

***For consideration by the Priorities and Key Initiatives Committee
of the City of Vaughan
on October 22, 2012***

The following items were dealt with:

**1 VAUGHAN METROPOLITAN CENTRE AND:
SURROUNDING AREAS TRANSPORTATION STUDY, AND
THE SUPPLEMENTARY TRAFFIC ANALYSIS IN SUPPORT OF THE HIGHWAY 7 / HIGHWAY
400 INTERCHANGE IMPROVEMENTS
WARD 4**

The Vaughan Metropolitan Centre Sub-Committee advises:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 13, 2012, was approved;
- 2) That the deputation by Ms Amy Shepherd, IBI Group, Toronto, was received; and
- 3) That C1, presentation material, entitled "Update on VMC and Surrounding Areas Transportation Studies", dated September 13, 2012, was received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. THAT the presentation and preliminary findings of the Vaughan Metropolitan Centre and the Surrounding Areas Transportation Study, and the Supplementary Traffic Analysis in support of the Highway 7 / Highway 400 Interchange Improvements be received;
2. THAT staff report back to a future VMC Sub-Committee meeting on the results of the ongoing discussions with the Regional Municipality of York, the area developers and Ontario Ministry of Transportation (MTO) with respect to the final recommendations of the Vaughan Metropolitan Centre and the Surrounding Areas Transportation Study and the Supplementary Traffic Analysis; and
3. THAT a copy of this report be forwarded to the MTO and Region of York.

Contribution to Sustainability

The conclusions and recommendations of the Vaughan Metropolitan Centre (VMC) and Surrounding Areas Study and the Supplementary Traffic Analysis in support of the Highway 7 / Highway 400 Interchange Improvements will assist in advancing the following specific Green Directions Vaughan objectives to:

- Create a City with sustainable built form
- Develop and sustain a network of roads that supports efficient and accessible public and private transit
- Reduce single occupant vehicle (SOV) trips by supporting active transportation, carpooling and public transit

Economic Impact

There are no immediate budgetary impacts resulting from the adoption of this report and presentation. The City's share of the VMC and Surrounding Areas Transportation Study (Joint Study) and the Supplementary Traffic Analysis was funded from Capital Project DT-7070-11.

Additional operating and capital funding will be required in future years to successfully implement the recommendations of the VMC and Surrounding Areas Transportation Study and the Supplementary Traffic Analysis.

Communications Plan

The Study included a comprehensive stakeholder consultation program involving the MTO, CN Rail, affected landowners (SmartCentres and Bentall), and various City and Regional departments. Consultation included workshops and meetings to ensure that stakeholders had the opportunity to provide input throughout the study process. These workshops and meetings allowed the Study team to verify or identify issues or concerns, prepare alternatives for further discussions, review feedback, and identify infrastructure requirements that were feasible and supported by the stakeholders.

Purpose

The purpose of this report is to inform Council of the preliminary findings of the VMC and Surrounding Areas Transportation Study, and the Supplementary Traffic Analysis, which provides further details on the key elements of the proposed area transportation improvements, including the Highway 7 / Highway 400 interchange improvements.

Background - Analysis and Options

The Vaughan Metropolitan Centre is designated as a Regional Centre in the Regional Official Plan, and is identified in the Provincial Growth Plan for the Greater Golden Horseshoe (Places To Grow) as an Urban Growth Centre and a Major Transit Station and Intensification Corridor.

The VMC Secondary Plan was produced through a Focused Area Study conducted as part of the City's Growth Management Strategy and approved by Council in 2010. The boundaries of the VMC Secondary Plan are shown on Attachment No. 1. The goal of the VMC Secondary Plan is to create a vibrant and sustainable downtown that serves all Vaughan citizens. The extension of the Spadina subway to Vaughan and the Highway 7 rapidway, combined with the need to accommodate a balanced mix of residents and jobs in the VMC, sets the stage for building a more transit-oriented downtown. The subway extension and the Highway 7 rapidway also provide the basis for a new multi-modal transportation plan to support a vibrant and sustainable downtown.

The City's Transportation Master Plan identifies the key transportation improvements for the VMC Secondary Plan.

A more detailed transportation analysis (VMC Transportation Plan Study) for the VMC area was completed as a component of the Transportation Master Plan and in conjunction with the development of the VMC Secondary Plan. The Plan was developed with considerations for the Toronto/York Spadina Subway extension and the Highway 7 Rapidway, and established a network of roads that will support efficient and accessible transit. A number of additional local road improvements to existing roads and new roads were proposed within the VMC to enhance connectivity with regional and provincial roads and accommodate travel demand for the future VMC population and employment growth.

Implementation of the VMC road network is contingent on a successful partnership with all levels of government and affected landowners.

The road network identified to support the development of the VMC Secondary Plan includes roads under city, regional and provincial jurisdictions. Implementation is therefore contingent on a successful partnership with all levels of government and affected landowners.

The City and York Region jointly identified the need for further analysis to better define the transportation infrastructure needs in the VMC and surrounding areas.

City and Regional staff identified the need to undertake a more detailed analysis of the key elements of the VMC Transportation Plan in an effort to fully understand the broader VMC transportation improvement requirements and implementation triggers, and to address stakeholder input.

In December 2011, the City and York Region initiated the VMC and Surrounding Areas Transportation Study (Joint Study) with the primary purpose of:

- Undertaking a feasibility review of the planned infrastructure
- Developing an implementation strategy that identifies the type, timing and responsibility of transportation infrastructure improvements for the various planning horizons

A number of local road improvements identified in the VMC Transportation Plan Study including Portage Parkway widening and extension, Credistone Road widening, and Millway Avenue alignment modifications were accepted as given and did not require further analysis as part of the Joint Study. The City will be initiating Environmental Assessment Studies in support of the Portage Parkway widening and extension in 2013. Improvements to Credistone Road are identified in the mid-term (2016-2021) as part of the VMC Transportation Plan Study.

The primary transportation improvements were reviewed in the Joint Study.

The key transportation facilities that were examined further in the Joint Study include Highway 7 / Highway 400 access, Colossus Drive extension, Langstaff Road / Highway 400 interchange, and Langstaff Road extension across CN Rail Yard. These elements are shown on Attachment No. 2.

The VMC Secondary Plan and VMC Transportation Plan Study included the Highway 400 and Highway 7 interchange improvements as part of the future road network assumptions. These improvements were first identified in the Vaughan Corporate Centre Secondary Plan and were further analyzed in the Region of York Environmental Assessment (EA) for the Highway 7 to Highway 400 interchange ramps improvements. The VMC Transportation Plan Study carried forward these proposed improvements and identified a new road connecting the northbound Highway 400 off-ramp at Highway 7 to Applewood Crescent at Portage Parkway, as well as, a new northbound on-ramp onto Highway 7 from a new parallel road to Highway 7.

Through an EA process, the Region developed alternatives for Highway 400 and Highway 7 interchange improvements; however, consensus on the reconfigured interchange/connection was not achieved and the EA study was not concluded.

Stakeholder consultation was an important aspect of the Joint Study.

Continuous and meaningful stakeholder engagement throughout the process of the Joint Study was considered paramount to addressing the needs of all the stakeholders and achieving a successful outcome. Key stakeholders included the MTO, CN Rail, affected landowners (SmartCentres and Bentall) and various City and Regional departments. Consultation included three workshops and numerous stakeholder meetings to ensure that stakeholders had opportunity to provide input throughout the study process. These workshops and meetings allowed the Study team to verify or identify issues or concerns, prepare alternatives for further discussion, review feedback and identify infrastructure requirements that were feasible and supported by stakeholders.

The draft VMC and Surrounding Areas Transportation Study, and the Supplementary Traffic Analysis was completed in August 2012.

The following discussion provides an overview of the feasibility analysis undertaken to assess the opportunities, timing and capital cost estimates of the key transportation infrastructure examined in the Joint Study.

Highway 7 / Highway 400 Interchange

Based on the evaluation and stakeholder's feedback, the Joint Study narrowed the ramp improvements at Highway 7 and Highway 400 to two alternatives.

The feasibility review of the road improvement opportunities associated with the Highway 7 / Highway 400 interchange NB off-ramp extension included the MTO position (as part of the VMC Transportation Plan) that any proposed ramp changes maintain the existing Highway 400 NB on-ramp configuration from Highway 7. Discussion between the study team and stakeholders resulted in the development of four functional design options that generally maintain the existing Highway 400 northbound on-ramp configuration from Highway 7 westbound and provides for a northbound off-ramp extension that would connect with Applewood Crescent at Portage Parkway.

The Study concluded that all options could be constructed, subject to specific design, property acquisition and approvals satisfactory to the City, Region and MTO. Based on evaluation and stakeholders' feedback, the Study narrowed the ramp improvements at Highway 7 and Highway 400 to two alternatives as described below and shown on Attachment No.3:

- Option 1 – Highway 400 northbound on-ramp from Highway 7 grade separated under the Highway 7 northbound off-ramp extension. The Highway 400 NB off-ramp extended northerly to connect with Applewood Crescent at Portage Parkway.
- Option 2 – Realigned Highway 400 northbound off-ramp approximately 60 m east with the northbound ramp access immediately west of the realigned Highway 400 NB off-ramp. An at-grade intersection allows the proposed Highway 400 NB off-ramp extension to extend northerly to connect with Applewood Crescent at Portage Parkway.

It is important to note that both options include a future Viva station at Commerce Street.

A further detailed Traffic Engineering and Preliminary Design Study for the Highway 400 NB Off-ramp and the Highway 400 WB to NB on-ramp was undertaken to respond to MTO's requirements.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

To address MTO's technical requirements with respect to queuing and impacts on Highway 400 ramp operations, a detailed Traffic Engineering and Preliminary Design Study for the Highway 400 NB Off-ramp and the Highway 400 WB to NB on-ramp (Supplementary Traffic Analysis) was undertaken, concurrent with the Joint Study.

