

November 27, 2012

Project No. 12149

Mr. John MacKenzie  
Commissioner of Planning  
City of Vaughan  
2141 Major MacKenzie Drive  
Vaughan, Ontario L6A 1T1

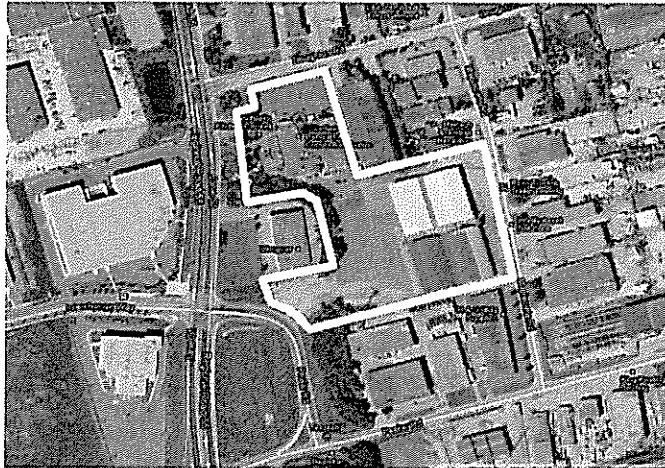
Dear Mr. MacKenzie:

**Re: VMC Secondary Plan – November 14, 2012 Draft  
7551 and 7601 Jane Street – Vaughan City Square  
Pandolfo Group**

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As planning consultants to the owner of 7551 and 7601 Jane Street (see aerial photo below) who submitted applications in 2009 as one of the first applications for development in the VMC. We are writing to provide comments on the proposed the draft VMC Secondary Plan dated November 14, 2012.

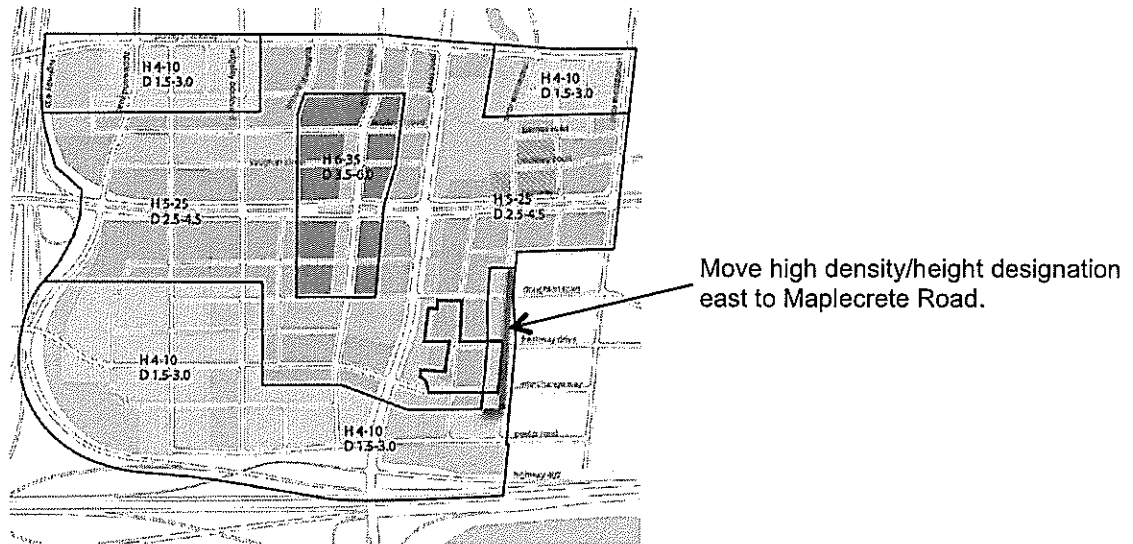
Aerial Photo of 7551 and 7601 Jane Street



Our comments below are generally provided within the framework of our previous comments from our letter dated October 15, 2012 (attached hereto):

**Height and Density Parameters (Schedules A and I)**

In our original letter we requested that the Urban Growth Centre boundary on Schedule A be extended east to Maplecrete Road to include the entire subject site. We were pleased to see that this request was accommodated. However, the corresponding request to also extend the 25 storey/4.5 FSI designation on Schedule I (then Schedule J) further east to Maplecrete Road was not accommodated. In our view, the higher density designation should also be extended in accordance with the expansion of the Urban Growth Centre boundary. The figures below illustrate our comment.



