

# VMC Secondary Plan Update: Preferred Option

## Community Meeting – Public Open House

September 14, 2023



## Agenda

5:00 – 6:00	Pre-Presentation Open House
6:05 – 6:50	Presentation
6:50 – 8:00	Post-Presentation Open House

Project Web  
Page:



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# Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

# Purpose of Today's Open House

- Provide an update on the Vaughan Metropolitan Centre Secondary Plan Update
- Present the Preferred Option
- Goals for Today
  - Hear about the draft update to the plan
  - Ask questions
  - Make comments

# Event Agenda

**5:00 – 6:00**      Pre-Presentation Open House

**6:05 – 6:50**      Presentation

**6:50 – 8:00**      Post-Presentation Open House

# Collecting Feedback

- Paper Feedback Forms
- [Have Your Say](#) Forum
- Email: [Gaston.soucy@Vaughan.ca](mailto:Gaston.soucy@Vaughan.ca)

More Information and materials  
on City web page:



[Vaughan.ca/VMCPlan](https://vaughan.ca/VMCPlan)

# Our Team

gladki  
planning  
associates

**dtah**

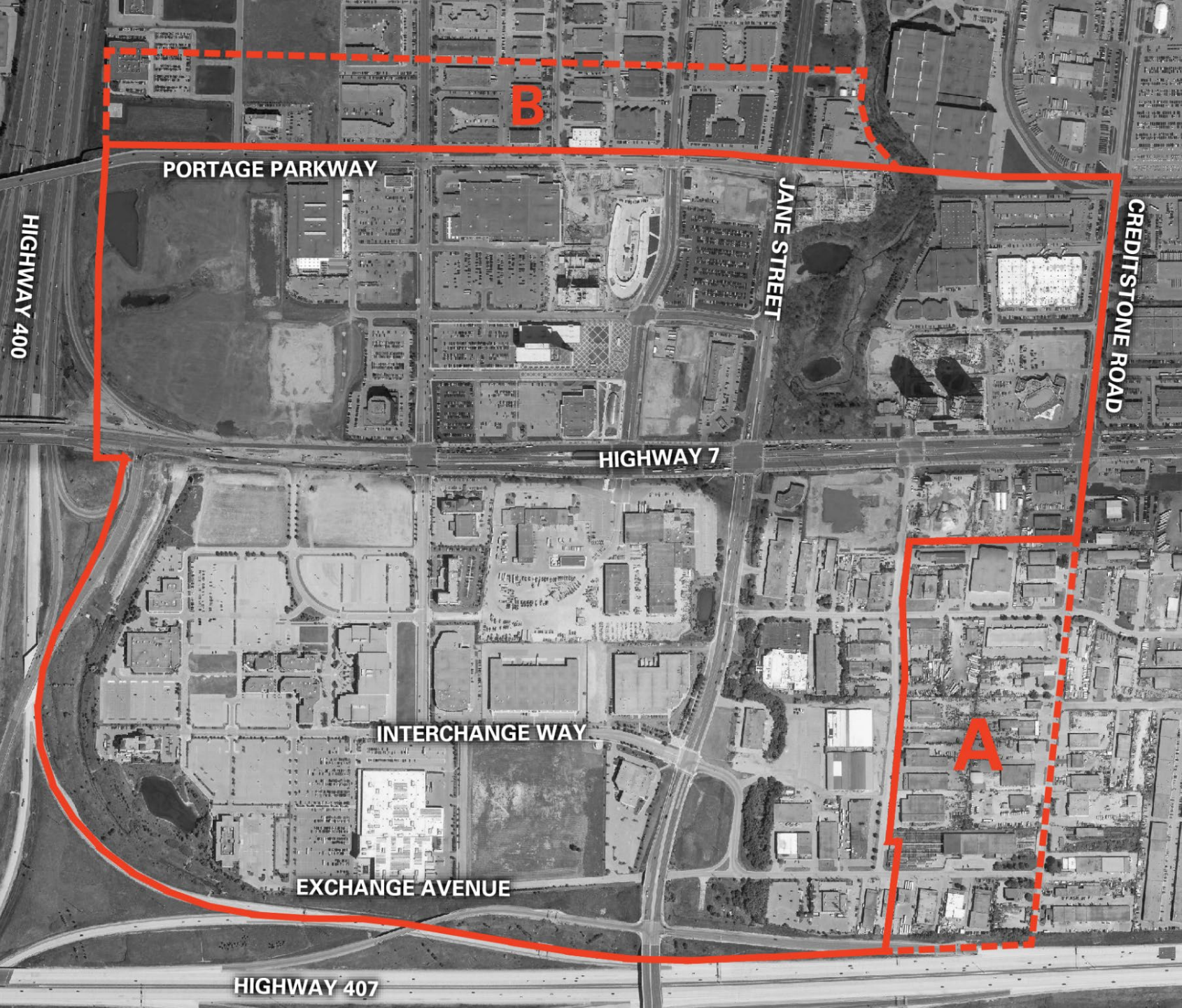
**Parcel**

Greenberg  
Consultants  
Inc.

# Study Area

Current VMC  
Secondary Plan Area

Potential Expansion  
Areas





# VMCSP Update: Process and Timeline\*



To review existing policies, initiatives, developments, studies, and background reports. To develop an understanding of current conditions and the opportunities and challenges facing the VMC. To develop a vision and guiding principles as the basis for creation of the Secondary Plan.

## Consultation\*\*

- Technical Advisory Committee meeting
- Online survey/engagement
- Targeted engagement with Council and Indigenous groups
- Landowners meetings
- Community meeting

## Deliverables

- Background Study Report
- Engagement Summary Memo

## Options

To explore different ideas and present preliminary findings for the future of Vaughan Metropolitan Centre, including variations on height and density, transportation networks, land use, parks and open spaces, and community amenities.

