

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 4, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan June 25, 2013.

Councillor Racco declared an interest with respect to this item, as it relates to the Northeast Corner of Jane Street and Riverock Gate, Tesmar Holdings Inc., as her daughter is working for a related company and did not take part in the discussion or vote on the foregoing matter.

**4 THE VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY
DRAFT SECONDARY PLAN
FILE: 26.1
WARDS 1, 3 & 4**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning and the Director of Development Planning, dated June 11, 2013, be approved;
- 2) That the following resolution submitted by Councillor DeFrancesca, be approved:

Whereas, residents have raised concerns with the proposed intersection at Astona Boulevard and Weston Road;

Whereas, a connection to Weston Road is proposed at the future intersection of the extended Bass Pro Mills Drive and Weston Road;

Whereas, opportunities exist to connect the future Bass Pro Mills Drive to Langstaff Road and Rutherford Road through the future extensions of Creditview Road and Westcreek Drive,

Therefore be it resolved that:

Staff be directed to eliminate the eastern roadway connection to the proposed intersection at Weston Road and Astona Boulevard, and that staff continue to work with York Region and landowners on the proposed intersection at Weston Road and the Bass Pro Mills Drive extension, and that staff report back on the timing and implementation of the extension of Bass Pro Mills Drive and the extensions of Creditview Road and Westcreek Drive to Rutherford Road as part of the technical report to the Committee of the Whole;

- 3) That the following deputations and Communications be received:
 1. Mr. Antonio Gomez-Palacio, Dialog, Toronto Studio, representing the City of Vaughan;
 2. Ms. Nadia Magarelli, Weston Downs Ratepayers, Blackburn Boulevard, Woodbridge;
 3. Mr. Anthony Francescucci, Weston Downs Ratepayers;
 4. Ms. Sonia Meucci, Blackburn Boulevard, Woodbridge, and Communication C21 dated June 11, 2013;
 5. Mr. Hilary Stedwill, Magna International, Steeles Avenue East, Brampton;
 6. Mr. Sam Ruberto, Village Green Drive, Woodbridge;
 7. Mr. Michael Goldberg, Goldberg Group, Avenue Road, Toronto, and Communication C3, dated June 7, 2013, on behalf of Ivanhoe Cambridge;
 8. Ms. Anna Garisto, Velmar Drive, Woodbridge;
 9. Mr. Rob Miller, Topper Court, Woodbridge;
 10. Ms. Rose Savage, Radley Street, Woodbridge;
 11. Mr. Julian Papes, Mellings Drive;
 12. Mr. James S. Quigley, Papazian Heisey Myers, King Street West, Toronto, on behalf of Canadian National Railways;

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- 13. Mr. Anupal Singh, Topper Court, Woodbridge; and
- 14. Mr. Claudio Borean, Flushing Avenue, Woodbridge; and

4) That the following Communications be received:

- C2. A. Milliken Heisey, Papazian Heisey Myers, King Street West, Toronto, dated June 7, 2013;**
- C8. Ms. Nima Kia, Lakeshore Group, Wellington Street West, dated June 10, 2013;**
- C9. Mr. Steven A. Zakem, Aird & Berlis, Bay Street, Toronto, dated June 10, 2013;**
- C10. Mr. Alan Young, Weston Consulting, Millway Avenue, Vaughan, dated June 10, 2013;**
- C12. Ms. N. Jane Pepino, Aird & Berlis, Bay Street, Toronto, dated June 10, 2013;**
- C13. Ms. Mary Flynn-Guglietti, McMillan, Bay Street, Toronto, dated June 11, 2013;**
- C14. Mr. Jeffrey L. Davies, Davies Howe Partners LLP, Spadina Avenue, Toronto, dated June 10, 2013;**
- C15. Mr. Barry A. Horosko, Brattys LLP, Keele Street, Vaughan, dated June 11, 2013;**
- C16. Ms. Rosemarie L. Humphries, Humphries Planning Group Inc., Chrislea Road, Vaughan, dated June 11, 2013; and**
- C17. Mr. Gerard C. Borean, Parente, Borean LLP, Highway 7, Vaughan, dated June 11, 2013.**

Recommendation

The Commissioner of Planning and the Director of Policy Planning recommend:

- 1. THAT the draft Vaughan Mills Centre Secondary Plan, prepared by Dialog Inc. forming Attachment 8 to this report, BE RECEIVED; and, that any issues raised at the public hearing, be addressed by the Policy Planning Department in a future Technical Report to Committee of the Whole.

Contribution to Sustainability

The contribution to sustainability will be addressed when the Technical Report is considered.

Economic Impact

The economic impact will be addressed in the Technical Report to Committee of the Whole.

Communications Plan

On May 09, 2013, a joint notice of Public Open House and notice of Public Hearing was sent to all landowners within, the Secondary Plan boundary and to 400 m beyond; to Ratepayer Associations; and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal; the Vaughan Citizen; and posted on both the City Page and Vaughan Online websites. The draft Vaughan Mills Centre Secondary Plan was posted on the City's website on May 22, 2013, to allow for public review in advance of this public hearing. An overview of the proposed Secondary Plan was presented by the City's consulting team at the May 22, 2013 Public Open House.

Purpose

The purpose of this report is to introduce the draft Secondary Plan for the Vaughan Mills Centre plan area (the Plan) for the purposes of obtaining public comment prior to its finalization. The Secondary Plan will establish a comprehensive framework of planning policies to guide and manage growth and development in the secondary plan area to 2031. This report presents a summary of the draft Secondary Plan and the process followed in its preparation. Copies of the

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draft Secondary Plan have been provided to Council (Attachment 8) and are available on the City's website and at the Planning Department. A Technical Report to Committee of the Whole

will be prepared with recommendations, in response to input from the public hearing, comments in writing thereafter, and any additional comments from public agencies. As such, the draft Secondary Plan is not final and may be subject to change prior to Council, with respect to its content and format.

Background - Analysis and Options

Location

The Vaughan Mills Centre Secondary Plan Area is bounded on the north by Rutherford Road; on the west by Weston Road; on the south by Bass Pro-Mills Drive; on the east by Jane Street and including the lands at the southeast corner of Rutherford Road and Jane Street as shown on Attachment 2. The study area is bisected by Highway 400. The portion of the Study Area east of Highway 400 has an area of 91.8 ha +/- and the lands west of Highway 400 have an area of 54.6 ha +/- for a total area of 146.4 ha (361 acres), which excludes the Highway 400 right-of-way.

Existing Uses

The Vaughan Mills Secondary Plan Study Area is primarily composed of two large areas split by Highway 400. They are linked at their northern boundary by Rutherford Road and by the Bass Pro Mills Highway 400 flyover at their southern edge. A third smaller parcel is located at the south east corner of Rutherford and Jane Street. The existing land uses are described below.

(i) Vaughan Mills Mall Lands and Adjacent Parcels

The Eastern Area contains the Vaughan Mills Mall, the commercial outparcels and vacant lands adjacent to Jane Street and Bass Pro Mills Drive. The mall is served by a private ring road network that connects at multiple locations to Rutherford Road, Jane Street and Bass Pro Mills Drive. The parcels between the mall and the perimeter arterial roads are developed with a variety of office, retail, service and restaurant uses primarily in low-rise buildings. The site was developed over the last 10 years on the basis of a number of site specific Official Plan and Zoning By-law amendments.

(ii) Lands on the South East Corner of Jane Street and Rutherford Road

On September 27, 2011 Council resolved that VOP 2010 be modified to redesignate "the southeast corner of Jane and Rutherford Road comprising approximately 17 acres from "Prestige Employment" in Vaughan Official Plan 2010 to "High Rise Mixed Use" in the Vaughan Official Plan 2010". This modification was subsequently endorsed by York Region Council on June 28, 2012. The subject lands are currently undeveloped. The lands are currently designated "Employment Area" by Official Plan Amendment 450 (Employment Area Growth and Management Plan). The perimeter lands adjacent to arterial roads are designated as "Prestige Area" and "Employment Area General". The parcel immediately north of Riverock Road and Jane Street was subject to a Council adopted site specific Official Plan Amendment (OPA 653) that is currently at the Ontario Municipal Board. These lands may be subject to site specific policies, and eventually incorporated as a site specific official plan amendment in Volume 2 of VOP 2010 pending the outcome of the OMB process.

