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## Welcome to the Open House for the new Vaughan Metropolitan Centre Secondary Plan.

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### Have Your Say and Keep Informed

The City welcomes all residents and stakeholders to participate in the development of the new VMC Secondary Plan. To provide feedback on the ideas presented tonight, please use the following tools and contact:

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### Project Website

<https://vaughan.ca/VMCPlan>



### Online Survey

<https://www.surveymonkey.com/r/KG7GJC9>



Prepared with the  
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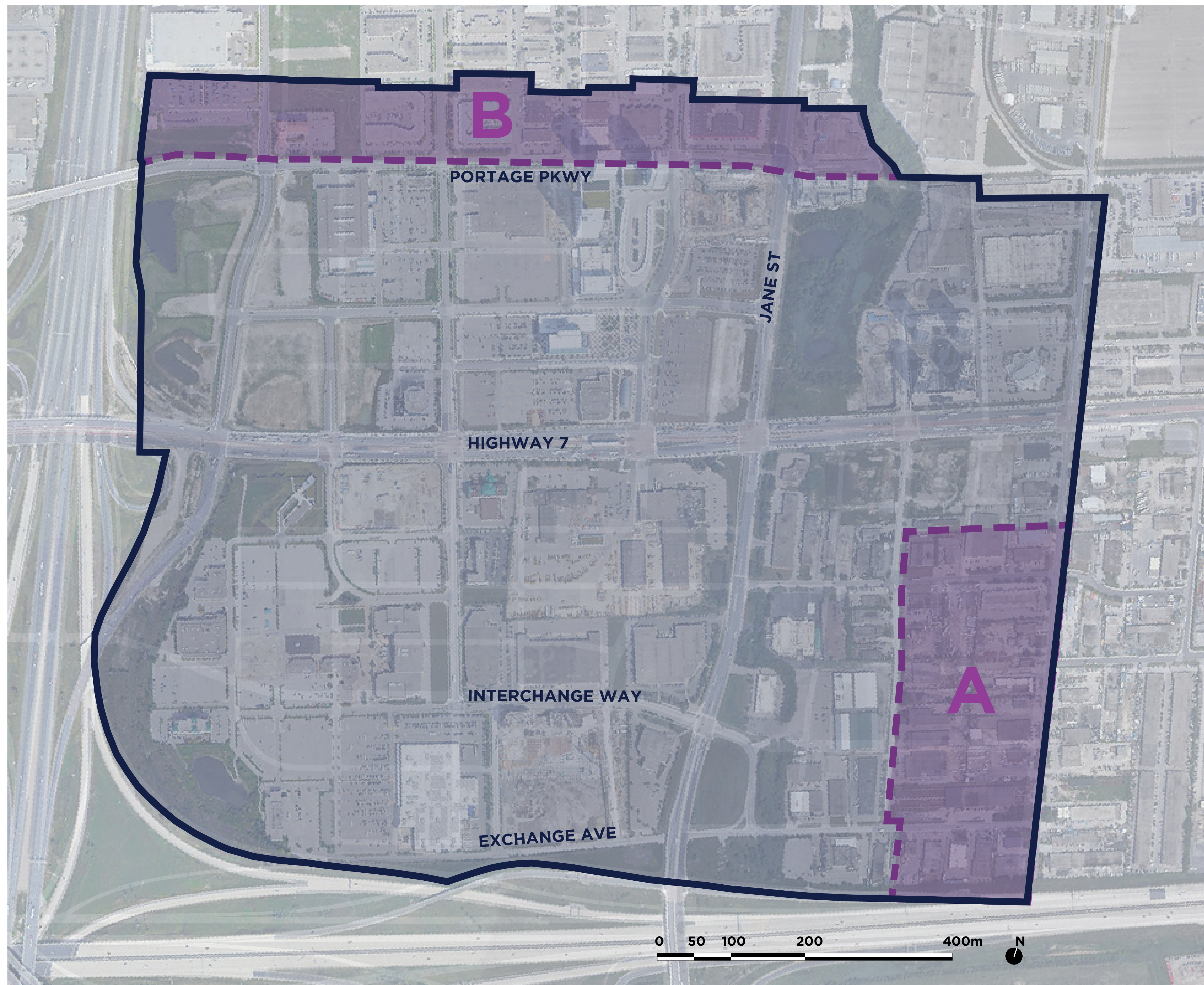
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Parcel



# Study Area and Boundary

The study has extended the 2010 Secondary Plan boundaries to incorporate two expansion areas, to the north of Portage Parkway and southeast to Creditstone Road.



## What are the new VMC Secondary Plan Boundaries?

The study area extends over more than 200 hectares. It is defined by Highway 400 to the west, Highway 407 to the south, Creditstone Road to the east and property lines north of Portage Parkway.

The new VMC Secondary Plan includes two expansion areas:

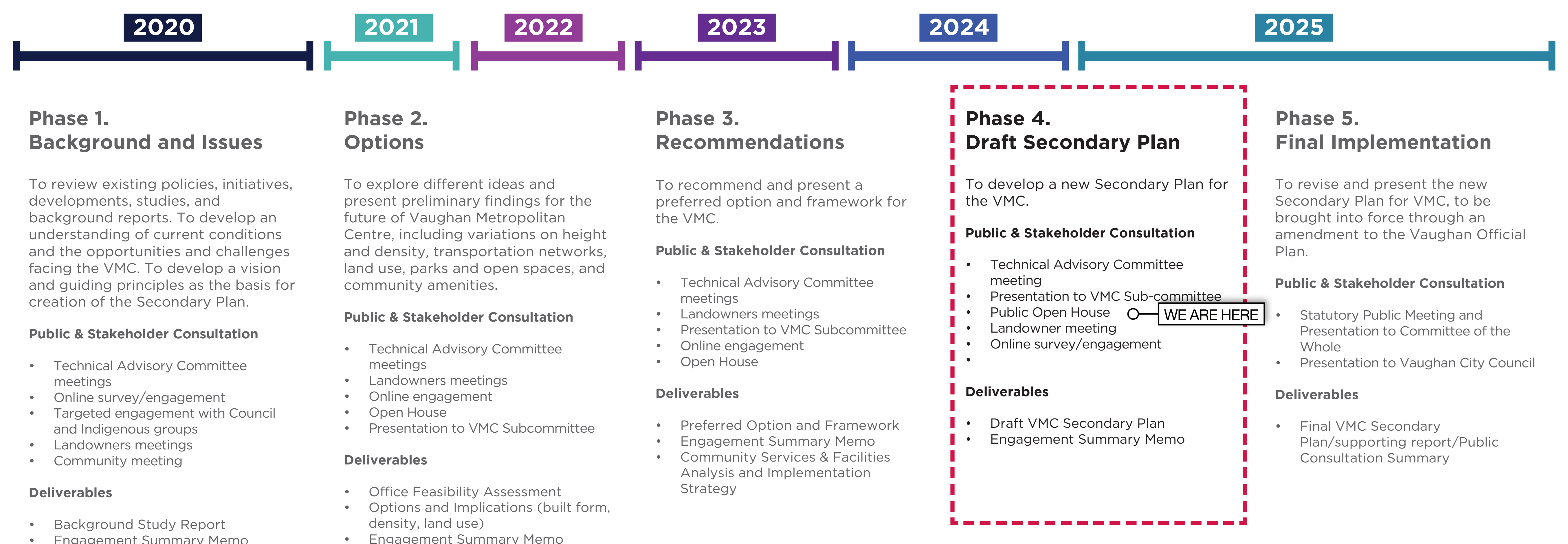
Expansion Area A, located southeast of the 2010 VMC Secondary Plan area, extends the boundary along Creditstone Road to the east and Highway 407 to the south.

Expansion Area B, located north of the 2010 VMC Secondary Plan area, extends the boundary to encompass approximately one urban block north of Portage Parkway.



# Study Overview and Process

The City of Vaughan is developing a new Secondary Plan for the Vaughan Metropolitan Centre. The new VMC Secondary Plan will guide future growth and development.



## What is the New VMC Secondary Plan?

The new VMC Secondary Plan will form part of the Vaughan Official Plan (VOP), building on the general policies of the VOP to provide policies that specifically relate to the VMC. It will include:

- descriptive text that provides context for each section
- policies that establish how growth and development are permitted to occur
- schedules illustrating general policy
- appendix of street cross sections

## Study Background

The original VMC Secondary Plan, created in 2010 and approved in 2017, laid the initial foundation for the downtown. The new VMC Secondary Plan refreshes that vision and outlines the next steps for the future of the VMC.

The new VMC Secondary Plan constitutes a part of the City of Vaughan Official Plan 2025 (VOP 2025) and as such is intended to guide and regulate development in the VMC. It replaces the previous version of the VMC Secondary Plan and all previous Official Plan Amendments applicable to the VMC.

## What's New?

In September 2023, a 'Preferred Option' was presented to the public during an Open House, which included maximum heights and densities.

In June 2024, City Council's VMC Sub-committee gave direction to set parameters for minimum heights but remove prescribed maximum heights and densities.

The new VMC Secondary Plan is being finalized based on an updated 'Preferred Option' with the VMC Sub-committee's direction regarding maximum heights and densities.



