, west to HWY 400, north to Portage Parkway, east to Jane Street and south to HWY 7.

Attachment 1
Part A: Index of Correspondence for PART B
Vaughan Metropolitan Centre Secondary Plan
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Date	Respondent	Subject/Location
201	June 14, 2010	Bell Canada	Vaughan Metropolitan Centre
202	July 5, 2010	IBI Group	44 Creditstone Road
204	June 18, 2010	York Catholic District School Board	Vaughan Metropolitan Centre
233	June 18, 2010	York Catholic District School Board	Focus Area 2, 7 acres in size
235	June 14, 2010	David Brown Associates	200 Interchange Road
239	June 11, 2010	Rice Commercial Group	3300 Highway 7
254	June 25, 2010	City of Vaughan Parks Development, Department of Parks	Vaughan Metropolitan Centre
258	May 20, 2010	York Region	Vaughan Metropolitan Centre

**Attachment 1
Vaughan Metropolitan Centre Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
3E	<p>DATE: June 02, 2010</p> <p>RESPONDENT: Sherman, Brown, Dryer, Karol, Gold, Lebow Barristers and Solicitors</p> <p>FOR: Royal Empress Gardens Ltd.</p> <p>LOCATION: 2900 and 2938 Highway 7</p>	<p>1) Request to revise wording for Section 9.2.3 site specific to subject lands, to permit for minor adjustments at site development application approval stage.</p>	<p>1) Subject lands were recently at the Ontario Municipal Board and certain development permissions were granted. Section 9.2.3 should be modified to recognize the permissions granted through recent development approval applications for this site.</p>	<p>1) That the wording of Section 9.2.3 be modified to read as follows: "Notwithstanding any policies of this plan (including the schedules) that would suggest otherwise, Zoning By-law No. 287-2008 permits a maximum gross floor area of 182,000 sq. m on the property, defines building envelopes and establishes an unlimited height for the property. Further, this secondary plan shall not prevent the consideration of minor variances to Zoning By-law No. 287-2008 that are in keeping with the objectives, policies, and schedules of this plan.</p>
28E	<p>DATE: July 05, 2010</p> <p>RESPONDENT: Weston Consulting Group Inc.</p> <p>FOR: ZZEN Group of Companies Ltd. And Gold Park Group</p>	<p>1) Request that lands be included within the "Station Precinct".</p> <p>2) Request exemption from development standards, including height, density, dwelling unit ratio and other standards.</p> <p>3) Request subject lands be designated "Station Precinct" with exceptions.</p> <p>4) The land situated above the TRCA established top of bank is developable</p>	<p>1), 2), and 3) The VMC Secondary Plan was prepared by the City Consultants and staff and involved significant community consultation. The designations, including height and density standards, and the boundaries of the designations as provided in the plan, were derived to ensure the development of a vibrant downtown with an appropriate mix of residential and employment over the 21 year time horizon and to ensure the highest densities are built close to the subway.</p>	<p>1) That Section 8.4.2 be revised to permit street related commercial uses on the entire length of Hwy. 7, east of Applewood Cr. as follows: "Street-related commercial uses, including retail stores, restaurants, places of entertainment, personal and business services, and professional offices shall be permitted on Highway 7, and on Edgeley Road and the planned easterly extension of Interchange Way, as indicated in Schedule I. In addition,</p>

**Attachment 1
Vaughan Metropolitan Centre Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
	<p>LOCATION: 2966, 2978 and 2986 Highway 7</p>	<p>land and should be designated as "Downtown Mixed Use." 5) Suggests that the subject lands be examined for proposed designation through site specific development applications.</p>	<p>It should be noted however, that upon further review, a modification to Section 8.4.2 respecting the Hwy. 7 area, which would affect the respondent's lands, is recommended. 4) The City concurs that a portion of the lot located at the northeast corner of Hwy. 7 and Jane Street should not be included in the Open Space designation; however, the designation should be Neighbourhood Precinct (N3), as per the remainder of the proponents' lands located to the immediate east of the corner lot. 5) The lands have been reviewed through the VMC Study and an appropriate designation has been assigned through this process.</p>	<p>small-scale convenience retail may be permitted on corner lots within Neighbourhood Precincts. (This recommendation also entails a mapping change to Schedule 1 – Areas for Retail Uses.) Also, that a new policy be included following Section 8.4.2 which reads as follows: "Office buildings shall be permitted in Neighbourhood Precincts provided they front onto and address Hwy. 7." 2) No change is recommended. 3) No change is recommended. 4) That the VMC Schedules be revised to include a portion of the westerly lot at the northeast corner of Hwy. 7 and Jane Street in the Neighbourhood 3 precinct. 5) No change is recommended.</p>

**Attachment 1
Vaughan Metropolitan Centre Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
37B	<p>DATE: June 15, 2010</p> <p>RESPONDENT: IBI Group</p> <p>FOR: 2748355 Canada Inc.</p> <p>LOCATION: Interchange lands between Highways 400, 407 ETR, Highway 7, and Jane Street</p>	<p>1) Need transition policies in Plan.</p> <p>2) Concern that street network is not vehicular friendly.</p> <p>3) Questions whether Traffic study for VMC supports proposed street network.</p> <p>4) Request justification for Section 4.3.10- flyover.</p> <p>5) Concern respecting requirements of section 4.5.8- bicycle parking, change rooms, showers, etc.</p> <p>6) Policies 5.5.3 (heat island effect), and 5.4.5 (rainwater harvesting) contain word "shall". Requesting greater flexibility.</p> <p>7) Requesting alternative parkland dedication requirements for the VMC.</p> <p>8) Section 7.1.4- clarify whether parcels will be reserved for community and/or institutional uses.</p> <p>9) Policy 8.1.1 states that boundaries of precincts that abut existing roads are fixed- Proponent is requesting more flexibility with respect to boundaries of designations reflected on the plan.</p> <p>10) Policies 8.1.4 and 8.1.5- affordable</p>	<p>1) The VMC Secondary Plan anticipates a slow transition and the policies of the plan are therefore crafted to take this into consideration. In addition, policy such as Section 9.2.2- Expansion of Existing Uses, recognize a transitional period. (*This policy is now proposed to be modified to permit more flexibility with respect to vertical expansions.)</p> <p>2) & 3) A comprehensive traffic study was undertaken specifically for the VMC Secondary Plan. It has determined that transit usage and modal split in line with required City targets will ensure sufficient overall transportation capacity to serve the VMC. The VMC Plan builds on the streets and blocks structure of OPA 500.</p> <p>4) The proposed Hwy. 400 Flyover is necessary as determined by the VMC Transportation Study.</p> <p>5) This policy has been reviewed and a modification is recommended to address landowner concerns.</p> <p>6) The wording in Section 5.5.3 should be modified to read "encouraged" rather than "shall". With respect to Section 5.4.5 (rainwater harvesting), the York</p>	<p>1) See recommendation for Item 235, 1).</p> <p>2) & 3) No change is recommended.</p> <p>4) No change is recommended.</p> <p>5) That Section 4.5.8 respecting the requirement for change rooms, showers and lockers in major office developments, be modified to read "encouraged" rather than "shall be required".</p> <p>6) That the wording in Section 5.5.3 be modified to read "encouraged" rather than "shall". No change is recommended with respect to Section 5.4.5 – Rainwater harvesting.</p> <p>7) No change is recommended.</p> <p>8) That a sentence be added to Section 7.1.4 to clarify that: these sites are not reserved for institutional uses.</p> <p>9) No change is recommended.</p> <p>10) That Section 8.1.4 be modified to refer to Volume 1 of the City OP. It is further recommended that Section 8.1.5 be modified to read "A diverse housing mix is encouraged, including a</p>

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		<p>housing and unit size percentages too prescriptive.</p> <p>11) Require more flexibility than 8.1.7 permits respecting phasing, specifically requesting limited residential growth outside of the Urban Growth centre.</p> <p>12) Policies 8.1.8 and 8.1.9-density/height policies, question exclusion of all roads, parks, and infrastructure from land density calculation.</p> <p>13) States that density and height permission of OPA 500, as amended by OPA 663, were greater along Hwy. 7 for the subject lands. Proponent against reduction of these densities.</p> <p>14) Policy 8.2.3- Station Precinct requiring 35% office development is too high a percentage.</p> <p>15) Clarify if policy 8.3.1 which identifies South Precinct as preferred location for post-secondary institution will effectively freeze the lands for this purpose.</p> <p>16) Section 8.4.1 speaks to permission of townhouse development, but requires a min. height of 4 storeys.</p>	<p>Region Official Plan requires rainwater harvesting for residential developments. The word "shall" in Section 5.4.5 of the VMC Plan refers only to residential buildings.</p> <p>7) Section 6.1.3 sets out the parkland dedication requirements in accordance with the provisions in the Planning Act. A number of municipalities in the GTA utilize similar parkland dedication rates as the City of Vaughan.</p> <p>8) The VMC Secondary Plan does not freeze lands for community and/or institutional uses. The school boards have identified the need for 5 school sites within the plan. The onus will be on the school boards to determine at the Block Master Plan and draft Plan of Subdivision stages the configuration, and need for each of the school sites.</p> <p>9) See Comments 1), 2) & 4), Item 59B/C.</p> <p>10) The Region of York requires that a minimum of 35% of new residential units in Regional Centres and along Regional corridors be affordable housing units. Affordability is a goal which is universal across the municipality and is recognized in</p>	<p>significant number of dwelling units which accommodate households with children."</p> <p>11) No change is recommended.</p> <p>12) That Section 8.1.8 be revised as follows:</p> <p>" Schedule J establishes the maximum and minimum densities in the VMC, expressed as floor spaces indices (FSI). No development, except a public school, shall have a density lower than the minimum FSI identified in Schedule J or a density higher than the maximum FSI identified in Schedule J. The FSI of a development is calculated by dividing the gross floor area by the area of the lot. The land area to be used for the calculation of permitted density shall include the land used for buildings, off-street parking and servicing areas, local streets and public mews, private streets and driveways, and private landscaped open space, and shall exclude land for other public streets, parks, and other public infrastructure. The calculation of gross floor area shall not include the floor area of underground parking, bicycle parking and public transit uses, such as subway entrances and bus terminals."</p>