(iii) Lands at the South East Quadrant of Weston Road and Rutherford Road (West of Highway 400)

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The Western Area is largely vacant, except for retail and service establishments along the south side of Rutherford Road, including restaurants and a service station. The area is

currently subject to the “Employment Area” policies of Official Plan Amendment 450 (Employment Area Growth and Management Plan). The perimeter lands adjacent to the arterial roads are designated “Prestige Employment Area” and the interior areas are designated “Employment Area General”.

The Planning Context

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

(i) The Provincial Policy Statement (PPS)

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

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

The Growth Plan requires the development of compact and transit supportive complete communities in both urban and rural contexts. The Plan provides municipalities with policies that guide municipalities in the management of growth and development to 2031. The Growth Plan supports policies that:

- reduce automobile dependency through mixed-use transit supportive, and pedestrian friendly development;
- promote an efficient use of existing infrastructure, and directs growth at higher densities with a mix of uses;
- creates complete communities within both existing built-up areas, and new developments;
- preserves designated employment areas for future economic growth;
- provides convenient access to a greater range of transportation options;
- provides for a range and mix of housing, including affordable housing;
- supplies a diverse and compatible mix of land uses and high quality public open spaces; and
- conserves cultural heritage and archeological resources as intensification occurs.

(iii) Metrolinx: The Big Move – Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)

The Big Move is the Regional Transportation Plan (RTP) for the GTHA for the next 25 years. It identifies a series of transit and rapid transit initiatives designed to meet the current and projected transportation challenges that will be faced over the 25-year planning horizon. The Big Move initiatives are projected to be in place at the 15 year, 25 year horizon and beyond.

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One of the longer-term projects (beyond 25 years) is the implementation of a “new rapid transit service in York Region along Major Mackenzie Drive, with additional north-south connections to the Highway 7 corridor”. The Big Move document states that the first comprehensive review of the RTP is scheduled for 2016. As a result of this review, some of the post-25 year projects may be recommended for earlier implementation.

The City has recommended to Metrolinx a more aggressive approach to the delivery of rapid transit services in the Jane Street and Major Mackenzie Drive corridors. On January 29, 2013, Council adopted the following resolution (in part) in providing comments to Metrolinx on the Big Move update and the proposed “Next Wave” of projects.

“THAT Metrolinx consider the inclusion of the following transit projects and initiatives in the Big Move:

- a) Extension of the Spadina Subway northwards from the Vaughan Metropolitan Centre Station to Major Mackenzie Drive;
- b) Rapid Transit along Major Mackenzie Drive;
- c) Designate gateway hubs at Vaughan Mills, Major Mackenzie Drive and Jane Street and Promenade Mall.”

Metrolinx replied as follows:

“Changes through the update are on the basis of new validated technical analysis; additional network changes and extensions require further review of network analysis; this analysis is within the scope of a full legislative review and will be considered in the Fall legislated review in 2016.”

The Big Move Regional Transit Plan also states that municipalities in undertaking their growth planning should give consideration to the future importance of these corridors as part of the long-term regional transportation system.

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

The ROP identifies Local Centres and Corridors as important components of the local urban structure. Local Centres are to be focal points for residential, human services, commercial and office activities and they also play an important supporting role for Regional Centres. Local Centres can vary greatly in size, nature and characteristics and have the potential for intensive and mixed-use land development, supported by public transit services.

Under the Regional Official Plan, municipalities shall address Local Centres through Secondary Plans using the following criteria:

- a. specific location and boundaries of the Local Centres are identified;
- b. a wide range of residential, commercial and institutional uses, including retail uses, offices, mixed-use and human services is provided;
- c. urban design requirements are consistent with policies 5.2.8 of the ROP;
- d. Local Centres connect efficiently with and contribute to the vitality of the surrounding area;

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- e. focal points for community activity and civic pride are created;
- f. pedestrian and cycling systems, and local green spaces, including parks and natural features, are integrated;
- g. the size and context for development should be in relation to the surrounding communities and corridors;
- h. specific employment targets that contribute to live/work opportunities be identified;
- i. land use and transit is co-coordinated to ensure that Local Centres are focal points for current and/or future public transit services and infrastructure and that they prioritize pedestrian movement, transit use and access; and
- j. cultural heritage resources within the core historic areas through urban design standards which reflect local heritage, character, and streetscape are preserved and revitalized.

The City's designation of the lands between Highway 400 and Jane Street within the Vaughan Mills Centre Secondary Plan area as a "Primary Centre" is consistent with the intent of York Region Official Plan.

The lands west of Highway 400 are proposed to maintain their existing function as an Employment Area. It is the objective of the ROP to ensure the long-term supply and effective planning and design of employment lands. It is a requirement of the ROP that local municipalities designate and protect employment lands in the municipal official plan. It further provides that the conversion of employment lands to non-employment uses may only be considered at the time of a municipal comprehensive review, in accordance with the employment land conversion policies of the Province and the Region. Maintaining these lands in the Employment Area is consistent with the ROP.

Under the ROP, Jane Street and Major Mackenzie Drive are designated as Regional Rapid Transit Corridors and Weston Road and Rutherford Road are designated as part of the Regional Transit Priority Network. The Regional Rapid Transit Corridors are to be designed to accommodate rapid transit vehicles (e.g. Light Rail Transit and Bus Rapid Transit) as dedicated corridors within the road right-of-way. The Regional Transit Priority streets may provide for a variety of measures including the construction of HOV lanes, dedicated transit lanes, transit signal priority and other measures within the right-of-way. This is consistent with the current Metrolinx vision which has identified the need for rapid transit on Jane Street and Major Mackenzie Drive. As noted, the City has expressed its interest to Metrolinx in moving to subway technology along the Jane Street corridor.

To-date, the York Region Official Plan has been substantially approved by the Ontario Municipal Board. The Vaughan Mills Centre Secondary Plan is required to be in conformity with the Regional Plan.

(v) The Vaughan Official Plan (VOP 2010)

On September 7, 2010 Vaughan Council adopted the Vaughan Official Plan 2010. It has been subject to further modifications by Vaughan Council on September 27, 2011, March 20, 2012 and April 17, 2012. The modified version of the Plan was endorsed by York Regional Council on June 28, 2012 and it is now before the Ontario Municipal Board for approval as a result of appeals against the Plan. VOP 2010 is comprises two parts.

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Volume 1 provides for general policies that are applied across the City. Volume 2 includes Secondary Plan and site or area specific policies for parcels or lands that require more detailed policy guidance.

In Volume 1, the plan identifies a number of areas that would benefit from further examination through the preparation of individual Secondary Plans. These include “Intensification Areas” and areas of large, vacant or underutilized land that would benefit

from comprehensive planning. The Vaughan Mills Centre Secondary Plan Area is one such area. It is shown as one of the “Required Secondary Plan Areas” on Schedule 14-A – “Areas Subject to Secondary Plans”. The following policies apply to the Vaughan Mills Secondary Plan area.

Vaughan Mills Mall and Adjacent Lands

Volume 1 identifies the Eastern Area (between Highway 400 and Jane Street) as an Intensification Area. It is designated as a “Primary Centre” on Schedule 1 - Urban Structure; and “High Rise Mixed-Use” on Schedule 13-N - Land Use. Intensification Areas throughout the City are the primary locations for accommodating the 45% intensification target established by the Region of York in accordance with the Provincial Growth Plan.

Primary Centres are to be planned to accommodate a wide range of uses and will have tall buildings as well as lower ones, to facilitate a transition to neighbouring areas. Primary Centres are to evolve as distinct places of major activity around planned subway stations and existing regional shopping destinations. These centres are to provide uses that will serve the City's communities, including retail, institutional, office, community and human service uses. They are to be designed as complete communities and be transit-oriented and pedestrian friendly.

The plan recognizes the Vaughan Mills Centre area as a shopping destination of super-regional significance, with the potential for residential intensification and the introduction of additional uses through development of the surface parking areas and out-parcels and the long-term redevelopment or intensification of Vaughan Mills Mall.

VOP 2010 provides that Primary Centres be planned to:

- Include a mix of housing types and tenures, including housing suitable for seniors, families with children and affordable housing;
- Include a mix of non-residential uses including retail, office, institutional, community facilities, and human services to serve both the local population and the City as a whole and attract activity throughout the day;
- Develop at densities supportive of planned public transit;
- Have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links to the surrounding community areas by way of streets, walkways or greenways;
- Include well-designed public open spaces that are either landscaped parks or public plazas or both in a manner that is appropriate to the local context;
- Encourage a pedestrian-friendly built form by locating active uses at grade; and
- Be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.

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Lands at the South East Corner of Jane Street and Rutherford Road

The two parcels fronting the east side of Jane Street between Rutherford Road and River Rock Gate are designated as “High-Rise Mixed-Use” on Schedule 13 – Land Use of Volume 1, VOP 2010. The southerly parcel is currently subject to an appeal to the Ontario Municipal Board. A Pre-Hearing is scheduled for June 20, 2013.

Lands at the South East Quadrant of Rutherford Road and Weston Road

Schedule 1 – “Urban Structure” to VOP 2010 identifies the Western Area as an “Employment Area”, with the frontage on Rutherford Road being shown as “Primary Intensification Corridor within Employment Areas”. Schedule 13-N – “Land Use” designates the Rutherford Road frontage “Employment Commercial Mixed-Use”. The frontages along Highway 400 and Weston Road are designated “Prestige Employment”, while the interior lands are designated “General Employment”.

“Primary Intensification Corridors” serve to link the Vaughan Metropolitan Centre and the Primary and Local Centres providing for higher order transit. They are intended to evolve as active and unique places supporting a variety of uses, and which are designed to accommodate pedestrians, cyclists, cars and employment - related intensification. Primary Intensification Corridors are planned to;

- Have a mix of non-residential uses including retail, office, institutional and community services;
- Develop at transit-supportive densities;
- Include well-designed public open spaces, which could include landscaped parks or squares, depending on the context;
- Encourage pedestrian friendly built-form with active uses at grade;
- Implement appropriate transition of intensity and use to adjacent community areas.

Schedule 13 - Land Use, designates the lands fronting along Rutherford Road as “Employment Commercial Mixed-Use”, with lands fronting along Weston Road as “Prestige Employment”, and the interior lands designated “General Employment”.

“Employment Commercial Mixed-Use” lands (in an Intensification Area) are generally located along Regional Intensification Corridors within Employment Areas, Primary Intensifications Corridors within Employment Areas or in Employment Areas abutting major arterial streets. Uses permitted include: office, hotel, cultural and entertainment , and retail uses (up to a maximum of 3,500 m²).

“Prestige Employment Uses” are to be characterized by high quality buildings in an attractive pedestrian-friendly and transit-oriented working environment. Uses permitted include manufacturing, warehousing (but not retail warehousing), processing and distribution uses located within wholly enclosed buildings. Outside storage is not permitted. Accessory office and retail uses are permitted.

“General Employment Uses” are to be predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to accommodate a wide-range of industrial and employment uses. These areas will accommodate vehicles and trucks but development in these areas will be designed with pedestrian amenity to serve the employee population and to facilitate transit use.

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Uses permitted include manufacturing, warehousing (but not retail warehousing), processing, transportation and distribution, any of which may or may not include outside storage.

Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the Vaughan Official Plan 2010 including this Secondary Plan.

Ontario Municipal Board Appeals

There are currently eight VOP 2010 Ontario Municipal Board Appeals related to the lands in the Secondary Plan Area. Four are located on the lands east of Highway 400; two of which are related to on-going site specific appeals (OMB File No: PL070347 and PL110419). Ultimately, all site specific OMB Decisions will be incorporated into Volume 2 of VOP 2010 as required.

The Study Process

The Terms of Reference for the Vaughan Mills Centre Secondary Plan Study were approved by Council on September 27, 2011. The study was initiated in May 2012 and involved three phases of work:

- Phase 1: A background review, analysis, and reconnaissance;
- Phase 2: Development of the guiding principles, vision, preferred development Concept, plan development and testing;
- Phase 3: Final secondary plan and development approvals.

The study is entering the third phase, which is intended to lead to the finalization of the Plan and its adoption by Council.

Community Consultation

A number of measures have been used to obtain input from a wide range of sources. A series of interviews were conducted with various members of the public such as citizens groups, developers, retailers, Chamber of Commerce and major landowners. A Vaughan Mills Centre Secondary Plan Technical Advisory Committee (which includes City and Regional staff members and government agency representatives) was created to elicit public sector comment. The objective of the public process was to identify the key issues, concerns, opportunities, and constraints as perceived by the broader community.

The public and government agencies were also invited to a series of Public Forums. Public Forum 1: Public Kick-Off: A Visioning Workshop and Design Charrette was held at City Hall on September 10, 2012. The objectives of the Kick Off Meeting included the introduction of the consultants and the study process; providing an opportunity for residents and stakeholders to provide input and feedback; and engaging the community in developing the Principles, Big Moves and Vision that will guide development in the Vaughan Mills Centre Secondary Plan Area. The public participated in a design charrette for the purposes of identifying ideas and helping to create development concepts. City staff together with Dialog Inc. held a two-day internal workshop in September and October 2012 to consolidate the feedback from the interviews and public consultation meetings and to develop guiding principles for the creation of a 'vision' for the Secondary Plan Area.

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Public Forum 2: An “Emerging Development Concepts Workshop” was held on December 11, 2012 and provided an opportunity for the public to review the outcomes from the previous Public Forum. It also provided the opportunity for the public to participate in facilitated exercises to evaluate emerging development concepts for Vaughan Mills Centre.

Public Open House: The Public Open House was held on May 22, 2013 where the draft Vaughan Mills Centre Secondary Plan was presented to the public for comment and input. In preparation for this Public Hearing the draft Vaughan Mills Centre Secondary Plan was placed on the City's website for review on May 22, 2013. Further input resulting from this Public Hearing or provided thereafter will be addressed in a future report to Committee of the Whole prior to Council's adoption of the finalized plan.

Study Overview

The Vaughan Mills Centre Secondary Plan Area is an important, prominently located parcel of land at the approximate geographic centre of the City. It is and will be an important component of the City's evolving urban structure. The study area includes the Vaughan Mills Mall, which is a shopping destination with a regional draw. Being an intensification area as identified in the Vaughan Official Plan 2010, it is expected to evolve over time to become a “complete community” and accommodate greater densities, a broader range of uses, and become a community supported by rapid transit, services, parks and open spaces.

One purpose for the study is to create a comprehensive development framework to inform the City's position on the current OMB appeals within the Secondary Plan boundaries as well as guiding future development applications and Provincial, Regional and City infrastructure investment.

Key Principles and Objectives of the Study

The long-term vision for the Vaughan Mills Centre Secondary Plan is described below under nine guiding principles:

- i) Create a Vibrant, Complete, Mixed-Use Urban Centre – accommodate and encourage a mix of uses to support a vibrant, compact, complete community and urban hub.
- ii) Foster High Quality of Place, Design Excellence, and Sustainability – creating a new identity, encourage uniqueness and quality of place for Vaughan Mills Centre.
- iii) Provide a Diverse Range of Housing Options in Vaughan Mills Centre – provide for a range of housing options in high-rise, mid-rise, and lower-rise buildings, to support a variety of incomes, family types, and age groups that would allow people to live in the Vaughan Mills Centre area through all stages of their lives.
- iv) Enhance the Role of the Vaughan Mills as a ‘Centre’ of Economic Activity, Jobs, and Commerce in the Region – create unique employment and commercial environment visible, and accessible, and that is based on a financially and socially viable commercial plan that is supportable in the local market.
- v) Create a walkable Urban Environment – strengthen the identity of the Vaughan Mills Centre by developing increasing opportunities for walkability and accessibility through the development of high quality, pedestrian-oriented streetscapes that are safe, welcoming, accessible, and create a distinct public realm environment.
- vi) Provide High Quality Open Spaces – provide a balanced approach to built form and high quality open spaces.

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- vii) Protect, Restore, and Enhance Natural and Cultural Heritage Resources – new development will respect Vaughan's natural and cultural heritage assets and contribute to its natural heritage character.
- viii) Create a Multi-Modal Transportation Network – design a transportation network that supports a range of users including pedestrians, cyclists, public transit, goods movement, and private vehicles.
- ix) Sustainable and Resilient –the development and evolution of the Vaughan Mills Centre should be socially, economically, and environmentally sustainable over the long-term, while making efficient use of existing infrastructure, energy, and other resources.

In accordance with the principles for the Vaughan Mills Centre the draft Secondary Plan seeks to achieve the following 'Big Moves'. The Big Moves are actions that will provide for the implementation of the guiding principles:

- (i) Pedestrian Oriented Streets – provide green streetscapes; include intimately-scaled open spaces along the street, at grade uses, gathering spaces, safe and well connected boulevards and pathways, and use of appropriately scaled buildings.
- (ii) Strong Connections – creation of pedestrian and bicycle connections throughout the plan and development trails and paths throughout the Vaughan Mills Centre area, with connections across Highway 400 to surrounding natural heritage features and open spaces.
- (iii) Community Gathering Place – provide opportunities for community gathering places; and front gathering places with active frontages to create a vibrant street-level environment.
- (iv) Increased Density – future redevelopment of Vaughan Mills Mall shopping centre through a mix of retail/residential development, intensify underutilized lands, focus mid-rise development around the ring road and Bass Pro Mills Drive, locate taller buildings along the Rutherford Road and Jane Street Corridors.
- (v) Employment District – creation of a unique employment district on the west side of Highway 400 that is vibrant, walkable, and active while supporting high-quality urban environment for a range of office and other employment land uses. Improvement of pedestrian connectivity to the future proposed transit hub from the employment district.
- (vi) Jane and Rutherford Transit Hub Gateway – identify and develop the Jane Street and Rutherford Road intersection as a significant gateway node, support development of a Transit/Mobility Hub and the possible extension of Spadina Subway from Vaughan Metropolitan Centre, encourage location of government and public uses at existing and planned transit stops.
- (vii) Black Creek Greenway – creation of a 'greenway' west of Highway 400 that combines the Black Creek tributary and a new open space District Greenway that will incorporate multi-use pedestrian pathways, cycling, and opportunities for passive and active recreational uses while incorporating stormwater and rainwater management facilities.

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- (viii) Enhanced Destination – enhance Vaughan Mills Centre as a destination through the addition of other uses such as entertainment and cultural uses (e.g. theatre, performing arts, museum, recreation/sports, etc), and connect with other tourist uses such as Canada's Wonderland Theme Park.
- (ix) Outdoor Retail Formats – encourage the development of outdoor format retail uses, with direct pedestrian access from the street, and spill-over areas.
- (x) Pedestrian Crossings –creation of a future pedestrian mid-block connection across Highway 400 that aligns with the internal ring-road to link the employment district and surrounding community with future development of areas east of Highway 400, as well as improved pedestrian and cycling facilities on Bass Pro Mills Drive and Rutherford Road crossing Highway 400.

General Development Framework including Land Use and Urban Design Policies

To facilitate the comprehensive development and phasing of the Secondary Plan, the lands have been organized into four sub-areas as shown on Attachment 3. Areas 1, 2, and 3 will form the initial phase of the Vaughan Mills Centre Secondary Plan's evolution. In total they are intended to accommodate 3,823 residential units with an estimated population of approximately 7,839 in Areas 1 and 2 and 10,912 combined jobs for Areas 1, 2, and 3. Area 4 (the Vaughan Mills Mall) will be subject to a 'tertiary plan' by way of an Official Plan Amendment (OPA) when redevelopment is contemplated. Preparation of the tertiary plan amendment will be guided by the criteria set out in Section 7.3.1 of the Secondary Plan.

The four areas are described briefly as follows:

(i) Area 1: The Jane Street Corridor

Location

Area 1 includes the lands at the south east corner of Jane Street and Rutherford Road extending south to Riverrock Gate and the lands fronting on the west side of Jane Street south from Riverrock Gate to the future extension of Bass Pro Mills Drive. The subject lands currently are developed or are the subject of either site-specific OMB appeals of development applications or OMB appeals to the adopted VOP 2010.

Proposed Land Use

The lands in this area are subject to the "High-Rise Mixed Use", "Neighbourhood Park", "and Community Commercial Mixed-Use" designations (as shown on Attachment 4). The parcel at the north-east corner of Riverrock Gate and Jane Street is shown as "Lands subject to current Ontario Municipal Board Hearing. Maximum heights and densities will be determined through the OMB Hearing process".

Due to their proximity to future planned transit along Jane Street and Rutherford Road the lands within Area 1 will have the most dense development and heights with a density of 3.2 FSI (consisting of 2.7 Residential FSI and 0.5 Commercial), with maximum heights ranging between 16 to 22 storeys as per Schedule B "Height and Density" of the Plan (Attachment 5).

In addition to the uses permitted in Section 9.2.2.6. of VOP 2010 (Volume 1), the "High-Rise Mixed Use" designation will additionally permit: conference facilities, private education facilities, places of entertainment, restaurants, financial institutions, art studios, and public parking.

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Lands subject to the 'Community Commercial Mixed-Use Designation' south of Riverrock Gate on the west side of Jane Street are subject to a height maximum of 6 storeys with a maximum FSI of 1.5, and are subject to the uses permitted in Section 9.2.2.8 of Volume 1, VOP 2010 generally permitting a range of commercial uses such as: office, hotel; cultural, entertainment, and retail uses.

To serve the proposed development in this Area, two "Neighbourhood Parks" are proposed on the east and west side of Jane Street totaling approximately 3.3 ha (8.15 ac).

It is estimated that Area 1 will provide for 1,879 units, a population of 3,833 and approximately 915 jobs, and provide for approximately 10,043 m² of retail uses and 29,579 m² of office uses.

Proposed Development Phasing and Thresholds

To ensure coordinated infrastructure improvements are made for Area 1, the Plan requires that a number of street network improvements be in place by the time of completion of the initial phase of development to the satisfaction of the City and Region: the northerly extension of Caldari Road from Riverrock Gate to Rutherford Road; and the provision of a signalized public street on the west side of Jane Street, between Locke Street and Riverrock Gate. The specific timing of these improvements will be confirmed through the development review process.

(ii) Area 2: Vaughan Mills Mall Outparcels

Location

Lands identified as Area 2 on Attachment 3 include the parcels fronting Rutherford Road between Jane Street and Highway 400, north of the Vaughan Mills Mall internal ring road (Area 2 north); and the lands fronting Bass Pro Mills Drive between Fishermens Way to just east of the Edgeley Boulevard intersection, south of Vaughan Mills Mall internal ring road (Area 2 south). The subject lands are currently occupied by recently built commercial buildings (retail, restaurants, services and offices). The commercial outparcels fronting Rutherford Road (Area 2 north) will be in close proximity to the proposed Regional transit network improvements along Rutherford Road and will therefore support higher density development focusing on arterial road frontage.

Proposed Land Use

Lands designated as "High-Rise Mixed-Use" in Area 2 north will be subject to density ranging from 2.0 to 3.2 FSI, with maximum heights ranging between 16 to 22 storeys as per Schedule B "Height and Density" of the Plan (Attachment 5) depending on the proximity to the proposed transit hub located at the south-east quadrant of Jane Street and Rutherford Road intersection.

Lands designated as "Mid-Rise Mixed Use" in Area 2 have a maximum height of 6 storeys and density of 1.5 FSI. The lands designated as "Community Commercial Mixed-Use" have a maximum height of 6 storeys and density of 1.5 FSI. The lands designated as "Low-Rise Mixed-Use" in Area 2 north are proposed to have a maximum height of 4 storeys and density of 1.5 FSI.

In addition to the uses permitted in Sections 9.2.2.6. and 9.2.2.14 of VOP 2010 (Volume 1), the "High-Rise Mixed Use" and the "Mid-Rise Mixed Use" designations will also permit:

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Conference Facilities, private education facilities, places of entertainment, restaurants, financial institutions, art studios and public parking. To provide recreational and open space amenities in Area 2, four “Neighbourhood Parks” and two “Urban Squares” are proposed totaling 4.5 ha (11.11 acres) in the area.

It is estimated that Area 2 will have a residential unit count of 1,964 units, a population of 4,006 and approximately 2,407 jobs. It would also provide for approximately 60,894 m² of retail /commercial uses and 44, 000 m² of office uses.

(iii) Area 3: Vaughan Mills Centre Business District

Location

Area 3 as shown on Attachment 3 includes the lands located in the south east quadrant of

the Rutherford Road and Weston Road intersection and Highway 400, north of the proposed Bass Pro Mills extension. These lands are currently designated “Employment Area” per Schedule 1 “Urban Structure” of VOP 2010 (Vol. 1). The subject lands are mostly vacant, with the exception of commercial developments at the south east corner of Rutherford Road and Weston Road. Under the Secondary Plan employment area is planned to develop as a technology and office-focused prestige employment area. Area 3 is proposed to act as an interface with the established residential community to the west (Weston Downs). It will be necessary to provide for the highest quality urban design and architecture on the east side of Weston Road, with building heights and massing complementary to the residential community.

Proposed Land Use

The Plan proposes three types of employment uses for Area 3: “Prestige Office Employment”, “Prestige Employment” and “Employment Commercial Mixed-use”. Lands designated “Prestige Office Employment” are generally located along the perimeter of the area permitting the following uses: office buildings, research and development facilities, commercial and technical schools, hotels and convention centres, ancillary uses, day care centres not located adjacent to the Highway 400 corridor; and accessory retail uses as permitted through Policy 9.2.2.11 (c) of VOP 2010 (Vol. 1). The lands under this designation are permitted heights and densities that vary from 4 storeys and 1.5 FSI (lands fronting Weston Road); to 10 storeys and 2.0 FSI (for those lands fronting the Highway 400).

The uses permitted in the “Prestige Employment Areas” are mostly located in the interior of this area, and the uses permitted are set out in Section 9.2.2.11 of VOP 2010 (Vol. 1) with the addition of research and development facilities. This designation permits a maximum height of 6 storeys and FSI of 1.5.

The lands fronting Rutherford Road are designated “Employment Commercial Mixed-Use” and are intended to provide commercial activity in mixed-use formats that primarily serve the needs of businesses and employees in the Employment Area. The uses permitted are those listed in Section 9.2.2.8 of VOP 2010 (Vol. 1).

It is estimated that Area 3 will have up to 254,000 m² of prestige employment uses, 98,735 m² of office use, 76,788 m² of medium and neighbourhood format retail, 36,302 m² of other uses such as hotel, entertainment and cultural uses.

The Open Space Network and Black Creek

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Area 3 includes two linked open space systems. The Black Creek Core Natural Heritage Feature runs parallel to Weston Road and is designated as the “Black Creek Greenway” in Schedule E of the Plan (Attachment 4). Schedule 2 of VOP 2010 designates the Black Creek tributary as a “Core Feature” which provides a critical ecosystem function and presents opportunities to showcase development practices that protect, restore and enhance existing ecosystems as per Policy 3.2.3.4 of VOP 2010. The “Black Creek Greenway” requires a minimum of 50 metres protection for the corridor meander belt with an additional buffer area of approximately 10 metre wide on either side as required by TRCA (totaling approximately 70 metres), which is generally consistent with the approved development to the south (Subdivision Plan 65M-3769 that was registered on August 10, 2004), includes a block for open space with a minimum width of 71 metres.

The “District Greenway” designation in Area 3 is the second component of the open space system. It will serve as part of the required parkland dedication as per Planning Act requirements for non-residential areas. It is a linear park area approximately 50 metres wide, running parallel and adjacent to the east-side of the Black Creek Natural Core feature. It is intended that the District Greenway accommodate a multi-use pathway, active and passive recreational uses, opportunities for seating and heritage interpretation and wayfinding plaques commemorating the Black Creek natural core heritage feature, pedestrian scaled lighting, enhanced landscaping and connections to adjacent development parcels. Stormwater management features of a form, location and size to the satisfaction of the City can be incorporated but will not count as parkland. Parkland dedication in Area 3 is currently proposed to total approximately 2.6 ha (6.4 acres).

Proposed Development Phasing and Thresholds

To ensure coordinated infrastructure improvements are made to provide for connectivity between Area 2 and Area 3 (discussed below), Section 7.3.1 of the Plan requires the completion of Bass Pro Mills Drive from Jane Street to Weston Road by the time of completion of the initial phase of development. The specific timing of this improvement will be confirmed through the development approval process.

To ensure coordinated infrastructure improvements for Area 3, Section 7.3.1 of the Plan requires the completion of Bass Pro Mills Drive from Jane Street to Weston Road and the creation of a signalized all-way intersection at Weston Road and Astona Drive. The operation and design around the proposed signalized intersection at Weston Road and Astona Blvd. will also require consideration. The design of the intersection will need to take into account implementation of any measures required to minimize infiltration into the Weston Downs neighbourhood to the west, as may be determined by the City, prior to the completion of the first phase of development. Parallel to the above measures, the City will continue to work with the landowners to achieve north-south connections to employment lands south of the secondary plan area through to Langstaff Blvd. Other streets may also be required for this phase depending on the location and extent of the phase of development. The specific timing will be confirmed through the development approval process.

(iv) Area 4: Vaughan Mills Mall

The ownership of the Vaughan Mills Mall has indicated that it intends to remain a retail centre well into the future. As such, it is more appropriate for the mall to retain its current land use permissions and address its long-term future at a later date, possibly at the time of a five year review or when the owner has developed plans which would require the transformation of the mall. Therefore, any redevelopment of this site beyond what is currently permitted in Section 3.6.5 of the Plan, will require a “Tertiary Plan” by way of

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Official Plan Amendment that will address such matters as the coordination of internal development blocks and streets, the requirement for coordinated comprehensive transportation studies and plans, proposed land uses and densities inclusive of potential impacts to internal and external street networks, the requirement for a social/community needs assessment, and for urban design and architectural studies and plans.

The Urban Design Framework

The urban design and architecture of the Vaughan Mills Centre Secondary Plan lands must be of the highest quality. The following guidelines form the basis for the physical transformation of the plan area:

(i) Built Form (Section 3.8)

- A variety of building types are encouraged across the Vaughan Mills Centre
- Secondary Plan including low-rise (2 - 4 storeys), mid-rise (5 - 12 storeys), and high-rise (up to approximately 22 storeys) buildings as per Schedule B: Height and Density of the Plan. The following policies apply to buildings within the Vaughan Mills Centre Secondary Plan:
 - Building frontages must be oriented toward public streets or other public spaces in order to clearly define the public realm, create a consistent street wall, and provide a safe street environment for pedestrians;
 - New buildings along arterial streets shall have a minimum height of 10.5 metres;
 - Building massing should provide for a maximum amount of sunlight and minimization of wind to streets and open spaces through building location and setbacks for higher buildings demonstrated through a pedestrian level wind study and a sun/shadow analysis;
 - High-rise buildings will require pedestrian-scaled podium between 3 and 6 storeys in height and provide a minimum setback of 3 metres along all frontages;
 - Tower elements of high-rises will be required to have a slender floorplate design and have minimum shadow impacts, loss of view and maintain privacy through distance separations of 30 metres between towers above 12 storeys in height;
 - Residential high-rise buildings will be required to have a maximum floorplate of 750 sq.m for buildings over 12 storeys, except for office tower floorplates;
 - For a consistent street edge, buildings are required to be built to a consistent build-to-line;
 - Buildings should be designed with high-quality materials, and architectural features and details, and facing public squares, should be used to enhance entry areas and other building areas, particularly buildings located at corners to emphasize their prominence. This includes the variation of building facades and materials for buildings facing public streets and open spaces;
 - A mix of animated and active uses are required at the ground floor of buildings, this may include retail frontage types requiring multiple access points, and residential units requiring direct entrances from the street with front entrance characteristics and which allow for adequate transition between the private and public realm.

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(ii) Parking and Servicing Facilities (Section 3.9)

Parking policies included in the Secondary Plan speak primarily to location and integration of parking lots and structures with their surroundings. The policies are summarized as follows:

- Surface parking and servicing should be located interior to the block, except existing parking areas associated with the Vaughan Mills Mall. Parking and servicing for development should be placed at the rear of buildings where possible.
- Prior to redevelopment existing surface parking lots should be enhanced to minimize their impact on the public realm and provide a more comfortable and safe pedestrian environment.
- Parking for residential uses generally shall be located underground. Parking for public and commercial uses may be provided in above grade or below grade structures in the interior of development blocks.
- Parking related to mid and high-rise mixed use buildings shall be provided within the building.
- Entrances to parking and servicing areas generally shall be on local streets and/or laneways and should be consolidated.

Criteria to ensure that parking structures are well integrated with the Vaughan Mills Centre Secondary Plan built fabric are also provided within the draft Secondary Plan.

The Transportation Network

The intent of the Secondary Plan is to:

- Integrate transportation and land use decision making to support a compact, transit oriented and complete community;
- Enhance the connectivity and the transportation network for both motorized and other active modes of transportation;
- Support the development of a future transit/mobility hub around the Jane Street and Rutherford Road in promoting higher order rapid transit and the potential subway extension;
- Utilize transportation demand management to influence travel patterns and reduce auto dependency;
- Encourage active transportation (walking and biking) by providing safe and barrier free access, human scaled built environments, pedestrian oriented streetscapes and amenities and connected destinations.

The Secondary Plan sets out a transportation framework that is based on a combination of transportation analysis, planning and urban design that is focused on realizing the plan's objectives. Transportation analysis is ongoing. Indications are that there will be road network capacity challenges into the future. This is based on increases in traffic originating beyond the secondary plan area (background traffic) as well the changes in density and land use mix proposed by this plan. There will be limited opportunity to provide greater road network capacity on the Regional road system, i.e. Weston and Rutherford Roads and Jane Street. As a result, more reliance will need to be placed on other measures to address traffic related issues.

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A number of measures will be necessary to maximize the overall system capacity. These include:

- Placing a greater reliance on transit, particularly emphasizing the need for external transit connections, including the Jane Street rapid transit corridor to the subway and along Rutherford Road to the Barrie GO Rail Station;
- Completing and optimizing the currently planned City collector street system to provide better distribution of traffic and to relieve pressure on the Regional system;
- Establishing a strong internal road network within the secondary plan to ensure connectivity across the site and ensuring good links into the Regional and local road system;
- Promote through the land use plan:
 - Self-contained neighbourhood living and working environments to encourage more internal activities and trips to help reduce demand on the external road network;
 - More active transportation (walking and biking) by promoting a mix of uses and attractive pedestrian environments and connections and convenient and safe bicycling routes and facilities.
- Implementation of Travel Demand Management Program to reduce dependence on single occupant vehicle travel. These measures work at a number of scales, ranging from major infrastructure such as mobility hubs; to the Smart Commute program; to car and bike sharing systems; to building-specific initiatives such as the provision of facilities for bicycles.

The policies of this plan and the underlying VOP 2010 are supportive of these measures. A number of these issues are discussed in more detail below.

(i) Public Transit

The draft Vaughan Mills Centre Secondary Plan is predicated on the planned improvements to the York Region transit system in the form of higher-order Bus Rapid Transit along Jane Street, as well as enhanced arterial roadways through increased travel lanes, HOV lanes, and active transportation. The Plan anticipates the potential for the upgrading of the existing bus terminal into a potential transit hub in conjunction with improvements to transit service and infrastructure such as the potential extension of the Spadina Subway and Bus Rapid Transit improvements. Section Part C, Section 6.2 of the Plan calls for the continued monitoring of the plan to ensure that it is updated simultaneously with any future transit infrastructure and service improvements.

(ii) Street Network

a. Internal Street Network

A fine grid of streets will be fundamental to the successful internal operation of the Secondary Plan area. The street network will be one of the defining elements of the Plan creating urban scale development blocks, supporting efficient vehicular and pedestrian movement and providing the setting for high quality architecture and urban design. The hierarchy of streets identified on the Transportation Network, Schedule F, includes the following classifications and standard right-of-way widths:

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- Regional Arterial Streets (York Region Roads) (43 - 45 m)
- Major Collector Streets (28 – 30 m)
- Minor Collector Streets (23 – 26 m)
- Local Streets (22 – 23 m)
- Public Lanes (min. 8 m)
- Mews Streets (15 – 17m)

The Plan provides guidance as to the treatment of these streets to ensure that the public road allowances complement private development and support consistent high quality streetscapes throughout the plan area.

b. Linking to the External Street Network

The Secondary Plan identifies a grid of streets that implements and complement the City-wide Transportation Master Plan. The grid of streets will need to be integrated with the surrounding arterial street network. Providing multiple connections with both signalized and unsignalized intersections will assist in the dispersal of traffic through multiple points of access and egress.

The Regional system of arterial streets is fixed and improvements are limited to adjustments to the right-of-way width, number of lanes, the introduction of surface rapid transit (e.g. BRT and LRT) and the implementation of traffic management measures such as signal timing changes.

A parallel system of city streets is needed to support the Regional network. The significance of the local system is recognized in the York Region Official Plan. It is the policy of York Region Council:

“To require local municipalities to plan and implement, including land takings for continuous collector streets in both the east-west and north-south directions in each concession block in all developments, including New Community Areas.”

Consistent with this direction, the City has planned for a complementary collector and local street network that will ultimately provide for the internal street links that will serve the concession blocks from Major Mackenzie Drive to Highway 7, between Weston Road on the west and Creditstone Road on the east. The future transportation network is shown on Schedule 9 to VOP 2010, which was adopted by Council on September 7, 2010 and endorsed by York Region Council on June 28, 2012. The internal system provides a number of services. It allows the local traffic to move around the City on the internal street network, thereby facilitating trips to the Vaughan Metropolitan Centre without the need to access the Regional arterial system. By diverting trips away from the arterial system, it frees up street and intersection capacity for other users. The collector system can assist in providing local bus service to both employment and residential users. The collector system also provides an element of redundancy, in that it can accommodate traffic redirected as a result of service disruption on the Regional network.

The system will be completed through the processing of development proposals. The Vaughan Mills Centre Secondary Plan and the implementing development applications will fill a number of gaps in the system. Of great importance, will be the completion of Bass Pro Mills Drive from Jane Street to Weston Road. This will provide for a collector street connection between and parallel to Rutherford and Langstaff Roads. Since it provides access to a partial interchange with Highway 400

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(north bound off and south bound on) it will draw traffic that might normally use Rutherford Road to gain access to Highway 400.

Matters related to the Vaughan Mills Mall (Area 4) will be dealt with through the tertiary plan for this area. The Transportation Network Plan shown on Attachment 6 shows two “Potential Future Collector Street” running through Vaughan Mills Mall linking Edgeley Boulevard to Sweetriver Boulevard and, Romina Drive to Julian Drive. The implementation of the tertiary plan will ultimately complete the local road network in the Vaughan Mills Mall area.

The range of improvements proposed by this Plan are identified below and are shown on Attachment 6 (Transportation Network). They will be implemented as part of the on-going review of development proposals.

Areas 1 & 2: East of Highway 400

- A major collector street connecting the Bass Pro Mills interchange with Jane Street opposite Locke Street. Intersection improvements, including turning lanes and traffic signals, will be required at this intersection;
- An east-west connection from Jane Street to the internal ring road, north of the proposed intersection of Bass Pro Mills Drive and Jane Street. Intersection improvements, including turning lanes and traffic signals, will be required at this intersection;
- A new north-south local street (the northerly extension of Caldari Road) on the east side of Jane Street connecting Riverrock Gate to Rutherford Road;
- A new north-south local street connecting Bass Pro Mills Drive and to ring road west of Romina Drive;
- A new north-south and east-west internal local street network within the development block between Edgeley Boulevard and Fishermens Way;
- A new local street parallel to Rutherford Road to provide internal circulation for the existing development blocks adjacent to Rutherford Road. This will provide a more compact block structure for future redevelopment, and enhanced pedestrian and vehicular circulation.

Area 3: West of Highway 400

- A revised ramp entrance to the existing partial interchange at Bass Pro Mills Drive via a new intersection at the proposed extension of Astona Boulevard and the proposed north-south collector parallel to Highway 400. This will provide south bound access for traffic originating on both the east and west side of Highway 400, and help to distribute southbound traffic away from boundary roads;
- The extension of Bass Pro Mills Drive to Weston Road. This street extension will provide an important connection between lands west and east of Highway 400 and will generally help to distribute east-west traffic in the area. Existing and future highway crossings should be pedestrian and bicycle friendly. The proposed Bass Pro Mills extension to Weston Road will help to mitigate through-traffic along Weston Road and Rutherford Road. Intersection improvements, including turning lanes and traffic signals, will be required at this intersection;

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- A new connection to Weston Road opposite the existing Astona Boulevard signalized intersection from the proposed internal road network. Consideration will be given to mitigate the potential for traffic infiltration into the residential neighbourhood of Weston Downs (west of Weston Road).
- Parallel to Rutherford Road, the proposed Bass Pro Mills connection with Jane Street and Weston Road will also help to divert traffic from Rutherford and thus improve the level of service at the Weston/Rutherford intersection;
- A third connection to Weston Road from the internal street grid north of the proposed Weston Road/Astona Boulevard intersection is proposed;
- New internal north-south collector streets are proposed parallel to Weston Road with new connections to Rutherford Road. Connecting these streets with the existing Westcreek Drive and Creditview Road south of the Study Area in the future will be an important consideration. This internal street network will help to keep traffic internal to development blocks, and divert traffic away from Weston Road.

In addition to the streets identified on Attachment 6, public or private laneways and/or private streets may be required to service the development within the proposed blocks. Additional private internal streets, laneways and driveways will be determined in more detail at the Development Concept Planning phase as required through this plan, and implemented through the development review process.

Enhanced Pedestrian Connections Across Highway 400

The plan proposes enhanced pedestrian and cycling facilities on existing Rutherford Road and Bass Pro Mills Drive crossings of Highway 400. The Plan recommends expansion to the width of the overpasses in order to accommodate pedestrian and cycling facilities. These facilities should also be provided on the north side of the extension of Bass Pro Mills Drive west to Weston Road.

The Plan also proposes new east-west pedestrian bridge crossing of Highway 400 mid-way between Rutherford Road and Bass Pro Mills Drive as an important element in providing pedestrian connectivity.

(iii) Traffic Infiltration

During periods of congestion, commuter traffic will often seek alternatives to the arterial road system through the local road network to avoid delays. This is problematic when the diverted traffic is of substantial volume, such that it becomes a nuisance to the residents or businesses of the affected areas. This is of particular concern in residential areas.

A key consideration in managing infiltration is ensuring that the arterial street network is working to its potential, thereby reducing the temptation to cut through neighbourhoods. This requires a number of strategies, including supporting improvements to the arterial streets, improving the availability of public transit, providing alternatives for local traffic to avoid arterial streets, and completing the planned collector street system. This Secondary Plan provides more detail on the street system identified in the Vaughan Official Plan 2010 and Transportation Master Plan.

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However, it is recognized that infiltration is an on-going challenge and more specific measures may be required to mitigate the impact. Particular concerns have been raised about the planned intersection with Astona Blvd. with a new street, which would provide access to both Jane Street and the Highway 400 / Bass Pro Mills Drive Road ramps. It might increase opportunities for future infiltration into the Weston Downs community. This potential is recognized in the Plan.

Section 7.3.1. provides for creation of a signalized all-way intersection at Weston Road and Astona Drive, to be implemented in the initial phase of development through development approvals including measures to minimize infiltration, as may be determined by the City.

Section 4.2.7.3. of the Plan identifies a list of potential measures that may be applied to mitigate infiltration. These include:

- Through-movement prohibition from the new street connecting with Astona Boulevard, which may be enforced during peak periods;
- The permanent design of lane configurations to permit only left and right turns onto Weston Road;
- The design of the intersection as right-in / right-out only on the east-side of Weston Road;
- Traffic calming features on Astona Boulevard.

Other options such as restricted right turns onto Babac Boulevard and Velmar Drive from Rutherford Road in the morning peak hour could also be considered. These policies will be developed further, in consultation with the affected neighbourhoods.

(iv) Bicycle Network

Schedule H of the Plan identifies the proposed 'Active Transportation Network' including proposed cycling facilities and pathways (Attachment 7). All proposed streets in the Vaughan Mills Centre Secondary Plan will be designed for the safety and convenience of cyclists, and will be linked directly to the broader city-wide bicycle and pedestrian network. The Plan also proposes that Rutherford Road, Jane Street, Weston Road and Bass Pro Mills Drive should include on-street cycling lanes, as well as on-street cycle path connections to the multi-use trails in major open spaces to enhance overall connectivity.

(iv) Streetscaping

All streets identified in Schedule F: Transportation Network of the Plan will be designed as high-quality landscaped environments with defined characters. These streets will act as important components of the public realm, and be key connectors to parks, open spaces, commercial areas, and other major streets.

The Parks and Open Space Framework

Schedule E: Open Space Network identifies the proposed parkland and open space areas within the Secondary Plan area boundary. The goal is to develop a minimum of 6.4 hectares of dedicated parkland in accordance with policies 7.3.3.1 – 7.3.3.5 of VOP 2010. Outdoor amenity spaces shall generally be designed to complement the public park system and be publicly accessible. Public parks shall provide for a range of recreational active and passive uses in

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accordance with the policies of 9.2.2.15 of VOP 2010 in coordination with Vaughan's Active Together Master Plan. Currently the plan proposes a series of "neighbourhood parks" and "urban squares" totaling approximately 7.8 ha (19 acres) of parkland dedication. The Plan proposes a 2.6 ha (6.4 acres) of parkland dedication in the form of "District Greenway" for lands in Area 3 (west of Highway 400). Parkland needs for Area 4 (Vaughan Mills Mall area) will be assessed at the time of the preparation of the required tertiary plan.

Sustainable Development Policies

Sustainability is a core principle of the vision for the Vaughan Mills Centre Secondary Plan. Policies in the Secondary Plan build on the sustainability principles and policies of the City's Community Sustainability and Environmental Master Plan, "Green Directions", and VOP 2010. The Building Green Strategy outlined in Section 7.0 of the Plan provides policies with respect to environmental sustainability through all aspects of development. The proposed policies address built form and site design and the protection, conservation, restoration and enhancement of air, water and ecological features and functions, energy and other environmental resources. In addition to the sustainable development policies in Section 9.1.3. of VOP 2010, draft Secondary Plan requires new development to demonstrate improved energy efficiency strategies including building design, efficient technologies, and behavioural change initiatives including waste heat recovery and renewable energy generation. As well as connecting to a potential District Energy System proposed by the City.

The draft Plan recommends the incorporation of stormwater management and the implementation of bio-retention basins and the naturalization of Black Creek as efficient techniques towards enhanced and functional environmental and stormwater features for lands in Area 3.

Community Services

Timing and development of community services within this Plan will be dependent on the pace of forecasted growth and will be consistent with the requirements in the City's Active Together Master Plan. The City will monitor population growth and determine the need, and location of appropriate Community Services as required. The Plan requires that a Community Services and Facilities Study (CSFS) be completed by landowners proposing development to assist with the identification of current and anticipated levels of social infrastructure through the development planning process as part of the required Development Concept Report submission as required in Section 6.2 of the Plan. The CSFS shall include a needs assessment (including supply and demand levels) and analysis of: elementary schools and secondary schools, public libraries, child care centres, community and recreation centres, social services, and community space. The Plan supports the use of Section 37 of the Planning Act to secure additional community services or facilities beyond the standard levels within the City.

The York Region District School Board has identified the need for an elementary school in the Vaughan Mills Centre Study area, with a preferred location between the Vaughan Mills Internal Ring Road to the north, Bass Pro Mills to the south and Edgeley Boulevard to the east (as shown on Attachment 4). The precise size, phasing, and number of future schools will be determined in consultation with the School Boards prior to any planning approvals.