# Structure of the new VMC Secondary Plan

**The new VMC Secondary Plan is comprised of 11 chapters, 10 schedules, and 1 appendix that outline how growth and development are permitted to occur within the VMC.**

The full text of the new VMC Secondary Plan, with supporting schedules and cross-sections, can be found on the City of Vaughan web site:

<https://vaughan.ca/VMCPlan>



## 1.0 Introduction

Outlines the status and intent of the Secondary Plan.

## 2.0 Vision and Principles

Provides a big picture overview outlining what the Secondary Plan aims to achieve.

## 3.0 Objectives

Breaks the vision and principles down into smaller goals that will be pursued to meet the ambitions of the City for its downtown.

## 4.0 Growth Management

Establishes the scale of future growth and how that growth should proceed in an orderly manner supported by infrastructure, services and amenities.

## 5.0 Streets and Transportation

Identifies the improvements that will be required to create a multi-modal transportation system to meet the needs of a growing VMC.

## 6.0 Energy, Water and the Natural Environment

Establishes policies that set the standard of sustainability for the VMC, support the renewal of Black Creek and guide the provision of servicing infrastructure in terms of water, wastewater and stormwater management.

## 7.0 Parks and Open Spaces

Guides the growth of the network of parks and open spaces to meet evolving community needs.

## 8.0 Community Services, Cultural Facilities and Public Art

Guides the provision of key community infrastructure, like schools, libraries, community centres, recreation facilities, day cares, and social services to meet community needs and create a complete community, as well as enriching life through cultural facilities and public art.

## 9.0 Land Use Density and Built Form

Establishes the mix of uses, the intensity of development and the general characteristics of buildings and how they relate to each other and the public realm.

## 10.0 Administration and Interpretation

Supports the interpretation of the Secondary Plan and identifies site specific policies.

## 11.0 Implementation

Supports the implementation of the Secondary Plan and the use of other planning tools in the development approval process.

## Schedules

Support the application of the policies of the Secondary Plan to different areas of the VMC.

## Appendix A: Street Cross Sections

Although not part of policies of the Secondary Plan, the cross-sections provide guidance on the design and development of the rights-of-way of streets within the VMC.



# Vision and Guiding Principles

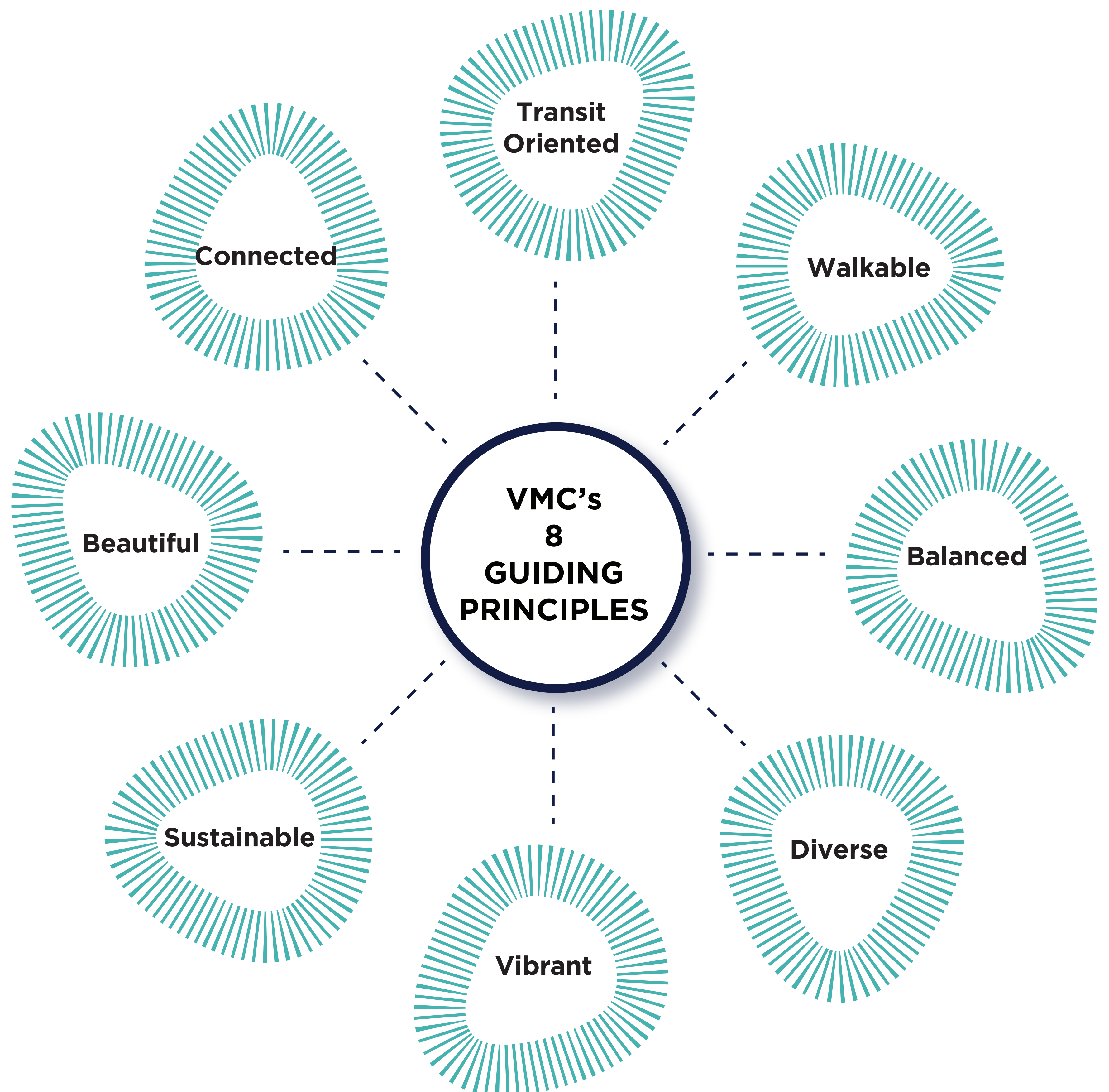
**The City of Vaughan is creating a new downtown in the VMC. It will be a lively, dynamic community that, in time, will become the heart of the city—economically, culturally and physically.**

## A High Intensity Urban Place

The principal difference in the vision represented in the new VMC Secondary Plan is an increase in scale and intensity. It now envisions a substantial population living in high-density towers with a mix of uses and activities for work, life, recreation, and culture. The plan continues to establish the VMC as a place that is walkable and accessible by various modes of transportation, and offers high-quality public spaces for civic gatherings and events.

## Guiding Principles

The vision is supported by 8 Guiding Principles that serve as the foundation of the new VMC Secondary Plan.



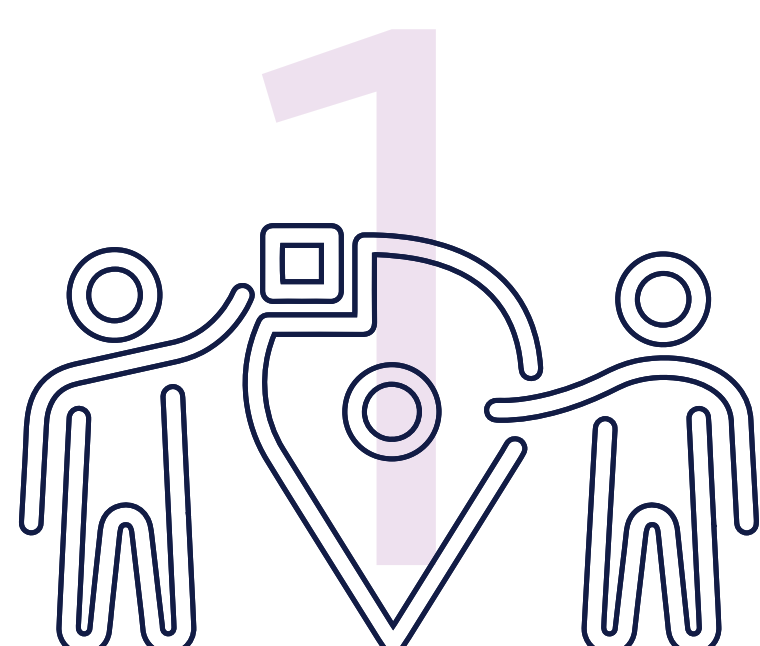


# Objectives

The project of creating a downtown for the City of Vaughan is well underway. Twelve key objectives have been identified to support the vision for the VMC and realize the next stage of growth.