The Supplementary Traffic Analysis was submitted to the MTO for review on August 21, 2012. The report reflected the direction and discussion of the various workshops / meetings held with MTO staff during the course of the study and included the necessary details for MTO to evaluate the ramp improvements options.

Both options provide good operations at the Highway 400 off-ramps and their associated intersections, and can effectively address MTO's concerns. City staff prefer Option 2 because it better accommodates the future urban context for pedestrians and cyclist in the VMC and allows for the creation of a strong gateway for visitors to the VMC as identified in the design principles of the VMC Secondary Plan, the York Region Official Plan and the Province's Places to Grow.

A meeting has been set-up with MTO and other stakeholders for September 7, 2012 to discuss any issues or concerns MTO may have on the Supplementary Traffic Analysis submission and to review the VMC and Surrounding Areas Transportation Study recommendations. A final response from the Ministry is expected by mid-September.

Langstaff Road / Highway 400 Interchange Improvements

Langstaff Road / Highway 400 interchange improvements would relieve the transportation network in the vicinity of the Vaughan Metropolitan Centre, however, Regional implementation will be subject to significant cost and property impact considerations.

The interchange at Langstaff Road and Highway 400 is currently a partial interchange with ramps to and from the south. A full interchange was proposed in the VMC Transportation Plan Study to improve accessibility to the VMC and surrounding areas, assist in diverting traffic from the full movement interchanges at Highway 7 / Highway 400 and Rutherford Road / Highway 400, and provide an alternate truck route for the industrial lands located west of CN Rail Yard area. In the longer term, a full movement interchange will complement the traffic using the Langstaff Road Extension across the CN Rail Yard.

Due to the proximity of Bass Pro interchange, a future ramp access to Highway 400 NB is constrained to the southeast quadrant of the interchange. The provision of this ramp access to Highway 400 would require the existing Highway 400 NB off-ramp to be shifted to the east on Langstaff Road allowing for the provision of an inner loop. Alternative functional designs were developed that provided for a single lane on-ramp or a dual lane on-ramp. Both options would require the widening of the Langstaff Road overpass on the east side. Such widening will have to be confirmed by a detailed bridge design study. The estimated cost associated with the Langstaff Road /Highway 400 inner loop ramp for northbound movements is approximately \$10M.

The provision of Langstaff Road /Highway 400 SB off-ramp would improve access to the VMC and surrounding areas and would complement the potential Langstaff Road extension across the CN Rail Yard. The implementation of the Highway 400 SB off-ramp can meet the MTO geometric standards; however, there are issues to be addressed regarding the storm water pond and existing development. The new Highway 7 / Highway 400 ramp would require traffic signals. The estimated cost the new ramp would be approximately \$4.3M.

Langstaff Road Extension across the CN Rail Yard

The planned development in the VMC is not dependent on the construction of the Langstaff Road Extension.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

A key network consideration of the VMC Transportation Plan Study was the potential connection of Langstaff Road between Creditstone Road and Keele Street across the CN Rail Yard. This proposed roadway connection would reduce the traffic volumes on both Highway 7 and Rutherford Road, provide alternate route for truck traffic, and provide better servicing options for the industrial lands located west of the CN Rail Yard area.

The Joint Study assessed various alignments and options for the Langstaff Road Extension to go over or under the CN Rail Yard. Options evaluated included a cast-in-place bridge, cable stayed bridge, suspension bridge, jacked boxed structure and twin-bored tunnel. Depending on the type of bridge structure constructed, the construction cost would range from \$200M for a cast-in-place design to over \$1.8B for a twin bored tunnel.

In discussions with CN, they indicated that any road crossing of the Yard must have no impacts to the tracks. CN expressed preference for a direct corridor alignment across the CN yard to limit the impact on the CN operations, provided it is tunnel underground or a high level bridge (suspension or cable-stay).

The transportation system benefits analysis of providing the Langstaff Road Extension across the CN would reduce traffic flows on major arterial roadways adjacent to the VMC including the Highway 7. However, the expected volume of traffic relief resulting from the crossing confirms that the planned VMC development is not dependent on the construction of the Langstaff Road extension. The Study indicates that the need and feasibility for the Langstaff Road Extension is a long-term (10-20 years) network improvement.

Colossus Drive Extension

Colossus Drive Extension will improve the transportation network in the longer term (beyond 20 years).

Another key network assumption as part of the VMC Transportation Plan study was an extension of the existing Colossus Drive located on the west side of Highway 400 easterly over Highway 400 connecting with Interchange Way on the east side. The purpose of this link would be to provide an east-west bypass route south of Highway 7 that would reduce traffic on Highway 7 and possibly divert truck traffic within the vicinity of Highway 400. The recommended timing for the Colossus Drive Extension is long-term (beyond 20 years). The estimated construction cost for a cast-in-place multi-span bridge that can accommodate four traffic lanes is approximately \$ 95 M.

Even though, the Colossus Drive Extension is not required until the long-term, staff is proposing to undertake an Environmental Assessment Study in 2013 to provide some certainty with respect to the proposed alignment, design, property implications, and cost. This link has been identified as a potential additional transportation infrastructure associated with the forecast traffic threshold on the Highway 400 NB on-ramp from Highway 7 WB.

Preliminary Summary Findings

The table below provides a summary of the transportation infrastructure improvements, construction cost estimates and the associated planning horizon in which these should be considered to accommodate planned and future growth within the VMC and surrounding areas.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Transportation Improvement	Timing	Construction Cost Estimate (\$)
Highway 400 / Highway 7 Interchange NB off-ramp extension	0-5 years	\$6.2M
Highway 400 / Langstaff Road SB off-ramp	5-10 years	\$4.3M
Highway 400 / Langstaff Road NB on-ramp / off-ramp	5-10 years	\$9.9M
Langstaff Road Extension across CN rail yard	Longer term	
North Alignment – Multi-span Cast-in-Place		\$205M
South Alignment – Multi-span Cast-in-Place		\$190M
Central Alignment – Multi-span Cast-in-Place		\$195M
Colossus Drive Extension	Longer term	\$95M

The recommendations and findings of the Joint Study and the Supplementary Traffic Analysis will be incorporated in the Revised VMC Secondary Plan.

The Policy Planning Department will be reporting to the VMC Sub-Committee on September 13, 2012 to present proposed modifications to the adopted Secondary Plan for the Vaughan Metropolitan Centre for discussion prior to bringing a more detailed report back to the Committee of the Whole (Public Hearing). The Revised Plan is the result of Council direction to review two specific areas of the Adopted VMC Secondary Plan, consider various modification requests from land owners within the VMC planning area, and review general refinements to the Secondary Plan as a result of ongoing studies.

The recommendations and findings of the VMC and the Surrounding Areas Transportation Study, and the Supplementary Traffic Analysis in support of the Highway 7 / Highway 400 Interchange Improvements will be incorporated in the Revised Plan.

In order to protect future corridor approaches to the Colossus Drive Extension and the Langstaff Road Extension, a transportation corridor protection policy will need to be included in the Region of York and the City of Vaughan Official Plans, and the VMC Secondary Plan.

Regional Implications

The Region of York is a vital stakeholder and an equal partner in the Joint Study. The Region of York staff is planning on reporting to the Regional Transportation Services Committee on October 3, 2012.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council Vaughan Vision 2020 strategic initiatives:

- To enhance and ensure community safety, health and wellness;
- To pursue excellence in service delivery;
- To lead and promote environmental sustainability;
- To maintain assets and infrastructure;
- To ensure financial sustainability; and
- To plan and manage growth and economic vitality.

This report is therefore consistent with the priorities previously set by Council.

Conclusion

The VMC and Surrounding Areas Transportation Study and the Supplementary Traffic Analysis in support of the Highway 7 / Highway 400 Interchange Improvements provide preliminary findings with

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

respect to the transportation improvements which would facilitate the planned development in the Vaughan Metropolitan Centre. The study process included continuous and meaningful stakeholder engagement in order to address the needs of all the stakeholders and achieve a successful outcome.

The Supplementary Traffic Analysis was submitted to the MTO for review on August 21, 2012, and a meeting has been set-up with MTO and other stakeholders for September 7, 2012 to discuss any issues. Staff will report back to a future VMC Sub-Committee meeting on the results of the ongoing discussions with the Regional Municipality of York, the area developers and Ontario Ministry of Transportation (MTO) with respect to the final recommendations of the Vaughan Metropolitan Centre and the Surrounding Areas Transportation Study and the Supplementary Traffic Analysis. The final recommendations of the Study will be incorporated in the Revised VMC Secondary Plan.

Attachments

1. Vaughan Metropolitan Centre Boundaries
2. Key elements of the proposed transportation improvements in the VMC and Surrounding Areas
3. Highway 7 / Highway 400 Interchange Improvements (Option 1 and 2)

Report prepared by:

Selma Hubjer, Transportation Engineer-Ext.8674
Andrew Pearce, Director of Development/ Transportation Engineering-Ext.8255

Respectfully submitted,
Paul Jankowski, P. Eng.
Commissioner of Engineering and Public Works

Andrew Pearce, C.E.T.
Director of Development/
Transportation Engineering

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

2 BUILDING THE VAUGHAN METROPOLITAN CENTRE – OFFICE MARKET STUDY

The Vaughan Metropolitan Centre Sub-Committee advises:

- 1) That the recommendation contained in the following report of the Executive Director, dated September 13, 2012, was approved;
- 2) That the deputation by Ms Amy Shepherd, IBI Group, Toronto, was received; and
- 3) That the following communications were received:
 - C2. Presentation material entitled “Vaughan Metropolitan Centre”, dated September 13, 2012; and
 - C3. Presentation material entitled, “Building the Vaughan Metropolitan Centre – Preliminary Office Market Study”, dated September 13, 2012.