Implementation

The draft Vaughan Mills Centre Secondary Plan acknowledges the need for on-going coordination among the City, Region of York, TRCA, the Province, Metrolinx, government agencies and landowners to successfully implement the plan. A key tool will be the requirement for a Development Concept Report to ensure that development is coordinated with public

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infrastructure, phased appropriately, and fully conforms to the vision of the Plan in accordance with Policy 10.1.1.7 of VOP 2010 and Section 6.2, Part C “Implementation” of the Secondary Plan. The Development Concept Report is required to be submitted by development proponents, and address the following:

- phasing of development, from initial construction to ultimate completion;
- a traffic impact study and functional design for public and private streets and lanes, and connections to the external street network, including the identification of new public streets for dedication to the City through the development approval process;
- achievement of transit-supportive and pedestrian-oriented uses;
- height and massing of buildings;
- distribution of land uses, lot sizes and densities;
- relationship between streets and buildings, including how the proposed development and subsequent phases address any Secondary Plan policies respecting build-to lines;
- location of street-related uses and principal pedestrian building entrances to street frontages, and how the role of the public street and pedestrian movement along the street are supported;
- integration of development with transit services;
- pedestrian, bicycle, and vehicular circulation networks and integration with the City's Pedestrian and Bicycle Master Plan, as appropriate;
- parks and open space system;
- location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- size and treatment of parking facilities and vehicular access points, including the potential for shared parking, parking ramps and loading facilities and access and identification of streetscape improvements and relationship to public sidewalks and pedestrian routes;
- signage, streetscape amenity elements, lighting and site furnishings;
- location, size and design of stormwater management facilities;
- identification and design of streetscape and pedestrian route improvements for the entire subject property including the area from the building face to the curb, with respect to the provision of street trees, signage, street furniture, landscaping, street and pedestrian scale lighting;
- micro-climatic conditions, modifications or enhancements;
- cultural heritage resources, and proposed measures to conserve and enhance them;
- proposed measures to remediate and restore significant natural features and conditions, and to address other environmental matters, consistent with the City's Environmental Management Guideline;

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- energy conservation and other proposed sustainability features of the development;
- a Community Services Study in accordance with Section 6.1 in Part B of the Plan;
- analysis of the existing neighbouring uses and the potential need for a buffer or separation from sensitive land uses;
- the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, streets, transit, community facilities, open spaces, streetscaping and their proposed phased construction;
- engagement with utility providers to ensure that sufficient services are or will be in place to support the proposed growth and development; and
- Any other additional information identified as necessary by the City.

The Development Concept Report is intended to address smaller development parcels within Areas 1, 2, and 3 that comprise logical, well defined planning units. For large areas, it is expected that the Block Plan process prescribed in Policy 10.1.1.14 of Volume 1 will be applied. In this regard Area 3 would require Block Plan approval in order to co-ordinate the street and transportation network, stormwater management, and services which will inform the Developer's Group Agreement.

Development Progression and Thresholds

Schedule A of the Vaughan Mills Centre Secondary Plan divides the subject lands into four areas. Areas 1, 2 and 3 constitute the first phase of development. Area 4 (the Vaughan Mills Mall) will require a separate tertiary plan in the future. To ensure that appropriate street and servicing infrastructure and community services are coordinated and in place with proposed development and intensification, the Plan sets out Development Threshold policies as per Section 7.3 of this Plan; and sets out the planned unit count, floor area for retail, office, employment, and other proposed uses, including public park and street requirements to appropriately service each area it develops. The Plan requires that key infrastructure and service requirements such as; adequate municipal storm, sewer, and water services; transportation improvements; streetscape enhancements; new street connections; and the acquisition and dedication of streets/parks/schools/community facilities be available to service the development in the Plan area.

The Plan suggests on-going monitoring of proposed Regional population and employment allocations; proposed Regional transit, transportation and infrastructure improvements as key benchmarks for reviewing the potential for consideration of increasing maximum densities.

Development agreements among landowners, the City and other agencies will be required to co-ordinate development and equitably distribute costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, stormwater management facilities, lands required for schools and other community services. Development agreements among property owners, the City, and potentially other public agencies, will be required to ensure that the necessary approvals, and contribution of funds, lands, and commitments for services will be in place and operative.

Matters Subject to Further Review

The Policy Planning Department has identified the following matters for review in greater detail based on preliminary circulation and feedback from the Public Open House. The items identified below, along with those comments received at the Public Hearing, or in writing thereafter, will be further addressed in a technical report to Committee of the Whole in Fall 2013:

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- Traffic Infiltration – concern regarding traffic infiltration from employment areas to residential neighbourhoods and vice-versa has been expressed by local businesses and neighbourhood residents. Further review of traffic mitigation strategies such as traffic prohibitions and, physical design (e.g. one way streets or right-in-right-out) priorities for network completion will be further reviewed.
- Parkland Dedication – the parkland dedication requirements, location, configuration of and typology will be subject to further review based on recent revisions to forecasted population and density counts in consultation with the Parks Development Department.
- Black Creek Realignment – the configuration of the Black Creek Realignment and meander belt will be subject to further refinement based on the TRCA comments and landowner input regarding concern over the configuration connecting the east-west channel from Weston Road going south. The resolution on configuration issues may have possible implications for the channel width requirements, buffer and development limit requirements. TRCA requires a minimum valley bottom width of 50 metres with a 10 metre buffer on either side, totaling 70 metres. Any further refinements will be addressed in detail through the finalization of the Plan.
- Community Services - The Active Together Master Plan is currently being reviewed and updated. The Draft Active Together Master Plan recommends the need for consideration of the “neighbourhood hub” facility model in the longer-term (2023 or beyond), subject to the amount of residential development planned for or forecasted for in the Vaughan Mills Centre Secondary Plan area. The draft Active Together Master Plan describes neighbourhood hubs as a “facility provision model that fills distribution gaps in emerging areas undergoing substantial population renewal/growth. Neighbourhood hubs require a minimum population threshold of 8,000 people and should focus on multi-use activity spaces, such as gymnasiums and meeting rooms (generally provided at a rate of 1.5 square feet per capita). Neighbourhood hubs may take several forms, but should be accessible and located in prominent locations that reinforce their “public” image. The policy recommendations in the draft Active Together Master Plan concerning the consideration of ‘neighbourhood hubs’ will be examined further as the Vaughan Mills Centre Secondary Plan is finalized.

Relationship to Vaughan Vision 2020/Strategic Plan

The draft Vaughan Mills Centre Secondary Plan is consistent with the priorities set out by Council in the Vaughan 20/20 Strategy, and in particular with the City’s commitment to “plan and manage growth and economic vitality”. The following components of the Vaughan Vision 20/20 Plan relate directly to the Vaughan Mills Centre Secondary Plan:

- “Support and coordinate land use planning for high capacity transit at strategic locations in the City”.

Regional Implications

The draft Vaughan Mills Centre Secondary Plan has been prepared pursuant to the policy requirements and provisions of the Region of York Official Plan. Regional staff have participated in the process through the Technical Advisory Committee and consultation with Regional staff will continue as the City prepares the Technical Report and finalizes the draft Secondary Plan forward.

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Conclusion

The draft Vaughan Mills Centre Secondary Plan is the result of a comprehensive review of current Provincial, Regional, and City land use policy, along with a public and agency consultation process. The Plan provides a framework and policies intended to guide the development of this area to the year 2031. Comments on the Plan from the Public and Council at this Public Hearing or in writing thereafter, will be addressed in a comprehensive report to Committee of the Whole in the Fall 2013.

Attachments

1. Location Map
2. Vaughan Mills Centre Secondary Plan Area Boundaries
3. Plan Area Schedule
4. Land use Schedule
5. Height & Density Schedule
6. Transportation Network
7. Active Transportation Network
8. Draft Vaughan Mills Centre Secondary Plan (Posted on the City's website and available for review in the City of Vaughan Clerk's Department)

Report prepared by:

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(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.)

Councillor Racco declared an interest with respect to this item, as it relates to the Northeast Corner of Jane Street and Riverrock Gate, Tesmar Holdings Inc., as her daughter is working for a related company and did not take part in the discussion or vote on the foregoing matter.