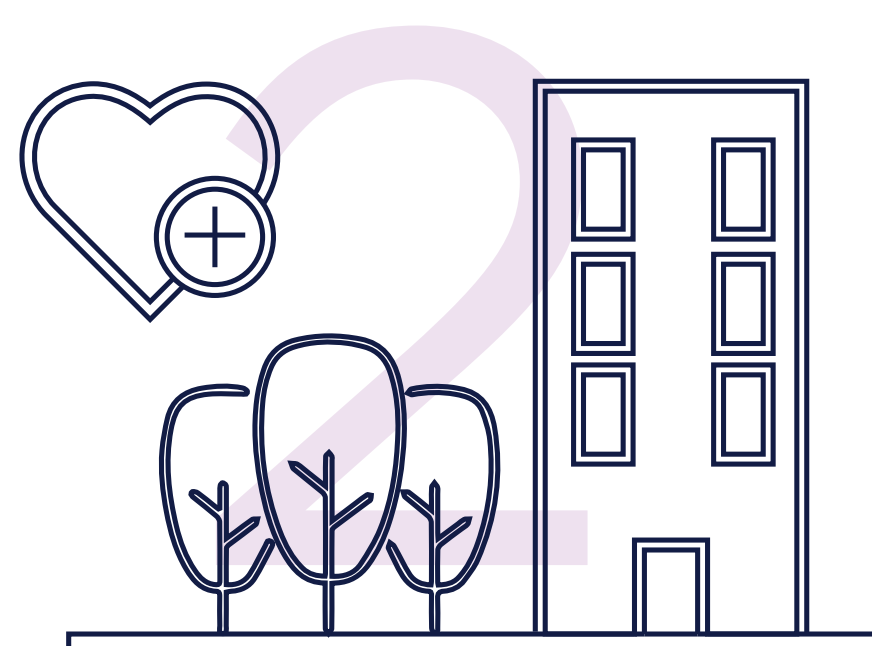
## DISTINCT DOWNTOWN

Establish a distinct downtown for Vaughan containing a mix of uses, civic attractions and a critical mass of people.



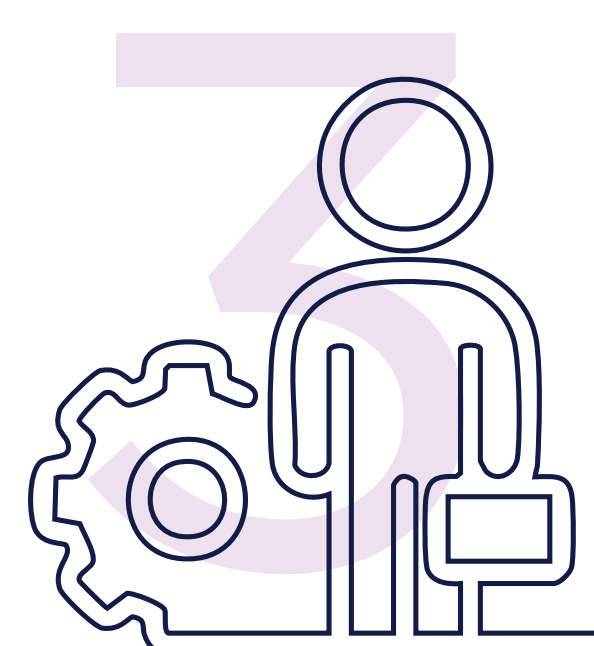
## COMPLETE NEIGHBOURHOODS

Establish complete neighbourhoods containing a variety of housing.



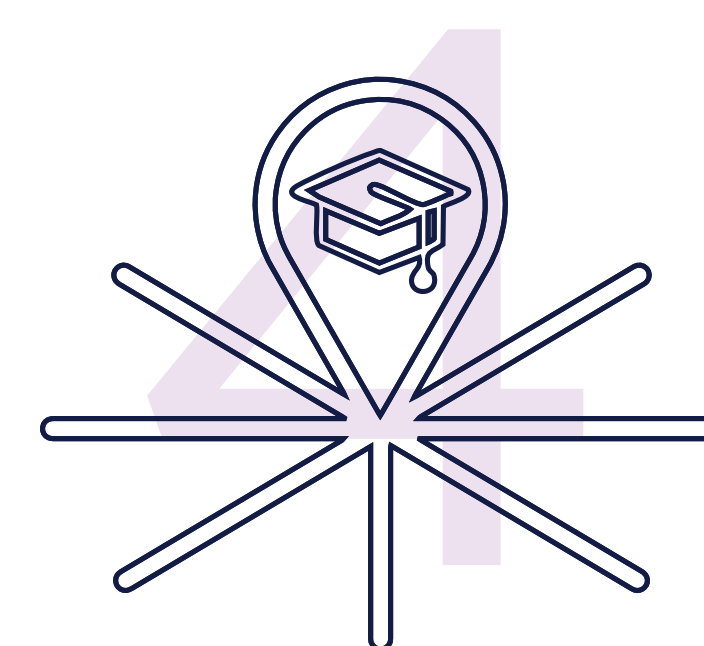
## EMPLOYMENT DIVERSITY

Attract and accommodate a variety of employment uses.



## UNIVERSITY OR COLLEGE PRESENCE

Attract major institutions of higher learning.



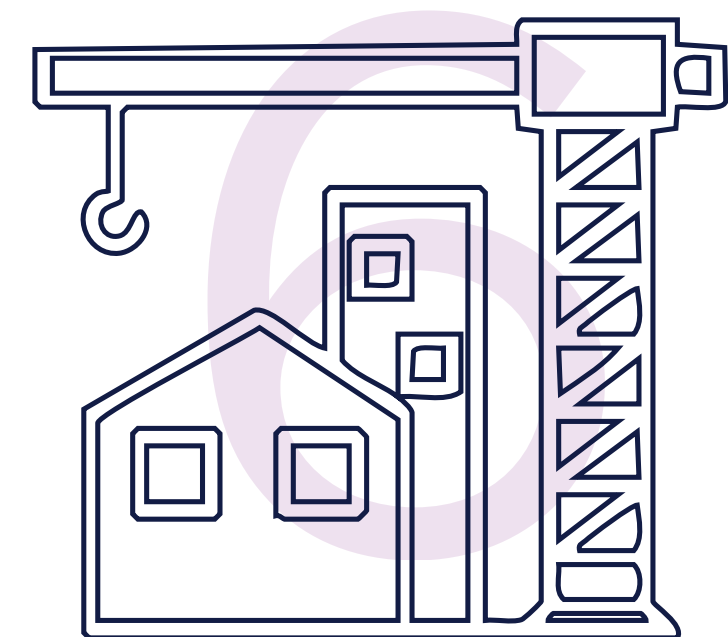
## INFRASTRUCTURE AND AMENITIES

Support growth with appropriate infrastructure and amenities.



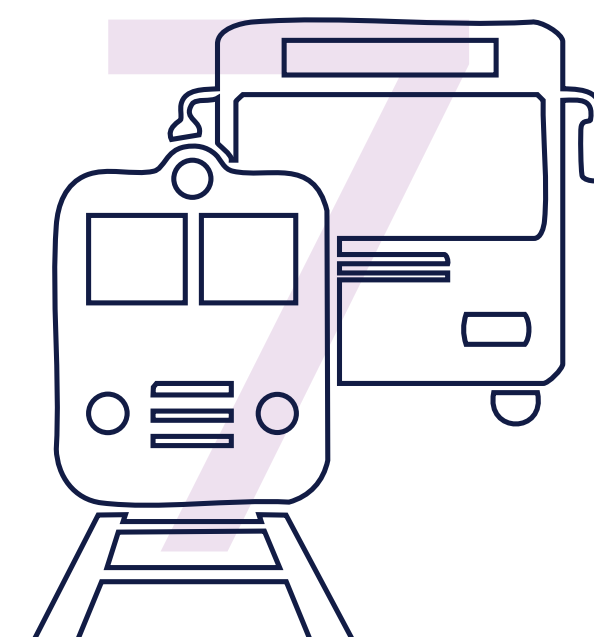
## ORDERLY DEVELOPMENT

Ensure development proceeds in an orderly and rational manner.



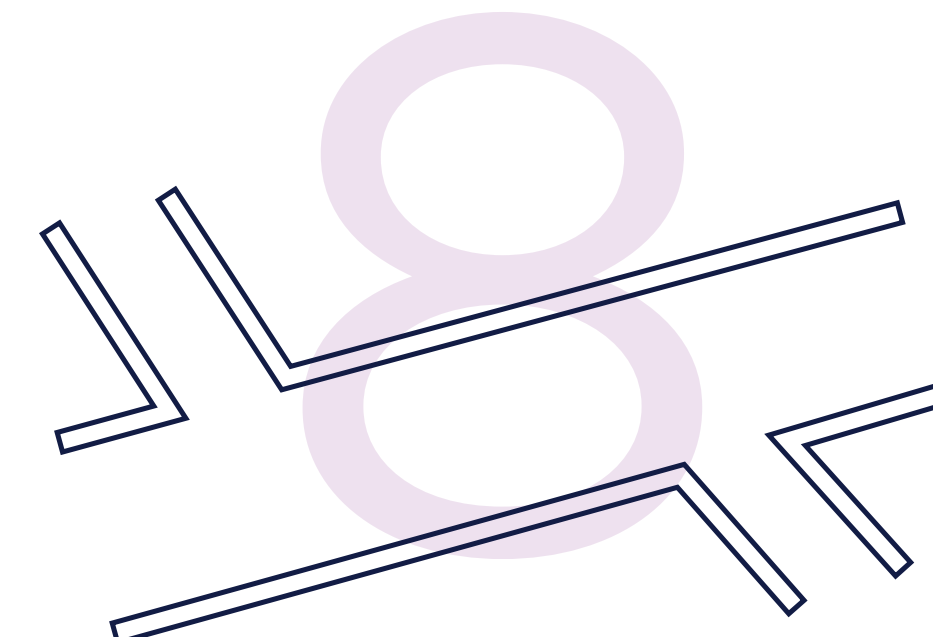
## HIGH TRANSIT USAGE

Continue to upgrade and optimize rapid transit.



## GRID OF STREETS

Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system.