Recommendation

The Executive Director, in consultation with the City Manager, recommends:

THAT the verbal presentation and final report: *“Building the Vaughan Metropolitan Centre: Office Market Study”* by Live Work Learn Play be received.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Contribution to Sustainability

Green Directions Vaughan embraces a *Sustainability First* principle and states that sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Under this definition, activities related to economic development contribute to the sustainability of the City.

Economic Impact

There are no costs associated with the approval of this report.

Communications Plan

The Vaughan Metropolitan Centre Office Market Study Report and the presentation materials will be available in hard copy format and distributed to Mayor, Members of Council and Senior Management. Additional “hard” copies will be available upon request. An electronic copy in a PDF format will be posted to Key Projects under the Business Section of the City’s website.

Purpose

To provide the members of the VMC Sub-Committee with an overview of the Office Market Study for the Vaughan Metropolitan Centre.

Background - Analysis and Options

In order to effectively undertake this study, the Department is beginning with the notion, as outlined in the Vaughan OP 2010 and supported in the Economic Development Strategy, that the VMC has the potential to be the focal point of Vaughan and an example in best practices for the development of a 21st century urban core. The VMC will showcase Vaughan’s leadership in incubating culture, design, and sustainable building practices to create a place of vibrancy and culture. It is a place that promotes diversity, innovation and opportunity for all citizens, fostering a vibrant community life that is inclusive, progressive, environmentally responsible, and sustainable, representing the vision in ‘*Vaughan 20/20*’.

Vaughan’s Vision, Knowledge Economy and the GTA Office Market

All of the ideals identified through the Vaughan OP 2010 are key considerations in the site selection process for those employed in knowledge based sectors and the creative economy. Nurturing of ideas and innovation in today’s knowledge-based work begins with the ‘Place’, being a collection of tangible and intangible elements which are more important than a building, parking convenience or a hub for transit. The attraction of people employed in knowledge-based sectors such as: financial services, engineering, architecture, and legal services to name but a few, requires a holistic approach to create the ‘Place’ while maintaining focus on the realities of the marketplace.

Knowledge-based sectors generally ‘Live’ in an office type space. Office development will play a critical role in this vision for the VMC, leading to a balanced mix of uses, economic growth, and increased tax assessment. Developing office space within the urban context envisioned for the VMC does create a specific set of development implications for both the public and private sector that must be carefully considered in order to maximize the impact on the VMC.

Key Consideration – Toronto York Spadina Subway Extension

One of the key elements of the new VMC will be the planned subway Station at Highway 7 and Millway Avenue, which will link the City to downtown Toronto and York University. This linkage will open up transit routes for thousands of residents, employees, and visitors to Vaughan every day. The subway will give Vaughan a unique advantage to the other municipalities in the ‘905’ while ensuring appropriate transit connections to the GTA. Moreover, a subway connection, albeit critical to the long-

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

term success of the VMC, cannot ensure the success of office development or the delivery Vaughan's vision of a vibrant urban development.

An Understanding of the Office Market In The GTA

Vaughan is a dynamic market, with a significant portion of the GTA's industrial and manufacturing inventory and is a net importer of jobs. However, its emergence as a regional office node is still in its earliest stages and as the study identifies, is an 'unknown' across the marketplace.

The office model envisioned for the VMC is a more urban form of office development than the traditional suburban development in the GTA. Urban format office is differentiated from its suburban counterpart by the elimination of surface parking, generally taller building heights and shared amenities, for example, path systems, public square, and shared parking (structured or below grade), all of which has significant implications for the look, experience and financial model of the development.

Based on the sectors that the Economic Development Strategy highlights as important for the VMC, Economic Development retained the firm Live Work Learn Play (LWLP) to assist staff with preparing an office market study focused on:

- Establishing the primary opportunities and challenges in attracting office tenants and creating a commercial node.
- Identifying and examining the commercial environments competitive to the VMC.
- Highlighting examples of successful TOD projects and lessons learned from these areas.
- Assessing the impact of the subway will have on commercial development within the VMC, and test the assumption that a subway is sufficient for attracting office development.
- Providing strategic recommendations and direction for implementing the VMC vision.

About the Consultants

LWLP is an international real estate advisory and development firm on the cutting edge of planning, development and implementation of dynamic mixed-use real estate projects. LWLP's strength lies with understanding how to implement mixed-use developments that deliver 'places' within today's highly competitive real estate sector. An important outcome of these developments is the ability to attract quality office projects to these places.

LWLP has extensive experience in the integration of universities, colleges and entertainment uses into creating vibrant downtowns, not just solely as work places or residences, but which offer experiential values that engage people.

LWLP's goals are focused on developing places, with personality and performance. Its multidisciplinary team includes implementation and activation experts, who provide a value added perspective.

Major Findings

LWLP was able to identify market rents, trends and patterns for office occupancy and motivators and drivers for office development projects, through a series of interviews with members of the VMC Sub-Committee, landowners, developers, and the brokerage community.

Competitive Set

Based on its location (within the GTA), physical characteristics, similar tenancies, anticipated land use composition and its transit-oriented development patterns, the VMC is more aligned with North York Centre, Mississauga Airport Corporate Centre and Downtown Markham. The office brokerage community confirmed that the VMC serves as a centralized 'northern office' which could consolidate an East/West end office that functions as a company's secondary or regional offices. Downtown

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Markham with its vision as a mixed-use satellite city centre is arguably the most significant competition. Airport Corporate offers the prestigious business parks, coupled with superior accessibility that bring it within VMC's competitive set. Whereas, North York Centre offers subway access and urbanity, and similar underground parking infrastructure to VMC.

Critical Mass

VMC differs from its competitors in its scale – having a target of 1.5 million sq. ft. of office, relative to the 3.4 million sq. ft. in Downtown Markham, 4.9 million sq. ft. of Airport Corporate and 8.9 million square feet of North York Centre. This scale of office development may not align with stakeholder expectations or the ambitions of the VMC.

Achievable Rent

The urban development format proposed for the VMC, with structured or underground parking, taller buildings and high quality urban amenities, will necessitate significantly higher rents. The study has identified that gross rents required to profitably develop the office space envisioned for the VMC will be the range of \$50/sq.ft. Therefore, office development in the VMC faces a cost disadvantage to both existing and new-construction Class A space across the '905'. Although office development within the VMC may well be achievable, the spread in required rents between the VMC and competing areas, could limit the pace of development.

Regional Transit

The subway, while an unequivocally strong value-added amenity for prospective office users, must be considered in the context of the significant rent premium. As well, despite the promise of transit convenience, office tenants still seek a site that offers transit and road connectivity. Therefore, the arrival of the subway is not an automatic trigger for office mixed-use investment or an orderly development pattern that emanates from the subway terminal.

Next Steps

Notwithstanding the City's studies that are nearing completion, solving the office development equation through a strategic approach begins with a shared understanding of what the City of Vaughan and landowners envision its downtown to become.

Traditional approaches to municipal marketing focuses on being 'business friendly' to companies. However, with the emergence of the new knowledge-based economy, people rather than companies are increasingly the focus of economic development marketing efforts. The new generation of companies want to locate where talented people live. Therefore, the VMC as a cultural hub in addition to its other proposed economic and social functions speak to the quality of place that attract professionals.

Accordingly, the study proposes the following:

- Collaborating extensively with landowners – the City needs to work with developers and landowners to create buy-in from those implementing the vision.
- Creating a consensus-based plan – several City studies are currently running in parallel and they need to come together as an overall master plan that addresses the externalities and adjacencies of each site's development.
- Establishing a new approach to downtown development – attraction of office tenants must continue to be top of mind for Council and City staff. The VMC must be marketed with the appropriate resources and tools.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the Vaughan Vision 20|20 Strategic Plan – Goal 1: Plan and Manage Growth and Economic Vitality. The Study is also consistent with Goal 4 of the Economic Development Strategy that states "Grow Vaughan's dynamic quality of place and creative economy".

Regional Implications

A copy of *Building the Vaughan Metropolitan Centre – Office Market Study* will be forwarded to the Region of York. The study identifies the need to work with Regional staff on developing potential tools to narrow the rent gap which may emerge in the VMC relative to competing areas and affect the pace of development.

Conclusion

Office development within the VMC is one area of critical importance to the success of the City's vision for its new downtown. Although this draft report has focused on the subject of office development, and clear analysis and direction has been provided within – an additional and equally important outcome that has evolved from this report is a clear understanding of the collaborative approach required by; private sector stakeholders, city, regional, provincial and federal bodies of government to ensure the VMC becomes more than a development node, but rather a 'Place'.

The Study should be used in the following ways:

1. To inform and educate the various departments in the City and the Region of York regarding the attraction of office employment and development in the Vaughan Metropolitan Centre;
2. As direction into the development of the Economic Development Department's annual workplans and budgets – the activities and resource allocations of the City's Economic Development Department should demonstrate alignment with the marketing of the Vaughan Metropolitan Centre;
3. As an information resource to any future working group(s) established by the City to implement the VMC, bringing an economic and market realities perspective, and providing a holistic approach to its development;
4. To inform the Region of York's Economic Development Action Plan and other studies or strategies that are related to the development of regional growth centres.
5. As a source of information for collaboration – involving businesses, institutions, organizations, associations, levels of government and other stakeholders; and

Building the Vaughan Metropolitan Centre – Office Market Study is a first step in economic engagement and market assessment with vested landowners. It is a starting point to developing a shared downtown vision and a collaborative approach to business plan and marketing efforts. Ultimately, a successful VMC pays dividends in maximizing property values, generating high quality jobs and creating a vibrant public space for Vaughan residents.