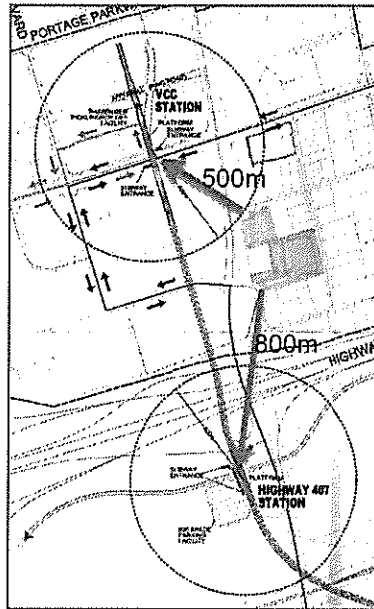
Further to the above comments respecting the mapping and the location of the height and density parameters, we continue to believe that a higher density should be considered for the subject site similar to other approvals in the VMC which have been approved over 5.0 times FSI. For the reasons stated in our letter dated October 15, 2012, we believe that the City would benefit from additional intensification on the subject site.

### Transition

There is a new Policy 8.4.4 which states that redevelopment within the N4 Neighbourhood (in which the site is located), shall have clearly defined connections to Highway 7 and/or Jane Street for pedestrians and vehicles and provide an appropriate transition to existing industrial uses within and adjacent to the VMC, to the satisfaction of the City. We do not have any issue with this policy, subject to confirming that the 25-storey/4.5 FSI height/density limit will be shifted to Maplecrete Road on Schedule I.

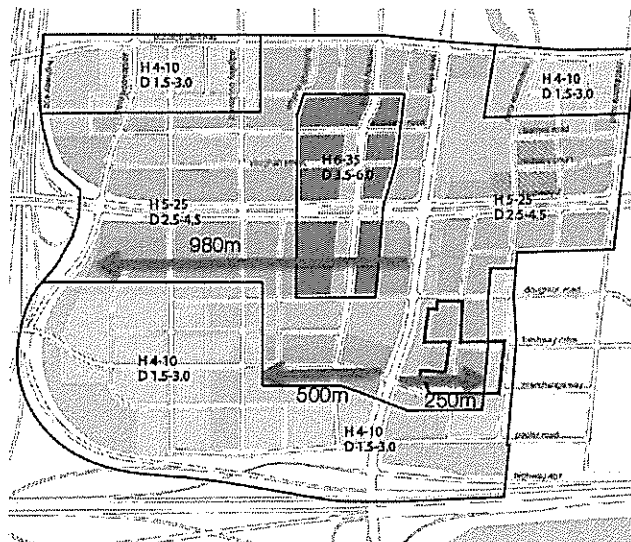
To the extent that this policy would restrict the additional height/density on the eastern portion of the subject site, emphasize that the additional density is appropriate for several reasons, including the following.

- The site is at a gateway location to the VMC from the south and at a unique location within walking distance to two proposed subway stations at Millway Avenue as well as to the subway station and Go station at Highway 407 (see the figure below). This location is unique in that there are two options for accessing higher order transit in walking distance.