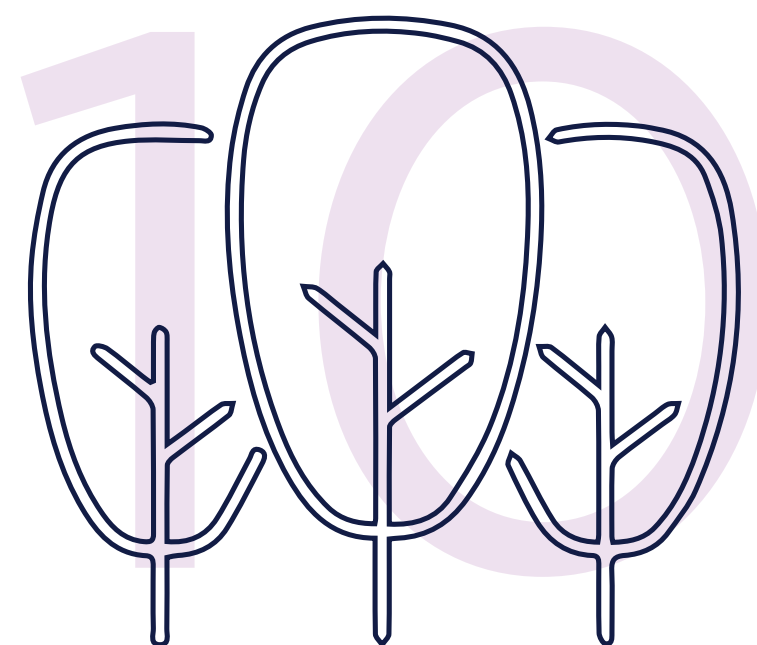
## GENEROUS OPEN SPACE SYSTEM

Develop a generous and remarkable parks and open space system.



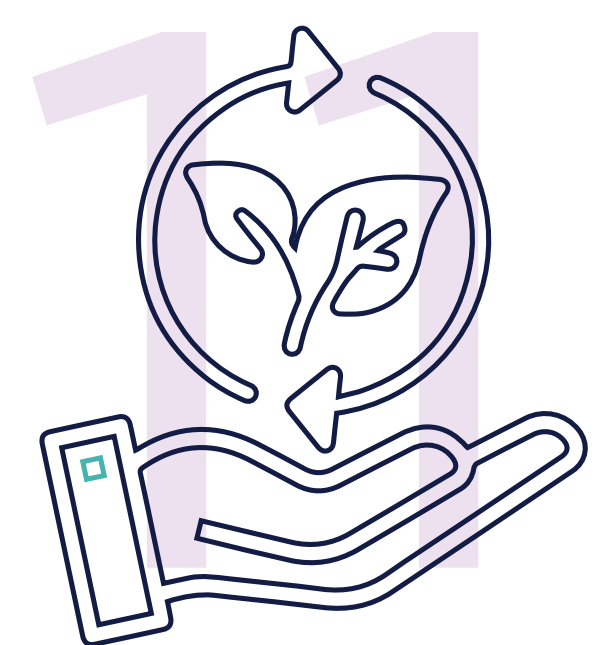
## NATURAL FEATURES

Make natural features and functions a prominent part of development.



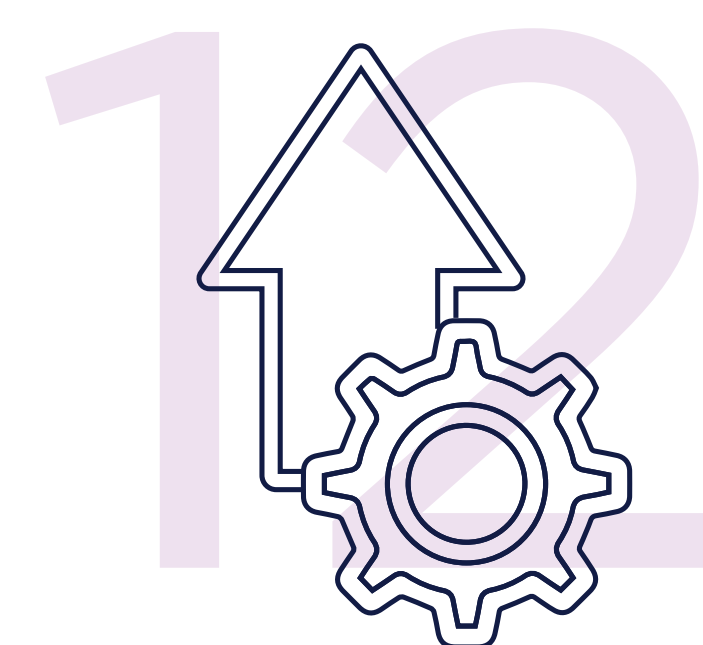
## GREEN DEVELOPMENT

Ensure development incorporates green infrastructure and green building technologies.



## DESIGN EXCELLENCE

Ensure all development exhibits a high quality of urbanity, materials and design.





# Growth Management

The VMC has significant development potential due to the removal of maximum height and density limits. The new VMC Secondary Plan policies present a need to support growth with appropriate levels of hard and soft infrastructure.



## Height and Density Limits

The removal of maximum height and density limits is anticipated to result in:

- Larger build out population
- Longer build out timeline
- Shift away from a mix of building types to mostly tall buildings
- Greater hard and soft infrastructure needs to support growth (servicing, transportation, parks, community facilities)
- Greater strain on park system

## Supporting Growth

To support the anticipated growth in the VMC, no development will be allowed to move forward until the City ensures that:

- Sufficient capacity in transportation, water, wastewater, stormwater, parks, and community services are funded, planned, and implemented
- Improvements are made prior to or concurrently with the removal of a Holding Symbol (H) and/or the issuance of building permits

## Orderly Development

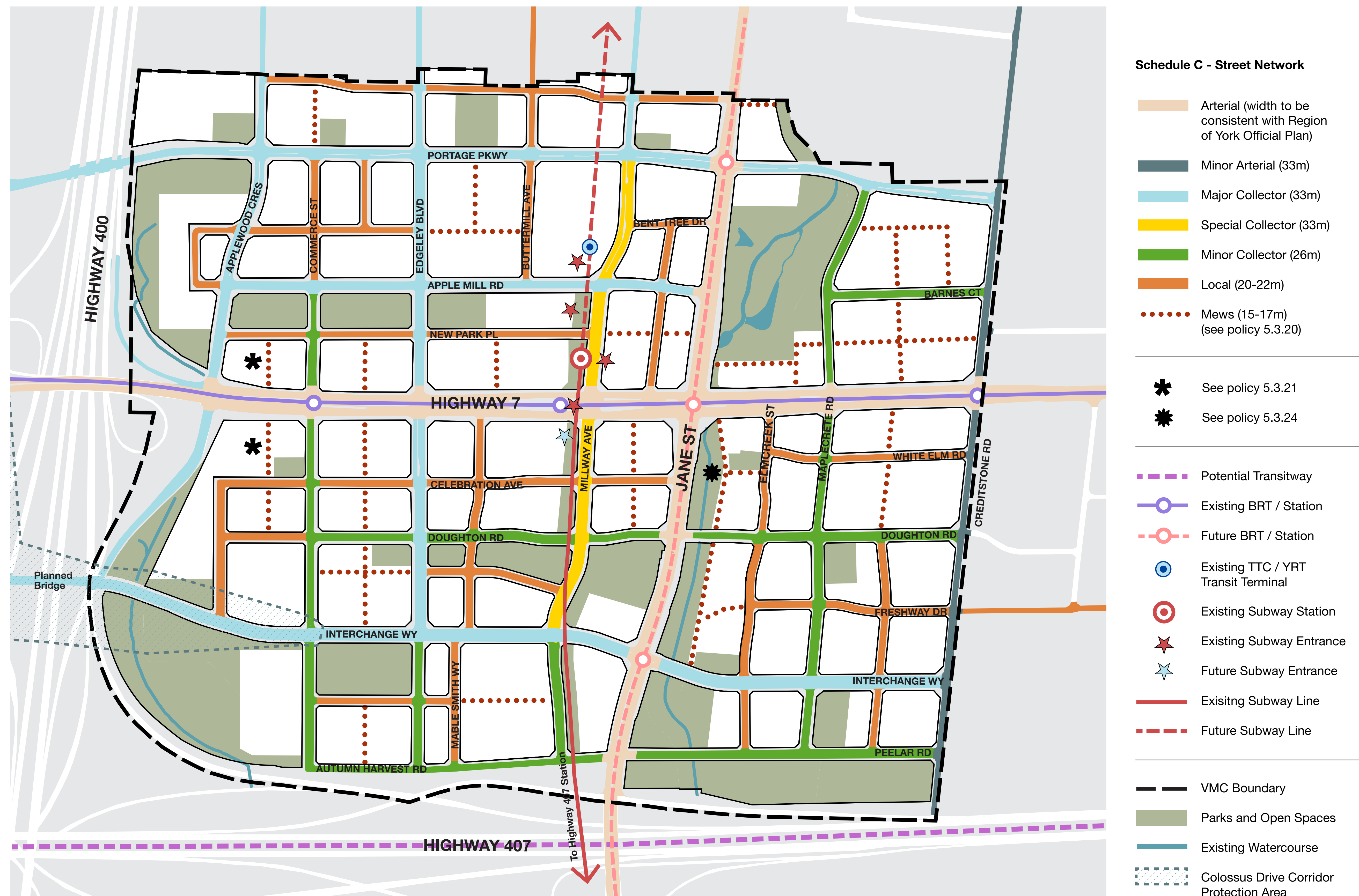
Given the extended projected timeline for full build-out, contiguous growth is a necessity of building a complete community. Developments shall:

- Contribute to key public spaces and community focal points
- Provide 10% non-residential uses in Mixed Use areas
- Contribute significantly to the provision of community services
- Are located within close to a higher-order transit station



# Streets and Transportation

The new VMC Secondary Plan ensures the infrastructure is in place to support the transportation needs of the anticipated population and expand the choice of how people move to, from and around the VMC.