Attachments

1. Building the Vaughan Metropolitan Centre - Office Market Study (to be provided at the meeting)

Report prepared by:

Shirley Kam, Senior Manager of Economic Development
Tim Simmonds, Executive Director

Respectfully submitted,
Tim Simmonds
Executive Director

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

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**3 UPDATE ON DEVELOPMENT OF A COST SHARING FRAMEWORK FOR THE
 VAUGHAN METROPOLITAN CENTRE**

The Vaughan Metropolitan Centre Sub-Committee advises:

- 1) That the recommendation contained in the following report of the City Manager and the Commissioner of Planning, dated September 13, 2012, was approved; and
- 2) That staff was requested to review options for an appropriate structure to achieve the objectives for the Vaughan Metropolitan Centre (VMC), which may include a Landowners' Group, a joint City of Vaughan/Landowners' Task Force, or other forms of collaboration, and provide a report to the next VMC Sub-Committee meeting.

Recommendation

The City Manager and the Commissioner of Planning in consultation with the Senior Management Team recommend:

1. THAT this report on the status of the development of a cost sharing framework be received for discussion purposes;
2. THAT staff be authorized to consult with landowners on the development of principles of cost sharing arrangements to be established amongst Vaughan Metropolitan Centre owners and to report back to the Vaughan Metropolitan Centre Sub-Committee of Council in Fall of 2012 with a status update of the formation of such cost sharing arrangements and implications for processing of development applications; and
3. THAT the Vaughan Metropolitan Centre Sub-Committee endorse staff's proposed initiatives to engage services of qualified professionals to assist with such an initial program to provide advice and recommendations regarding any future initiatives towards the preparation and implementation of appropriate landowner cost sharing arrangements within the Vaughan Metropolitan Centre in the absence of an agreed upon landowners' trustee willing to undertake such work.

Contribution to Sustainability

Cost sharing arrangements amongst landowners is a requirement for approval of development applications in the Vaughan Metropolitan Centre (VMC) as per the Council approved VMC Secondary Plan. Typically such arrangements are documented in Cost Sharing Agreements (CSA) developed by a group of landowners choosing to work together to fund and/or construct future public infrastructure within a development block. One of the prime purposes of a CSA is to facilitate fair and equitable financial distribution of the costs of infrastructure, facilities, and support services amongst both initially participating owners, and the owners of lands which are not initially members of the group. Municipalities are not typically parties to such CSAs however rely on the CSAs in finalizing engineering or development agreements thus assuring that the infrastructure required to service the planned growth areas is appropriately implemented.

CSA(s) will help to inform the development of more detailed financial strategies to address the City's needs within the VMC. Landowner CSAs will allow the City to work with owners to implement the redevelopment of the VMC, and provide sustainable development to fulfill the goals and objectives of "*Green Directions Vaughan*", the City's "*Community Sustainability and Environmental Master Plan*", specifically:

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate.

Objective 1.3 “To support enhanced standards of stormwater management at the City and work with others to care for Vaughan’s watersheds”

Goal 2: To ensure sustainable development and redevelopment.

Objective 2.2 “To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth”

Economic Impact

Based on preliminary findings of infrastructure studies, the cost of future City and Regional infrastructure, facilities and support services required in the VMC outside of rapid transit investments, is estimated to exceed \$250 million dollars over a 20-year period. A cost sharing framework will inform where and when these necessary investments will need to be made and will provide an equitable framework for distributing costs amongst all of the benefiting private owners including initial developers, other participating owners, and initially-non-participating parties.

Communications Plan

To date, there have been two meetings of the VMC Sub-Committee where the necessity of cost sharing agreements amongst landowners within VMC has been raised. Further consultation with stakeholders, including landowners and development groups is proposed to take place over the next few months. All current property owners within the VMC will be invited to participate in the development of principles of a cost-sharing agreement(s). Appropriate communication strategies will be developed in the future, as these initiatives will inform financial matters pertaining to development applications, guide formation of conditions of development application approval, support the development charges update process, and provide input into the consideration of other future funding opportunities.

Purpose

The purpose of this report is to provide a status update on the City’s efforts to facilitate the organization of a landowners group and procurement of equitable cost sharing arrangements within the VMC recognizing the Council requirement that such arrangements be in place and reflected in future approvals of development applications in the VMC.

Staff is recommending that the City take a more formal leadership role on this issue by facilitating a series of meetings between City Officials and the VMC owners during the Summer and early Fall of 2012 with an objective of the preparation the principles of a cost sharing framework, leading to the eventual negotiation of CSAs. Also, such CSAs will inform the approvals of initial development applications in late 2012 and throughout 2013, assuming all technical and policy requirements are satisfied.

Also, so as to assist with this initiative, staff is of the view that some appropriate consulting services should be procured within discretionary spending authority of a City Commissioner.

Background - Analysis and Options

The VMC is one of 25 provincially designated “Urban Growth Centres”, identified as having the greatest potential for intensified growth over the next 20 years, most of which will occur through re-development of existing facilities and land uses. The VMC will emerge as the City’s “downtown” with a full suite of urban amenities and high quality public and private spaces.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

The Vaughan Metropolitan Centre Secondary Plan (VMCSP) projects that by year 2031, employment will grow to at least 11,500 jobs, inclusive of some 5,000 new office jobs and 1,500 new retail/service jobs.

Today there are no residential units within the VMC plan area. However, the VMCSP expects that some 12,000 new residential units will be constructed by year 2031 accommodating about 25,000 residents. Already, development applications have been received for 16 mixed use primarily residential buildings totaling over 4000 new residential units. In addition, applications for new office and commercial buildings are expected shortly. Public and private infrastructure facilities will be required to support this new population and employment as well as assisting to implement the findings of City studies including the 'Active Together Master Plan', the 'Open Space Strategy', 'Black Creek Renewal' project and other infrastructure initiatives.

To support the quality of life in the new downtown, the VMCSP expects and promotes the location of various governmental, institutional, educational, cultural and recreational facilities in the VMC. To accommodate such ambitious growth, considerable public funding has already been, and more still will be, committed to fund the necessary new or enhanced community infrastructures and servicing projects. These costs include hard costs and operation and maintenance costs once parks and public facilities are constructed either by the City or private sector developers and assumed by the City. The nature, timing and scale of the proposed redevelopment projects will influence the timing and location of such expenditures. Preliminary estimates arising from recent infrastructure studies and from the development charges review process currently underway indicates that City, Region, and private sector investments will be in excess of \$250 million dollars.

In addition to previously committed expenditures, there will be a requirement to accommodate the nature and scale of the planned development anticipated over the next 20 years within the VMC. Pursuant to specific provisions of the VMC Secondary Plan, VMC landowners who will directly benefit from the many economic opportunities resulting from such new or enhanced facilities, are expected to contribute towards the costs of such improvements.

General Characteristics of Landowners' Groups

Landowner groups are typically formed when 2 or more owners in a certain geographical area require common planning approvals and must share infrastructure. Some of the typical reasons for landowner group formation include:

- Out of necessity – owners in a similar geography share in a common objective to optimize value & opportunity;
- Reduces timing risk –forum to resolve and discuss issues outside of Planning Act & EA Act processes;
- Vehicle for distributing up front costs and reducing financing burdens on individual owners/early developers;
- Reduces land requirements: common infrastructure is more efficient than infrastructure on several individual sites (e.g., several temporary ponds site by site = throwaway costs vs. 1 permanent pond);
- Facilitates dialogue between owners, municipalities and agencies;
- Proven method for accelerating community redevelopment.

Landowners' Groups usually include the following members:

- Landowners or their representatives;
- Trustee/Group Manager;
- Group Lawyer;
- Other consultants/experts;
- Designated manager(s) to liaise with the municipality and agencies.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Landowners' Groups typically prepare Development Agreements that include:

- Definitions including descriptions of geography and objectives;
- Basis & Principles for sharing Community Uses/Lands;
- Implementation matters – decision making and voting delegations of authority via Trustee/Group/Subcommittee including dispute resolution mechanisms.

Greenfield Owners and Landowner Groups

There are a number of distinct differences between landowner groups in greenfield areas versus regional centres like the VMC. These are outlined in the following table:

Greenfield Landowners

- Shorter term build out;
- Longer history of practice across the GTA;
- Ground related product – often viewed as a 2 dimensional community
- Typically Net Developable area (NDA) basis for Development Agreement;
- Front Ending of servicing and infrastructure by most owners;
- Type of infrastructure and community uses are generally well understood and are brand new;
- Typically community design and density (Community Vision) does not change significantly post Secondary Plan, Block Plan, zoning & draft plan of subdivision approvals;
- Less precision required to calculate land values;
- Less change in value over time due to typical shorter term build out/absorption;
- Must include disciplines with natural heritage/cultural heritage expertise to resolve regulatory requirements regarding the natural environment.

Regional Centre/ Downtown Landowners

- Longer term build out due to mixed uses with different absorption rates and evolving market;
- Shorter history of practice in GTA;
- Higher densities – viewed as 3 dimensional community or **vertical subdivision**;
- Per unit or square footage being used as basis for Development Agreement
- Front ending often by a few motivated owners;
- Greater infrastructure and services required to support density e.g., Transit, existing services usually must be upgraded to support growth;
- Community Uses – smaller footprint due to high land values;
- Need for greater precision in land area/density calculations in High Rise community;
- Greater change in value over time recognizing lead time for high rise projects;
- Must engage disciplines with greyfield/brownfield expertise to resolve historic contamination and necessary infrastructure upgrades.