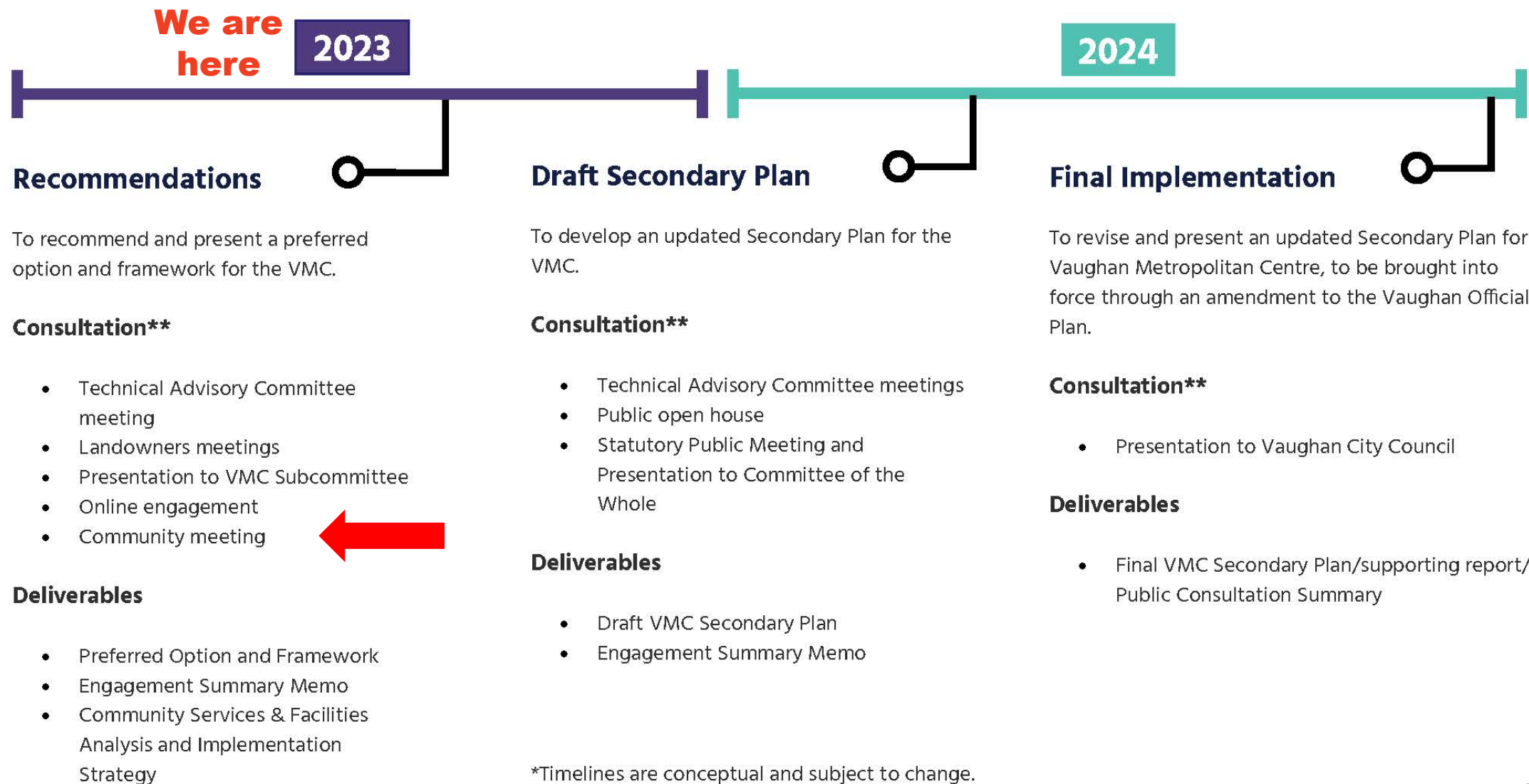
## Consultation\*\*

- Technical Advisory Committee meeting
- Landowners meetings
- Online engagement
- Community meeting
- Presentation to VMC Subcommittee

## Deliverables

- Office Feasibility Assessment
- Options and Implications (built form, density, land use)
- Engagement Summary Memo

# VMCSP Update: Process and Timeline

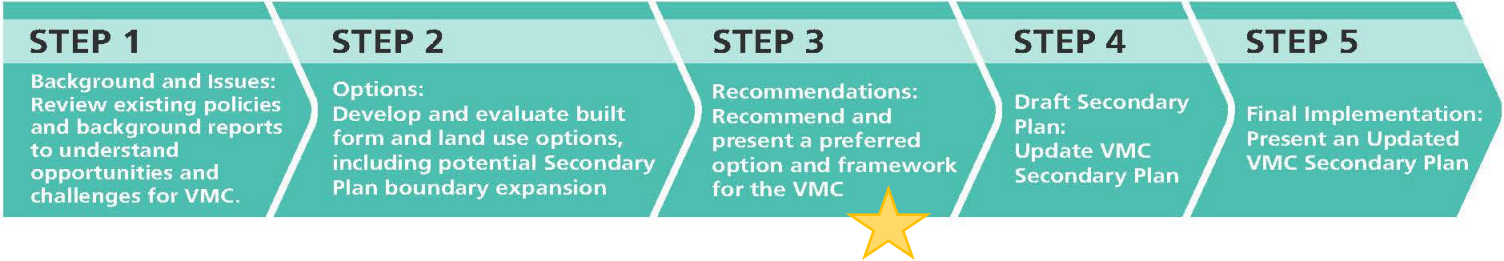


\*Timelines are conceptual and subject to change.

\*\*Public consultation approaches have been based on the status of the COVID-19 pandemic and the need to use virtual platforms in place of in-person events.

# Concurrent Studies

## Secondary Plan Update



## Transportation Master Plan Update



## Millway Avenue and Interchange Way Class EA Studies



## Parks and Wayfinding Master Plan





# Why do an update now?

- **Reflect, align, and conform with new policy direction**
  - Bill 108, Bill 197, **Bill 23, Bill 109, Bill 97**
  - Growth Plan (2020) & PPS (2020)
  - York Region Official Plan (2022)
  - City of Vaughan Official Plan Review
  - Concurrent VMC studies (e.g., TMP, PWMP, Servicing)
- **Confirm that the vision and objectives are being met**
- **Consider a boundary expansion**
- **Develop an implementation strategy for community services & facilities**



# Vision and Principles

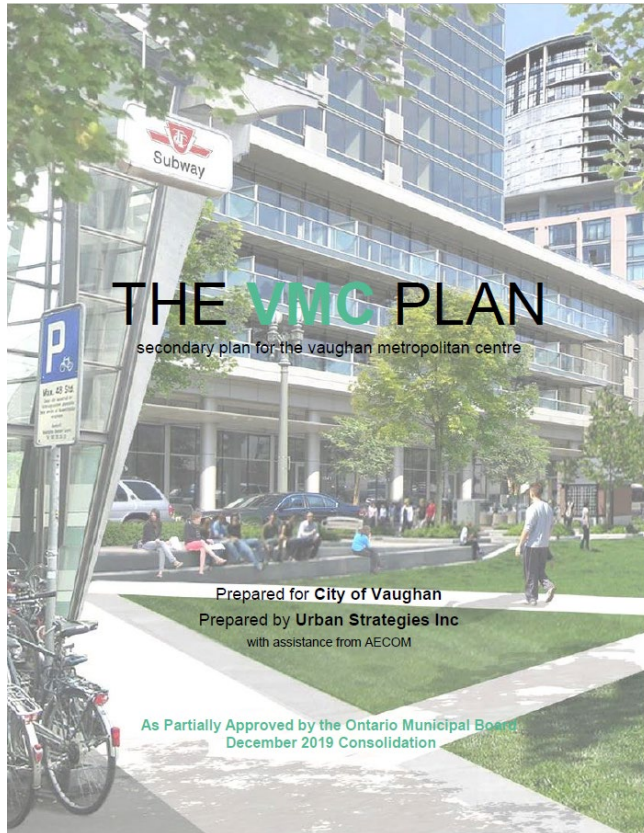


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# Vision and Principles



**“The City of Vaughan plans to create a downtown – an intense, dynamic community that in time will become the heart of the city, economically, culturally and physically.”**



# Vision, Principles, Objectives

## Existing

**Transit-oriented**  
**Walkable**  
**Accessible**  
**Diverse**  
**Vibrant**  
**Green**  
**Beautiful**

## Missing

### **Balanced**

Provision and delivery of parks, community amenities and retail in step with and to support the population

A ratio of people to jobs that supports the vision of the VMC as the city's Central Business District

A variety of built form that creates areas of different character



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# Priority Issues



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**Development interest** in the VMC has **exceeded** expectations, resulting in a **residential intensity** that was **not anticipated** when the VMCSPP was initially developed.

## Priority Issues

# Intensity of Development



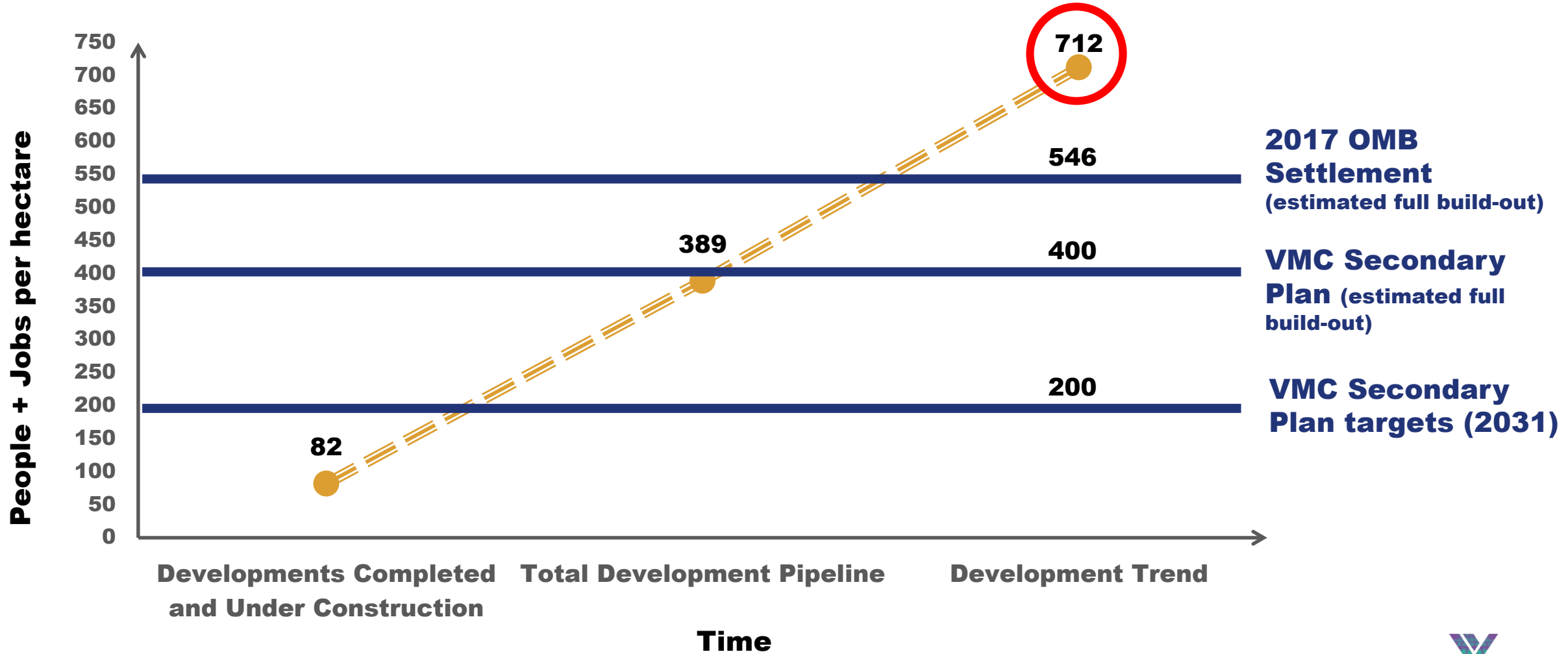
## Original 2031 Targets

- Density: 200 people & jobs/hectare
- 25,000 residents + 11,500 jobs by 2031
- 5,000 office jobs + 1,500 retail jobs

## Trends (as of 2021):

- 270% residential unit + 256% population  
32,000+ residential units & 64,000+ population
- 107% of office (>1.6 million ft<sup>2</sup>)
- 72% of retail (~540,000 ft<sup>2</sup>)

# Development Trajectory



Calculations are preliminary and a baseline reflection of assumptions and data extrapolated from current development trends (City of Vaughan, October 2020) based on the Board-approved Secondary Plan's Land Use Budget (Urban Strategies Inc., 2017) as well as population and employment estimates (Hemson, 2019), which will be revised based on York Region's land needs assessment. **Total development pipeline is based on projects constructed and under construction as well as development applications and pre-application consultations as of October 2020, subject to Council approval.**

# Balance of Uses

	Residents-to-Jobs Ratio
<b>VMC Secondary Plan targets</b>	2.2:1
<b>Development completed or under construction</b>	7:1
<b>Total development pipeline</b>	8:1

Calculations are preliminary and a baseline reflection of assumptions and data extrapolated from current development trends (City of Vaughan, October 2020) based on the Board-approved Secondary Plan's Land Use Budget (Urban Strategies Inc., 2017) as well as population and employment estimates (Hemson, 2019), which will be revised based on York Region's land needs assessment. **Total development pipeline is based on projects constructed and under construction as well as development applications and pre-application consultations as of October 2020, subject to Council approval.**

*Priority Issues*

# Serving a Growing Population with Community Infrastructure



Photo: Nora Zhang

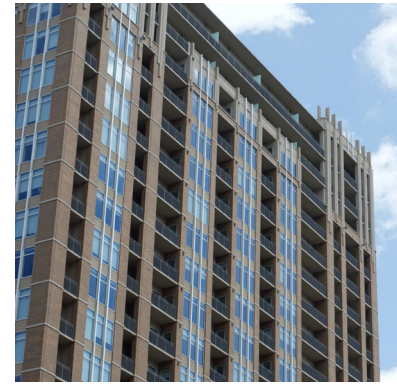
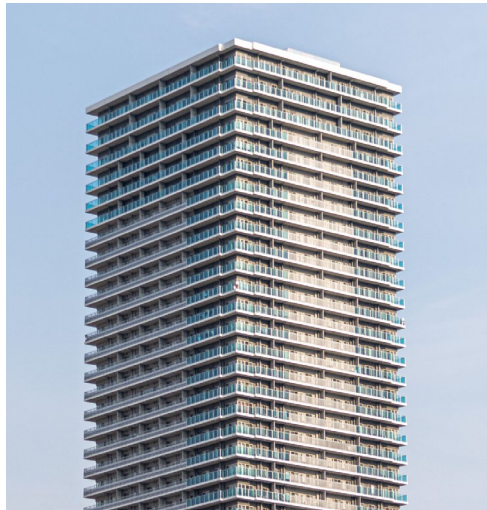


Photo: Nicola Betts



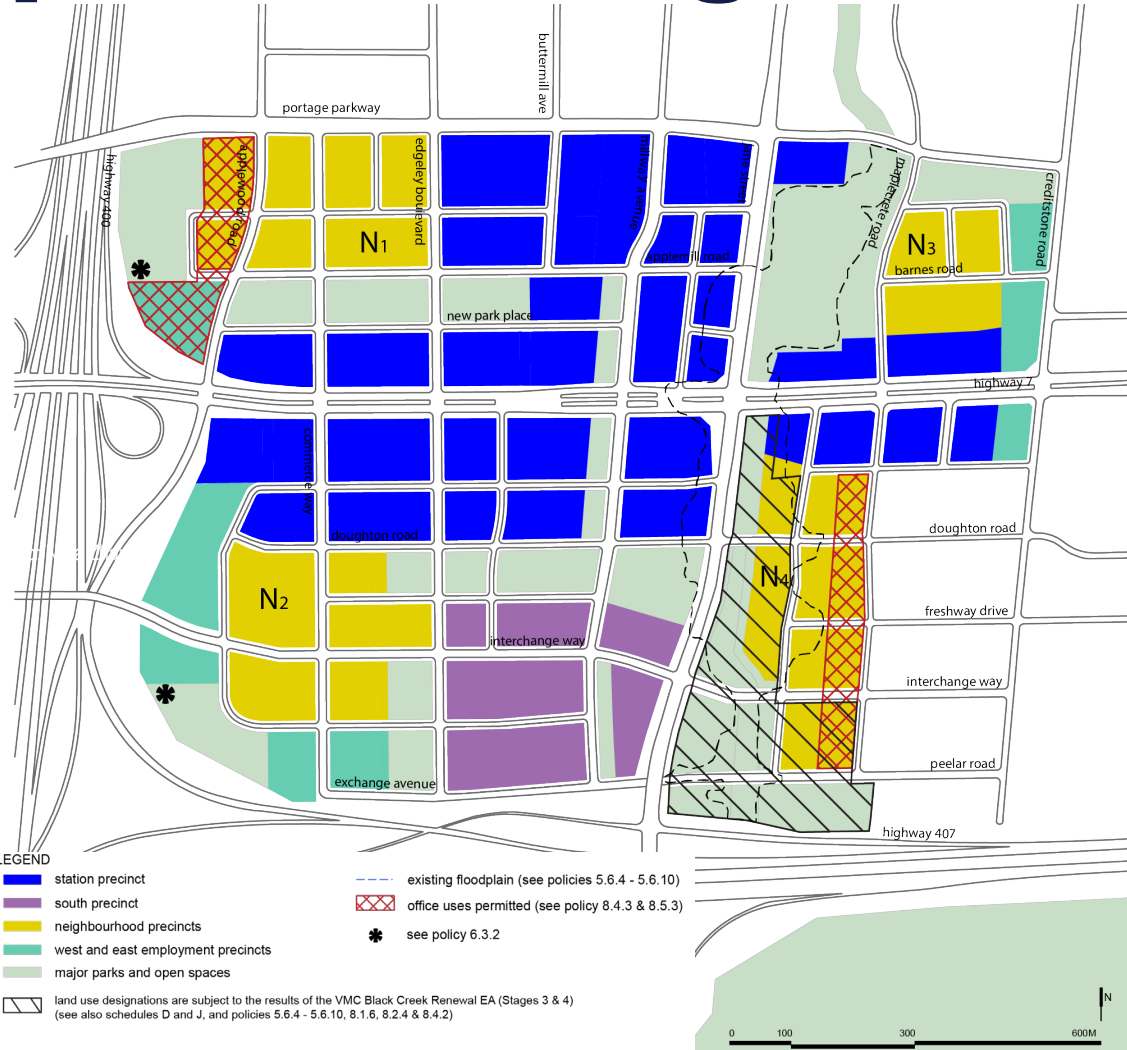
*Priority Issues*

# Built Form Variety, Including Mid-Rise Built Form



## Priority Issues

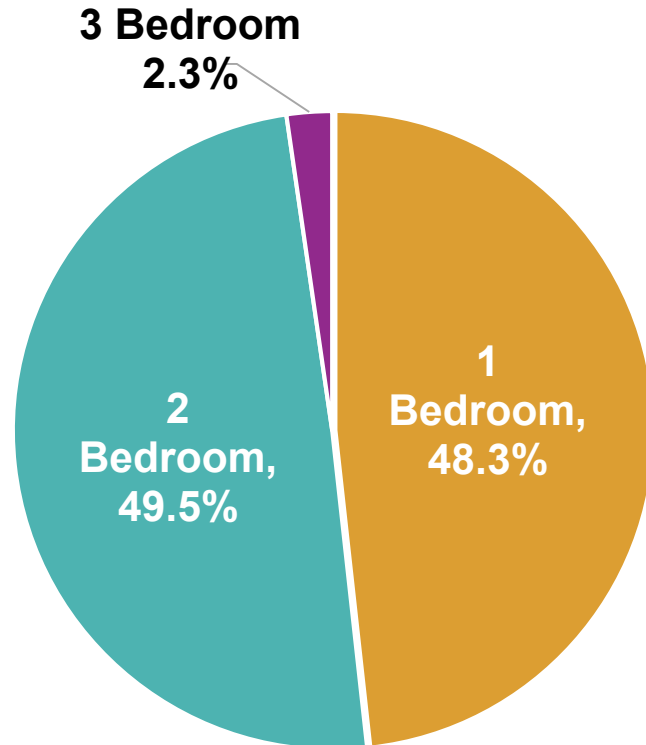
# Preserving the character of the various planned neighbourhoods



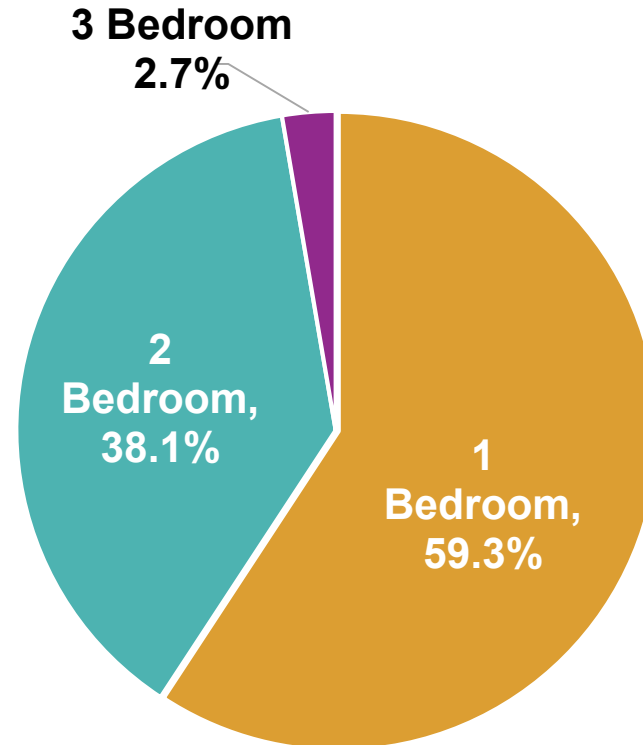
*Priority Issues*

# Housing Variety for an Inclusive Community

**% Developments Completed or Under Construction (January 2021)**



**% Approvals and Proposals (January 2021)**





## Other Considerations

# Boundary Expansion



### LEGEND

- VMC Boundary
- - - Potential Boundary Expansion Study Areas





# Options



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The VMCSPP Update will be a **nuanced recalibration exercise**, not a departure from the original plan. Many elements of the original vision are strong and relevant today. The Update will be an opportunity to **rebalance** the plan **to deliver a complete community**.

# Options

## Option 1

**Maintain Permitted  
Intensity of Development**

**Recalibrating to achieve  
Built Form Variety and  
Adequate Social  
Infrastructure**

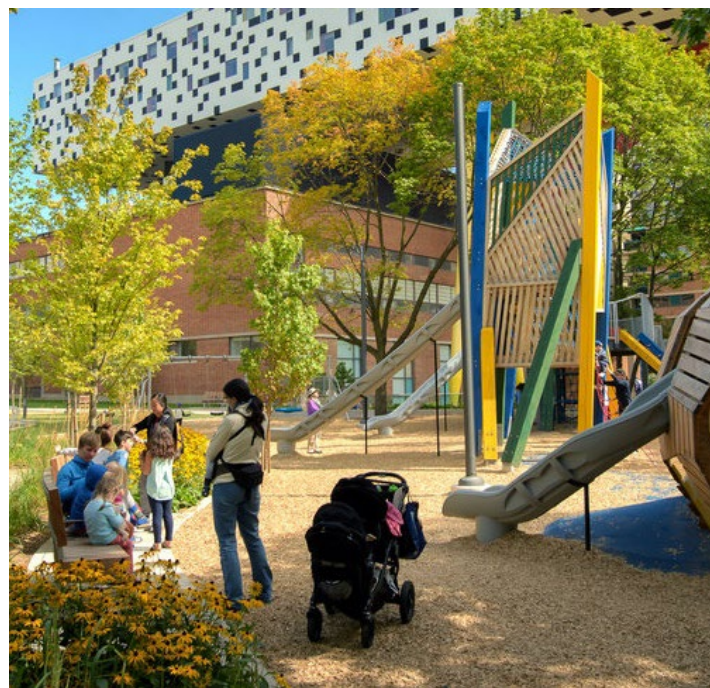
## Option 2

**Recalibrating to Achieve a  
Balance of Uses**

**Deliver a True Central  
Business District**

# Constants

- High quality built environment and a dynamic community
- Attention to the quality of place and investment in the public realm
- Great design – buildings, streets, public spaces
- Iconic parks and open space system
- Art and culture → identity
- Real transportation choice – walking, cycling, transit
- Housing options
- Sustainability



# Options in a Nutshell

	<b>Option 1</b>	<b>Option 2</b>
<b>Land Use</b>	Minor changes Neighbourhood-scaled development Maintains existing employment precincts	Expansion of Mixed Use Expansion office requirement Changes at periphery
<b>Density</b>	Current permissions with a height transition strategy	Increase where office requirement applies
<b>Retail</b>	Millway + Dispersed	Millway + Strong Core + Highway 7
<b>Civic Facilities</b>	Concentrated on Millway	Millway + Dispersed
<b>Schools</b>	Separate 5-acre sites	Consolidated 6-acre sites High School





# Office Feasibility Assessment

## Key question:

How can we secure more office uses in mixed use developments without compromising development feasibility?

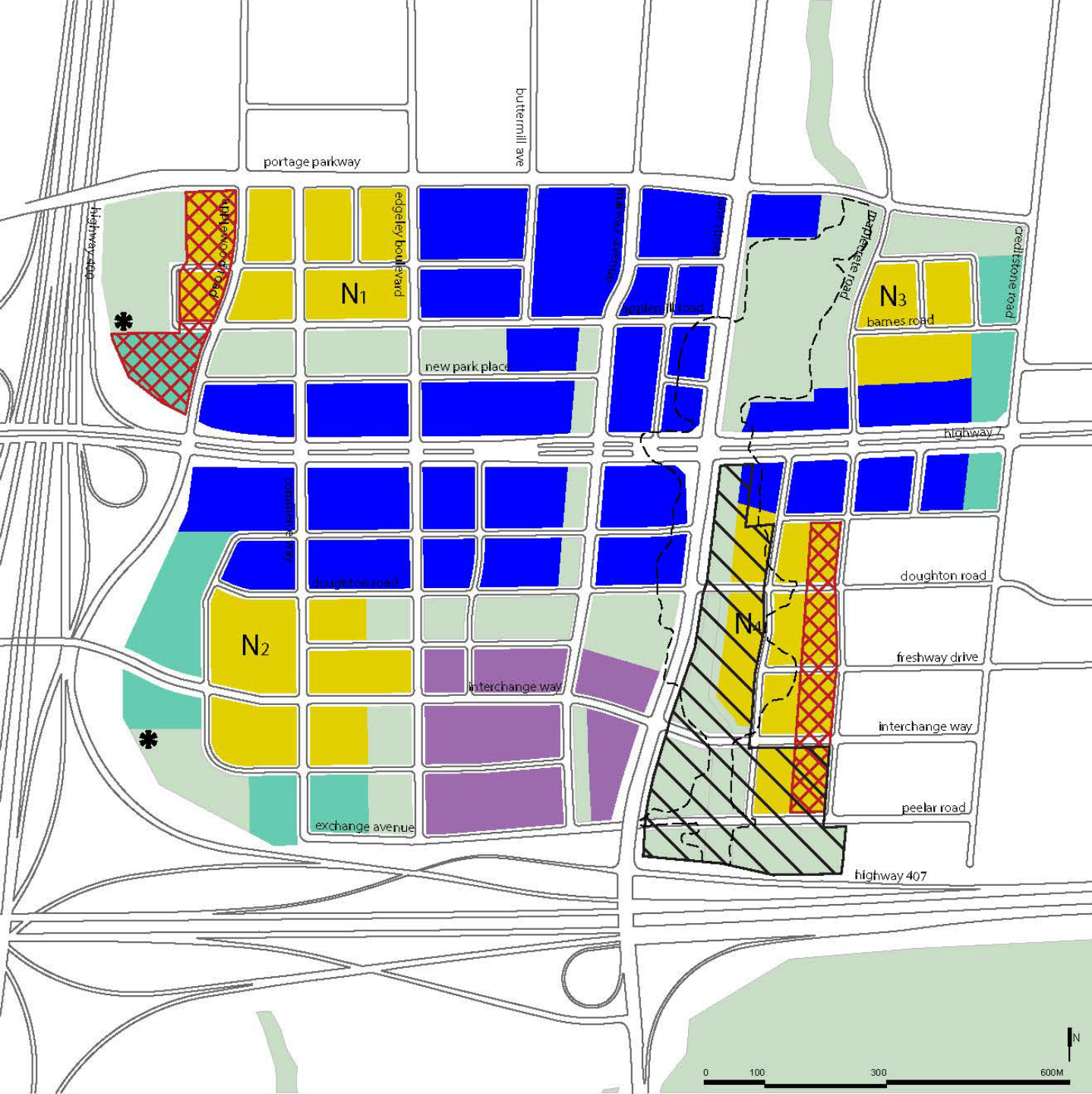
## Method:

Financial analysis of prototypical sites.

## Key findings:

Extra density and 25% above ground parking could support an office requirement of between 10-20% of GFA.

# Land Use: Current SP



## LEGEND

- station precinct
- south precinct
- neighbourhood precincts
- west and east employment precincts
- major parks and open spaces
- existing floodplain (see policies 5.6.4 - 5.6.10)
- office uses permitted (see policy 8.4.3 & 8.5.3)
- ✱ see policy 6.3.2



# Land Use: Option 1



### Land Uses

- Mixed Use
- Mixed Use (Office Uses Required)
- Mixed Use Retail Office
- Neighbourhood
- Employment

### Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Future BRT / Station

# Land Use: Option 2



**Land Uses**

- Mixed Use
- Mixed Use (Office Uses Required)
- Mixed Use Retail Office
- Neighbourhood

**Parks and Open Spaces**

- Public Park
- Environmental Open Space
- Mews
- School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Future BRT / Station

# What We Heard: Public

## Office Uses

**Job creation and office uses are critical to creating a real downtown and should be a priority**

**Fear of creating a high rise bedroom commuter city**

**Importance of locating office uses near transit**

## Civic Facilities

**Some favored concentrating civic facilities to enhance access by transit**

**Others favored a dispersed approach to improve access by walking**

## Retail

**A strong main street at the core for destination shopping, with more dispersed retail for necessities and daily needs**

**Create a restaurant and entertainment hub in the core**

**Shopping for daily needs should be within walking distance**

**Retail should be located off busy streets and onto streets better for walking - Skepticism that Highway 7 can be a pleasant retail area**

# What We Heard: Public

## Parks and Paths

Preference to not have parks and schools interfacing with industrial areas.

Expand parks in the VMC proper, rather than at the periphery

A giant park like the Toronto Rail Path, which is green and connects to Vaughan Mills allowing people to walk and cycle away from streets.

## Family-friendly

Variety of building types, unit sizes, schools, community amenities.

## Traffic

Concerns about congestion

# What We Heard: Landowners

## **Flexibility**

**Avoid prescriptive in the amount and location of office and retail uses. Allow the market to determine.**

## **Shifting Office Demand**

**Uncertainty given the new hybrid-work culture created by the pandemic**

## **Critical Mass for Retail**

**Establish a critical mass of people and foot traffic before providing retail and services.**

## **Density Transfers**

**Incent owners of lands identified for community facilities**

## **Support for Expansion**

**Especially if areas can feature mixed use development**

# What We Heard: External Public Agencies

## Schools

**Both options require more school sites**

**Exploring models for urban schools, but challenges**

**Minimum 5-acre school sites**

**Potential need for employment conversions for school sites in expansion areas**

## Retail

**Use of arts and cultural amenities to reinforce a retail destination**

**Potential retail street along Jane St. across from Edgeley Park**

# Transportation Master Plan

## Scope of Assessment

- Combined assessment of build out of Weston 7 and the VMC.

## Conclusions

- Projected growth overwhelms the multi-modal transportation network
- Gridlock in the peak periods

## Challenges

- Area already experiences a high level of congestion
- Scale of growth
- Land use mix heavily weighted to residential leads to many commuting trips
- Transit can only address a fraction of the trips

## Potential Solutions

- Manage intensity of growth
- A better balance of uses
- Thresholds to re-evaluate based on modal split and improved infrastructure



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# Expansion Areas



# Land Use











## Land Uses

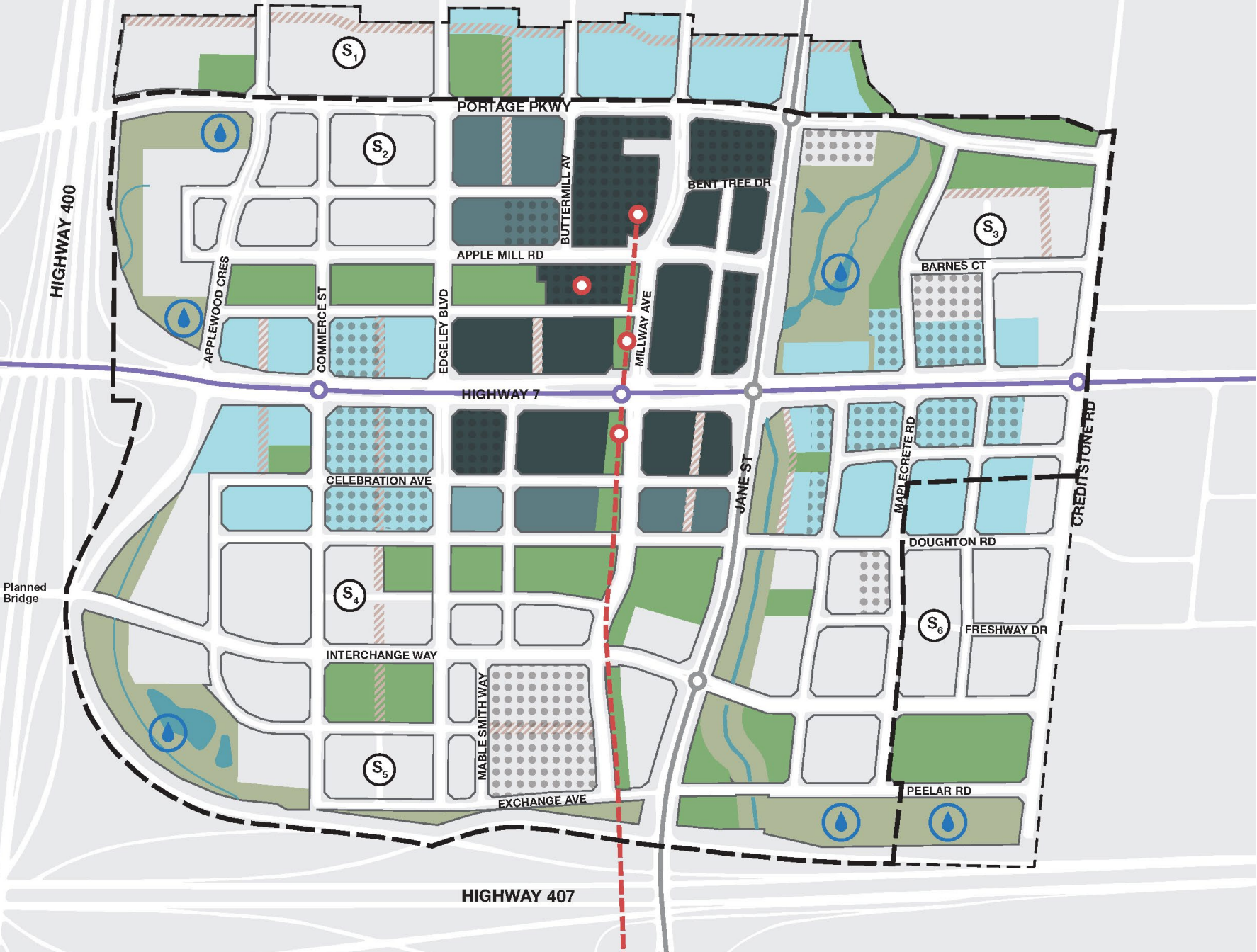
-  Mixed Use
-  Mixed Use (Non-residential Uses Required)
-  Non-residential Mixed Use
-  Neighbourhood

## Parks and Open Spaces

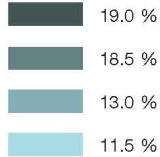
-  Public Park
-  Environmental Open Space
-  Mews
-  School

-  VMC Boundary
-  Potential Expansion Area Boundaries
-  Recent / Approved Development
-  Subway / Station Entrance
-  BRT / Station
-  Potential Future BRT / Station
-  Stormwater Management Facility
-  Underlying Road Network

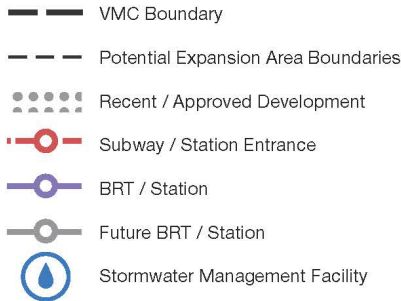
# Non-Res Req



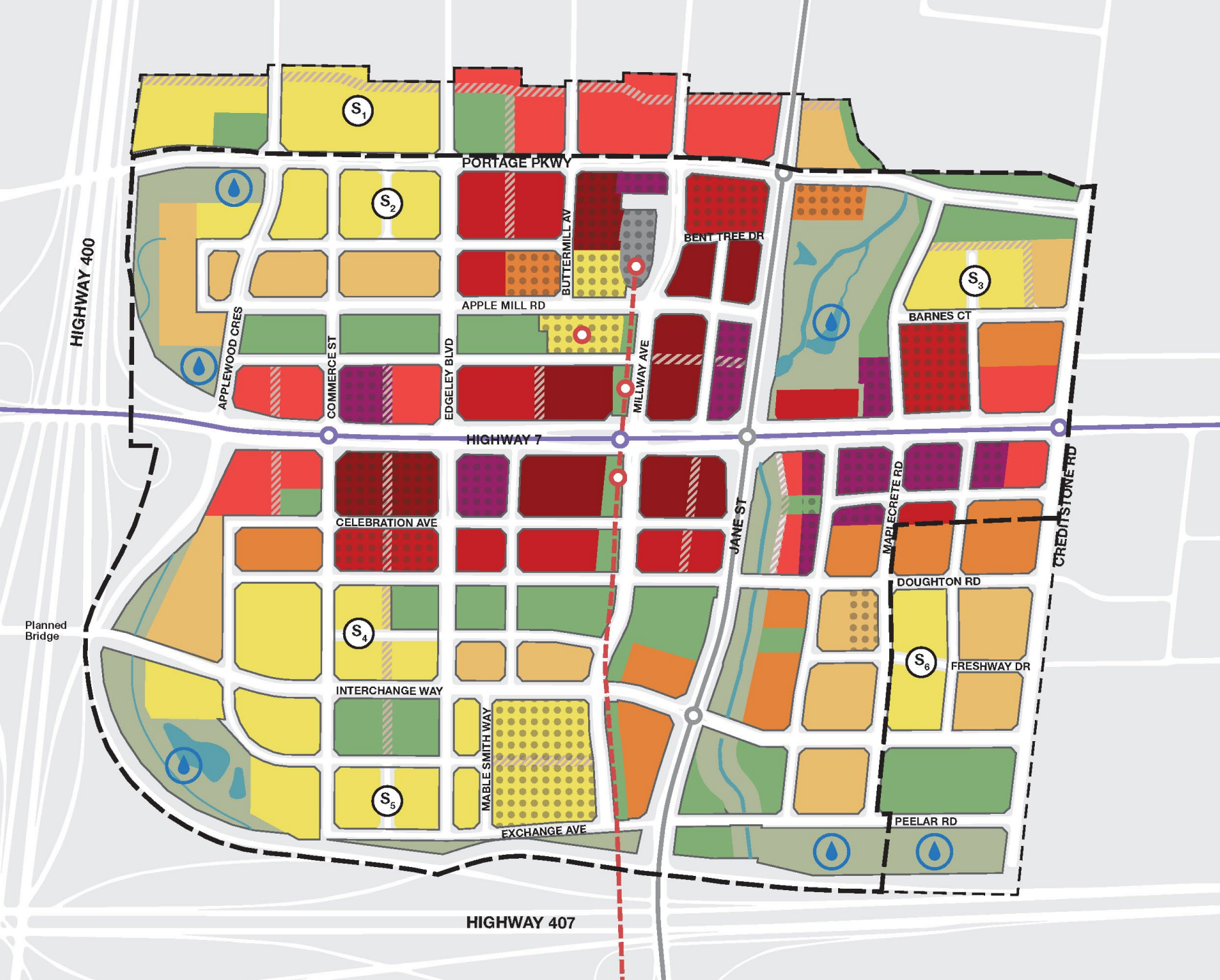
Mixed Use Non-residential Required



Parks and Open Spaces



# Density










## Maximum Densities

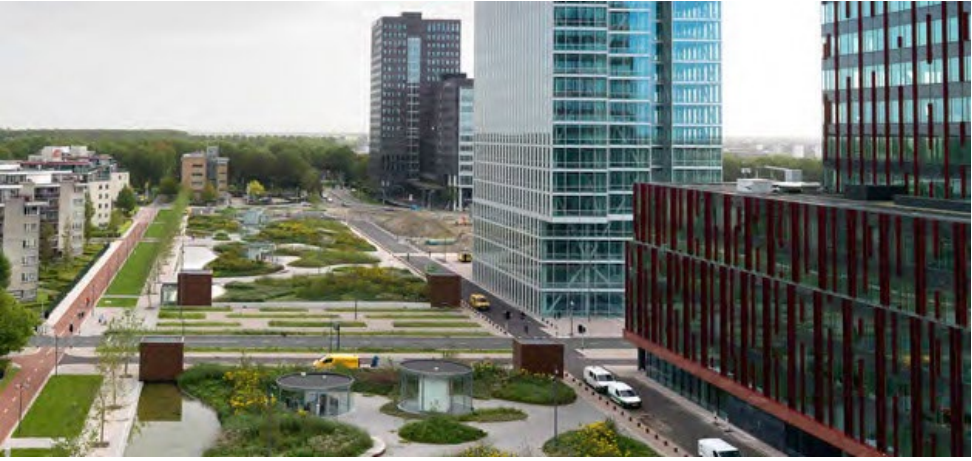
-  over 9.0 FSI
-  up to 9.0 FSI
-  up to 7.5 FSI
-  up to 6.0 FSI
-  up to 5.0 FSI
-  up to 4.5 FSI
-  up to 3.0 FSI

## Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews
-  School

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-  Future BRT / Station
-  Stormwater Management Facility

# High Quality, High Density Places: Precedents










# Retail

## Retail Frontages

-  Required Retail, Service Commercial, Integrated Community Facility or Public Use Frontage
-  Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage

## Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews

-  VMC Boundary
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# Animated Retail Streets: Precedents



# Civic Facilities










## Community Facilities

-  Potential Major Facility
-  Potential Minor Facility
-  School

## Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews

-  VMC Boundary
-  Potential Expansion Area Boundaries
-  Recent / Approved Development
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# Network of Community Places: Precedents



# Network of Parks and Open Spaces: Precedents



# Placemaking: Precedents

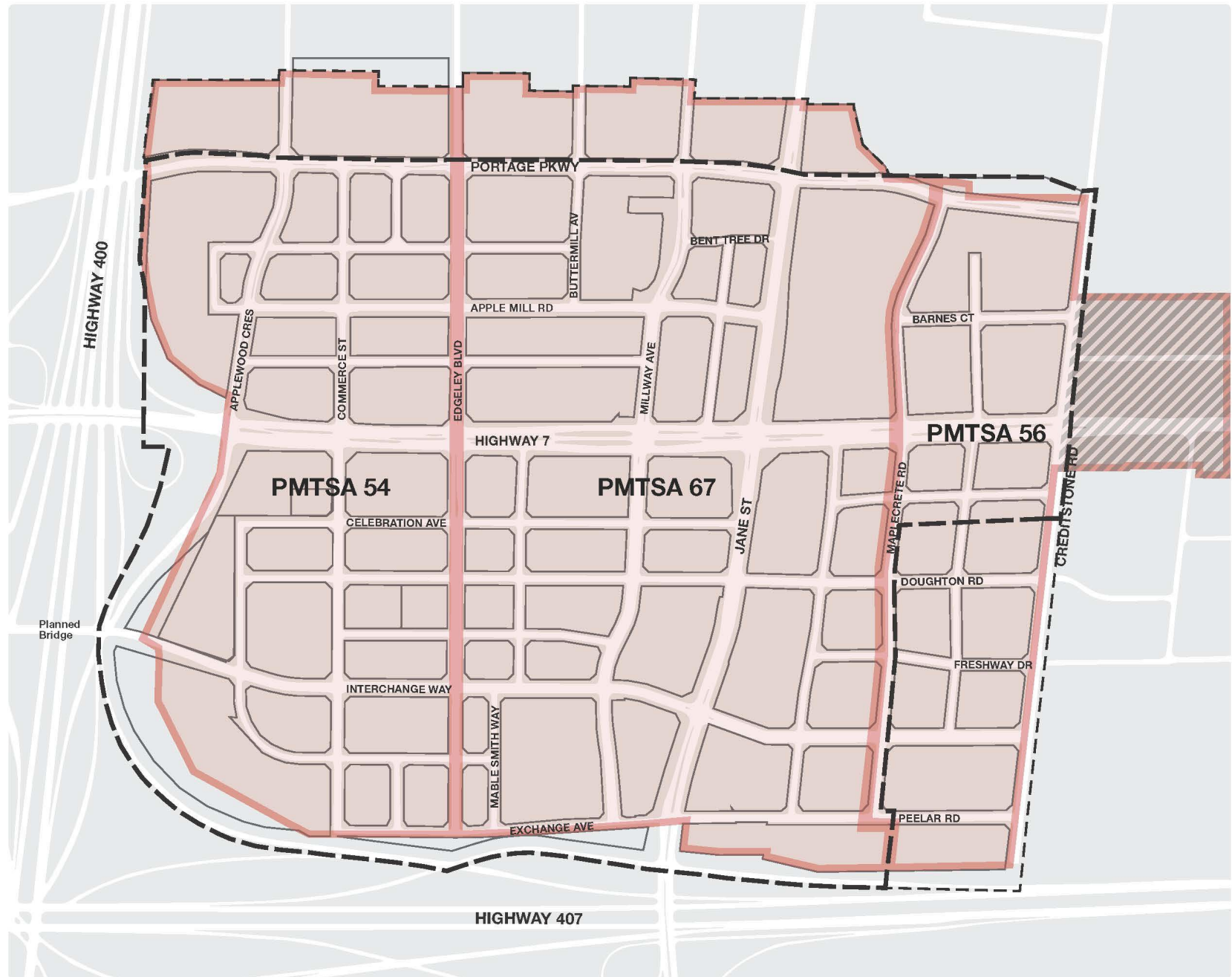


# By the Numbers

	<b>Original VMCSP Vision</b>	<b>Option 1</b> (current boundary)	<b>Option 2</b> (current boundary)	<b>Preferred Option</b> (current boundary)	<b>Preferred Option</b> (expanded boundary)
<b>Population</b>	50,000	98,000	118,000	93,000	103,000
<b>Jobs</b>	23,000	13,000	23,000	22,000	27,000
<b>Pop : Jobs</b>	2.2 : 1	7.6 : 1	5.1 : 1	4.2 : 1	3.9 : 1
<b>Office Jobs</b>	5,000 by 2031 10,000 at full- buildout	9,000	18,000	18,000	21,000

\*Draft and subject to change. Estimates take into consideration approved development, but not development currently in the pipeline.

# PMTSA Areas



- VMC Boundary
- . - . Potential Expansion Area Boundaries
- █ PMTSA Area
- ▨ PMTSA Area (not in study area)
- █ Recommended Block

# PMTSA Densities

<b>PMTSA</b>	<b>Minimum Target</b>	<b>Preferred Option</b>
<b>PMTSA 55</b> Commerce BRT	350	373
<b>PMTSA 68</b> VMC Subway	400	781
<b>PMTSA 57</b> Creditstone BRT	300	442

# Next Steps

## Step 3: Recommendations

- September – Online Engagement
  - Materials will be available for review and comment online until **Thursday, Sept. 28**
- October 4 – Presentation to VMC Sub-Committee

**Thank you!**



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