## Overall Approach

The VMC will include a network of mews and streets, ranging from local to arterial streets.

All streets will be designed to enable safe, convenient and comfortable access for all users, including pedestrians, cyclists, transit users and drivers.

The Secondary Plan is supported and implemented through the VMC Transportation Master Plan.

## Streets as Places and Routes

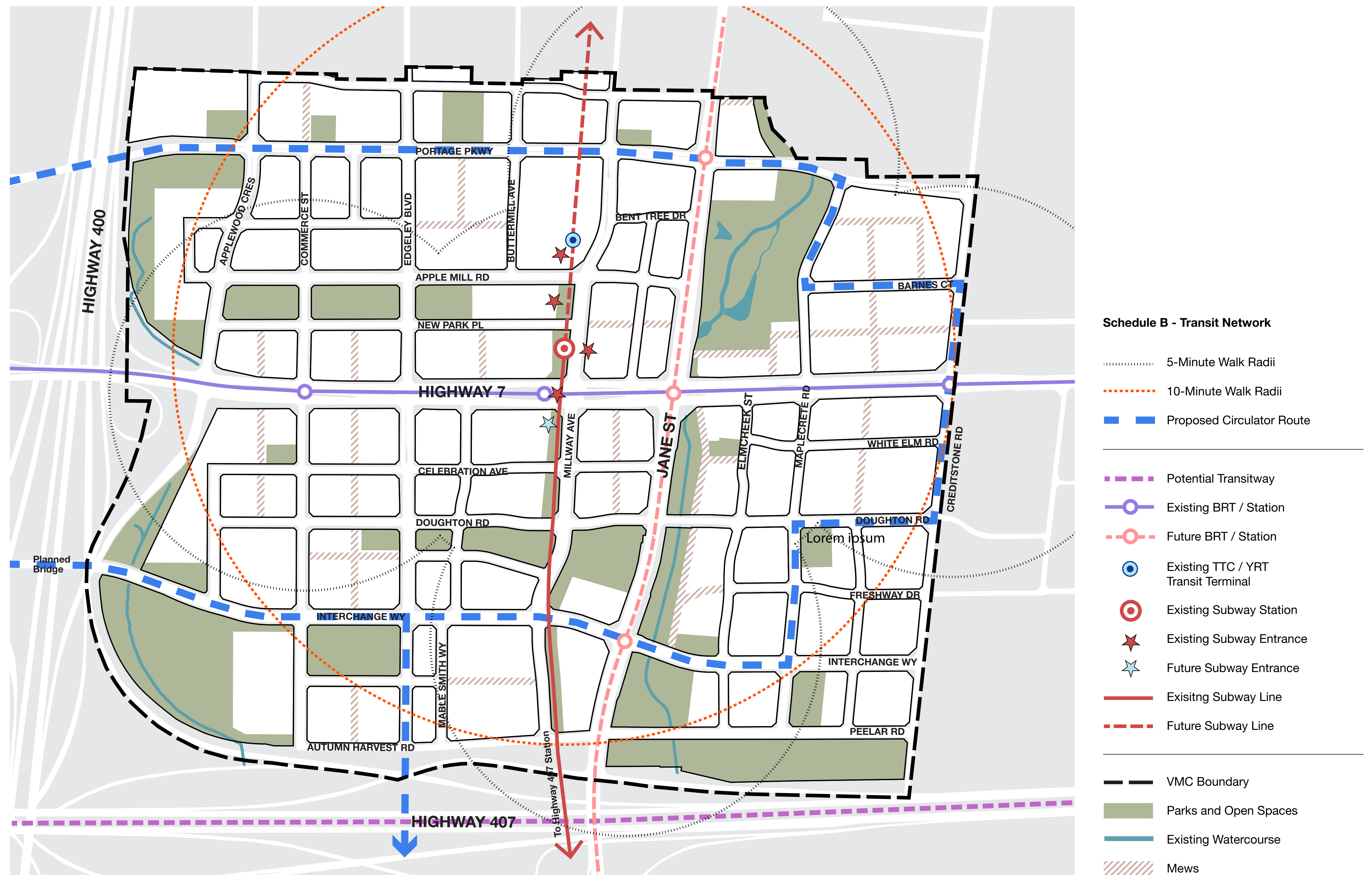
Street life is central to the vision for the VMC, and all development in the VMC, including infrastructure and buildings, should promote walking. (5.1.1)

Sidewalks and areas for pedestrians shall be generous, streets shall be designed for slow speeds with traffic calming measures, and streetscapes shall include pedestrian amenities and wayfinding elements.



# Streets and Transportation

The VMC has a concentration of local and regional transit connections that will be expanded as its population and employment grows.



## Mobility Hub

The VMC subway station, VIVA station, and York Region Transit SmartVMC Bus Terminal form a mobility hub.

The mobility hub supports the establishment of a high density, mixed use community and facilitates intermodal transit, linking directly to the regional and local transit system.

## Further Transit Improvements

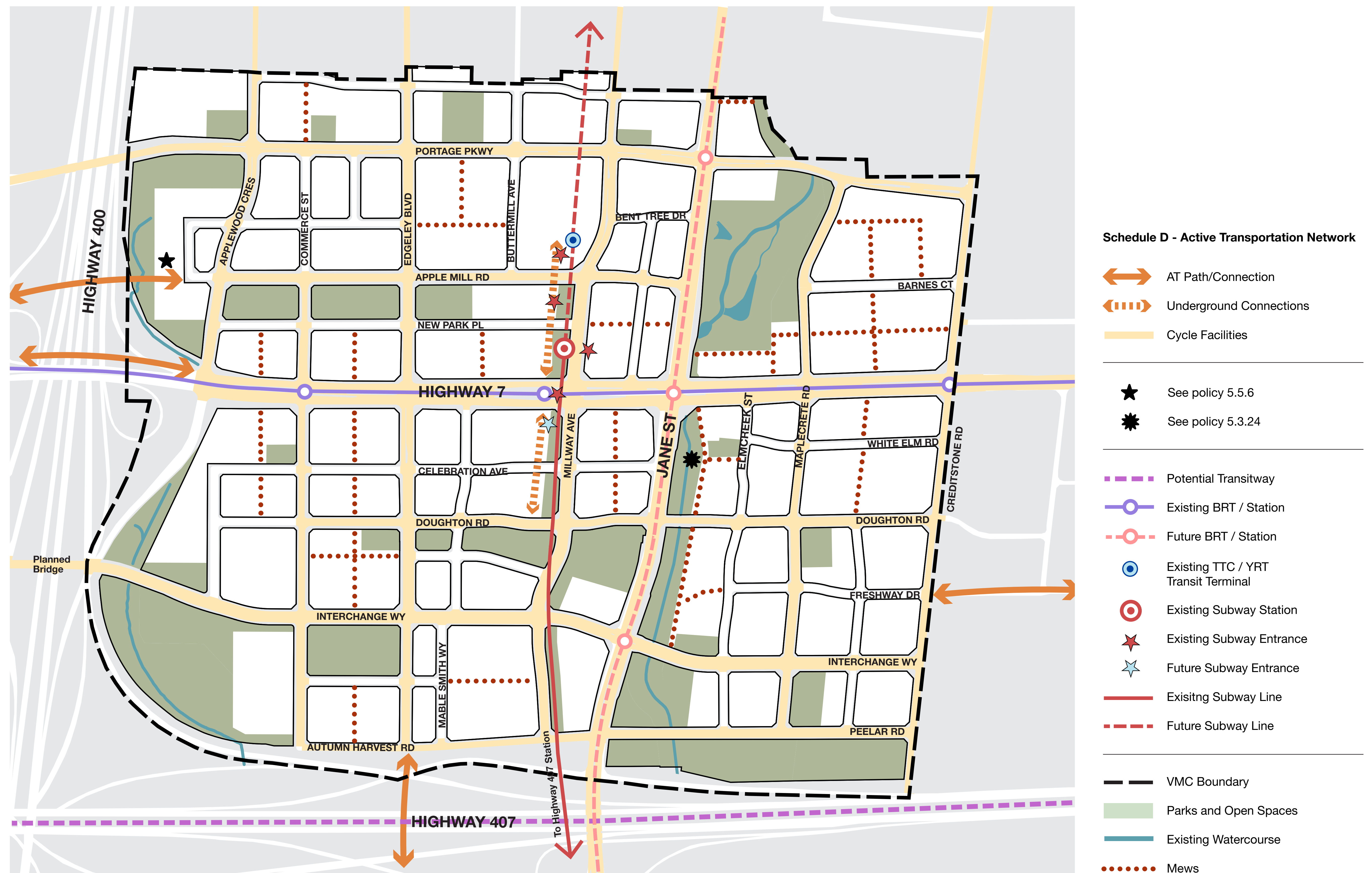
Local and regional transit connections will continue to expand to meet the needs of a growing population.