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		<p>17) 8.5.1 permits light industrial uses, but requires min. 4 storey height.</p> <p>18) Sections 8.6.6 - 8.6.28-built form are too prescriptive.</p> <p>19) Clarify Policy 10.2.6- too open ended.</p> <p>20) Policy 10.7.1- cost sharing agreements may be difficult to realize and must be further explored.</p> <p>21) various issues with Schedules-C-Street Network, E-Parks- some parks identified where there are existing uses, Schedule F-Community services and Cultural facilities, etc.,</p> <p>22) Policies 8.4.1 and 8.4.2 do not permit office development. Requesting mixed-use, including office development.</p>	<p>Volume 1 of the City OP."</p> <p>11) The rationale for the Urban Growth Centre (UGC) boundary or "priority development area", is that it is intended to ensure achievement of the critical mass of a downtown within the planning horizon (20-25 years) and provides some assurance that the Regional target of 200 people and jobs per hectare within the UGC will be met. Section 8.1.7 of the VMC does permit some flexibility in the wording by providing the discretionary note "or until the City is otherwise satisfied the density target will be achieved."</p> <p>12) The calculation of net density as reflected in the plan is used across the City. However, given that in this area of density intensification the plan calls for a number of new streets; it is considered appropriate that the City permit that the area of the new local road/mews may be applied to the landowner's density calculation for the property on which the road/mews is required.</p> <p>13) See Comments 1), 2) & 4) of Item 59B/C.</p> <p>14) See Comment 1), Item 202.</p>	<p>13) No change is recommended.</p> <p>14) No change is recommended.</p> <p>15) No change is recommended.</p> <p>16) That a new policy be included following Section 8.6.16, which reads as follows: "Notwithstanding Schedule J, the minimum height for a townhouse shall be 3 storeys.</p> <p>17) No change is recommended.</p> <p>18) No change is recommended.</p> <p>19) No change is recommended.</p> <p>20) No change is recommended.</p> <p>21) No change is recommended.</p> <p>22) See Recommendation 1), Item 28E.</p>

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			<p>15) While the City encourages the co-operation of private landowners and other partners to work together to attract and accommodate a major institutional use in the South Precinct, it does not provide that any particular parcel must be developed for this purpose.</p> <p>16) This policy has been reviewed and the density and built form objectives of the plan can still be met with the permission of 3 storey townhouses.</p> <p>17) Some light industrial uses, such as labs and workshops, can be accommodated in multi-storey buildings. Also, a 4-storey office building with a 1 or 2 storey light industrial component would be permitted.</p> <p>18) It is important that design policies are effective to ensure that vision of the VMC is achieved.</p> <p>19) This policy will enable achievement of the vision of the VMC.</p> <p>20) The requirement for cost sharing agreements has been a standard clause in City Block Plans, Plans of Subdivision Agreements, and is also often included in Official Plan Amendments. Cost</p>	

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			<p>sharing agreements are intended to equitably distribute the cost of shared infrastructure, and public facilities, and in the past have proven to be a useful tool towards achieving their intended purpose.</p> <p>21) See Comments 1), 2) & 4), Item 59B/C.</p> <p>22) These policies have been reviewed and a modification is recommended which addressed the proponent's concerns.</p>	
38B	<p>DATE: July 05, 2010</p> <p>RESPONDENT: Evans Planning</p> <p>FOR: Unicom Management Corp., Lape Holdings</p> <p>LOCATION: 180 and 190 Maplecrete Road, and 2951 HWY 7</p>	<p>1) Need more flexibility with respect to location of local roads (Section 4.3.1).</p> <p>2) Lands not in floodplain should not be subject to Special Study Area B (East) conditions.</p> <p>3) Design policies in Section 8.6 and/appendix C.1 should be only guidelines.</p> <p>4) Section 6.1.3 related to Parkland too onerous.</p> <p>5) Section 10.0 Block Master Plan policies are too general- need to identify range of issues to address and approval process for Block Master Plans.</p>	<p>1) Section 4.3.1 does provide some flexibility with respect to local road modifications. The road network for the VMC was carefully studied and designed to achieve optimum connectivity, considering each mode of transportation, and should not be subject to significant change. Nevertheless, the network of local streets has been reconsidered since the June 14th public hearing and some minor adjustments to local roads, including an adjustment of the north/south road west of Maplecrete Rd., to align with the westerly property line of the proponent's lands, have been incorporated.</p>	<p>1) That minor changes be made to the local road network as identified on Schedule 11 to this report.</p> <p>2) That Section 8.4.3 be revised to state that: properties partially or wholly within Special Study Area B, but entirely outside the floodplain are exempted from the development restrictions applicable to lands in the study.</p> <p>3) No change is recommended.</p> <p>4) No change is recommended.</p> <p>5) That it be clarified in Section 10.0 that: Block Master Plans are required for individual city blocks, not concession</p>

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			<p>2) A word modification will be provided to Section 8.4.3 which will address the proponent's concerns.</p> <p>3) It is important that design policies are effective to ensure that vision of the VMC is achieved.</p> <p>4) Section 6.1.3 sets out the parkland dedication requirements in accordance with the provisions in the Planning Act. A number of municipalities in the GTA utilize similar parkland dedication rates as the City of Vaughan.</p> <p>5) Block Master Plans are not the same as traditional Block Plans which have been used in the City to plan concession blocks. Block Master Plans are conceptual plans relating to a city block.</p>	<p>blocks.</p>
59B/C	<p>DATE: May 14, 2010</p> <p>RESPONDENT: Weston Consulting Group Inc./Davis Legal Advisors</p> <p>FOR: 785345 Ontario Limited and I & M</p>	<p>1) Proponent requesting that entire subject lands be included within the Urban Growth Centre boundary.</p> <p>2) Proponent requesting that total developable area of site be designated a new designation site specific to subject lands-"Downtown Mixed Use".</p> <p>3) Policy 8.4.3 relating to flood plain should not apply to lands.</p>	<p>1), 2) & 4) The VMC Secondary Plan was prepared by the City Consultants and staff and involved significant community consultation. The designations, including height and density standards, and the boundaries of the designations as provided in the plan, were derived to ensure the development of a vibrant downtown with an appropriate mix of residential and employment over the 21 year time</p>	<p>1), 2), & 4) No change is recommended.</p> <p>3) That Section 8.4.3 be revised to state "that properties partially or wholly within Special Study Area B, but entirely outside the floodplain are exempted from the development restrictions applicable to lands in the study."</p>

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169	<p>Pandolfo Holdings LOCATION: 7601 Jane Street</p> <p>DATE: June 14, 2010</p> <p>RESPONDENT: IBI Group</p> <p>FOR: Toromont Industries</p> <p>LOCATION: 3131 Regional Road 7</p>	<p>4) Section 8.0 (Land Use, Density and Built Form), should not be applicable to lands. Proponent is requesting heights and densities greater than those permitted in any designation of the VMC Secondary Plan.</p> <p>1) Street network is too prescriptive; question viability of traffic system. 2) Hwy. 400 Flyover connecting Colossus and Interchange Way ((Section 4.3.10): the cost for this infrastructure should be born by a City-wide DC. 3) Bicycle facilities required by Section 4.5.8 are too onerous. 4) Section 5.0 –energy saving or conservation methods (specifically Policies 5.5.3 on heat island effect and 5.4.5 on rainwater harvesting) are required. Proponent is asking that the language be changed to read "encouraged" rather than "shall". 5) Requesting a different parkland dedication standard be applied to the VMC.</p>	<p>horizon and to ensure the highest densities are built close to the subway.</p> <p>3) The Black Creek Stormwater Optimization Master Plan Class EA Study is underway. It is expected that the Study will inform future land use changes and policies for lands that are within the floodplain and lands that are not in the floodplain.</p> <p>1) A comprehensive traffic study was undertaken specifically for the VMC Secondary Plan. It has determined that transit usage and modal split in line with required City targets will ensure sufficient overall transportation capacity to serve the VMC. 2) The cost for the proposed Hwy. 400 Flyover will be paid through the City of Vaughan Infrastructure budget and the Region of York funding for collector road crossings of 400 Series highways. 3) See Comment 5), Item 37B. 4) The wording in Section 5.5.3 has been modified to read "encouraged" rather than "shall". With respect to Section 5.4.5 (rainwater harvesting), the York Region Official Plan requires rainwater harvesting for residential</p>	<p>1) No change is recommended. 2) No change is recommended. 3) See Recommendation 5), Item 37B. 4) That the wording in Section 5.5.3 be modified to read "encouraged" rather than "shall". No change is recommended with respect to Section 5.4.5 – Rainwater harvesting. 5) See Recommendation 7), Item 37B. 6) That sentence be added to Section 7.1.4 to clarify that: these sites are not reserved for institutional uses. 7) See Recommendation 10), Item 37B.</p>

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		<p>6) Is it the intent of the City to freeze/reserve land parcels for community/institutional uses?</p> <p>7) Affordable housing policies are too prescriptive.</p> <p>8) Disagree with exclusion of roads, parks, public infrastructure from land density calculation for the VMC.</p> <p>9) Section 8.2.3 respecting areas where office uses are required within the Station Precinct to provide 35% office use is difficult to meet.</p> <p>10) Built form policies Section 8.6.6 to 8.6.28 of the plan are too prescriptive.</p> <p>11) Would Section 10.2.6 speaking to funding "by other means available to the City" be subject to any review or appeal. Appears too open ended.</p> <p>12) Landowner agreements may be difficult to implement given that some existing uses may continue into the foreseeable future.</p> <p>13) Issues with various schedules: existing OPA and zoning permits offer greater density and height on subject</p>	<p>developments. The word "shall" in Section 5.4.5 of the VMC Plan refers only to residential buildings.</p> <p>5) See Comment 7), Item 37B.</p> <p>6) The VMC Secondary Plan does not freeze lands for community and/or institutional uses.</p> <p>7) See Comment 10), Item 37B.</p> <p>8) See Comment 12), Item 37B.</p> <p>9) This policy is considered important to maintain the projected employment ratios for the VMC.</p> <p>10) It is important that the design policies are effective to ensure that the vision of the VMC is achieved.</p> <p>11) Any changes proposed to development charges must be approved by Council, and are subject to a public appeal process.</p> <p>12) It is acknowledged that some portions of the VMC may not be realized for some time. Where lands are required for important infrastructure the City does have the option of expropriating land. Development</p>	<p>8) See Recommendation 12) under Item 37B.</p> <p>9) No change is recommended.</p> <p>10) No change is recommended.</p> <p>11) No change is recommended.</p> <p>12) No change is recommended.</p> <p>13) No change is recommended.</p>