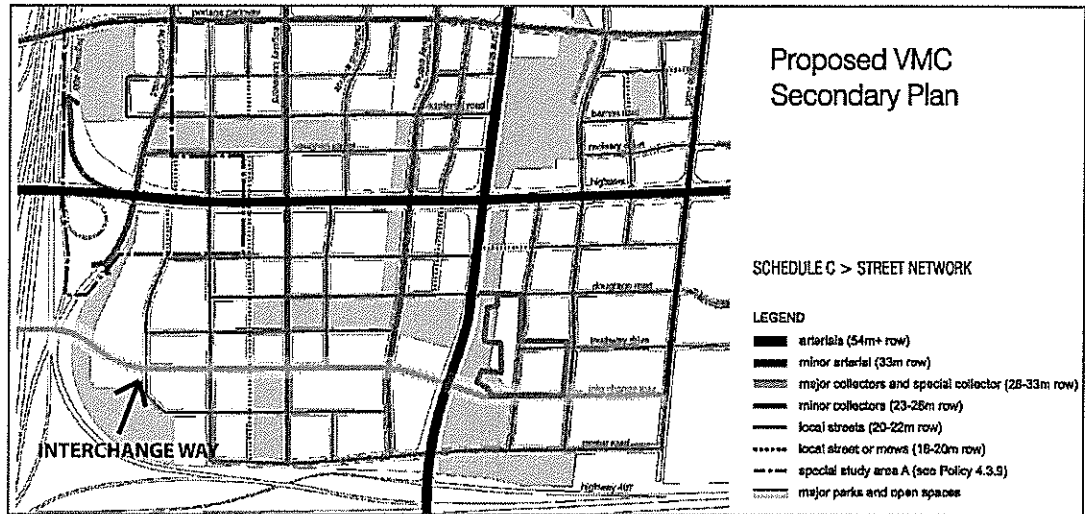
Subway Station Locations

- In terms of balance, we note that the lands west of Jane Street are generally in one ownership north of Highway 7 as well as south of Highway 7, and as such the majority of these landowners have property within the high density area. In addition, we note that the current high density boundary would include lands considerably further away to the west of Jane Street in relation to the lands to the east of the Jane Street. Specifically, the high-density boundary is approximately 500 metres to the west, but only approximately 250 metres to the east of the rapid transit station along Jane Street at Interchange Way. This imbalance could be partially addressed through expanding the higher densities to Maplecrete Road.



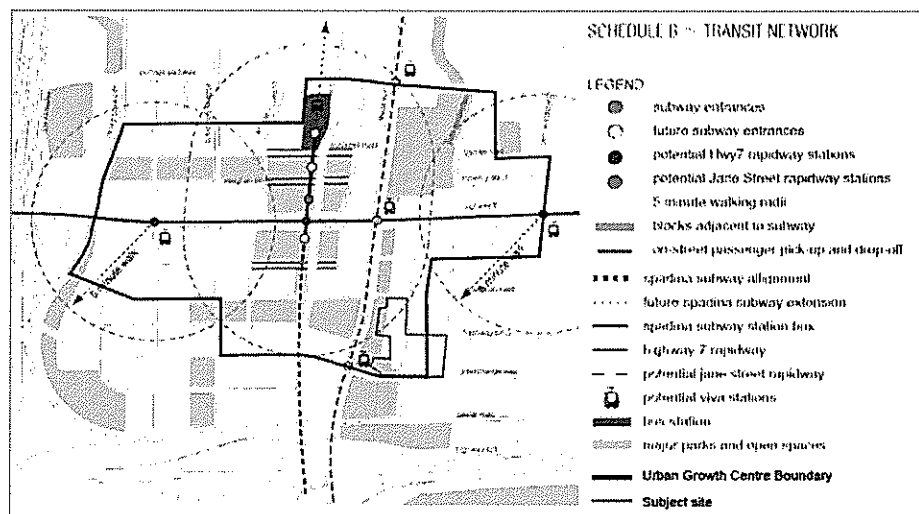
- Interchange Way is planned as a Major Collector and Special Collector with a right-of-way of between 28 metres and 33 metres (Schedule C). It is planned to provide for a connection from Maplecrete Road through the VMC and crossing

Highway 400 to provide access to the development to the west. Sufficient development flexibility in terms of height and density should be put in place, which recognizes the subject site's location along this important street.



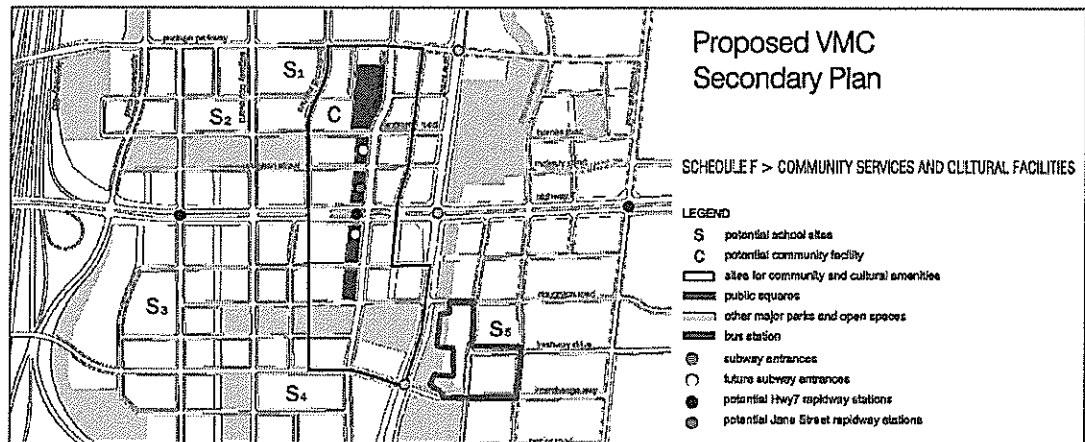
Schedule C

- In addition, a VIVA Jane Street Rapid Transitway stop is planned to be located at the intersection of Jane Street and Interchange Way (Schedule B). The proximity of the subject site directly adjacent to this transit stop provides further support for increasing densities to support transit at an important gateway location and in accordance with the transit-supportive policies of the Growth Plan. In addition, it should be recognized that there is little opportunity to develop land east of Jane Street within the VMC, given that virtually the entire frontage is shown as open space related to the Black Creek. Providing additional density on the subject site will help to provide balance in respect of the east and west sides of the street.



Schedule B

- The loss of residential and mixed-use intensification on the school site would be made up through expanding the height/density designation to Maplecrete Road on the subject site.



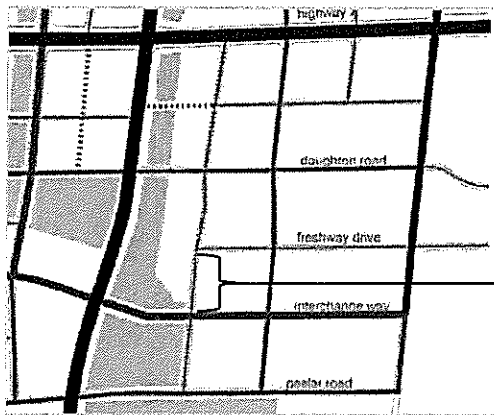
Schedule F

- There is a diminished economic incentive to redevelop the property at lower densities given the economics of the existing uses on the site. Increasing the density will provide the necessary incentive to redevelop the entire site.
- The site currently brings in a significant income due to the existing 170,000 square feet of buildings on the site. I have been advised that the project would not likely be built at the lower densities. The present planning framework may jeopardize the many benefits that would be achieved through the redevelopment of the subject site.
- The higher densities are required to make the project financially feasible and to facilitate the beautification and revitalization of the area and the removal of existing uses that conflict with the vision for the VMC.
- Because of the economic disincentive of lower densities, the existing uses are likely to remain as a conflicting use to the school in the longer term.

### Street Network (Schedule C)

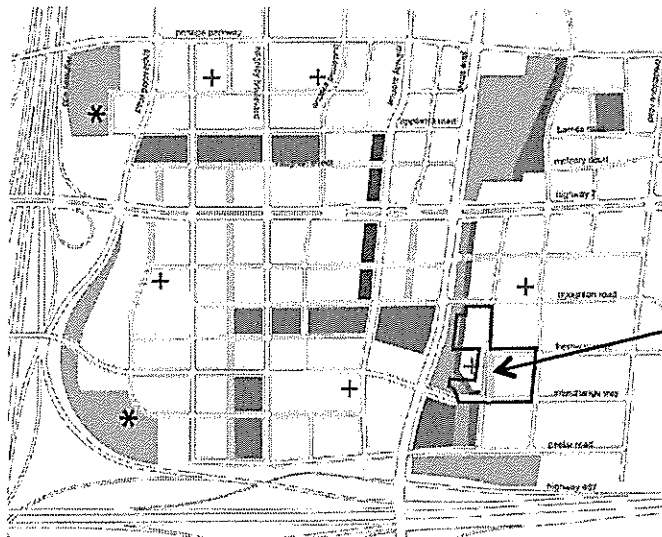
Our original letter requested that the south leg of the north-south local street running through the subject site should be shown as "Private Street (20m)". We maintain our request that this street be shown as private subject to the appropriate easements, or in the alternative, the street be shown as a "Mews" on Schedule C and also shown as "Mews or Local Street" on Schedule D – Major Parks and Open Spaces.

Schedule C



Identify as "Private Street (20m)",  
subject to appropriate easements or  
as "Mews"

Schedule D



Add "Mews or Local Street"

We also requested that street locations should straddle property lines in order to be shared and suggested revised wording for Policy 4.3.5. We see that Policy 4.3.1 has been amended to add a sentence that streets should align with property boundaries, however it does not entirely address the point. We suggest the following revision to the last sentence of Policy 4.3.1:

"Where practical, the alignment ~~centreline~~ of local streets and mews should align with existing property boundaries to optimize the use of individual properties for development and more equitably distribute costs of local streets and mews."

#### Land Use Precincts – Schedule F and J (Floodplain related issues)

Our original comments on this item pertained to the former Schedules G and K, which has been renumbered to Schedule F and J. The main concern of our previous

comments was the restriction on development within the flood line prior to the completion of the EA process and ultimate delays in relation to the timing of all of the studies and works to be undertaken in relation to the Black Creek Renewal. The modified policies would permit development within the floodline shown on Schedule J as well as within the hatched area on Schedule F, subject to phasing policy 5.6.6. In this respect we are currently reviewing the effect of this policy and may have further comments.

An additional point in respect to 5.6.6 is that we believe that it should also apply to phasing related to 5.6.8 and should there fore be amended to as follows shown in bold:

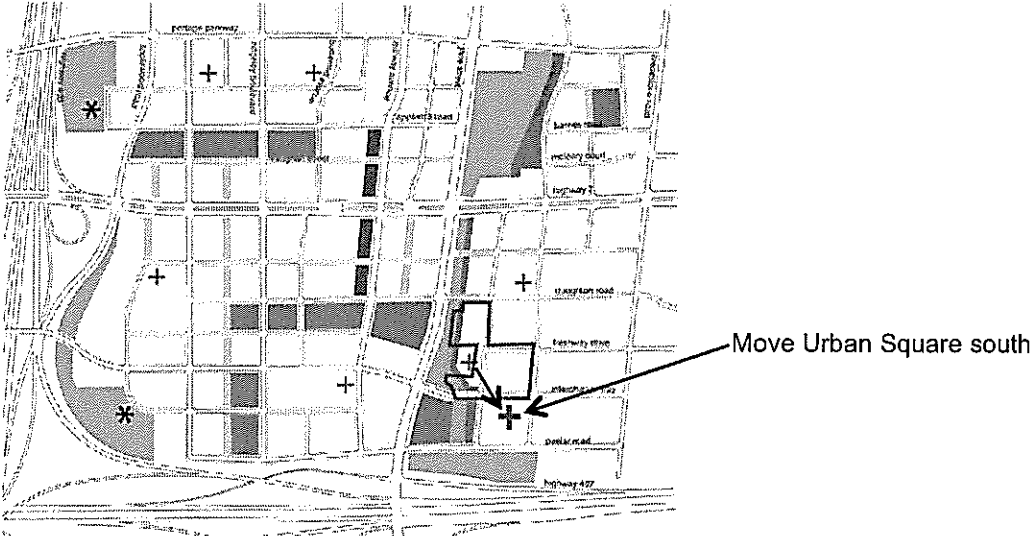
**“Notwithstanding 5.6.5 and 5.6.8, ...”**

## Major Parks and Open Spaces – Schedule D

## The Urban Square

Firstly, we object to the addition of an urban square at the location indicated on Schedule D. This is a new location for an urban square that was previously not contemplated and if an additional urban square is to be added, we believe it should be located on the block south of the subject site in order to provide a balance in terms of the urban square to the north and the substantial open space associated with Black Creek. In addition, we note that the minimum size of 0.2ha (0.5acres) for the urban square with at least 50% fronting onto a street may be difficult to achieve in some circumstances, and we believe greater flexibility is required.

## Schedule D



## The Black Creek Greenway

While we appreciate that the proposed 25 metre wide "Linear Park" has been deleted, we note that this has been replaced with the "Black Creek Greenway", which is

identified in Policy 6.3.3 as being between 10 and 35 metres in width and potentially wider at the discretion of staff. Therefore, given that the main are of concern with the "Linear Park" was its 25 metre width, we remain concerned with the even potentially wider 35 metre Black Creek Greenway shown on Schedule D. Again, as previously stated, we would have no issue with the width, subject to the greenway being provided entirely on City property or within the 10 metre buffer area, especially given the uncertainty of the ultimate alignment of the Black Creek floodplain and the resulting potential loss of developable area.

#### **Tower Floor Plates – Policy 8.6.22**

We object to the maximum floor plate limit of 750 square metres. The purpose of this policy is to ensure adequate light, view and privacy and limit shadow impacts. In our view it is not necessary to limit the floor plate to 750 square metres to achieve these objectives in all circumstances and there should be sufficient flexibility in terms of design and with appropriate qualitative language. In this respect, we suggest the following revision (new language in red):

"Tower elements of high-rise residential buildings shall be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline. Residential tall buildings shall generally have slender tower floor plates, although larger floorplates may be permitted if articulated architecturally so as to minimize shadows, loss of sky view and wind conditions in adjacent open spaces. ~~The maximum size of a residential tower floor plate shall be approximately 750 square metres.~~ There are no restrictions on office tower floorplates. The distance between the facing walls of two towers, whether office or residential, shall be a minimum of approximately 30 metres."

#### **Concluding Remarks**

On behalf of the landowner, we are pleased to offer the above comments and look forward to working with staff towards a final policy framework that will achieve the vision of the Vaughan Metropolitan Centre.

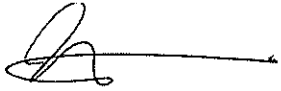
In summary, the we believe that increased flexibility requested above is appropriate for the following reasons:

- The site has opportunities in terms of its gateway location along Interchange Way, which will extend through the VMC and over Highway 400.
- The site faces unique constraints terms of the constraints from Black Creek as well as its size and irregular shape.
- The site is in unique in terms of its location in walking distance to TWO subway stations, a GO Station as well as directly adjacent to a proposed Jane Street Transitway station and Interchange Way.
- Increasing the density will provide the necessary incentive to redevelop the site, which will represent an improvement in comparison to the existing low intensity uses, especially due to the amount of land taken up by open space and including the future school site.
- In addition, it is our opinion that providing the flexibility to develop the site in an orderly and expedited manner will facilitate the rejuvenation of the area.



If there are any questions with respect to the foregoing please do not hesitate to contact me at 416-947-9744.

Yours truly,  
**Bousfields Inc.**



Michael Bissett, MCIP, RPP

c. Joe Pandolfo  
Quinto Annibale