Further transit improvements under consideration include the Jane Street BRT, the Highway 407 Transitway and a local circulator route which connects the VMC to the Weston 7 area west of Highway 400.



# Streets and Transportation

The active transportation network and a built environment created with pedestrian comfort in mind will make walking, cycling and micromobility the preferred choices for local trips within the VMC.



## Comprehensive Network

All streets in the VMC will be designed for the safety, comfort and convenience of pedestrians, cyclists, and micromobility users of all ages and abilities.

A network of separated and protected cycling facilities will be created as per the VMC Transportation Master Plan.

The local active transportation network will connect to the city-wide system.

## New Amenities

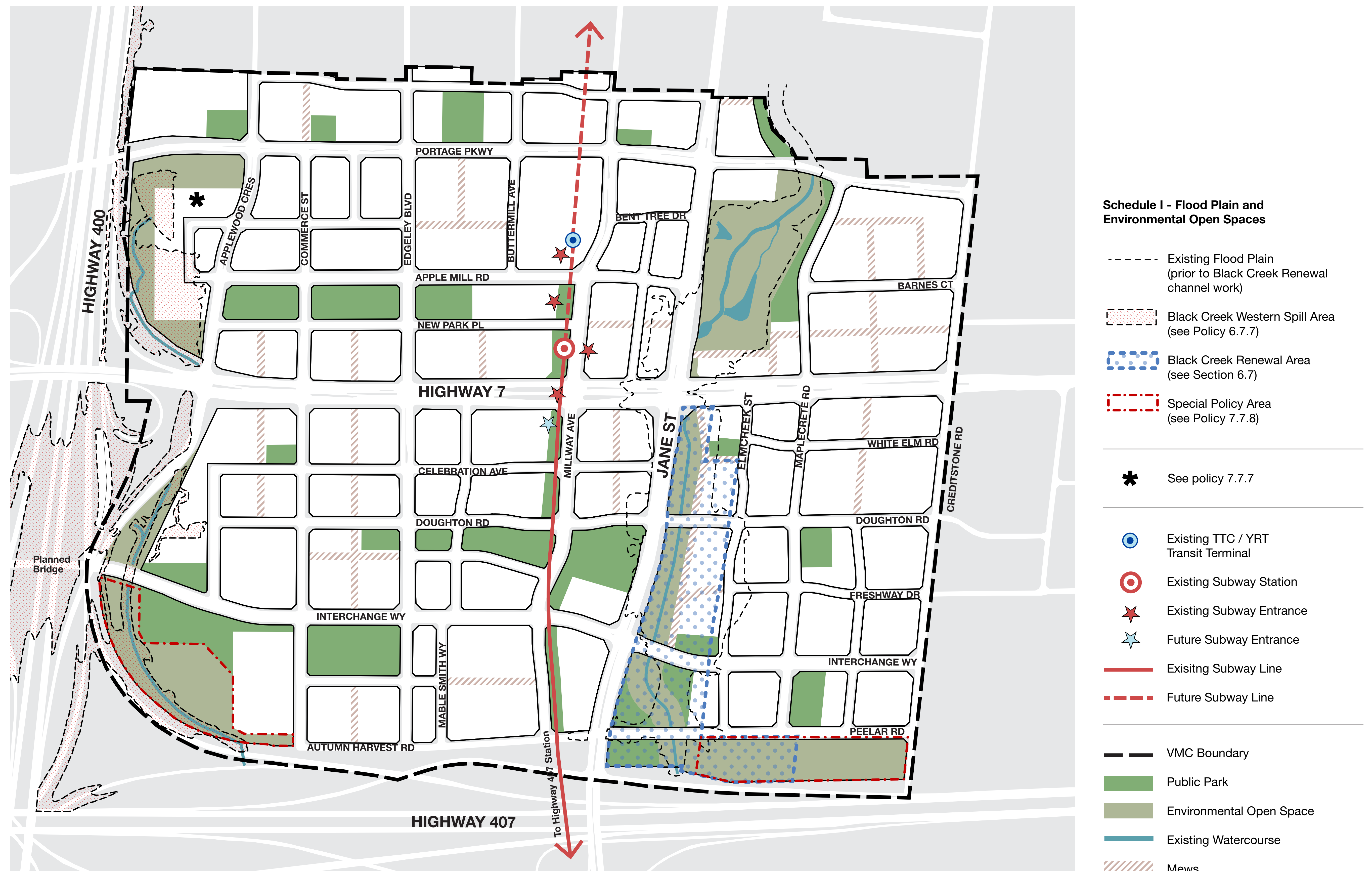
Improved sidewalks, cycling facilities, crosswalks/crossrides, street furniture, path connectivity, integration with transit, bicycle and micromobility parking, and pedways will be implemented.

Publicly-accessible shared micromobility services, including bicycle, e-bike, and/or e-scooter rentals are supported to make first and last-mile connections.



# Energy, Water and Natural Environment

**Sustainability will be advanced in the VMC through efficient and low-impact energy and water systems and environmental design.**



## Black Creek

The Black Creek Design-Build project addresses flood protection, ecological significance and the integration of Black Creek as a complementary landscape.

Development within the Black Creek Renewal Area is subject to conditions until these works are completed. Development within the Black Creek Western Spill Area is conditional on the implementation of appropriate flood mitigation measures.

## Sustainability

Alternative energy systems will be promoted to provide for the long-term energy needs of the community while significantly reducing the amount of harmful emissions to the environment.

High standards of environmental performance are encouraged in private and public buildings.

A minimum tree canopy coverage of 30% of the public realm shall be achieved in the VMC.



# Parks and Open Spaces

Parks and open spaces will form a network that meets the needs of the community for active and passive recreation and civic gathering.



## Parks Planning

Implementation through the VMC Parks and Wayfinding Master Plan

The plan establishes a minimum of 28 hectares of parkland.

Additional parks will be required to meet the parkland needs of the population as it grows at a minimum rate of 0.3 hectares of park per 1,000 population.

## Park Types and Open Space

Urban Parks are major gathering spaces for recreational and community use designed to support intensive programming.

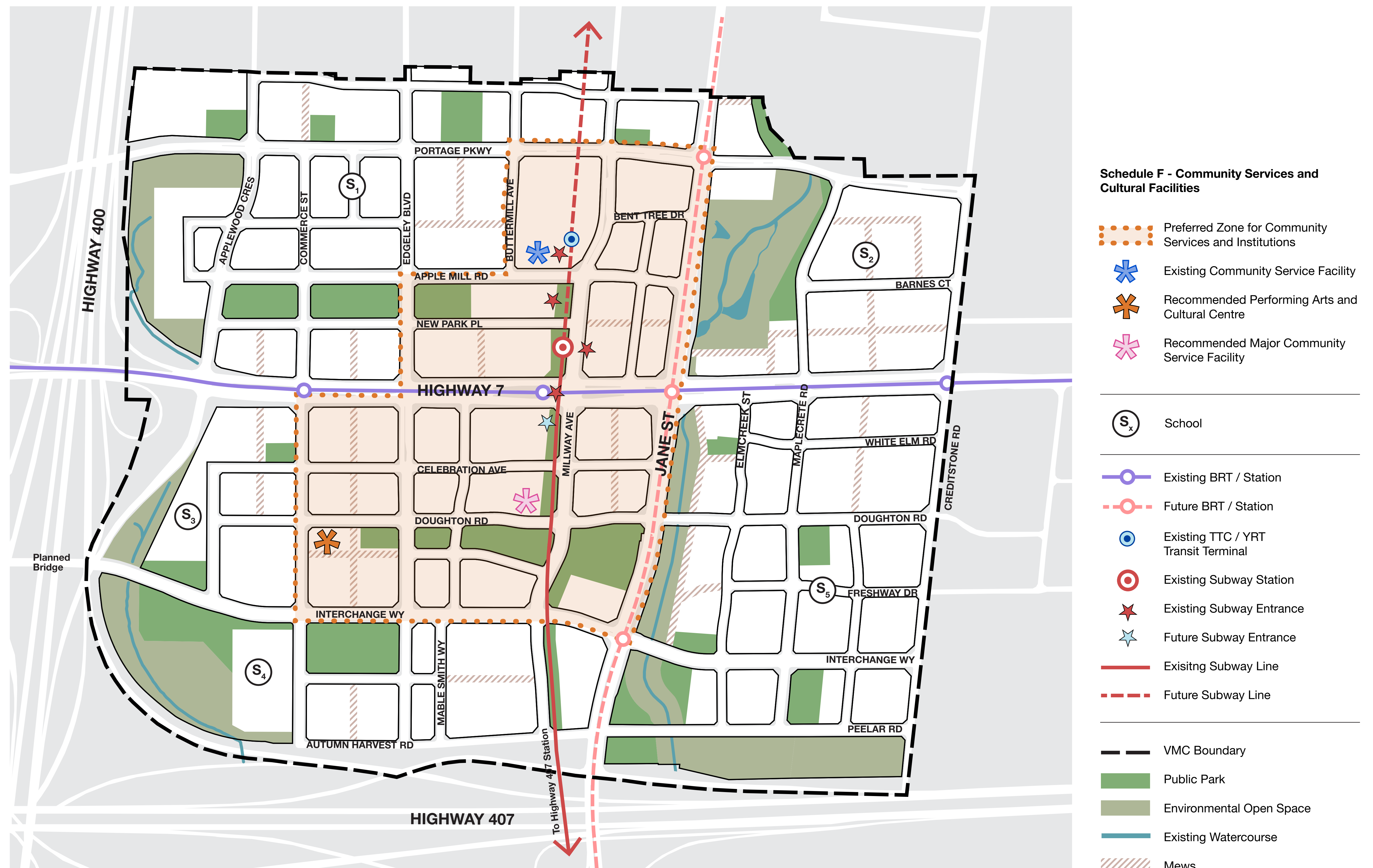
Public Squares are community focal points in areas of high pedestrian activity that connect with surrounding public realm elements to create gathering places.