Benefits of a Landowners' Group for the VMC

Since Vaughan Council's adoption of the VMCSPP in September 2010, there has yet to emerge any specific initiatives by landowners in the VMC, in respect of pursuing CSA outside of a specific cost sharing approach on certain studies. Throughout the GTA there are numerous examples of successful cost sharing arrangements amongst various landowners in projects ranging in size from under 100 ac to over 5,000 ac. These landowner groups have appreciated that in their common particular circumstance, it is imperative that they must act in unison so as to achieve development and infrastructure approvals.

From the municipality's perspective, additional benefits of having CSA in place would include:

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

- Provides a framework for addressing services that cross multiple properties and/or they are services that are entirely on lands owned by others;
- A means of ensuring equitable treatment for all development interests;
- A coordination of activity required to service growth;
- Provide a sophisticated understanding of how expenditures are to be phased to inform the DC process;
- Provide an understanding of what infrastructure would be required;
- Provide an understanding of what works ought to be front-ended by development groups;
- Would inform the City's multi-year budget planning process; and
- Assist in achieving the realization of high quality, city cultural, social and recreational resources within the VMC.

The VMCS provides that, as an alternative to a lack of landowner sponsored cost sharing initiatives, the City may implement other arrangements specifically to address cost sharing matters. However, before considering such default actions, it would be beneficial for the City to further engage the VMC landowners and promote/facilitate the pursuit of formal CSA arrangements amongst such parties.

VMC Financial Strategy

The Regional and City development charges process constitutes the basic financial strategy for the VMC for collectively identifying and funding the public sector infrastructure necessary to serve the VMC. However, in addition to the levying of specific development charges, it is specifically referenced in the City approved VMCS (i.e., Section 10.7.1) that VMC landowners may be required to enter into an agreement or agreements so as to coordinate development projects and specifically address matters such as the equitable distribution of the cost of shared infrastructure such as roads, water and wastewater services, parkland, storm water management facilities, as well as land/space for schools and other community services.

To establish an appropriate VMC Financial Strategy, considerably more detailed information is required on the nature and cost of the proposed infrastructure based on in-progress studies, the nature and timing of development proposals and other factors. Furthermore, City and Regional development charges and cost sharing discussions involving private sector landowner groups, the Region, utilities, School Board, transit agencies and other stakeholders will be required to advance timely and equitable development of the VMC.

Immediate Next Steps

As referenced above, it is proposed to actively pursue during the next few months, meetings with the VMC landowners so as to gain a better assessment of their current and planned future development activities and determine the levels of servicing/infrastructure requirements and project timing. Willing and/or interested landowners would be invited to participate in the development of common principles which would inform the future negotiation of appropriate CSAs. Such landowners would also be looked to for input regarding the City's policy requirements and mechanisms for securing financial contributions to the costs of municipal infrastructure from those developments that might be approved prior to the finalization of CSA(s).

Staff is of the view that it would be very helpful in pursuing these immediate next steps, to engage professional consultants having relevant experience with landowner cost sharing matters; experience with development matters in Regional Centres or Urban Growth Centres; and with suitable experience in working with public organizations, community interests and private sector developers. The consultants could prepare a framework for a CSA that reflects City interests and that could then be finalized by VMC owners.

Furthermore, the engagement of qualified consulting support with this initiative would be beneficial in assisting staff to determine the scope of any subsequent further actions that the City may need to pursue.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Based on the above referenced scope of work during these next few months, it is expected that the costs for such interim professional services can be arranged within the parameters of Commissioners discretionary expenditure authority.

Relationship to Vaughan Vision 2020/ Strategic Plan

This report is consistent with the priorities set out in the Vaughan Vision 2020 Strategic plan, through the following initiatives, specifically:

Service Excellence:

- Lead & Promote Environmental Sustainability
- Preserve our Heritage & Support Diversity, Arts & Culture

Organizational Excellence:

- Manage Corporate Assets
- Ensure Financial Sustainability
- Manage Growth & Economic Well-being

Regional Implications

The Region of York is a vital stakeholder in this process. In addition to its work on the subway extension and the Viva Next projects and its ongoing role in the transportation studies, the Region has participated in all City of Vaughan initiated streetscape plan studies completed to date. This work will support key elements of the Region of York Official Plan, adopted by Regional Council on December 16, 2009 and approved by the Minister of Municipal Affairs and Housing on September 7, 2010. Specifically, the implementation of the plan's following objectives stated in Section 7.2, Moving People and Goods:

"To ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and the efficient movement of goods."

"To plan and protect future urban and rural streets to accommodate transportation demands."

Based on informal discussions with Regional Planning staff, that are part of the VMC Implementation Team, Regional staff have indicated support for a CSA amongst owners in the VMC.

Conclusion

Staff has collaboratively prepared this report in order to recommend the advancement of cost sharing arrangements among VMC owners that will contribute to developing a detailed financial strategy for the VMC and the development charges review currently underway. Based on the outcome of such an interim step, as recommended herein, staff will be better informed in respect of recommending any necessary subsequent initiatives and processes towards securing appropriate CSA in the VMC.

Attachments

n/a

Report prepared by:

John MacKenzie, Commissioner of Planning, ext 8445

Respectfully submitted,
CLAYTON D. HARRIS
City Manager

JOHN MACKENZIE
Commissioner of Planning

**4 VAUGHAN METROPOLITAN CENTRE (VMC) SECONDARY PLAN
PROPOSED MODIFICATIONS TO ADOPTED SECONDARY PLAN
FILE: 25.5.12.1
WARD 4**

The Vaughan Metropolitan Centre Sub-Committee advises:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2012, was approved;
- 2) That the following deputations were received:
 1. Ms Amy Shepherd, IBI Group, Toronto;
 2. Mr. Nick Pileggi, Malone Given Parsons Ltd., Markham;
 3. Mr. Stephen Roberts, Thornhill; and
 4. Ms Paula Bustard, SmartCentres, Vaughan; and
- 3) That C4, presentation material, entitled "Vaughan Metropolitan Centre – Proposed Modifications to Adopted Secondary Plan", dated September 13, 2012, was received.

Recommendation

The Commissioner of Planning recommends:

1. THAT this report on the proposed modifications to the Council Adopted VMC Secondary Plan BE RECEIVED for input and discussion.
2. THAT the comments from this meeting of the VMC Sub-Committee be addressed in a future report to Committee of the Whole meeting in the fall of 2012.

Contribution to Sustainability

Consistent with Green Directions Vaughan, the City's Sustainability and Environmental Master Plan, the Vaughan Metropolitan Centre (VMC) Secondary Plan will conform 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. More specifically, the proposed VMC Secondary Plan addresses the following goals outlined by Green Directions Vaughan:

- Goals 1 & 5: Demonstrates leadership through green building and urban design policies.
- Goal 2: Ensures sustainable development and redevelopment.
- Goal 3: Ensures that the VMC is easy to get around with low environmental impact.
- Goal 4: Creates a vibrant community for citizens, businesses and visitors.
- Goal 5 & 6: Establishes overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Vaughan Official Plan (VOP) 2010, 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 encouraging and managing growth and fostering employment opportunities. It will also fulfill the City's obligations to conform to Provincial

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

policies and meet regionally imposed targets for residential and employment intensification specific to Regional Centres.

The VMC Secondary Plan review was funded through the capital budget PL-9003-07 for the Vaughan Official Plan 2010.

Communications Plan

The Policy Planning Department has been in on-going consultation with VMC landowners, specifically with respect to the modifications which are the subject of this report, and the modifications have also been presented for comment to the VMC Implementation Team (an inter-agency committee established to facilitate development of the VMC). In addition, in the spring of 2012 a presentation was provided to the VMC Sub-Committee outlining major directions towards finalization of the VMC Secondary Plan. All VMC landowners were notified by mail/email of today's VMC Sub-Committee meeting, and advised that this report would form part of the agenda. The Policy Planning Department anticipates bringing forward a report to a Committee of the Whole on the proposed modifications to the adopted Secondary Plan, in the fall of 2012, which will invite input from all residents of Vaughan.

Purpose

The purpose of this report is to present proposed modifications to the adopted Secondary Plan for the Vaughan Metropolitan Centre to the VMC Sub-Committee for discussion, prior to bringing a more detailed report back to the Committee of the Whole. A statutory public hearing under the Planning Act was held on June 14, 2010. In addition several community meetings and meetings of the VMC Sub-Committee have occurred as part of the development of this plan. The revised Plan is the result of a Council directed review of two specific areas of the adopted VMC Secondary Plan, consideration of various modification requests from land owners within the VMC planning area, and general refinements to the Secondary Plan as a result of ongoing related studies.

Background - Analysis and Options

Approval Process

The VMC Secondary Plan was adopted by Council on September 7, 2010, as part of Volume 2 of the VOP 2010. Staff are currently addressing modification requests to both Volumes 1 and 2 of the Official Plan, which have been received since the time of adoption. As a result of appeals which have been received to the VOP 2010 (Volumes 1 and 2), Regional Council has recommended that the Ontario Municipal Board approve the final modified version.

It is anticipated that the revised VMC Secondary Plan will be brought forward to a Committee of the Whole meeting this fall, and subsequently be considered for adoption by Vaughan Council by the end of this year. The modified Plan will then be sent to the Region of York for Council comment and endorsement, and then to the OMB for final approval if appeals still remain after the City and Regional processes. Timely approval of the plan would be of assistance in assessing a number of development proposals within the VMC Secondary Plan area.

Consultation Process for the Review of Adopted VMC Secondary Plan

The consultation process respecting the review of the VMC Secondary Plan has been extensive and involved Provincial, Regional, and City staff; the City's Consultant for the VMC Secondary Plan Study; many meetings with landowners of the area specific reviews; and meetings with other landowners requesting modifications to the Plan since its adoption on September 7, 2010.

In addition, a working group "The VMC Implementation Team" was established to help facilitate projects related to the development of the VMC lands. This group, which includes Provincial, Regional, City, and Toronto and Region Conservation Authority staff (TRCA), has been meeting on a monthly basis, since September of 2011. The VMC Sub-Committee was formed in the Fall of 2011.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

The status of and proposed changes to the Secondary Plan are discussed at the meetings of this Sub-Committee.

Overview of the VMC Secondary Plan

The VMC larger boundary area is intended to accommodate a minimum of 11,500 jobs, including 5,000 new office, and 1,500 new retail and service jobs, by 2031, and a minimum of 12,000 residential units (approximately 25,000 people). In the interim phase of build-out to 2021, the employment numbers are projected to be approximately 7,000 jobs, and 4,800 new residential units (a population of approximately 10,000 people).

The Precincts

The VMC lands have been organized into four different precincts each with variations in land uses, policies, and maximum and minimum density/height ranges. The precincts are described briefly as follows:

(i) The Station Precinct

A broad mix of uses is encouraged in the Station Precinct shown on Attachment # 3, with a concentration of office and retail uses around the subway station. A mix of commercial/residential high-rise and mid-rise buildings is also encouraged. The primary commercial streets are located within this precinct. The greatest densities are proposed within the central area of the Station Precinct, with a minimum and maximum floor space index (FSI) ranging from 3.5 - 6.0, and heights ranging from a minimum of 6 to a maximum of 35 storeys, to take advantage of the close proximity of planned subway/VIVA stations.

(ii) The South Precinct

A mix of uses is encouraged in the South Precinct shown on Attachment # 3, including a high proportion of office uses overall and retail on Interchange Way. This is also the preferred location for a post-secondary institution. A mix of commercial/residential mid-rise and low-rise buildings is encouraged in the South Precinct, as well as high-rise buildings up to a potential 25 storeys in the northerly portion of the precinct. The minimum and maximum densities within this precinct range from 1.5 - 4.5 FSI.

(iii) The Neighbourhood Precincts

The Neighbourhood Precincts, one of which is located in each quadrant of the VMC area (see Attachment # 3), shall be developed primarily with residential uses, complemented by community amenities such as schools, parks, community centres and daycare facilities, as required. A mix of high-rise, mid-rise and low-rise buildings is encouraged. The density and building height ranges proposed for the Neighbourhood Precincts are 1.5 - 4.5 FSI, and 4 - 25 storeys (a minimum height of 3 storeys is permitted for townhouses).

A minimum of 10% of the residential units on each development block or combination of development blocks in the Neighbourhood Precincts on either side of Highway 7 are required to be grade-related units, integrated into the bases of apartment buildings, or in the form of townhouses or stacked townhouses.

(iv) The Technology/Office Precincts

The Technology Precincts which are located at the east and west limits of the proposed built area of the VMC (see Attachment # 3), are to include a mix of office and other non-noxious employment uses in high-rise, mid-rise, and low-rise buildings. In addition to office uses, research and development facilities, light industrial uses, and institutional uses are permitted.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

Hotels and conference facilities are also permitted provided they are located on development blocks adjacent to Highway 7. The density and building height ranges within the Technology Precincts are 2.5 - 4.5 FSI, and 5 - 25 storeys, in blocks adjacent to Highway 7, and 1.5 - 3.0 FSI, and 4 - 10 storeys, in the remainder of the Technology Precinct blocks.

The Urban Design Framework

Urban design and architecture in the VMC lands must be of the highest quality. In addition to the design policies which follow, the VMC Secondary Plan includes a policy requiring that all development in the VMC be subject to review by the City Design Review Panel prior to Council approval, in order to ensure a high standard of design.

(i) Built Form

A wide variety of building types are encouraged across the VMC including low-rise (4 storeys), mid-rise (5 - 10 storeys), and high-rise (above 10 storeys) buildings. The following policies apply to buildings within the VMC:

- The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs of the upper floors.
- To maintain a human scale street wall and mitigate shadow impacts, high-rise buildings generally shall take a podium and tower form.
- Buildings should be built at a consistent build-to line defined in the corresponding Zoning-By-law for the VMC and form a street wall.
- Buildings shall be located and massed to define the edges of streets, and massed to minimize the extent and duration of shadows on parks, public and private amenities space, and retail streets in the spring, summer, and fall.
- The perceived mass of longer buildings will be broken-up with evenly spaced vertical recesses or other articulation and/or changes in material.
- There should be variation in the building materials and design treatments on lower floors or podiums of buildings on a block.
- Mechanical penthouses/elevator cores shall be screened and integrated in the design of buildings.
- Generally balconies shall be recessed and/or integrated in the design of the building façade.
- Finishing materials for buildings in the VMC should be high quality, using materials such as stone, brick and glass.

Recommended Modifications to the Council Adopted VMC Secondary Plan

- (1) The Northwest Quadrant (area between Highway 400 to the west, Jane Street to the east, Highway 7 to the south, and Portage Parkway to the north – see Attachment # 1)

At the time of the VOP 2010 Council adoption, the landowners for this quadrant had requested modifications to the VMC Secondary Plan to permit a central park and an alternative resolution to the Highway 400 connections. As a starting point to the review of this portion of the Plan, the landowners were requested to submit an alternative concept plan for consideration by the City. Staff set-out the parameters for proposed modifications to the

subject area, including the required submission of a justification report to accompany the alternative concept plan. Subsequently, staff and the City's Consultant met with the landowners and their representatives several times to discuss alternative concept plans. The common themes of each of the alternatives have been the central park feature and the location of the YRT Bus Station at the southwest corner of Portage Parkway and Millway Avenue. The revised VMC Secondary Plan incorporates both these elements as well as the following modifications to the northwest quadrant:

(i) Highway 400 and Highway 7 connections

Attachment # 12 of this report shows the two options under study in the Region of York and City of Vaughan Joint Transportation Study for the VMC and surrounding areas. Both options provide good operations at the Highway 400 off-ramps and their associated intersections. However, recognizing the need for additional detailed design work involving MTO, City staff are of the opinion that Option 2 better accommodates the future urban context for pedestrians and cyclists, and provides for superior urban design at this important gateway to the VMC.

(ii) Local Street Modifications

A grid street network for the northwest quadrant has been maintained; however, modifications have been made to accommodate a horizontally aligned central park stretching over three large city blocks (see Attachment # 7). A notable difference is the extension of Applemill Road and Vaughan Street through the quadrant; as well, minor changes have been made to local street alignments. An east-west local street connection between Buttermill Avenue and Millway Avenue has been eliminated to accommodate the new location of the York Region Transit (YRT) Bus Station between Portage Parkway and Applemill Road (thus increasing the necessity of the two remaining east-west links). A north-south street between Millway and Edgeley has also been eliminated leaving only one north-south local street between the two major collector streets, reducing the porosity of the block structure.

(iii) Land Use Changes

In conjunction with adding a large central park in the northwest quadrant of the Plan, the extent of environmental open space at the westerly boundary of the quadrant has been reduced, and the neighbourhood parks which had been oriented north/south have been removed. With the re-alignment of Applewood Road, the "Technology Precinct" in this quadrant has been shifted to the west side of Applewood Road and expanded to the north. This change was possible due to the reduction of environmental open space, and re-configuration of the ramp to Highway 400.

The YRT Bus Terminal site, which had been located at the northeast corner of Highway 7 and Millway Avenue in the adopted VMC Secondary Plan, has now been re-located to the southwest corner of Portage Parkway and Millway Avenue (see Attachment # 7). All parties (York Region Transit, the landowner and the City), have accepted this corner as the site for the permanent bus terminal.

The primary commercial area in the northwest quadrant remains focused around the subway station, with secondary retail areas located around the other VIVA stations. The modifications will also permit retail along Applemill Road, Vaughan Street, and a short stretch of Buttermill Avenue facing the central park; and on Edgeley Road and Highway 7 (see Attachment # 9).

In the proposed Secondary Plan, two school sites continue to be shown on sites north of the central park (see Attachment # 8). The School Boards have identified the need for potentially two schools in this quadrant, and the sites are sized to meet their land requirements (4-5 acres) to the extent possible. The City and landowners are pursuing discussions with the

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

School Boards on reducing the school site footprints and potentially integrating the sites into the podiums of buildings.

A community block has been specifically sited in the northwest quadrant in the proposed Secondary Plan. It has been strategically located in close proximity to the transportation hub and across from the public square (see Attachment # 8). This block could potentially accommodate a multi-storey community centre/library complex.

(2) 7601 Jane Street (located between Jane Street and Maplecrete Road, and immediately south of Doughton Road – see Attachment # 1)

As per the Council direction of September 7, 2010, staff was directed to consider the feasibility of the landowner's request to designate the entire subject area as "Downtown Mixed-Use", permitting greater density, and to allow the entirety of the lands to be developed in the preliminary stages as part of the Urban Growth Centre (UGC). Similarly as in the review of the northwest quadrant, the landowner was requested to submit a concept plan with the appropriate justification. Further to this, City staff and the VMC Consultant met with the landowner on November 30, 2010, to clarify the principles of the VMC vision, and to advise on the required submission material. A second meeting, at which the landowner introduced a preliminary concept plan, was held on March 1, 2011. The preliminary plan was reviewed by staff and the City's Consultant and comments were discussed with the landowner and his Consultants on April 20, 2011. Staff met again with the landowner and his consultant on September 5th, 2012, to discuss the proposed modifications to the VMC Secondary Plan.

As a result of the further review of this area the following changes are proposed to the adopted VMC Secondary Plan:

(i) Black Creek Channel Re-alignment

The VMC Black Creek Renewal EA (Phases 3 and 4) is currently underway and projected for completion by February of 2013. The landowner had indicated that he prefers that the alignment of the channel be shifted westerly towards the Jane Street corridor. This shift is being examined in the EA, and if it is confirmed in the final recommendations, will permit an additional portion of the 7601 Jane Street property to be developed. This would be subject to the phasing policies applicable to the remediation area (emerging from the EA).

(ii) Modifications to Density and Phasing of Development

As a result of the proposed increase to the area of the VMC lands within the 2.5 – 4.5 FSI and 5 – 25 storey density classification (see Attachment # 4), a larger proportion of the subject lot will now fall into this greater intensification area. In addition, a policy has been added to the Secondary Plan (section 8.1.7), permitting residential uses to be developed outside the UGC prior to achievement of 8,000 residential units within the Urban Growth Centre (UGC), provided they meet the following criteria:

- The subject property on which redevelopment is proposed is contiguous to property within the VMC UGC, or the property is otherwise part of a coordinated master plan that includes land in the UGC. In either case, the proposed development shall be part of a planned phased redevelopment of the larger property or combined properties, and the first phase of development shall occur within the UGC.
- The proposed development constitutes redevelopment of an existing use that is not consistent with the long-term vision and policy objectives for the VMC.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

- Convenient pedestrian and cycling connections between the proposed development and the planned subway station and nearest VIVA station in the VMC, either exist or will be built in conjunction with the development.
- The proposed development will not prevent or unreasonably delay the planning and construction of neighbouring development within the VMC UGC.

It is noted that the foregoing (section 8.1.7), will apply to all lands in the VMC that meet the requirements of the policy.

(3) Modifications to the VMC Secondary Plan as a result of the VMC Black Creek Renewal EA Stages 3 and 4

The preliminary findings of the Municipal Class EA (Stages 3 and 4) for the channel have determined that almost the entire width of the environmental land reflected in the adopted VMC Plan is within the 100 year flood level. In order to permit the pedestrian trail system/urban amenity areas which have been envisioned for this part of the VMC Secondary Plan, there is a need for an additional (approximately 25 m wide) linear park adjacent to the east side of the channel environmental lands. This additional park area is shown in Attachment # 5. The final EA results will confirm the specific extent of the environmental area and linear park width. Since the Secondary Plan will precede the completion of the EA, the Secondary Plan will contain a policy which refers to the final EA document as setting the specific widths of both the environmental land and linear park.

It is noted that the entire extent of the Black Creek study area was not captured in Schedule "G" of the adopted VMC Plan. This schedule has now been revised to reflect lands north and south of Highway 7, and adjacent to Jane Street which are subject to the Special Study Area B (see Attachment # 3). Section 10.2.9 - Black Creek Remediation Strategy (see Attachment # 13) has been added to the VMC Secondary Plan to define phasing policies for the development of lands within the Black Creek remediation area. These policies will permit the implementation of the recommendations of the Black Creek Renewal EA which is now underway. The Toronto and Region Conservation Authority (TRCA) has been consulted on the details and is supportive of the proposed updated policies. An additional schedule, Schedule "K" (see Attachment # 11), has also been added to the Secondary Plan; it will correspond to and help clarify the phasing policies of the newly added section 10.2.9.

(4) Modifications to the VMC Secondary Plan as a result of the Streetscape and Open Space Master Plan

As a result of the on-going VMC Streetscape and Open Space Master Plan Study, the following modifications have been recommended to section 6.0 - Parks and Open Spaces, of the adopted VMC Secondary Plan:

- (i) Sections of the public square that stretch from Portage Parkway to Interchange Way on the west side of Millway Avenue, are referred to as the "Millway Park" (see Attachment # 5), in the adopted VMC Secondary Plan. The Streetscape and Open Space Master Plan Study is recommending the removal of the Millway Park Design Principles- Section 6.2.1, a-q, from the Secondary Plan; and, their inclusion instead in the VMC Streetscape and Open Space Master Plan, once a more refined vision for Millway Park is developed. A policy will be included in the Secondary Plan stating that the design of Millway Park should be in conformity with the principles identified in the VMC Streetscape and Open Space Master Plan.
- (ii) It has also been recommended that Section 6.2.2 – Neighbourhood Parks, be revised to permit neighbourhood parks with "street frontage on at least 2 sides" rather than the City standard requirement of "street frontage on at least 3 sides", because of the more urban

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

context of the VMC. This recommendation is currently under review by City staff and the City Consultant for the VMC Secondary Plan.

(5) General Modifications to VMC Secondary Plan

(i) Precincts

The Station Precinct area has been expanded in the revised Plan to include the blocks north and south along the length of Highway 7 from Applewood Road to just west of Creditstone Road (see Attachment # 3). This will permit more office development along Highway 7, where it would be well supported both from a visibility and transportation point of view.

The areas of the Neighbourhood Precincts along Highway 7 have been reduced as a result of the expansion of the Station Precinct along this corridor.

The South Precinct has been expanded to include three blocks on the north side of Interchange Way; and, two South Precinct blocks formerly on the east side of Jane Street, between Interchange Way and Highway 407, have been removed and replaced with parkland/environmental land use designations. This latter change will facilitate the Black Creek Remediation Strategy, and also permits a public park designation on vacant lands.

The Technology Precincts remain sited at the easterly and westerly boundaries of the VMC Secondary Plan. The configuration and area of the Technology Precincts at the westerly boundary have been modified and increased as a result of changes to the street connections to Highway # 400, a decrease in the environmental open space (n/w quadrant), and adjustments to the local street network in both the northwest and southwest quadrants. The name of the Technology Precincts in the proposed modified Plan has also been changed to "Technology/Office Precincts". Adding the office component to the name is thought to better convey that this designation permits a broad mix of office and other non-noxious employment uses.

(ii) Density/Height Classifications

The lands subject to the 2.5-4.5 FSI density and 5-25 storey height classification extend farther to the north and south in the westerly quadrants of the proposed VMC Plan; and, slightly farther east in the southeast quadrant of the Plan, generally as a result of modifications to the street network and re-location/re-configuration of parkland within the proposed VMC Plan. The proposed reconfiguration of the Highway 400/Highway 7 connections has also permitted an extension of the lands subject to this density/height classification farther west towards Highway 400 (see Attachment # 4).

(iii) Other Street and Open Space Network Modifications

The street network in the southwest quadrant has been modified to better accommodate property lines, existing developments, larger sized school blocks, and the revised alignment of the Colossus overpass. It is noted that minor adjustments to street alignments are permitted at the development application stage without amendment to the VMC Secondary Plan (section 4.3.1- Street Network).

The parks in the southwest quadrant have also been re-located. The neighbourhood parks which were shown at the westerly portion of the quadrant in the adopted Plan, have now been arranged as a central east-west stretch of park blocks. In addition, retail uses are now permitted on the north side of Doughton Road, facing the park blocks. The large neighbourhood park between Millway Avenue and Jane Street has been reduced in size; and the public parkland in the westerly quadrants of the VMC is now connected through the arrangement of walkways (mews) and park blocks (see Attachment # 5).

In the southeast quadrant, a smaller park formerly sited between Doughton Road and Freshway Drive, has been removed to accommodate a larger school site. The neighbourhood park which had been sited in this southeast quadrant has been re-located to vacant lands between Jane Street and the Black Creek Channel environmental lands.

Overall the total amount of parkland in the proposed VMC Secondary Plan is slightly less than the 20.0 ha provided in the adopted Plan; however, policies are being considered to provide for parkettes/public squares (approximately 0.2 ha in area) at various locations in the VMC (see Attachment # 5). These smaller parks or squares will provide an important complementary function as places for gathering, passive recreation and landscaping. Attachment # 5 identifies the general locations for parkettes and squares; however, the precise location, size, shape and characteristics of each will be determined to the satisfaction of the City during the review of development concept reports and draft plans of subdivision.

(iv) School Sites

Staff and the City's Consultant met with representatives of the Region of York District and Catholic School Boards in August of 2012 to present a first draft of the revised VMC Secondary Plan. The School Boards' representatives were in agreement with the re-location of the potential school site originally requested in the northeast quadrant of the Plan (this site was reflected in error in the southwest quadrant of the adopted Plan), to the southeast quadrant; and, with the slight shifting of other sites as a result of the changes to the local street network and parkland distribution (see Attachment # 8).

In the first draft of the revised Plan school sites of approximately 2.5 acres had been located adjacent to public parks to encourage the school use of the public parks as the outdoor play areas. This proposed arrangement would also have required a joint maintenance agreement between the School Boards and the City of Vaughan. The School Boards' representatives however, expressed serious concerns with this proposal. They explained that school outdoor play area design and facilities needs, are very different from those that would be provided in a typical public park. They also predicted conflicts with the general public at times when the school would need exclusive use of the park.

In conclusion, the School Boards' representatives indicated that they would require minimum 5 acre school sites in order to accommodate their curriculum and other standard site needs. It was explained that although they are not opposed to a more urban school format; their current provincial funding for the construction of school sites is not sufficient to cover the cost of the urban format. The School Boards' representatives recognize that typical suburban standards for schools may not be appropriate in the VMC and will welcome opportunities to work with developers to minimize their site areas to the extent possible. The proposed VMC Secondary Plan provides for 4-6 acre school sites; anticipating that all efforts will be made to reduce the school site areas at the draft plan of subdivision stage.

(v) Revisions to Section 37-Bonusing Policies

The City is currently examining various procedures and guidelines developed by other municipalities for the use of the Section 37 Bonusing Policies of the Planning Act, to develop a more comprehensive set of guidelines for the use of this development tool in intensification areas city-wide. Once these guidelines are developed and approved by Council they will also apply to the VMC area.

For the purposes of the VMC Secondary Plan, however, it is important to build on the Section 37 policies in the VOP 2010, in order to identify a list of preferred benefits which could be achieved through the use of these policies. The adopted VMC Secondary Plan, section 8.1.12 included a benefits list which has now been revised to exclude benefits which are

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

typically budgeted for by the City and paid for through Development Charges; and, expanded to include additional benefits which are considered desirable in the VMC. The proposed list is as follows:

- Additional subway entrances in buildings adjacent to Millway Avenue;
- Cultural facilities, such as a performing arts centre, amphitheatre or museum;
- Special park facilities and improvements identified by the City as desirable for the area, but which are beyond the City's standard services;
- Public amenities within identified environmental open spaces, including but not limited to permanent pathways, recreational trails and bridges, that are not accommodated by the City's standard levels of service;
- Structured parking for vehicles and/bicycles (below or above grade) to be transferred to a public authority for use as public parking;
- Public art;
- Upgrades to community facilities which are beyond the City's standard services;
- Streetscape, mews or open space design enhancements which are above the City's standard levels of service; and,
- Other community facilities identified by the City as desirable for the VMC, but which are not accommodated by the City's standard levels of service.

(6) Review of Submitted Modification Requests

Approximately 9 written submissions have been received requesting modifications to the VMC Secondary Plan, since the cut-off date of August 12, 2010, for the Committee of the Whole meeting of August 31, 2010. The majority of the modification requests address land use designations and policies relating to specific properties while other responses pertain to general policy issues.

The submissions will be considered on the basis of conformity with VOP 2010 principles, Provincial and Regional policy frameworks, and on sound planning principles. They will be addressed in a matrix format in the comprehensive staff report projected for a Committee of the Whole meeting in the fall of 2012.

Some common themes that have emerged through the review of the written submissions include the following;

- (i) Proposed urban design policies are considered to be too prescriptive and may result in unwarranted uniformity of design.

Staff Response:

The design policies in the adopted VMC Secondary Plan are meant to achieve the vision for the VMC and are considered important to the quality of urban form and character of place. However, staff has reviewed specific policies included in section 8.6 – Built Form, of the VMC Secondary Plan in consultation with the City's Consultant for this project, and have revised the wording to add flexibility where it was considered appropriate. Staff and the VMC Consultant will also be meeting with members of the City's Urban Design Review Panel to

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

review the urban design policies; subsequent revisions may be proposed in the comprehensive report to a Committee of the Whole meeting projected for the fall of 2012.

- (ii) Strata parking arrangements should be permitted within the VMC planning area.

Staff Response:

The City commissioned a study on Strata Parking and is developing principles and guidelines for such arrangements in primary intensification areas of the City. Input from stakeholders, City departments, and other levels of government are being prepared for consideration of the VMC Sub-Committee at a future meeting. Since it was important to include strata parking policies in the VMC Secondary Plan, the following policies have been developed specifically for the VMC area, based on the principles of the City initiated study on Strata Parking:

Add to Section 4.3 -Street Network, following 4.3.5:

- The City may permit private parking, including access to parking, under a local street or mews, provided the intended purpose, function and character of the street or mews, including its function as a right-of-way for transportation and utilities and its streetscape, are not materially compromised. In such cases, a strata title agreement arrangement that outlines in detail issues such as access, maintenance, liability, and monetary contributions, shall be required. Alternatively, where underground parking is proposed, the City may consider a permanent public easement on private land to accommodate a street or mews.

Replace Policy 6.2.5 in Section 6.2 (Public Squares and Neighbourhood Parks) with the following:

- Parks in the VMC shall not contain surface parking areas, other than those required for service vehicles. Generally, parks shall be unencumbered by underground parking, utility easements, or utility structures located above or below grade. The City may permit parking or utilities under a park only where it is satisfied that the intended purpose, function and character of the park are not materially compromised. In such cases, a strata title agreement arrangement that outlines in detail issues such as access, maintenance, liability, and monetary contributions, shall be required. Structures associated with below grade uses, such as ramps, pedestrian entrances/exits, emergency access, and vents shall be integrated into the adjacent buildings. Where unavoidable, structures associated with below grade uses, shall be integrated into the design of the open space. The area occupied by such structures shall not count toward the parkland dedication.

- (iii) Alternative parkland dedication policies should be considered for the VMC.

Staff Response:

A report to the Finance and Administration Committee of June 18, 2012, recommended that a review of appropriate parkland credits within the intensification areas of the VMC and the Yonge/Steeles Secondary Plan be completed. A further report is to be delivered to the Finance and Administration Committee in September of 2012 on the unit rate to be used in the calculation of cash-in-lieu of parkland dedication, and may contain further recommendations with respect to this matter.

Relationship to Vaughan Vision 2020/Strategic Plan

The proposed 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

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

economic vitality". The following specific initiatives are of particular relevance to the VMC Secondary Plan:

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

Regional Implications

The proposed VMC Secondary Plan has been prepared pursuant to the policy requirements and provisions of the Vaughan Official Plan 2010, and new Region of York Official Plan. Accordingly, it includes the minimum density requirements and targets for Regional Centres, urban design, phasing, and sustainability policies prescribed by the Regional Official Plan. The VMC Secondary Plan supports key objectives of the Region of York Official Plan (2010); specifically, the implementation of the Plan's following objectives stated in Sections 5.4 - Regional Centres and Corridors, and 7.2 - Moving People and Goods:

"To achieve complete, diverse, compact, vibrant, integrated and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections."

"To ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and the efficient movement of goods."

"To plan and protect future urban and rural streets to accommodate transportation demands."

Conclusion

The Vaughan Metropolitan Centre (VMC) Secondary Plan was adopted by Council on September 7, 2010, with the direction that the northwest quadrant and the 7601 Jane Street lands, be reviewed in consideration of the respective landowners' requests for modifications to the Plan. Since the adoption of the Secondary Plan the City has also received notice of modification requests from other land owners in the VMC. The post adoption review has involved substantial consultation with the landowners of the identified areas, as well as discussions with other landowners respecting written requests for modifications. In addition, there has been on-going consultation with the VMC Implementation Team, the VMC Sub-Committee of Council, and the City's Consultants for the VMC Secondary Plan and the VMC Streetscape and Open Space Plan, on these and other proposed changes which have evolved through on-going VMC studies since Council adoption of the Plan.

Comments on the proposed modifications received from this meeting of the VMC Sub-Committee will be considered prior to the preparation of a comprehensive report for a Committee of the Whole meeting in the fall of 2012.

Attachments

1. Location Map
2. Vaughan Metropolitan Centre Boundaries
3. Land Use Precincts
4. Height and Density Parameters Map
5. Parks and Open Spaces
6. The Street Network
7. The Transit Network
8. Community Services and Cultural Facilities

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE
OCTOBER 22, 2012**

9. Areas for Retail Uses
10. Areas for Office Uses
11. Black Creek Remediation Area
12. Highway 400/Highway 7 Connections (Options 1 and 2)
13. Proposed New Section 10.2.9- Black Creek Remediation Strategy

Report prepared by:

Anna Sicilia, Senior Planner, ext. 8063
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,
JOHN MACKENZIE
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

5 ADVANCING OFFICE DEVELOPMENT IN THE VAUGHAN METROPOLITAN CENTRE

The Vaughan Metropolitan Centre Sub-Committee advises that the recommendation contained in the following resolution submitted by Mayor Bevilacqua, dated September 13, 2012, was approved:

Member's Resolution

Submitted by Mayor Maurizio Bevilacqua

Whereas, the Vaughan Metropolitan Centre is one of four York Region Urban Growth Centres identified by the *Places To Grow Act*; and

Whereas, office development will play a critical role in the vision for the VMC leading to a balanced mix of uses, economic growth, employment and increased tax assessment; and

Whereas, office market analysis indicates that the VMC will have significant competitive challenges; and

Whereas, the cost of urbanized office development is significantly greater than traditional '905' suburban office development; and

Whereas, municipalities will have to look at innovative strategies to mitigate these competitive challenges; and

Whereas, the higher densities associated with urbanized office development, if advanced, will also drive improved fiscal performance for the City and the Region.

It is therefore recommended that staff:

1. consult with the Region of York to consider options to mitigate the impact of the Region's development charges on office development in the Region's four urban growth nodes;
2. assess the impact of the update currently underway to the City's development charges rates for office development; and
3. explore other cost mitigation strategies such as, reduced parking requirements, shared infrastructure, and strata arrangements.

6

NEW BUSINESS – ADDITIONAL RESOURCE REQUEST

The Vaughan Metropolitan Centre Sub-Committee advises that the recommendation contained in the following resolution submitted by Councillor Racco, dated September 13, 2012, was approved:

Member's Resolution

Submitted by Councillor Sandra Yeung Racco

Whereas, staff of the City are in receipt of numerous mixed use development applications including proposals for a number of complex intensification projects near the VMC Subway station; and

Whereas, a strong planning policy framework including a public art plan, Black Creek renewal works and streetscape plans with timely delivery of infrastructure projects will provide the framework for high quality developments to coincide with the opening of the subway.

It is therefore recommended that City staff be requested to report back to the Finance and Administration Committee and Council on the need for dedicated staff resources, funding for studies or other resources necessary to advance VMC initiatives as part of the Multi-year Budget Process.

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The meeting adjourned at 4:33 p.m.

Respectfully submitted,

Hon. Maurizio Bevilacqua, Mayor, Chair