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		lands than VMC Plan.	<p>agreements are meant to ensure that those developers who are proceeding in the initial stages will be compensated later by those benefiting from the built infrastructure/community facility.</p> <p>13) See Comment 1), Item 202.</p>	
198	<p>DATE: July 05, 2010</p> <p>RESPONDENT: Toronto and Region Conservation Authority (TRCA)</p>	<p>1) It is requested that the hazard policies of the PPS should be referenced in Section 2.0 of Part A as the VMC has a floodplain.</p> <p>2) It is suggested to add a bullet to the third paragraph under the subheading of Vaughan Tomorrow and the new Official Plan in Section 2.0 in Part A to note the open space and natural heritage system along the Black Creek corridor.</p> <p>3) It is requested to reference the Draft Streetscape and Open Space Plan as it included the Black Creek corridor as a key part of the green space/open space system.</p> <p>4) TRCA suggests changes to the text in Section 3.0, Part A under the subheading Natural Heritage relating to stormwater ponds.</p> <p>5) It is requested to demonstrate what policies and what type of enhancements</p>	<p>1) The City concurs with the request.</p> <p>2) The City concurs with the request.</p> <p>3) The portion of Black Creek in question, which is technically within the right-of-way for Jane St., will be identified as an Environmental Open Space.</p> <p>4) The first sentence under the subheading Natural Heritage in Section 3.0 will be changed to recognize the potential for the Black Creek corridor to become a prominent naturalized feature in the VMC.</p> <p>5) The second paragraph under the subheading Natural Heritage in Section 3.0 should be changed to note the policies of Chapter 5 that describe the Environmental Open Space system.</p> <p>6) The City concurs with the recommendations.</p>	<p>1) The first paragraph in Part A, Section 2.0, Policy Context, under the subheading of the Provincial Policy Statement should be amended as follows:</p> <p>The Provincial Policy Statement (PPS), enacted in March 2005, provides policy direction on matters of provincial interest related to land use planning and development. The PPS supports efficient use of land, resources and infrastructure. It encourages development patterns that support strong, livable and healthy communities by endorsing intensification as a means to accommodate growth and increase urban vitality. It promotes land use patterns, densities and mixes of uses that minimize vehicular trips and supports the development of plans and viable choices for public transportation. It addresses public health and safety through policies that direct development away from natural and human-made</p>

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		<p>are being considered to ensure that the stormwater management system anchors the open space system, as noted in the second paragraph under the subheading Natural Heritage in Section 3.0.</p> <p>6) One text change and one addition are requested under the subheading Green in Section 2.0 of Part B.</p> <p>7) It is suggested to reference Low Impact Development (LID) measures on Page 24 in Section 4.0 (Streets and Transportation) of Part B.</p> <p>8) With reference to Figure J of Appendix B, noted in the TRCA letter as Schedule I, and pertaining to Section 4.4 of Part B, TRCA requests more information regarding streetscape elements.</p> <p>9) Regarding Parking (Section 4.6 of Part B), TRCA recommends the design of parking lots/facilities/spaces should incorporate stormwater management practices in the VMC.</p> <p>10) It is requested to add a note in the preamble to Section 5.0 of Part B regarding protection from urban flooding.</p>	<p>7) The recommendation is not specific, nor is it clear how to reference LID measures in the transportation section.</p> <p>8) The Secondary Plan is not meant to provide great detail on streetscape elements. It is noted that detailed streetscape guidelines for Hwy. 7 and Jane St. will be prepared in consultation with the Region of York. Guidelines for Edgely road and general guidelines for other collector roads and local streets will be prepared by the City referencing the "Vaughan Corporate Centre Detailed Streetscape and Open Space Masterplan", prior to the consideration of development applications.</p> <p>9) Generally, future surface parking lots will be discouraged. However, where surface parking lots occur, consideration should be given to the design of parking lots to incorporate "state of the art" stormwater management practices. Policy 4.3.2.7 in Volume 1 of the City OP does address this. The Black Creek Optimization Study underway may also address potential for stormwater management practices to be incorporated.</p>	<p>hazards where there is an unacceptable risk to public health or safety or of property damage. The Planning Act requires that Official Plans be consistent with the PPS.</p> <p>2) The third paragraph under the no need to respect entire policy subheading of Vaughan Tomorrow and the new Official Plan in Section 2.0 of Part A should be amended to include as the 7th bullet, as follows:</p> <p>"• open space and natural heritage system along the Black Creek corridor."</p> <p>3) That the Black Creek connection between Hwy. 7 and Doughton Road be reflected on Schedule E of the VMC Secondary Plan.</p> <p>4) The first sentence under the subheading Natural Heritage in Section 3.0 of Part A should be amended as follows:</p> <p>"Given the lack of natural features in the VMC, the Black Creek corridor has the potential to become a prominent naturalized feature."</p>

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		<p>11) It is requested to add several points to Policy 5.4(a) regarding stormwater management relating to maintaining base flow, preventing erosion, preventing increases in flood risk, protecting water quality, maintaining hydrologic and ecological functions, and maintaining an appropriate diversity of aquatic life.</p> <p>12) It is requested to reference Low Impact Development (LID) measures in Policy 5.4.5.</p> <p>13) It is suggested that the reference to the Black Creek Stormwater Optimization Master Plan Class Environmental Assessment Study (henceforth the Black Creek Optimization Study) may not be appropriate as a policy in section 5.6 (Natural Heritage) and that it may require its own section or be placed in the stormwater management section.</p> <p>14) It is requested to provide more information on how the Black Creek Optimization Study and City-Wide Drainage Study are incorporated in the implementation of the Secondary Plan. A block plan process is recommended to implement the policies of the Secondary Plan/</p>	<p>10) The City concurs with the recommendation.</p> <p>11) The suggested additions are more prescriptive than is the intent of the policy. The suggested items are part of the TRCA stormwater management criteria.</p> <p>12) The City concurs with the recommendation.</p> <p>13) It is expected that the Black Creek Optimization Study will inform future land use changes and policies for lands that stay in the floodplain and lands that are removed from the floodplain. Given that the Environmental Open Space system in the VMC is planned in conjunction with stormwater management facilities, a discussion of the Black Creek Optimization Study in Section 5.6 is appropriate.</p> <p>14) The Development Concept Report requirement in Policy 10.6.1 is appropriate to include a reference to demonstrate consistency with the results of the Black Creek Optimization Study and the City-Wide Drainage Study.</p> <p>15) See comment 3) above.</p>	<p>5) The second paragraph under the subheading Natural Heritage in Section 3.0 of Part A is changed as follows:</p> <p>“The Secondary Plan capitalizes on and enhances the environment of the stormwater retention ponds and Black Creek tributary, through policies in Chapter 5 that describe the Environmental Open Space system, making them an anchor within a comprehensive network of open spaces extending across the VMC.”</p> <p>6) The points under the subheading Green in Section 2.0 of Part B should be amended to include (put in what is now)</p> <ul style="list-style-type: none"> • Downtown will be a model of sustainable development. • Existing significant natural features will be maintained and/or enhanced, and the natural functions of the Black Creek corridor will be enhanced. • Areas containing stormwater management facilities will be naturalized and may also contain park amenities where appropriate. • Efficient energy systems, including district energy, will be explored and developed, and a Community Energy

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		<p>15) TRCA does not support removal of portion of Black Creek watercourse from the mapping schedules, specifically between Hwy. 7 and Daughton Rd.</p>		<p>Plan will be prepared.</p> <ul style="list-style-type: none"> • The local hydrological system will be designed to minimize waste and run-off and maximize positive impacts on the natural environment. • Low Impact Development (LID) measure is encouraged for all future development/redevelopment. • Civic buildings will demonstrate the highest green building standards, and private development will be encouraged to do the same. <p>7) No change is recommended. 8) No change is recommended. 9) No change is recommended.</p> <p>10) The preamble in Section 5.0 of Part B should be amended by adding a 6th bullet as follows:</p> <ul style="list-style-type: none"> • Ensure development in the VMC is supported and complemented by open spaces containing significant natural features. • Ensure the VMC is protected from riverine and urban flooding and that it will not contribute to flooding. <p>11) No change is recommended.</p>

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				<p>12) Policy 5.4.5 in Part B should be amended as follows: 5.4.5 On-site Low Impact Development (LID) measures and streetscape elements intended to minimize stormwater run-off, including rainwater harvesting and reuse systems, bio-swales or water features, permeable paving materials and green roofs, shall be encouraged. All new residential buildings shall be required to install rainwater harvesting and recirculation/reuse systems for outdoor irrigation and outdoor water uses.</p> <p>13) No change is recommended.</p> <p>14) Policy 10.6.1 is changed as follows: To ensure private development is coordinated with public infrastructure, phased appropriately, and fully conforms to this plan, development applications, including Official Plan Amendment, Plan of Subdivision, Rezoning and Site Plan applications, for properties comprising one or more planned development blocks shall include a Development Concept Report. The Development Concept Report shall include the following:</p>

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				<p>a. Lotting Plan that delineates and dimensions the lots proposed on each block;</p> <p>b. Block Master Plans that illustrate the conceptual site plans and proposed density and massing of buildings;</p> <p>c. Access and Circulation Plan for pedestrians and vehicles;</p> <p>d. Streetscape and Open Space Plan;</p> <p>e. Street and relevant infrastructure design demonstrating consistency with the findings of the Black Creek Stormwater Optimization Master Plan</p> <p>Class Environmental Assessment Study and the City-Wide Drainage and Stormwater Management Criteria Study;</p> <p>f. Shadow and wind studies where high-rise and mid-rise buildings are proposed;</p> <p>g. Affordable Housing Plan, where required;</p> <p>h. Sustainable Development Report;</p> <p>i. Context Plan.</p> <p>15) Refer to Recommendation 3) above.</p>

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199	<p>DATE: July 02, 2010</p> <p>RESPONDENT: SmartCentres Inc.</p> <p>FOR: SmartCentres Inc.</p> <p>LOCATION: extend west to HWY 400, north to Portage Parkway, east to Jane Street and south to HWY 7.</p>	<p>1) Proposed road modifications in the northwest sector of the Plan a concern.</p> <p>2) Proposed road configuration for highway on ramp (Special Policy Area A) should be reconsidered.</p> <p>3) Policy 8.1.13 should be removed.</p> <p>4) How will bypasses as stated in 4.3.6 and 4.3.7 be enforced.</p> <p>5) A comprehensive Traffic Impact Analysis should be completed for the Plan.</p> <p>6) Concern with Policy 4.2.9 (Station block) - need clarity on requirements of York Region's proposed interim facility.</p> <p>7) Cost of direct underground tunnel connection from bus terminal to subway station should be paid by YR and TTC</p> <p>8) Environmental policies of Section 5 should not be mandatory.</p> <p>9) Proposed 18 acre park and SWM pond should be relocated to central area of Subject Lands.</p> <p>10) Concern with Section 6.1.3-parkland requirements based on 1 ha per 300</p>	<p>1) & 2) A number of issues have been raised by landowners with respect to the n/w quadrant of the Secondary Plan. The City will undertake a further study of this area together with additional transportation studies to determine the final road network and land uses directly following the approval of the VMC Secondary Plan.</p> <p>3) Policy 8.1.13 refers to the completion of the Special Study Area A (west) study requirement prior to any development of the area. This study will be done together with the further land use study. See comment 1) & 2) above.</p> <p>4) The required bypasses will be achieved through the Plan of Subdivision process whereby they will be a requirement of development approval.</p> <p>5) A comprehensive traffic study was undertaken specifically for the VMC Secondary Plan. It was determined that a transit usage and modal split in line with required City targets will ensure sufficient overall transportation capacity to serve the VMC. However, with respect to the northwest portion of the plan, further analysis is required as acknowledged in 3) above.</p>	<p>1), 2) and 3) That Section 4.3.9 be revised as follows: "In identifying the Special Study Area A identified on Schedule C, the need for a successful resolution to the configuration of the Highway 400 ramps (Links 4 and 5) to facilitate the Creditstone-Portage-Applewood By-pass and other objectives in the area, is recognized. Schedule C illustrates one concept for roads in this area. Further detailed study of this configuration will be required and will involve the City of Vaughan, the Region of York, the Provincial Ministries and the landowners. The study should consider improvements to the larger road network that would mitigate traffic impacts in the VMC. Alternative locations and configurations for the northbound ramp to Highway 400 may be considered, including a location north of Portage Parkway. Modifications to road alignments in the Special Study Area A may be made without amendment to this plan, provided the City is satisfied that the intent of this plan with respect to land use and transportation is met.</p> <p>4) No change is recommended.</p> <p>5) No change is recommended.</p>

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		<p>units.</p> <p>11) Concern with Sections 8.1.4 and 8.1.5 respecting affordable housing percentages.</p> <p>12) Section 8.2.3 requirement for 35% of GFA to be office is too prescriptive.</p>	<p>6) The proponent is referred to the Region of York for any details which may be available at this time regarding the Station Precinct.</p> <p>7) It is the City's understanding that the cost of the underground tunnel connection from the VMC subway station to the east side of the realigned Millway Avenue boulevard will be covered by the Subway Project and/or York Region Rapid Transit Corporation (YRRTC). Future underground pedestrian connections or extensions to development parcels within the VMC will be addressed via the City's development review process and consultation with the TTC and YRRTC. Provisions are being made for future extensions of the underground system by the Subway Project; however, all costs associated with future underground extensions to development parcels will be paid for and constructed by development.</p> <p>8) The language in Section 5 will be modified to read "encourage" rather than "require" with respect to hardscapes and green roofs.</p> <p>9) The City will undertake the further</p>	<p>6) & 7) No change is recommended.</p> <p>8) That the language of Section 5.5.3 be modified to read "encourage" rather than "require". It is further recommended that Section 5.5.4 be modified to read "A portion of non-roof hardscapes shall use high-albedo surface materials and/or be heavily shaded by trees."</p> <p>9) No change is recommended at this time.</p> <p>10) No change is recommended.</p> <p>11) That Section 8.1.4 be modified to refer to Volume 1 of the City OP. It is further recommended that Section 8.1.5 be modified to read "A diverse housing mix is encouraged, including a significant number of dwelling units which accommodate households with children."</p> <p>12) No change is recommended.</p>

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Item	Submission	Issue	Comment	Recommendation
201	<p>DATE: June 14, 2010</p> <p>RESPONDENT: Bell Canada</p>	<p>1) Urban design policies Section 4.4.9 too inflexible.</p> <p>2) Suggested word changes to provide that underground utilities be provided where feasible.</p>	<p>study of the n/w quadrant following the approval of the Secondary Plan. Options for the location and configuration of the stormwater management pond/environmental open space will be considered at that time.</p> <p>10) Section 6.1.3 sets out the parkland dedication requirements in accordance with the provisions in the Planning Act. A number of municipalities in the GTA utilize similar parkland dedication rates as the City of Vaughan.</p> <p>11) The Region of York requires that a minimum of 35% of new residential units in Regional Centres and along Regional corridors be affordable housing units. Affordability is a goal which is universal across the municipality and is recognized in Volume 1 of the City OP.</p> <p>12) This policy is considered important to maintain the projected employment ratios for the VMC.</p>	<p>1) & 2) No change is recommended.</p> <p>3) That utility services be included as planned services under Section 5.</p> <p>4) No change is recommended.</p>

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202	<p>DATE: July 05, 2010</p> <p>RESPONDENT: IBI Group</p> <p>FOR: Norak Steel Construction Limited</p> <p>LOCATION: 44 Creditstone Road</p>	<p>3) Suggest inclusion of utility services as planned service under Section 5.0</p> <p>4) Section 6.2.5-Public Squares /Parks states lands dedicated as parkland shall not be encumbered by utility easements, or underground or above ground utility structures. Clarify that this statement refers to calculation of parkland dedication excluding any lands which might be devoted to utility.</p> <p>5) Suggested addition to Section 10.2-Infrastructure and 10.6 Development Phasing to include utilities.</p>	<p>3) Utility service is also considered a planned service and should be included as such under Section 5.0.</p> <p>4) To clarify, Utility easements cannot form part of the lands calculated for parkland dedication.</p> <p>5) The request to include utilities in Sections 10.2 and 10.6 will be addressed.</p>	<p>5) That utilities be included within Sections 10.2 and 10.6 as part of the infrastructure and phasing plans.</p>
		<p>1) Concerned that development potential of subject lands has been reduced from former policies of OPA 500.</p> <p>2) Object to policies which establish the limits of the Secondary Plan area (including Policy 10.1.1.1).</p> <p>3) Request that the eastern boundary of the VMC Secondary Plan be established by Creditstone Rd. and that proponent's lands which are located on the west side of Creditstone just north of Highway 407, remain within the VMC.</p>	<p>1) Previous plans were based on a vision of a more concentrated downtown where high density development and tall buildings were limited to sites fronting Hwy. 7. Only selected gateway sites were given unlimited height-these did not include sites at Millway Avenue and Hwy. 7, where the subway station is now planned. The new secondary plan continues to focus the highest densities and tallest buildings along Hwy. 7 and around the subway station, but distributes height and density more evenly across the VMC to achieve a complete downtown with a mix of uses</p>	<p>1) That a new section-Section 8.1.19 be added to the plan as follows: "The City acknowledges the long term potential for the VMC to expand east and north beyond the boundaries identified in Schedule A as the population targets and land use objectives of this plan are achieved. Such expansions will require a review of land use policies for the affected areas, in the context of an Official Plan Review.</p> <p>2) & 3) No change is recommended.</p>

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204	<p>DATE: June 18, 2010</p> <p>RESPONDENT: York Catholic District School Board</p>	<p>1) Requesting that one of the school sites proposed south of Hwy. 7 be relocated north of Hwy. 7.</p> <p>2) A mechanism should be in place to ensure details regarding size, location, and configuration of school sites are determined prior to development (ie. Phasing plan dependant on number of</p>	<p>and building types. In addition, the area of the VMC has been reduced to permit a concentration of growth within the larger Urban Growth Centre. A new policy should be added to the plan to acknowledge the long-term potential for the VMC to expand east and north beyond the boundaries currently identified.</p> <p>It should be noted that landowners with approved zoning by-law development applications under the provisions of the previous Official Plans may develop their sites accordingly, until such time as the Zoning By-law is reviewed for conformity with the new Secondary Plan and subsequently amended. There will be further consideration of site specific issues at the time of the review of the Zoning By-law.</p> <p>2) & 3) See comments 1), 2) & 4), Item 59B/C.</p>	<p>1) That one additional school site be shown on the VMC Secondary Plan located in the northwest portion of the plan (north of Hwy. 7, west of Jane St.)</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p>

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	<p>residential units approved).</p> <p>3) Request word insertion (configuration) to policy 7.1.1.</p> <p>4) Request clarification that school boards are not required to enter into any agreements with landowners.</p> <p>5) Policy 7.2.5- No description in Section 8.2 as to how the City can utilize the provisions of Section 37 of the Planning Act.</p> <p>6) Requesting word change to policies 5.5.3 and 5.5.4, excluding schools from having to comply with energy efficient designs/incorporate green technologies.</p> <p>7) Requesting parking be permitted in front of school building for elementary schools.</p> <p>8) Modify language to "encourage" rather than "require" with respect to school boards.</p>	<p>in particular will not grow beyond its boundaries.</p> <p>2) The Master Block Plan and Draft Plans of Subdivision for the VMC lands will provide the mechanism whereby the details respecting size, location, and configuration of school sites are determined.</p> <p>3) The configuration of a school site is a detail which will be examined at the Master Block Plan and Draft Plan of subdivision stages.</p> <p>4) The VMC Secondary Plan does not require the school boards to enter into landowner agreements. It does however, encourage co-operation to achieve mutually beneficial objectives and the vision of the plan.</p> <p>5) Section 7.2.5 incorrectly refers to section 8.2 with respect to utilization of the provisions of Section 37 of the Planning Act. It should refer to Section 10.1.2.8-Bonusing for increases in Height or Density of Volume 1 of the City OP.</p> <p>6) The language of Section 5.5.3 is expected to be modified to read "encourage" rather than "require".</p>	<p>4) No change is recommended.</p> <p>5) That a correction be made to reference contained in Section 7.5.2 of the VMC Secondary Plan to refer to Section 10.1.2.8 of Volume 1 of the City OP.</p> <p>6) That the language of Section 5.5.3 be modified to read "encourage" rather than "require". It is further recommended that Section 5.5.4 be modified to read "A portion of non-roof hardscapes shall use high-albedo surface materials and/or be heavily shaded by trees."</p> <p>7) That a new policy to follow Section 7.2.4 be added as follows: "Notwithstanding Section 8.7.1 (d), parking for school employees and visitors may be located in interior side yards to minimize the penetration of cars into school property. Generally, a local street with school frontage shall have a 22 metre right-of-way to allow the curb lane closest to the school to be reserved for student pick-up and drop-off."</p> <p>8) See Recommendation 6).</p>	

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233	<p>DATE: June 24, 2010</p> <p>RESPONDENT: York Region District School Board</p> <p>FOR: York Region District School Board</p> <p>LOCATION: Focus Area 2, 7 acres in size</p>	<p>1) The YRDSB has advised they will require 3 public elementary school sites within the VMC Secondary Plan.</p> <p>2) Each public elementary school site shall be a minimum 5 ac. in area.</p> <p>3) At least one school site shall be located in the first phase of development.</p> <p>4) The final location and configuration of each school site shall meet YRDSB school site requirements.</p> <p>5) Requests that school site located on IKEA Lands be re-located to vacant lands due to foreseeable continued use of IKEA for the site.</p>	<p>Section 5.5.4 will be modified to read "a portion of non-roof hardscapes".</p> <p>7) This design policy is considered important to achieving the vision of the VMC Secondary Plan. Opportunity does exist for parking to be located in interior side yards if necessary and should be clarified in new policy to follow Section 7.2.4 of the Secondary Plan.</p> <p>8) See comment 6).</p> <p>1) and 3)-6) One public school site has been added to the VMC Secondary Plan in the northwest portion of the plan to accommodate the requests of both the YRDSB and The YRCSB. The school sites shown on Schedule F are potential sites generally chosen based on avoidance of major roads and existing built structures; and, on expected distribution of residential units. It should be noted however, that as each phase of development is considered, as well as at the draft Plan of Subdivision stage, the School Boards will be given the opportunity to comment on the need, location, and configuration of required school sites.</p> <p>2) with respect to the area requirements for school sites, it should be noted that</p>	<p>1) and 3)-6) That one additional school site be shown on the VMC Secondary Plan located north of Hwy. 7, west of Jane St. No other changes are recommended.</p> <p>2) See Recommendation 10), Item 258.</p> <p>7) That the language of Section 5.5.3 be modified to read "encourage" rather than "require". It is further recommended that the first sentence of Section 5.5.4 be modified to read "A portion of non-roof hardscapes shall use high-albedo surface materials and/or be heavily shaded by trees."</p> <p>8) That a new policy to follow Section 7.2.4 be added as follows: "Notwithstanding Section 8.7.1 (d),</p>

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235	<p>DATE: June 14, 2010</p> <p>RESPONDENT: David Brown Associates</p>	<p>6) In total the Public and Catholic School Boards require 5 elementary school sites within the VMC Secondary Plan. Both Boards are requesting that one school site should be located north of Hwy. 7, east of Jane Street.</p> <p>7) YRDSB does not support the "requirements" in Sections 5.5.3 and 5.5.4 as they exceed the ? Ministry benchmark.</p> <p>8) The Board requires some parking between the building frontage and the street to accommodate handicap and visitor parking. For various reasons school board does not locate parking in rear yards and therefore takes issue with Sections 8.7.1 and 8.7.2.</p>	<p>the Region of York Official Plan contains a policy-Section 5.4.6 (0) which requires that "new school sites be constructed to an urban standard, including the consideration of alternatives site size and design standards, multi-storey buildings and shared facilities."</p> <p>Also, see comment 10), Item 258.</p> <p>7) The language of Section 5.5.3 should be modified to read "encourage" rather than "require". Section 5.5.4 should be modified to read "a portion of non-roof hardscapes".</p> <p>8) This design policy is considered important to achieving the vision of the VMC Secondary Plan. Opportunity does exist for parking to be located in interior side yards if necessary and should be clarified in new policy to follow Section 7.2.4 of the Secondary Plan.</p>	<p>parking for school employees and visitors may be located in interior side yards to minimize the penetration of cars into school property. Generally, a local street with school frontage shall have a 22 metre right-of-way to allow the curb lane closest to the school to be reserved for student pick-up and drop-off."</p>
		<p>1) Request that the subject lands be recognized in the Secondary Plan as per the current use and evolution of the large store format.</p>	<p>1) The proponent may continue to develop under the provisions of the current by-law applicable to these lands. The proponent's concerns will be re-considered at the time of drafting of the new zoning by-law. Modification to Section 9.2.2 should also be considered</p>	<p>1) That Section 9.2.2 (a) should be revised as follows: "The proposed expansion does not increase the footprint of any one building by more than 10%."</p>

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239	<p>FOR: IKEA</p> <p>LOCATION: 200 Interchange Road</p> <p>DATE: June 11, 2010</p> <p>RESPONDENT: Rice Commercial Group</p> <p>FOR: Royal Centre & First Liberty Group Inc.</p> <p>LOCATION: 3300 Highway 7</p>	<p>1) Property has been designated Neighbourhood Precinct and this designation does not permit office development.</p>	<p>to permit some additional flexibility for expansion of existing retail uses.</p> <p>1) Uses provided in Sections 8.4.1 and 8.4.2 have been reviewed and a modification which addresses the proponent's concern should be included respecting the Hwy. 7 lands.</p>	<p>1) That a new policy be included following Section 8.4.2 which reads as follows: "Office buildings shall be permitted in Neighbourhood precincts provided they front onto and address Hwy. 7."</p>
254	<p>DATE: June 25, 2010</p> <p>RESPONDENT: City of Vaughan Parks Development, Department of Parks</p>	<p>1) The Parks Development Department requires confirmation that policies contained in Vol. 1 of the City OP guide/inform the VMC Secondary Plan respecting the parks and open space.</p>	<p>1) The policies of the VMC relating to parks and open spaces are as per the parkland classifications/requirements/and other policies indicated in Vol. 1 of the City OP.</p>	<p>1) No change is recommended.</p>

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258	<p>DATE: May 20, 2010</p> <p>RESPONDENT: York Region</p>	<p>1) Section 4.3.12 is a very detailed policy with several elements and should be broken down into sub-sections to address each.</p> <p>2) The requirement for cycling facilities (eg. Storage lockers) should apply to all development within the Centre.</p> <p>3) Plan should state that the overall supply of parking will be reduced given the level of transit service and intense/mixed use urban form; and, that the parking provided will be in a form supportive of a transit and pedestrian-first environment.</p> <p>4) Section 4.6.1 which deals with forms of parking, should clarify that structured (below or above-grade off-street facilities are the preferred and priority forms of parking accommodation in the VMC.</p> <p>5) Reduced minimum and maximum parking supply standards should be included within Section 4.6.5 consistent with the City's parking review recommendations.</p> <p>6) Respecting Section 4.6.6, consideration for the provision of car-share spaces and other travel trip-reduction measures should be included</p>	<p>1) The City concurs with the request.</p> <p>2) Section 4.5.8 states that all office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities.</p> <p>3) Volume 1 of the City OP, Section 4.3.2 Parking, addresses reduction of parking in intensification areas and design of parking facilities through recommendation that new zoning by-law standards and municipal design guidelines for parking lots and structures be established. These new standards should contain new parking minimums/maximums. The policies of Section 4.3.2 apply to the VMC.</p> <p>4) The City concurs with the comment.</p> <p>5) See comment 3) above.</p> <p>6) The City concurs with the comment.</p> <p>7) The City concurs with the Region that this policy should be further strengthened as suggested. However, the revision to implement this change should be made to Section 7.4.4, rather than to Section 4.4.8.</p> <p>8) Policies for the development of a</p>	<p>1) That Section 4.3.12 be revised as follows: "Highway 7 through the VMC is intended to evolve into a grand avenue that balances its higher order function to accommodate rapid transit and vehicular traffic with its additional intended role as a pedestrian-friendly street that provides an attractive setting for residential and commercial development. The City shall work with the Region of York, the Province of Ontario and landowners to implement the vision for Highway 7, as illustrated in Figures A and B, and:</p> <p>a. Achieve a right-of-way width for Highway 7 that varies from 55 to 65 metres to accommodate rapid transit facilities in the centre of the road, three travel lanes on each side, left turn lanes where required and a generous pedestrian realm;</p> <p>b. Ensure the design of Highway 7 is guided by Section 4.4 of this plan and includes double rows of trees in the median and on both sides, except at VIVA station locations, where the right-of-way requirement may only permit a single row of trees in each boulevard;</p> <p>c. Ensure the planned development of bus rapid transit facilities initiates the transformation of Highway 7 into an urban avenue;</p> <p>d. Ensure future development on both</p>

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	<p>within the parking requirements for all development within the VMC.</p> <p>7) Policy respecting public art Section 4.4.8 is excellent and could be further strengthened by adding requirement that 1% of the capital budget of all major municipal buildings within the VMC be dedicated to public art.</p> <p>8) Respecting Section 5.2 Energy Infrastructure, it is suggested that a provision be added that the City will develop a Community Energy Plan for the VMC; and, in addition that sustainable building policies be incorporated.</p> <p>9) Respecting Section 5.4 –Stormwater Management, the objective of accommodating stormwater in a more innovative form should be included.</p> <p>10) Suggests that policies within Section 7.2 respecting schools be more strongly and specifically worded to require new school site and construction standards, in collaboration with the School Boards, the Regional and Provincial levels of government, and the development industry.</p> <p>11) Request the addition of “social</p>	<p>Community Energy Plan for intensification areas, including sustainable building policies, are included in Volume 1 of the City OP (Section 8.5.1, 8.5.1.2 a-d.) These policies apply to the VMC.</p> <p>9) Section 4.3.2.7 of Volume 1 of the City OP addresses this comment. The policies of Section 4.3.2.7 apply to the VMC.</p> <p>10) The City concurs with the Region that there should be a policy which directs the collaboration of the City, the Regional and Provincial levels of government, the School Boards, and the development industry to establish new urban school site construction standards.</p> <p>11) The City concurs with the Region that the provision of social housing be included as one aspect to be considered under the Section 37 bonusing provisions.</p> <p>12) The meaning of “dedicated” structured parking should be further clarified.</p> <p>13) The City concurs with the Region.</p>	<p>sides of Highway 7 frames the street and contributes to an attractive and active pedestrian realm; and,</p> <p>e. Facilitate implementation of road improvements within and potentially beyond the VMC intended to relieve traffic on Highway 7, including the Creditstone-Portage-Applewood Bypass described in Policy 4.3.6.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) That Section 4.6.1 be revised to read as follows: “It is expected that vehicular parking facilities will take multiple forms in the VMC, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking.</p> <p>Where surface parking is proposed as part of an initial phase of development, the phasing plan will show how in subsequent phases, the parking will be incorporated into parking structures.</p> <p>Also, that Section 8.7.1 (c) be modified to read: “Parking for residential uses, including visitor parking, generally shall be located underground. Parking for</p>	

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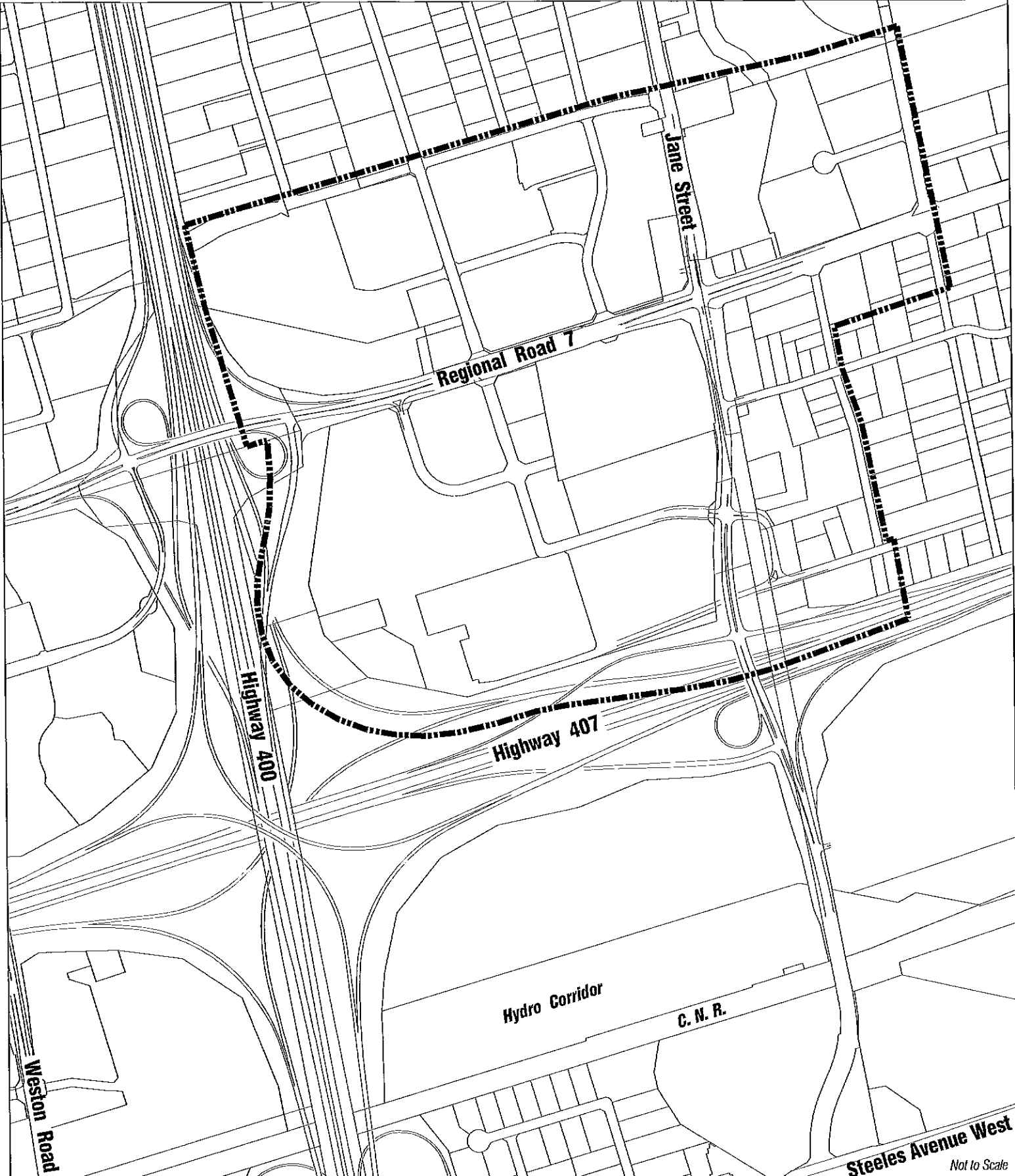
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		<p>housing" to the list of community benefits included in bonusing policy 8.1.11.</p> <p>12) Clarify what is meant by "dedicated" structured Parking in Section 8.1.11.</p> <p>13) Suggest the addition of considerations for "cyclist" in the Access and Circulation Plan (sub policy "c") of 10.6.1 –Development Concept Report.</p>		<p>institutional, office and retail uses may be provided in above-grade or below-grade structures, in the interior of development blocks. However, office buildings shall include at least one level of underground parking."</p> <p>5) No change is recommended.</p> <p>6) That Section 4.6.6 be revised to read as follows: "The design of off-street parking facilities shall be encouraged to accommodate spaces for car-share programs and include reserved spaces for drivers of car-share vehicles."</p> <p>7) That Section 7.4.4 be revised to read as follows: "As set out in Policy 5.4.6(k) of the Regional Official Plan, the inclusion of public art in all significant private developments shall be encouraged and 1% of the capital budget of all major Regional and City buildings shall be dedicated to public art. In addition, the Public Art Program called for in Policy 9.1.1.9 of Volume 1 of the Official Plan shall give special consideration to public art opportunities in the VMC. Any amendments to the Official Plan regarding public art stemming from a Public Art Program shall supersede this policy.</p>

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				<p>8) No change is recommended.</p> <p>9) No change is recommended.</p> <p>10) That Section 7.2.4 be revised as follows: "The site size, site layout and built form of schools shall be compatible with the planned form of development in the VMC. To ensure compatibility, the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods, and the City shall collaborate with the School Boards and the Region of York to ensure the alternative standards are appropriate for the VMC. The standards should optimize the use of land by promoting multi-storey school buildings, minimizing parking and pick-up/drop-off areas, and making appropriate use of neighbouring public parks for outdoor play space."</p> <p>11) That Section 10.1.2.8-Bonusing, of Volume 1 of the City OP, subsection b, be amended to add the following: "the provision of social housing;"</p> <p>12) That the last bullet of Section 8.1.11 be revised as follows:</p>

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				<p>“structured parking (below or above grade) to be transferred to a public authority for use as public parking.”</p> <p>13) That Section 10.6.1, subsection “c” be revised as follows: “Access and Circulation Plan for pedestrians, vehicles and cyclists.”</p>



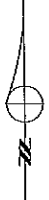
Not to Scale

Legend

—●—●—●— Vaughan Metropolitan Centre Boundary

Location Map

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 2








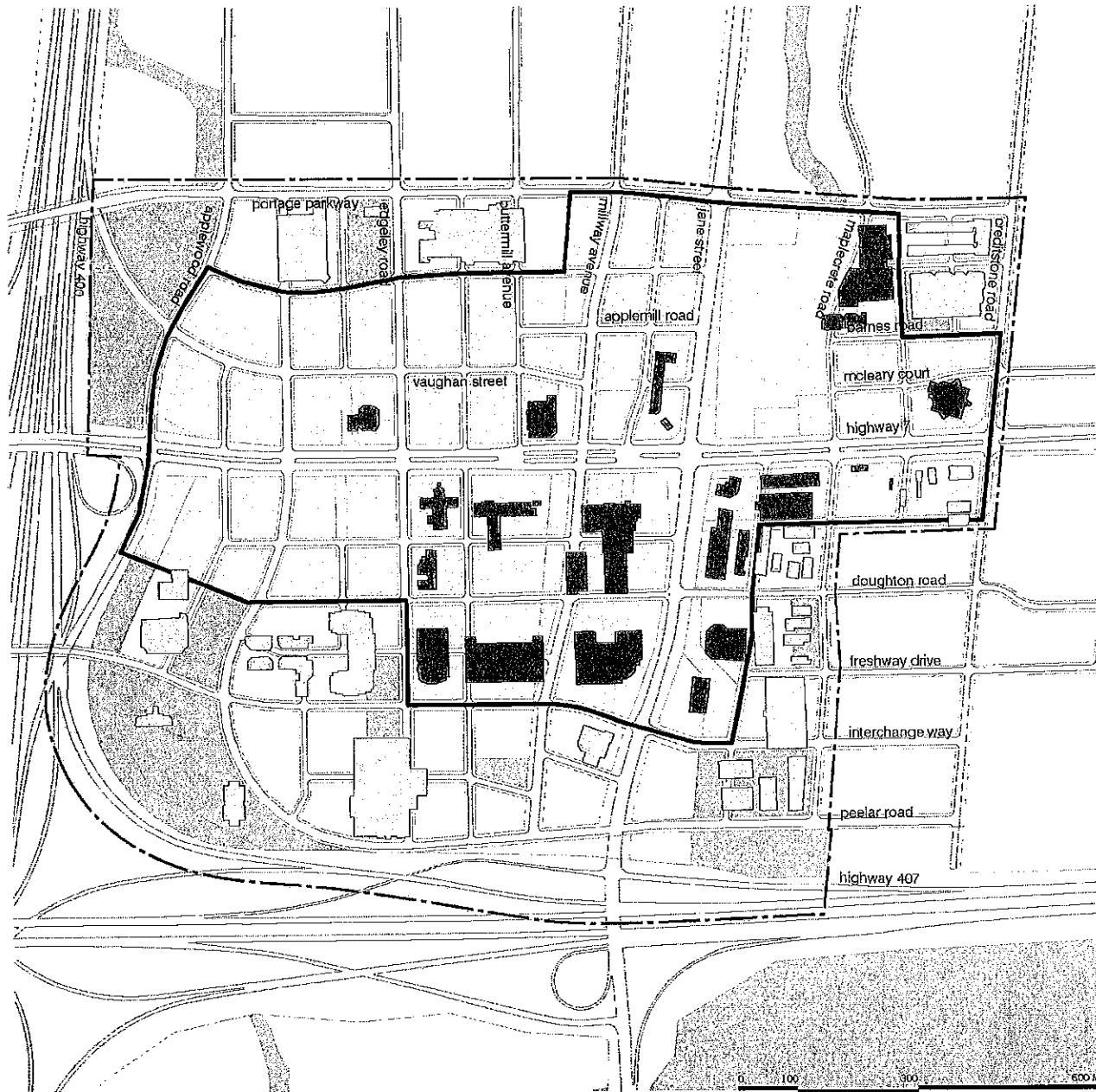
FILE: 25.5.12.1
 August 31, 2010

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SCHEDULE A > VAUGHAN METROPOLITAN CENTRE BOUNDARIES

LEGEND

-  vaughan metropolitan centre boundary (VMC area: approximately 179 hectares)
-  urban growth centre boundary (UGC area: approximately 110 hectares)
-  existing buildings
-  existing and planned streets
-  major parks and open spaces



Not to Scale

Vaughan Metropolitan Centre Boundaries

Draft Vaughan Metropolitan Centre Secondary Plan
(May 2010) - Attachment No. 3







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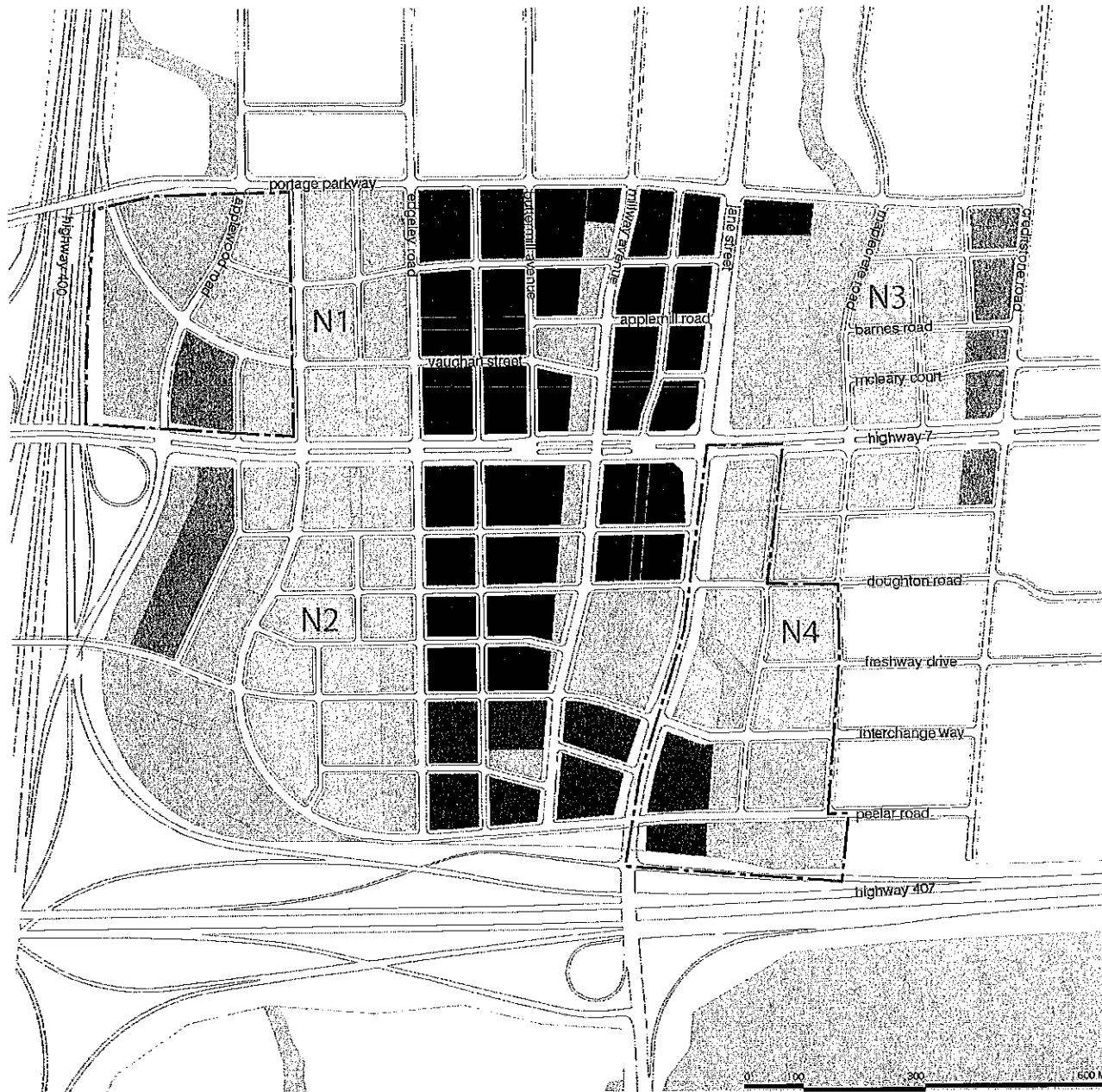


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August 31, 2010

SCHEDULE G > LAND USE PRECINCTS

LEGEND

-  station precinct
-  south precinct
-  neighbourhood precincts
-  technology precincts
-  special study areas A (west) and B (east) (See Policies 4.3.9, 8.1.13 and 8.4.3)
-  major parks and open spaces



Not to Scale

Land Use Precincts

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 4


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




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SCHEDULE J > HEIGHT AND DENSITY PARAMETERS

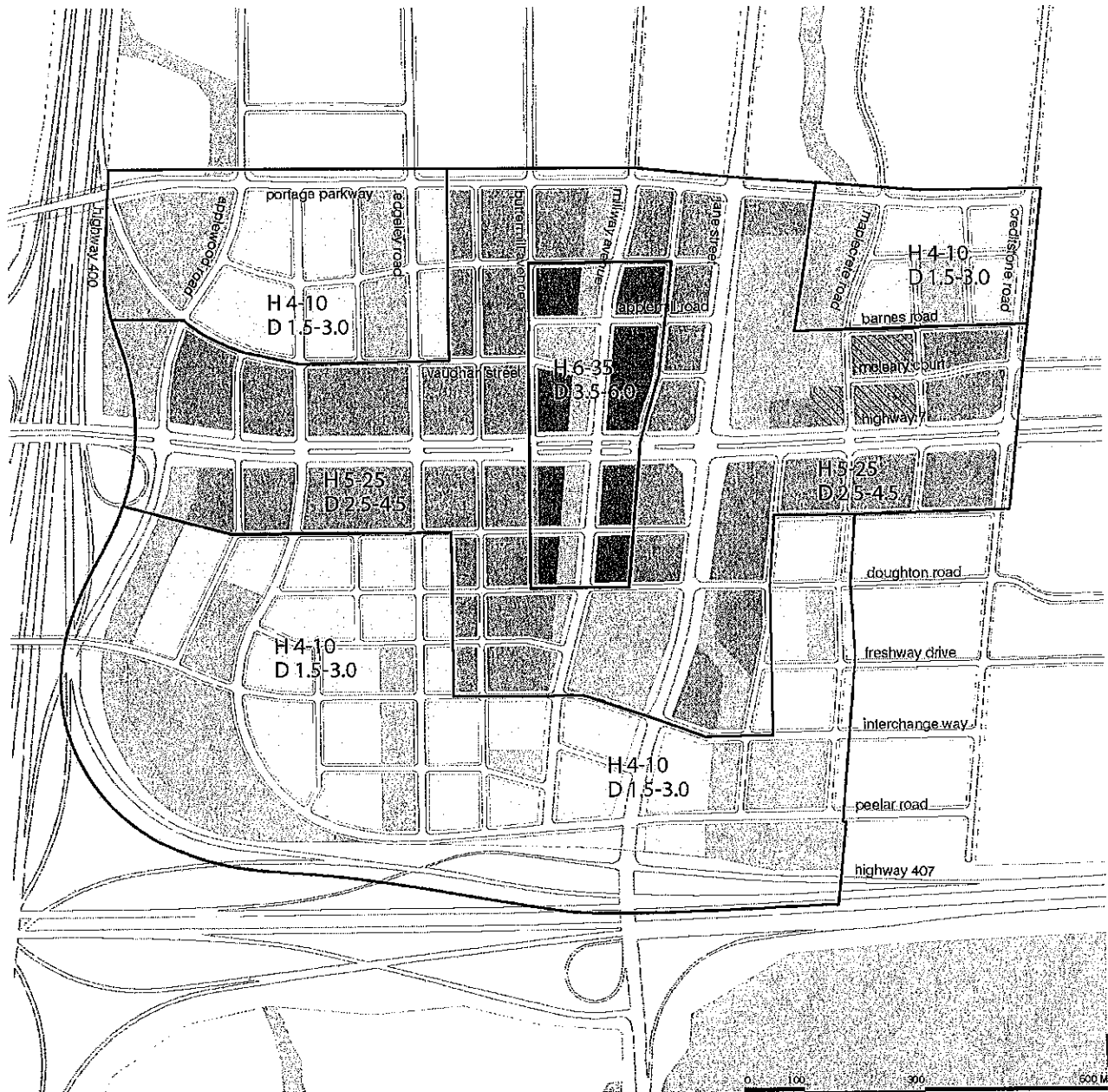
LEGEND

 H 6 storey minimum - 35 storey maximum
 D 3.5 minimum fsi - 6.0 maximum fsi

 major parks and open spaces
 see Policy 9.2.3

 H 5 storey minimum - 25 storey maximum
 D 2.5 minimum fsi - 4.5 maximum fsi

 H 4 storey minimum - 10 storey maximum
 (up to 15 storeys may be permitted subject to Policy 8.6.15)
 D 1.5 minimum fsi - 3.0 maximum fsi



Height & Density Parameters

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 5

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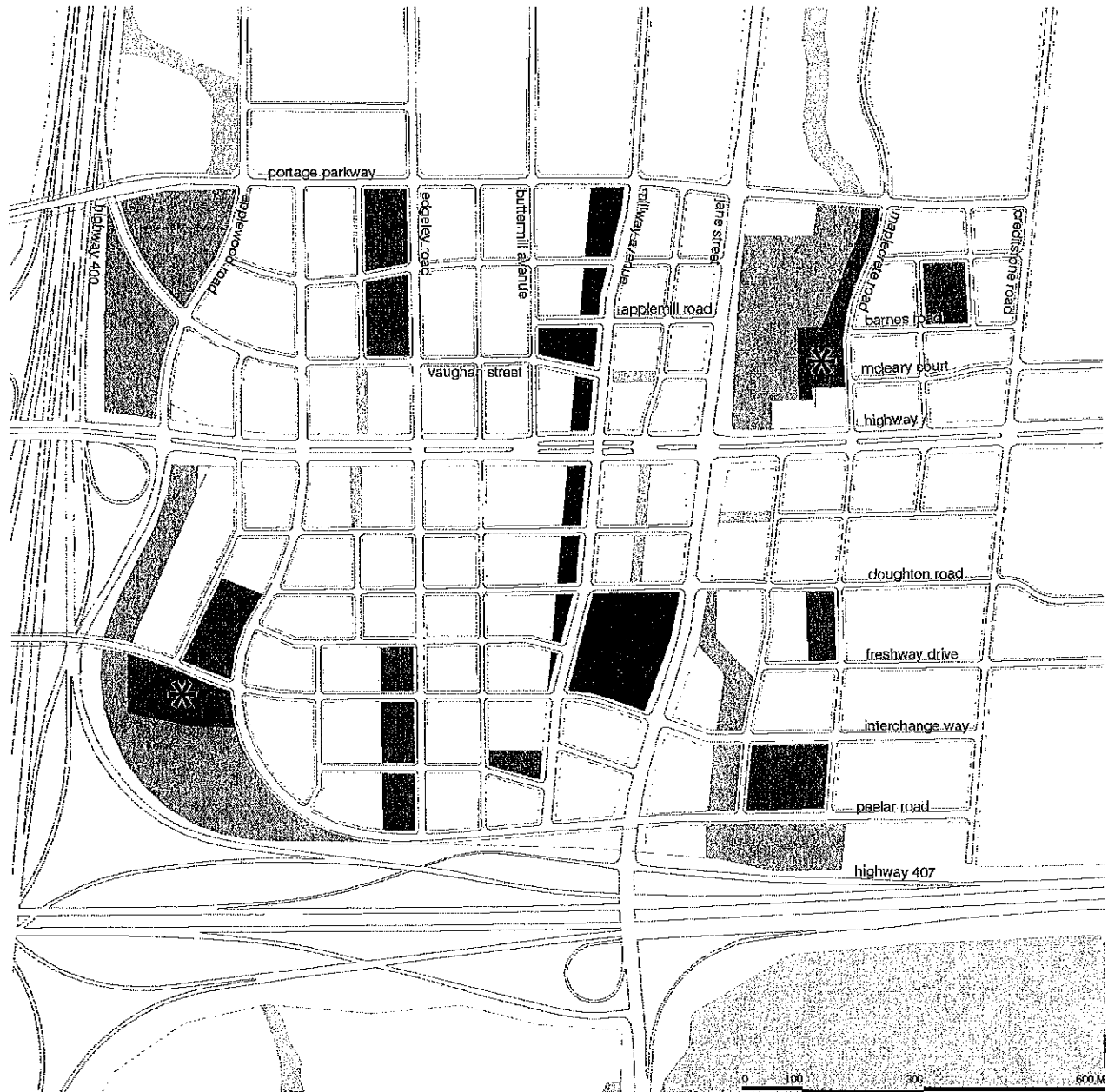


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SCHEDULE E > MAJOR PARKS AND OPEN SPACES

LEGEND

-  environmental open spaces
-  neighbourhood parks
-  public squares
-  pedestrian mews or local street
-  parkland associated with environmental open spaces



Major Parks & Open Spaces

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 6

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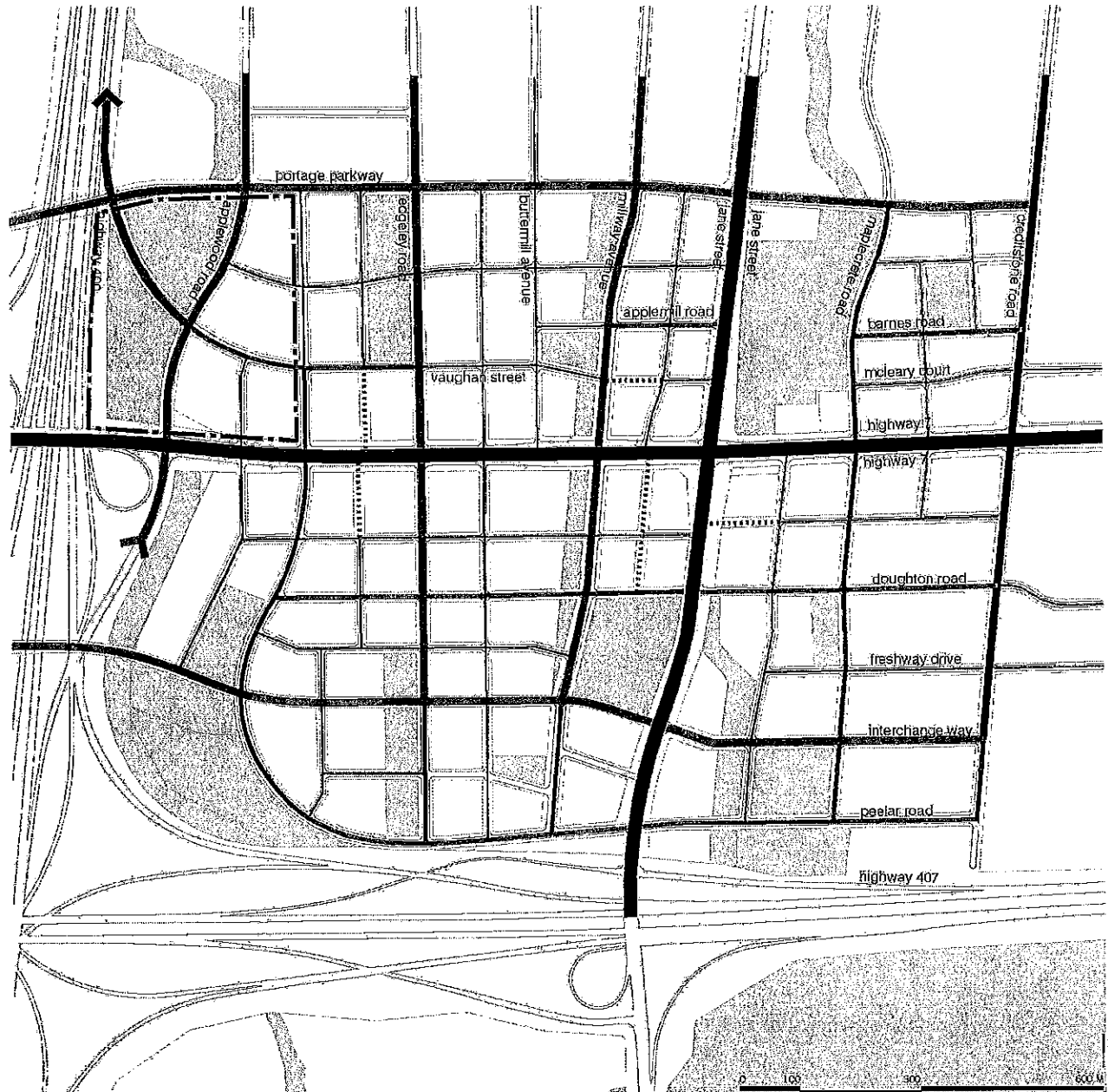


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 August 31, 2010

SCHEDULE C > STREET NETWORK

LEGEND

-  arterials (54m+ row)
-  minor arterial (33m row)
-  major collectors and special collector (28-33m row)
-  minor collectors (23-26m row)
-  local streets (20-22m row)
-  local street or mews (20m row)
-  special study area A (see Policy 4.3.9)
-  major parks and open spaces



Street Network

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 7

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SCHEDULE B > TRANSIT NETWORK

LEGEND

- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations
- ⋯ 5 minute walking radii
- ▨ blocks adjacent to subway
- on-street passenger pick-up and drop-off (long term)
- ⋯ spadina subway alignment
- ▨▨▨▨ future spadina subway extension
- ▭ spadina subway station box
- highway 7 rapidway
- ⋯ potential jane street rapidway
- 🚗 station block
- 🚗 potential viva stations
- ▨▨▨▨ major parks and open spaces



Not to Scale

Transit Network

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 8







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SCHEDULE D > BICYCLE NETWORK

LEGEND

-  dedicated on-street bike lanes
-  major parks and open spaces
-  subway entrances
-  future subway entrances
-  potential Hwy7 rapidway stations
-  potential Jane Street rapidway stations



Bicycle Network

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 9

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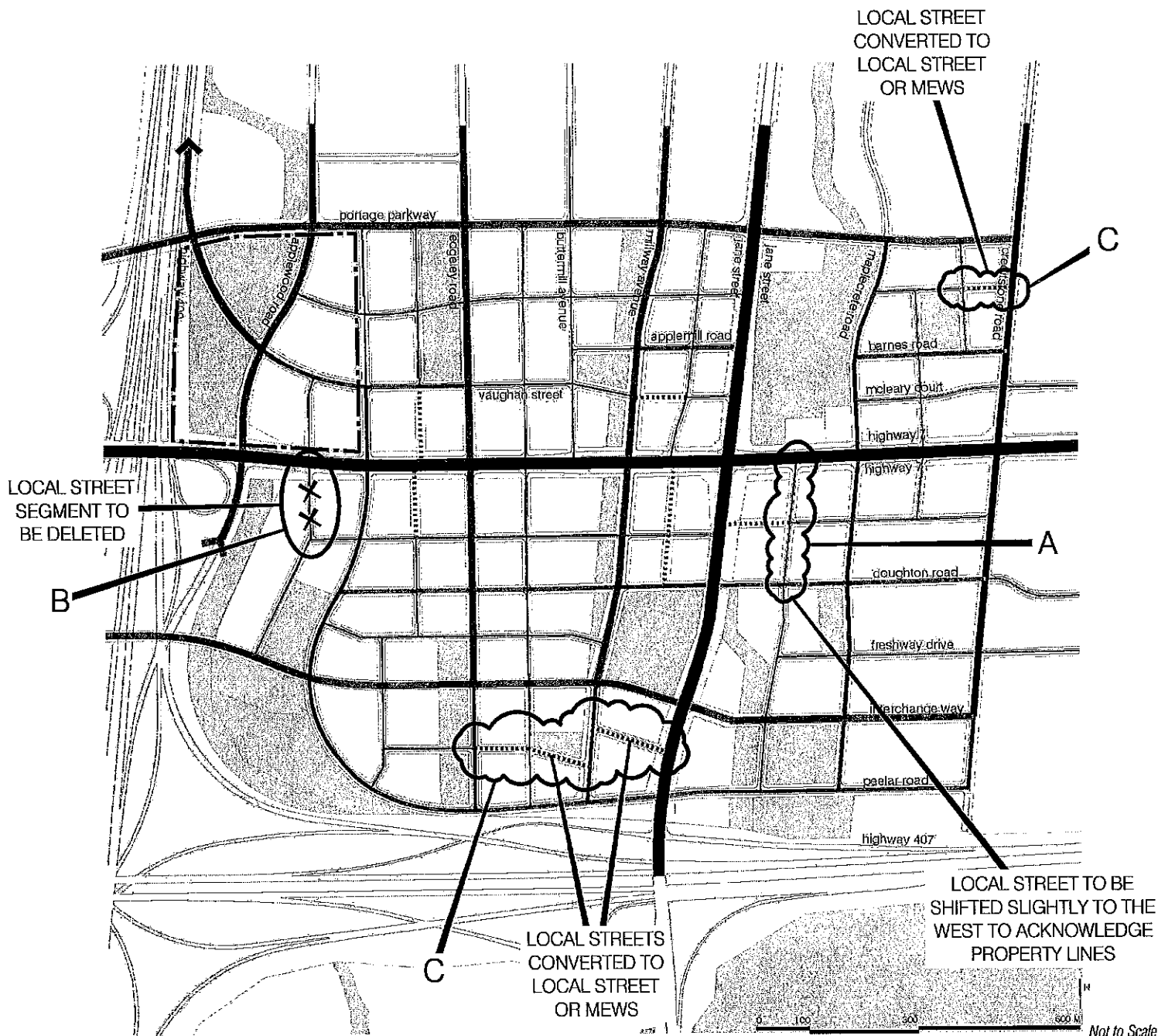


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 August 31, 2010

SCHEDULE C > STREET NETWORK

LEGEND

-  arterials (54m+ row)
-  minor arterial (33m row)
-  major collectors and special collector (28-33m row)
-  minor collectors (23-26m row)
-  local streets (20-22m row)
-  local street or mews (20m row)
-  special study area A (see Policy 4.3.9)
-  major parks and open spaces



Recommended Road Network Changes

Draft Vaughan Metropolitan Centre
 Secondary Plan (May 2010)
 Attachment No. 11

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