Environmental Open Space plays a role in greening and enhancing environmental health and function.



# Community Spaces, Cultural Facilities and Public Art

The VMC will feature a diverse offer of community services accessible at a walkable scale, including schools, libraries, community centres, recreation facilities and day cares, as well as facilities that make the VMC a civic and cultural destination.



## Community Services

Community services serving the VMC will be located to provide equitable and walkable access by its population.

Preferred zone for major community services is intended to serve the entire VMC population and other potential institutional uses.

Recommended locations for a major community service facility and performing arts and cultural centre are identified.

## Schools

Five potential elementary school sites will serve as the core of the network of schools.

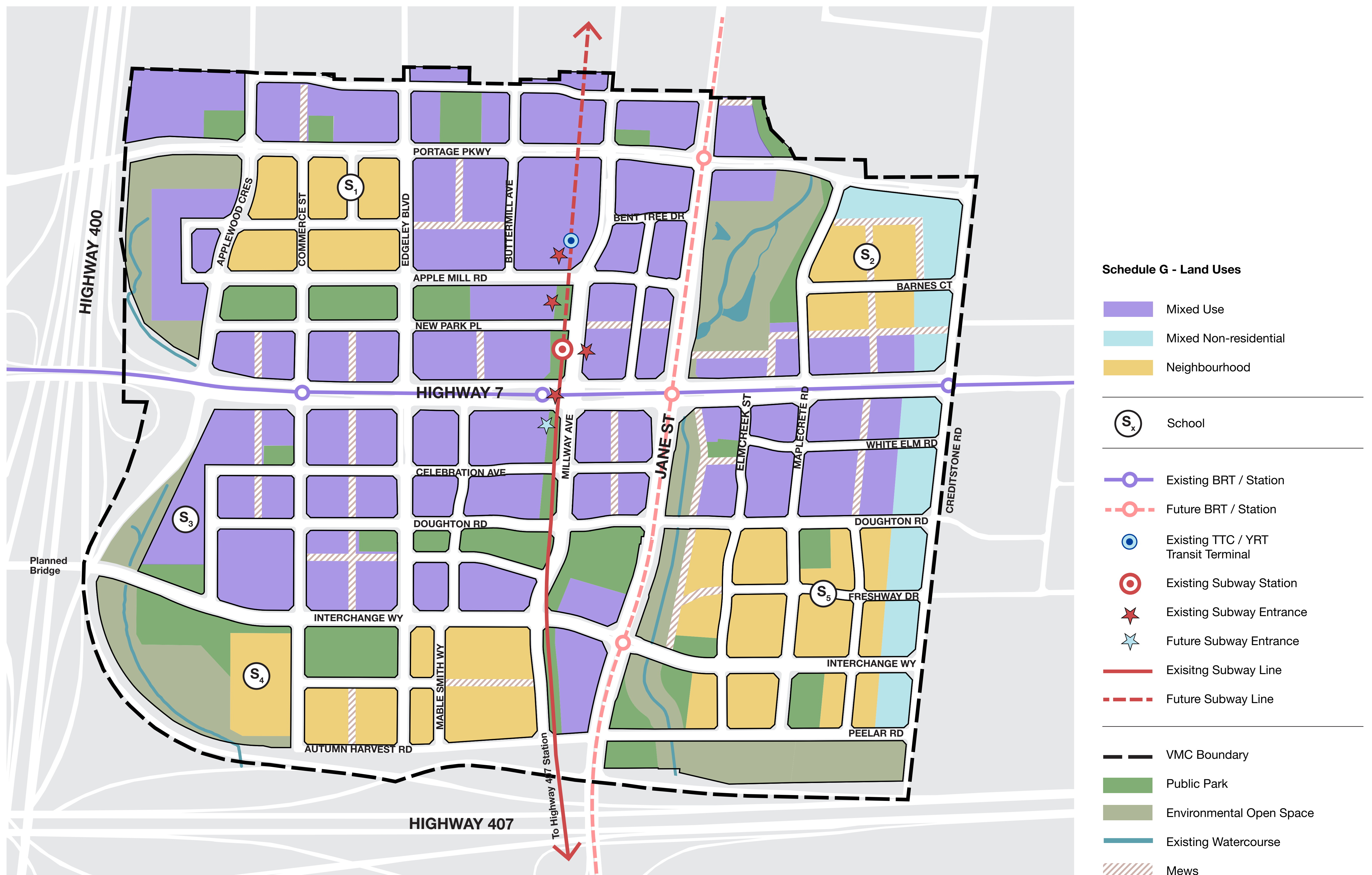
Additional school sites may be required as the VMC grows.

A secondary school site will be identified within the VMC or in areas accessible to it by safe, direct and comfortable walking routes or by short trips by rapid transit.



# Land Use, Density and Built Form

The VMC is planned to be a high density, mixed-use downtown core centred on the subway station, flanked by neighbourhoods containing a variety of building types and buffered from surrounding major industrial uses and infrastructure.



## Mixed Use

A mix of residential and non-residential uses, including institutional, cultural, community, office and retail and service uses. Mixed Use requires 10% office, retail and service commercial uses.

## Neighbourhood

Primarily residential uses, complemented by community amenities and local serving retail and service. There is a 15% requirement for units with three bedrooms or more.

## Mixed Non-Residential

A mix of uses which contributes employment while serving as a buffer and transition to industrial uses and infrastructure in the surrounding area.

## Land Use Compatibility

Avoid, mitigate or minimize adverse impacts between sensitive land uses and industrial uses/ transportation infrastructure.



# Land Use, Density and Built Form

Buildings will define and animate the public realm, bring vitality to streets and parks, and contribute positively to the image of Vaughan's downtown. A housing mix is required that meets the needs of a growing and diverse population.



## Active Frontages

Key streets will be animated by at-grade retail, service commercial or public uses.

Streets will be important public places and retail main streets will be community focal points.

Large scale retail uses will be urban in form and contribute to the animation of the streets on which they front.

## Built Form

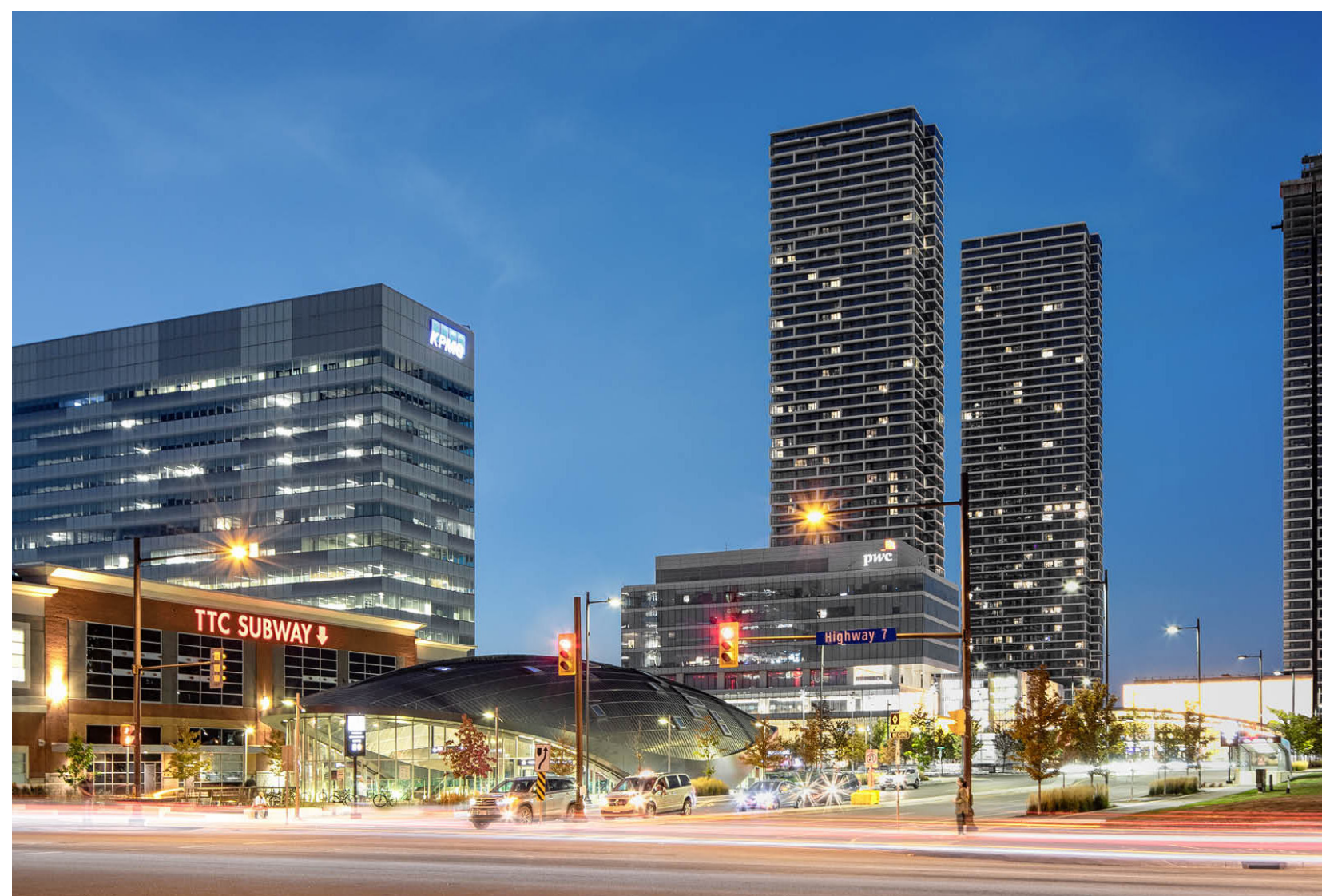
A wide variety of building types are encouraged across the VMC, including low-, mid- and high-rise development.

The location, massing and design of buildings will contribute to human-scaled street walls, attractive streetscapes, an active pedestrian realm and environmental sustainability.



# What We Heard

**Public consultation has been a part of each phase of the development of the new VMC Secondary Plan. Comments received on the Preferred Option in September 2023 are reflected in the draft Secondary Plan.**



## Built Form Intensity *What We Heard*

- Importance of a prominent and diverse skyline.
- Some community members favoured a mix of building types and heights, and appropriate separation of tall buildings.
- Some community members shared concerns that there are too many high-rise buildings in the VMC.

## *Reflected in the new Secondary Plan*

- Encourage a wide variety of building types and heights.
- Establish built form policies that ensure that buildings relate to each other and public spaces, such as streets, parks and open spaces, in a positive manner.

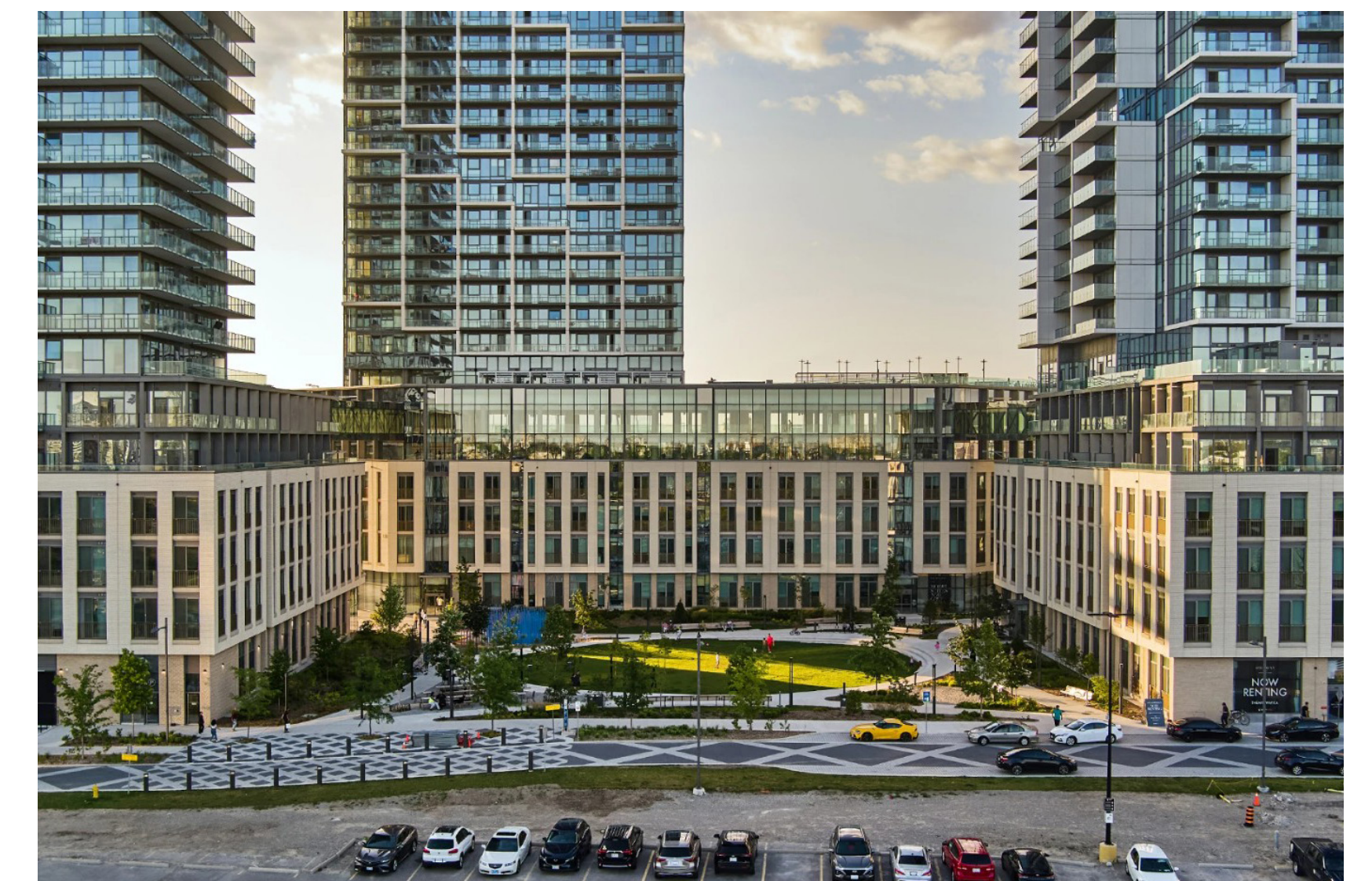


## Family-friendly *What We Heard*

- Some community members highlighted the importance of family-friendly housing.
- Desire for a variety of civic facilities and outdoor amenities such as sports fields to service the area.
- Some community members indicated that school sites are ideal near the core areas.

## *Reflected in the new Secondary Plan*

- Include a 10% 3-bedroom requirement in Neighbourhoods.
- Grow community amenities as the population grows.
- Some school sites have been determined based on discussions between landowners, school boards and the City.



## Transportation and Parking *What We Heard*

- Concerns about traffic congestion and road safety.
- A desire for pedestrian-friendly and walkable neighbourhoods with active transportation infrastructure.
- Some community members identified the need for visitor and commuter parking.

## *Reflected in the new Secondary Plan*

- VMC Transportation Master Plan establishes the improvements to create a system that meets future needs.
- Tie levels of growth to the capacity of the transportation system.
- Allow interim surface parking, while establishing the long term shift to structured parking.



# What We Heard



## Parks and Open Spaces *What We Heard*

- Desire for more parks and open spaces.
- Desire for walkable access to parks and green open spaces.
- Favour a diverse range of programming and uses in parks and open spaces.

### ***Reflected in the new Secondary Plan***

- VMC Parks and Wayfinding Master Plan creates a network of parks and open spaces that will provide for walkable access and diversity of programming.
- Establishes a base amount of parkland (minimum of 28 ha) and a rate of provision as the population grows further.



## Retail *What We Heard*

- Desire for real mixed use areas with commercial and residential uses.
- Highlighted the importance of diverse retail for daily needs within walking distance.
- Some community members recommended less retail to improve traffic congestion.

### ***Reflected in the new Secondary Plan***

- Identifies key locations for the provision of retail.
- Prioritizes the provision of retail to meet the needs of the local community within walking distance.
- Allows for destination retail (i.e. serving a population beyond the VMC) as the market dictates.



## Placemaking *What We Heard*

- Desire for a vibrant public realm with retail, programming, and design elements.
- Support for spaces for street festivals, green public spaces, places to sit and rest, and art installations.

### ***Reflected in the new Secondary Plan***

- Include a strong emphasis on the importance of the public realm, animated by retail and public-facing uses and designed with high quality materials.
- Incorporate public art into buildings and all parts of the public realm to contribute to the VMC's identity and vitality.



# Next Steps

**Stay up to date on the progress of the new VMC Secondary Plan project!**

## Feedback

Feedback is being received via a survey accessible from the project web site until June 18, 2025

## What We Heard

What We Heard report that captures the feedback from the public open house to be posted on the project web page.

## A Statutory Public Meeting

A Statutory Public Meeting to be held at 6:00pm on June 4, 2025.

Statutory Public Meeting can be livestreamed at:

[vaughan.ca/livecouncil](https://vaughan.ca/livecouncil)

## Final Secondary Plan

The Final Secondary Plan is to be presented to the Committee of the Whole September 2025.

## Communications

Public Meeting report (including committees, council, agendas, minutes) is available at:

<https://www.vaughan.ca/council/committees-council-agendas-minutes>.

To submit any further communications for the Public Meeting, contact:

[Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)

## Find information at:



## Find survey at:

