

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 11, 2012**

Item 29, Report No. 48, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 11, 2012, as follows:

***By approving the confidential recommendation of the Council (Closed Session) meeting of December 11, 2012;***

***Whereas submissions have been received by landowners and the public about the north east corner of Jane Street and Highway #7 regarding the treatment of the Black Creek;***

***Be it therefore resolved that, within the context of the current Class Environmental Assessment work for the Black Creek Renewal Project, the project team include the evaluation of the potential for development of a more urban active space at the northeast corner of Jane Street and Highway 7; and***

***By receiving the following Communications:***

- C2. Mr. Jim Levac, Weston Consulting, Millway Avenue, Vaughan, dated November 26, 2012; and***
- C4. Commissioner of Planning, dated December 6, 2012; and***
- C10. Confidential - from Legal Counsel, dated December 10, 2012.***

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

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 27, 2012, be approved;**
- 2) That staff provide a report to the Council meeting of December 11, 2012, with recommendations or modifications based on the input and submissions received;**
- 3) That the following deputations and Communications be received:**
  - 1. Mr. Stephen Roberts, Bentoak Crescent, Vaughan, and Communication C4, dated November 23, 2012;**
  - 2. Mr. Murray Evans, Evans Planning, Keele Street, Vaughan;**
  - 3. Mr. Jim Levac, Weston Consulting, Millway Avenue, Vaughan, and Communications C6 and C7, both dated November 26, 2012;**
  - 4. Mr. James Claggett, IBI Group, Richmond Street West, Toronto;**
  - 5. Mr. Michael Bissett, Bousfields Inc., Church Street, Toronto, and Communication C9, dated November 27, 2012; and**
  - 6. Ms. Paula Bustard, SmartCentres, Applewood Crescent, Vaughan; and**
- 4) That the following Communications be received:**
  - C3. Ms. Patricia A. Foran, Aird and Berlis, Bay Street, Toronto, dated November 23, 2012; and**
  - C5. Mr. Jim Kirk, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated November 26, 2012.**

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#### **Recommendation**

The Commissioner of Planning recommends:

1. That the Vaughan Metropolitan Centre (VMC) Secondary Plan, forming part of Volume 2 of the City of Vaughan Official Plan-2010, (VOP 2010), adopted September 7, 2010 be modified in accordance with Attachment 16 - Proposed Final Version of the VMC Secondary Plan - Track Changes, to this report which includes all changes as described in the body of the report and in the matrix (Attachment 13);
2. That this report and Council minutes be forwarded to the Ontario Municipal Board and Region of York, as the City of Vaughan's recommended modifications to the VMC Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 and that the Region and the Ontario Municipal Board be requested to consider the requested modifications to the VMC Secondary Plan accordingly, as part of the process leading to its approval;
3. That City staff be authorized to make any additional changes to the text and schedules of this Plan, necessary to ensure consistency with the direction provided above; and that staff be authorized to work with the Region, as necessary, to finalize the necessary wording to effect the modifications reflected in this report; and,
4. That the Ontario Municipal Board and the Region of York be advised that the Council modifications approved in respect of the VMC Secondary Plan, City of Vaughan Official Plan – 2010, Volume 2, meet the requirements of Section 26, (1) (a)(i), (ii) and (iii) of the Planning Act RSO. 1990, C.P. 13, as amended.

#### **Contribution to Sustainability**

Consistent with Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, the Vaughan Metropolitan Centre (VMC) Secondary Plan will conform to the Region of York's policies for complete communities by providing policies that provide for environmental protection, sustainable community design, and economic vitality and growth. More specifically, the proposed VMC Secondary Plan addresses the following goals outlined by Green Directions Vaughan:

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

#### **Economic Impact**

The new Vaughan Official Plan (VOP) 2010, which includes the VMC Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, when approved will have a positive impact on the City of Vaughan in terms of encouraging and managing growth and fostering employment opportunities. It will also fulfill the City's obligations to conform to Provincial policies and meet regionally imposed targets for residential and employment intensification specific to Regional Centres.

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

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#### **Communications Plan**

Notice of this meeting has been communicated to the public by the following means:

- Posted on the [www.vaughan.ca](http://www.vaughan.ca) online calendar, Vaughan Tomorrow website [www.vaughantomorrow.ca](http://www.vaughantomorrow.ca) City Page Online and City Update (corporate monthly e-newsletter);
- Posted to the City's social media sites, Facebook and Twitter;
- By Canada Post to landowners of lands within the Plan area; to landowners within 150 m of the Plan area boundary, to ratepayer associations; and to all those requesting notification of the review of the VMC Secondary Plan;
- By Canada Post to almost 1500 addresses on the Vaughan Tomorrow/Official Plan Review mailing list, updated to include the parties identified in the letters directed to the Region of York; and,
- To the Official Plan Review e-mail list.

#### **Purpose**

To report on proposed modifications to VOP 2010 (Volume 2) respecting the VMC Secondary Plan. The proposed modifications are the result of a Council directed review of two specific areas of the adopted VMC Secondary Plan, consideration of various modification requests from land owners within the VMC planning area, and general refinements to the Secondary Plan as a result of ongoing related studies. This report highlights the significant policy revisions, common themes that have emerged through the review of the written submissions, and directly responds to written landowner modification requests in a matrix format.

#### **Background - Analysis and Options**

##### Location

The VMC is located between Highway 400 to the west, Creditstone Road to the east, Portage Parkway to the north, and Highway 407 to the south (see Attachment 1).

##### Existing Uses

The VMC is located within a major regional employment area which is served by a multi-modal transportation network. Black Creek is located just east of Jane Street. It flows parallel to the street, and through the VMC area adding a natural heritage complement to the site. There are a scattering of buildings, including an 8-storey office building, three mid-rise hotels and a number of low-rise, retail and employment buildings in the VMC Secondary Plan area; however, a substantial portion of the VMC Plan area remains vacant.

##### 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 new Vaughan Official Plan 2010, and the VMC Secondary Plan. The preparation of the new City zoning by-law is now in its initial stages.

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#### City of Vaughan Official Plan (VOP) 2010

The Vaughan Official Plan 2010 applies to all lands in the City and has been produced in two volumes. Volume 1 introduces general policies applicable throughout the City. The Vaughan Metropolitan Centre (VMC) Secondary Plan is included in Volume 2. It contains a number of Secondary Plans and site and area specific policies for areas that require more detailed policy treatments. This report deals with the policies and modifications specific to the VMC Secondary Plan.

#### Secondary Plan Review Process: The Initial Community, Government and Agency Consultation Process

The VMC Study involved extensive consultation. The City, Region of York, transit agencies, School Boards and Toronto and Region Conservation Authority (TRCA) were engaged throughout the process. Landowners in the study area were involved through a series of

interviews at the beginning of the study process and again in November and December of 2009 as the structural framework and policy direction were taking shape. In addition to the consultation which occurred at the City Official Plan Open Houses of May 28, and November 18, 2009, the following meetings and workshops were held:

- (i) Visioning Workshop 1- Setting the Stage for a New Downtown, May 7, 2009:
  - a. With Industry and Stakeholders (afternoon)
  - b. Residents' workshop and Open House (evening)
- (ii) Workshop 2- Exploring Development Concepts for the New Downtown, September 30, 2009:
  - a. With Stakeholders (afternoon)
  - b. Community Open House (evening)
- (iii) Public Information Meeting - March 8, 2010.
- (iv) Statutory Public Open House - April 19, 2010.
- (v) June 14, 2010 – Statutory Public Hearing.
- (vi) June 29, 2010 – Council Meeting, ratifying the recommendations made by Committee of the Whole at the Public Hearing.
- (vii) August 31, 2010 – Special Committee of the Whole Meeting to consider responses to public, government and agency submissions, for incorporation into the VMC Secondary Plan.
- (viii) September 7, 2010 – Council adoption of the VMC Secondary Plan. The following recommendation of the Committee of the Whole (in part) was approved by Council:

“That the draft Vaughan Metropolitan Centre Secondary Plan (May 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report;

The revised version of the VMC Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by Committee of the Whole at this meeting;

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And whereas the draft Secondary Plan includes only part of the 7601 Jane Street lands within the Urban Growth Centre boundary and part of the lands are outside of the Urban Growth Centre boundary;

And whereas it is more appropriate from a comprehensive point of view for the Subject Lands to be designated entirely "Downtown Mixed Use" rather than only partially downtown mixed use;

Now therefore, be it resolved that staff be directed to consider the feasibility of the requested changes to the Draft OP and the draft Secondary Plan and report to Council as part of a future report dealing with modifications to the adopted plan."

It is also noted that the staff report of August 31, 2010 contained a recommendation to:

"Revisit the northwest quadrant of the VMC Secondary Plan to complete a further transportation and land use review, following the Council approval of the VMC Secondary Plan."

(ix) September 13, 2012 – VMC Sub-Committee of Council meeting: The modifications to the VMC Secondary Plan Schedules and principle policy sections, were presented to the Sub-Committee and VMC landowners for their consideration and comment. The deputations heard at the meeting were responded to in the staff report to the Committee of the Whole Public Hearing meeting on October 16, 2012.

(x) October 16, 2012 – Committee of the Whole Public Hearing on the proposed modifications to the VMC Secondary Plan. The following recommendation of the Commissioner of Planning was approved:

"That the report on the proposed modifications to the Council Adopted VMC Secondary Plan be received; and that any issues identified by the public and Council, be addressed in a comprehensive report to Committee of the Whole."

#### Consultation Process for the Review of Adopted VMC Secondary Plan

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

Since the VMC Secondary Plan review began in the fall of 2010, the Policy Planning Department has been involved in on-going consultation with VMC landowners. In the fall of 2011, an inter-agency working group "The VMC Implementation Team" was established to help facilitate projects related to the development of the VMC lands. This group, which includes Provincial, Regional, City, and Toronto and Region Conservation Authority (TRCA) staff, has been meeting on a monthly basis since September of 2011. In addition, a VMC Sub-Committee of Council was formed in the fall of 2011. The status of and proposed changes to the Secondary Plan were discussed at the meetings of this Sub-Committee.

In the spring of 2012, a presentation was provided to the VMC Sub-Committee outlining major directions towards the finalization of the VMC Secondary Plan. The proposed modifications which are the subject of this report, were presented to the VMC Sub-Committee on September 13, 2012, for input and discussion. All VMC landowners, and others requesting notification of Sub-Committee meetings, are notified by mail of upcoming meetings. In addition, all meetings and corresponding agendas are posted on the City website.

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#### The Committee of the Whole Public Hearing Meeting of October 16, 2012

The draft modified VMC Secondary Plan was presented to the Committee of the Whole Public Hearing on October 16, 2012. The majority of the deputations were made by landowner representatives highlighting written comments that were submitted to the City. These comments are addressed in the matrix which forms Attachment 13 to this report. An additional concern voiced by a Vaughan resident, related to ownership of the central park proposed in the northwest quadrant of the VMC. He suggested that the required parkland should be City owned in order to appropriately serve the interests of the residents. The central park reflected in the revised VMC Secondary Plan is a public park; however, the City may not be averse to considering joint agreements with the landowner respecting such matters as, but not limited to: design, and/ or maintenance of the park, and strata parking.

City staff have continued to meet with landowners since the Public Hearing of October 16, 2012, to further address questions and concerns respecting the proposed modifications to the VMC Secondary Plan.

#### The Policy Context

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

(i) The Provincial Policy Statement (PPS)

The PPS supports the 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 and viable choices for 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)

Places to Grow identifies the VMC as one of 25 Urban Growth Centres (UGC's). UGC's are strategic focal points for growth and intensification. The VMC is to be planned as the focus for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses. UGC's like the Vaughan Metropolitan Centre, have been assigned a growth target of 200 people and jobs per hectare by 2031. The VMC is expected to achieve, and possibly exceed, the assigned density target by 2031.

(iii) The Regional Transportation Plan (The Big Move)

Metrolinx, an agency of the Ontario government, designates the VMC as an Anchor Mobility Hub in the Regional Transportation Plan. This designation reflects the fact that the VMC will be the site of the connection between 2 rapid transit lines; the Spadina Subway Extension and VIVA's Highway 7 Bus Rapid Transit line, and will also be well connected to the local and regional bus network through the York Region Transit Bus Terminal. The Bus Terminal is proposed at the northwest corner of Applemill Road and Millway Avenue, just north of the subway entrance; with a planned below ground pedestrian connection to the subway service. Anchor Mobility Hubs are envisioned as the foundations of a successful regional transportation network and are recommended to achieve a density of 200-400 people and jobs per hectare. They are to evolve as vibrant places of activity and major regional destinations.

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

The ROP identifies the VMC as one of four Regional Centres, which are to “contain a wide range of uses and activities and be the primary focal points of intensive development, including residential, employment, live-work, mobility, investment, and cultural and government functions”. The Region’s Official Plan calls for the preparation of secondary plans for Regional Centres that include, but are not limited to:

- Minimum density requirements and targets;
- A fine-grained street grid;
- Urban built form massed, designed and oriented to people;
- A concentration of the most intensive development and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations;
- A minimum requirement of 35% affordable new housing units;
- Policies that sequence development in an orderly way;
- Policies to ensure excellence in urban design and sustainable construction methods;
- Requirements to reduce and/or mitigate urban heat island effects;
- Policies that establish urban greening targets;
- Provisions for an urban public realm;
- Public art policies;
- Policies to ensure connections and enhancements to local and Regional Greenlands systems;
- Policies to require innovative approaches to urban stormwater management;
- A mobility plan;
- Requirements for new school sites to be constructed to an urban standard; and,
- Provisions for human services.

The VMC Secondary Plan is expected to conform to the aforementioned Regional policies.

(v) The Vaughan Official Plan (VOP) 2010

The VOP 2010 establishes the boundaries for the VMC, removing the lands west of Highway 400, and the lands east of Creditstone Road from the former District Area of the Vaughan Corporate Centre Plan (OPA 500). It also states that the VMC Secondary Plan area (larger area as shown on Attachment 2), will comprise distinct development precincts, and that the VMC Secondary Plan will establish growth targets of 12,000 residential units and 6,500 new jobs by 2031. The VOP 2010 also highlights the VMC’s role as the strategic location for the concentration of the highest densities and widest mix of uses in the City, including but not limited to commercial, office, residential, cultural, entertainment, hospitality and institutional uses.

Overview of the VMC Secondary Plan as Adopted

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

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#### The Precincts

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

(i) The Station Precinct

A broad mix of uses is encouraged in the Station Precinct shown on Attachment 3, with a concentration of office and retail uses around the subway station. A mix of commercial/residential high-rise and mid-rise buildings is also encouraged. The primary commercial streets are located within this precinct. The greatest densities are proposed

within the central area of the Station Precinct, with a minimum and maximum floor space index (FSI) ranging from 3.5 - 6.0, and heights ranging from a minimum of 6 to a maximum of 35 storeys, to take advantage of the close proximity of the planned subway/VIVA stations.

(ii) The South Precinct

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

(iii) The Neighbourhood Precincts

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

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

(iv) The Technology/Office Precincts

The Technology Precincts which are located at the east and west limits of the proposed built area of the VMC (see Attachment 3), are to include a mix of office and other non-noxious employment uses in high-rise, mid-rise, and low-rise buildings. In addition to office uses, research and development facilities, light industrial uses, and institutional uses are permitted. Hotels and conference facilities are also permitted provided they are located on development blocks adjacent to Highway 7. The density and building height ranges within the Technology Precincts are 2.5 - 4.5 FSI, and 5 - 25 storeys, in blocks adjacent to Highway 7, and 1.5 - 3.0 FSI, and 4 - 10 storeys, in the remainder of the Technology Precinct blocks.



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#### The Urban Design Framework

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

(i) Built Form

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

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

#### Recommended Modifications to the Council Adopted VMC Secondary Plan

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

At the time of Council's adoption of VOP 2010, the landowners for this quadrant had requested modifications to the VMC Secondary Plan to permit a central park as opposed to the more dispersed arrangement of parks in the adopted Plan, and an alternative resolution to the Highway 400 ramp connections. As a starting point for the review of this portion of the Plan, the landowners were requested to submit an alternative concept plan for consideration by the City. Staff set-out the parameters for proposed modifications to the subject area, including the submission of a justification report to accompany the alternative concept. Subsequently, staff and the City's Consultant met with the landowners and their representatives several times to discuss alternative proposals. The

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common themes of each of the alternatives have been the central park feature and the location of the YRT Bus Station at the southwest corner of Portage Parkway and Millway Avenue. The revised VMC Secondary Plan incorporates both these elements as well as the following modifications to the northwest quadrant:

#### (i) Highway 400 and Highway 7 Connections

Attachment 12 to this report shows the two options under study in the Region of York and City of Vaughan Joint Transportation Study for the VMC and surrounding areas. Both options provide good operations at the Highway 400 off-ramps and their associated intersections. However, recognizing the need for additional detailed design work involving MTO, City and Region of York staff are of the opinion that Option 2 better accommodates the future urban context for pedestrians and cyclists, and provides opportunities for superior urban design at this important gateway to the VMC. This option also permits the development of additional lands in the gateway area relative to Option 1. The MTO has agreed to the preferred option, subject to conditions including obtaining agreement from Highway 407 proprietors, traffic light programming with a focus on priority for egress, provision of an additional lane of storage and subject to maintaining certain levels of operation.

#### (ii) Local Street Modifications

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

#### (iii) Land Use Changes

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

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

The primary commercial area in the northwest quadrant remains focused around the subway station, with secondary retail areas located around the other VIVA stations. Staff has been advised by VivaNext that the potential Highway 7 rapidway stop proposed at

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Maplecrete Road is to be re-located to Creditstone Road. As a result of this change, the secondary commercial retail areas have been removed at the intersection of Maplecrete and Highway 7, and are now proposed at the northwest and southwest corners of Creditstone Road and Highway 7 (see Attachment 9).

Other proposed modifications to the retail structure will also require or permit retail along Applemill Road, Vaughan Street, and a short stretch of Buttermill Avenue facing the central park; and on Edgeley Road and Highway 7 (see Attachment 9). It is noted that the on-going VMC Streetscape and Open Space Plan Study has identified a need for a retail study for the VMC to provide greater detail respecting the retail strategy. This study may result in further modification recommendations to the Secondary Plan, which would then be considered at the time that the Region of York reviews the Plan.

In the proposed Secondary Plan, two school sites continue to be shown on sites north of the central park (see Attachment 8). The School Boards have identified the potential need for two schools in this quadrant. The sites are sized to meet their land requirements (4-5 acres) to the extent possible. The City and landowners will discuss with the School Boards, opportunities for reducing the school site footprints and potentially integrating the sites into the podiums of buildings.

A community block has been specifically sited in the northwest quadrant in the proposed Secondary Plan. It has been strategically located in close proximity to the transportation hub and across from the public square (see Attachment 8). This block could potentially accommodate a multi-storey community centre/library complex. Note also, that the boundary which identifies the area most appropriate for the accommodation of community and cultural amenities, has been re-drawn to recognize the re-location of the central park.

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

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

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

(i) Black Creek Channel Re-alignment

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

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(ii) Modifications to Density and Phasing of Development

As a result of the proposed increase to the area of the VMC lands within the 2.5 – 4.5 FSI and 5 – 25 storey density/height classification (see Attachment 4); a larger proportion of the subject lot will now fall into this greater intensification classification. The lands abutting Maplecrete Road remain subject to the 1.5 - 3.0 FSI and 4-10 storey density/height classification to provide a transitional area between the high density proposed to the west and the existing low density employment area to the east.

In addition, a policy has been added to the Secondary Plan, permitting residential uses to be developed outside the UGC prior to achievement of 8,000 residential units within the Urban Growth Centre (UGC), provided they meet the following criteria (section 8.1.9):

- The subject property on which redevelopment is proposed is contiguous to property within the VMC UGC, or the property is otherwise part of a draft plan of subdivision that includes land in the UGC. In either case, the proposed development shall be part of a planned phased redevelopment of the larger property or combined properties, and the first phase of development shall occur within the UGC.
- The proposed development will replace an existing use that is not consistent with the long-term vision and policy objectives for the VMC.
- Convenient pedestrian and cycling connections between the proposed development and the planned subway station and nearest VIVA station in the VMC, either exist or will be built in conjunction with the development.
- The proposed development will not prevent or unreasonably delay the planning and construction of neighbouring development within the VMC UGC.

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

Through further consideration since the public hearing of October 16, 2016, staff are also proposing that the UGC established by the adopted VMC Secondary Plan, be expanded in the southeast quadrant, to Maplecrete Road. The minor expansion is proposed in consideration of time constraints on development in this quadrant due to the required remediation of the Black Creek Channel, and fragmented land ownership of much of the lands in this portion of the VMC. A policy has also been included to help expedite important street and pedestrian connections from Jane Street and Highway 7, and to provide appropriate transitions to existing industrial uses within and adjacent to the VMC (section 8.4.4).

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

The preliminary findings of the Municipal Class EA (Stages 3 and 4) for the channel have determined that almost the entire width of the environmental land reflected in the adopted VMC Plan is within the 100 year flood level. In order to permit the pedestrian trail system and complementary parkland which is envisioned for this part of the VMC Secondary Plan, there will be a need for an additional open space area adjacent to the east side of the channel environmental lands. The parkland will be in addition to the required TRCA 10 m. buffer on either side of the channel. The final EA results will help confirm the specific extent of the environmental area needed to accommodate the new naturalized creek channel, associated buffer and pedestrian trail/parkland. Since the Secondary Plan

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will precede the completion of the EA, the revised Secondary Plan contains a policy (sections 6.3.2 and 6.3.3), which refers to the need for the Black Creek Renewal (EA) and Streetscape and Open Space Plan to more specifically define the limits of the open space/park feature.

Sections 5.6.4- 5.6.8 - referring to the Black Creek Remediation Strategy, have now been added to the VMC Secondary Plan to define phasing policies for the development of lands within the Black Creek remediation area. These policies will permit the implementation of the recommendations of the Black Creek Renewal EA which is now underway. The Toronto and Region Conservation Authority (TRCA) has been consulted on the details and is supportive of the proposed updated policies. An additional schedule, Schedule "J" (see Attachment 11), has also been added to the Secondary Plan; it will correspond to and help clarify the phasing policies of the newly added sections respecting the Black Creek Remediation Strategy.

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

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

- (i) Sections of the public square that stretch from Portage Parkway to Interchange Way on the west side of Millway Avenue, are referred to as the "Millway Park" (see Attachment 5), in the adopted VMC Secondary Plan. The Streetscape and Open Space Master Plan Study is recommending the removal of the Millway Park Design Principles- section 6.2.1, a-q, from the Secondary Plan; and, their inclusion instead in the VMC Streetscape and Open Space Master Plan, once a more refined vision for Millway Park is developed. A policy will be included in the Secondary Plan stating that the design of Millway Park should be in conformity with the principles identified in the VMC Streetscape and Open Space Master Plan.

(5) General Modifications to VMC Secondary Plan

(i) Precincts

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

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

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

The Technology Precincts remain sited at the easterly and westerly boundaries of the VMC Secondary Plan. The configuration and area of the Technology Precincts at the westerly boundary have been modified and increased as a result of changes to the street

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connections to Highway 400, a decrease in the environmental open space (n/w quadrant), and adjustments to the local street network in both the northwest and southwest quadrants. The name of the Technology Precincts in the proposed modified Plan has also been changed to “Technology/Office Precincts”. Adding the office component to the name is thought to better convey that this designation permits a broad mix of office and other non-noxious employment uses.

(ii) Density/Height Classifications

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

It is noted that an additional modification has been made to the boundary of the 2.5-4.5 FSI density and 5-25 storey height classification, since the Public Hearing on October 16, 2012. The northerly boundary line has been shifted to north of Barnes Road in the northeast quadrant, such that it is now positioned mid-block between Barnes Road and the local east/west street north of Barnes Road. This modification will permit the densities/heights to transition mid-block, to avoid significant incongruities on the street where they are much more visible.

To address Transport Canada criteria related to airport operation, a new policy has also been included with respect to development heights in the VMC (section 8.1.24):

“Notwithstanding the height maximums reflected on Schedule I, development in the Secondary Plan area and associated construction activities are subject to height limitations based on Transport Canada criteria related to the continued operation of nearby airports.”

(iii) Other Street and Open Space Network Modifications

The street network in the southwest quadrant has been modified to better accommodate property lines, existing developments, larger sized school blocks, and the revised alignment of the Colossus overpass. It is noted that minor adjustments to the location and alignment of planned streets are permitted without amendment to the VMC Plan, provided the intersections in Schedule C (Attachment 6), that include a major or minor collector street or arterial street are maintained in their general locations (section 4.3.1).

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

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

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Overall the total amount of parkland in the proposed VMC Secondary Plan is slightly less than the 20.0 ha provided for in the adopted Plan; however, a policy is recommended to provide for parkettes/public squares (minimum 0.2 ha in area) at various locations in the VMC (see Attachment 5). These smaller parks or squares will provide an important complementary function as places for gathering, passive recreation, landscaping and focal points for development.

Attachment 5 identifies the general locations for parkettes and squares; however, the precise location, size, shape and characteristics of each will be determined to the satisfaction of the City during the review of development applications. The general locations for these smaller parks/public squares were based on a number of factors, including, location on vacant lands to help ensure that initial phases of residential and other development are adequately served by public open space; location on the larger identified school blocks (over 5 acres in area), where there would be a surplus of land; and, as an addition to other parkland and open spaces.

#### (iv) School Sites and other Community Facilities

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

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

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

The adopted VMC Secondary Plan contains policies which speak to the need for more compact urban school sites. Section 7.2 which applies to school sites has been up-dated in the revised Secondary Plan to reflect the number of school sites required by the School Boards in the estimated full-build-out of the VMC. A policy has also been added to encourage shared use of school sites between the two School Boards. Staff are also facilitating the development of new urban school design standards through workshops and dialogue with urban design Consultants, School Boards' representatives, and other stakeholders. The proposed VMC Secondary Plan provides for 4-6 acre school sites; but anticipates that all efforts will be made to reduce the school site areas at the precinct plan and draft plan of subdivision stage.

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Similarly, other community facilities (libraries, community/cultural centres, etc.), need to be accommodated within more compact buildings and sites. Section 7.4.5 has therefore been added as follows:

“The site layout, built form, and quality of design of libraries, cultural facilities and other community buildings shall be compatible with the planned form of development in the VMC. This will entail the development of alternative standards and forms for these facilities, including multi-storey buildings, and below ground parking areas. Arrangements between the City and developers that result in relatively compact, well designed community facilities; and, offset the increased cost of land and alternative design standards, shall be encouraged.”

#### (v) Revisions to Section 37-Bonusing Policies

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

For the purposes of the VMC Secondary Plan, however, it is important to build on the Section 37 policies in the VOP 2010, in order to identify a list of preferred benefits which could be achieved through the use of these policies. The adopted VMC Secondary Plan, section 8.1.12 included a benefits list which has now been revised to exclude benefits which are typically budgeted for by the City and paid for through Development Charges; and, expanded to include additional benefits which are considered desirable in the VMC.

The proposed list is as follows:

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



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(6) Review of Submitted Modification Requests

Approximately 13 written submissions have been received requesting modifications to the VMC Secondary Plan, since Council adoption on September 7, 2010, including those received immediately before and after the October 16, 2012 public hearing. The majority of the modification requests address land use designations and policies relating to specific properties while some submissions pertain to general policy issues.

These submissions have been considered on the basis of conformity with VOP 2010 principles, Provincial and Regional policy frameworks, and on sound planning principles. Reference can be made to the Summary of Respondents Requests/Staff Comments and Recommendations-Attachment 13, for specific information related to each of the modification requests.

Common themes that have emerged through the review of the written submissions include the following:

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

Staff Response:

The design policies in the adopted VMC Secondary Plan are meant to achieve the vision for the VMC and are considered important to the quality of urban form and character of place. However, staff has reviewed specific policies included in section 8.6 – Built Form, and section 8.7 – Parking and Servicing Facilities, of the VMC Secondary Plan in consultation with landowners and the City's Consultant; and, has revised the wording or included new policies to add flexibility where it was considered appropriate.

A policy has now been added (section 8.6.1) which permits alternatives to the podium and tower form, where the City is satisfied that the desired streetscape condition will be achieved. Section 8.6.15 has also been added to the built form policies. This policy encourages a variety of building heights in the maximum permitted height classifications of 6-35 storeys and 5-25 storeys. Individual towers within these height classifications may now exceed the maximum limits by up to 7 storeys, where an adjacent tower subject to the same development application, and located on the same block, has a corresponding lower height.

Parking policies of section 8.7 have also been modified to add flexibility. Above ground parking structures are now permitted in podiums of residential high-rise buildings; and, surface parking is now permitted in the South Precinct where appropriate.

Staff and the City's Consultant have also met with members of the City's Design Review Panel (DRP) to review the urban design policies. Through discussions with the DRP and with City Urban Design staff, it was identified that additional urban design guidance is required to show how the various building typologies are organized particularly at grade, to create the best public realm possible; and, that it would be beneficial to provide more information regarding the surrounding context of the proposed development at the time that it is reviewed by staff and the DRP. To address the concern respecting additional context information at the time of review, section 10.5.2 has been included in the revised Secondary Plan. This policy lists contextual background materials, and specific landscape

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and elevation information which must form part of the applicant's submission to the City for the review.

It was further determined that additional Urban Design Guidelines should be developed for the VMC area to address other elements, including, characteristics/qualities of public space, above ground parking structures, entrances/ramps to parking garages, loading area locations/ design, building lobbies of different types, private amenities and their interface with internal driveways; all of which are at present posing design challenges as staff and the DRP review applications. The Urban Design Guidelines document, once it is prepared, will either form an appendix to the VMC Secondary Plan, or alternatively be provided as a separate document.

City staff are also considering the implementation of “precinct level planning” in the VMC as a preliminary step in the review of development applications. Precinct implementation strategies are intended to address such matters as urban design, pedestrian connectivity, environmental performance standards; and, provision of schools, community services, parks, and stormwater management servicing and transportation infrastructure, on a more comprehensive scale than the single draft plan of subdivision application permits.

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

Staff Response:

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

- Add to Section 4.3 -Street Network, following 4.3.4:

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

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

“Notwithstanding Policy 6.2.4, the City may permit parking or utilities under a park or square, for a use adjacent to the open space, where the following have been demonstrated to the City's satisfaction:

- a. Due to extreme hydrogeological and/or geotechnical conditions, it is unreasonable to accommodate all of the required parking or utilities for the adjacent use under a building, private amenity space and/or local street;

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- b. All of the required parking cannot be accommodated in an above, and/or below-ground structure without compromising the vision, principles and objectives of this plan; and,
- c. The proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park or square.

Parking generally will not be appropriate under Neighbourhood Parks where trees are intended to grow to their full potential and above-grade elements of

underground parking would significantly compromise the design and programming of the park. Underground parking will generally be more appropriate under parks and Urban Squares designed predominantly for intense daily use and/or civic events and where mature trees and a significant tree canopy are not envisioned.

Where underground parking is appropriate, a strata title agreement to the satisfaction of the City, describing such matters as access, maintenance, liability and monetary contributions, shall be required. Vehicular ramps and other accesses shall be located within adjacent buildings wherever possible. Structures within parks associated with below grade uses, such as pedestrian entrances/exits, emergency access, and vents, where required, shall be integrated into the design of the open space. The area occupied by such structures shall not count toward parkland dedication. In addition, encumbered parkland will not receive equal credit and any parkland credit shall be valued to the satisfaction of the City.”

#### **(iii) Requests for modifications to VMC Street Grid.**

##### **Staff Response:**

A number of the landowners in the VMC have requested changes to the street grid provided in the adopted Secondary Plan. They have cited reasons such as the avoidance of fragmenting landownership parcels with new local streets, or in some instances, questioned the necessity of a local street connection. Every effort has been made to avoid fragmenting landownership parcels. City staff have met with landowners for the southwest quadrant and have accommodated property boundaries wherever possible (note modifications made to the southwest quadrant street network – Attachment 6). However, when dealing with the limitations imposed by the extensions of existing streets and buildings, and the creation of a new finer street grid pattern typical of successful downtowns, it is unavoidable that some parcels will become fragmented or have streets super-imposed on existing buildings. In terms of the latter occurrence, the few street connections interrupted by existing buildings will only be necessary when the respective parcels containing these buildings re-develop.

In a number of cases landowners have requested that local streets either be removed or become private streets. It is important that the principle of a public street network be maintained in the Vaughan Metropolitan Centre. The VMC street grid was carefully studied and designed to accommodate pedestrian, cycling and vehicular traffic, as well as public amenity space for social life. All together, the “street” is one of the most important building blocks of a successful downtown, as it is the most used and multi-purpose element of the public realm.

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City block sizes should be pedestrian in scale in terms of both the perception and experience of distance and walkability. Smaller blocks provide more exposure to street frontages, increase walkability, accommodate servicing and parking; and, access to fire and police services. The most acclaimed cities of the world are those with well designed, porous, walkable and vibrantly active public streets.

**(iv) Alternative parkland dedication policies should be considered for the VMC.**

Staff Response:

A report to the Finance and Administration Committee of June 18, 2012,

recommended that a review of appropriate parkland credits within the intensification areas of the VMC, the Yonge/Steeles Secondary Plan and other intensification areas be completed. A further report was provided to the Finance and Administration Committee on November 12, 2012 on the unit rate to be used in the calculation of cash-in-lieu of parkland dedication. The Committee referred the report back to staff to address Council's comments; and, to a future Finance and Administration Committee meeting.

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning which is consistent with the VOP 2010, including this Secondary Plan. The process to develop an up-dated set of transit-supportive parking standards for the VMC is already underway. A zoning by-law has been drafted, circulated, and is currently under review by the Policy Planning, Development Planning, Building Standards and Development/Transportation Engineering Departments. A report on the by-law will be prepared for the November 22, 2012 VMC Sub-Committee of Council. The draft by-law will then be revised based on comments received through the internal circulation process and from the VMC Sub-Committee meeting, and applied to current development applications in the VMC on a test period basis. Additional revisions may be made to the by-law based on insights and information garnered through this testing period.

**Relationship to Vaughan Vision 2020/Strategic Plan**

The proposed VMC Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality". The following specific initiatives are of particular relevance to the VMC Secondary Plan:

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

**Regional Implications**

The proposed VMC Secondary Plan has been prepared pursuant to the policy requirements and provisions of the Vaughan Official Plan 2010, and new Region of York Official Plan. Accordingly,

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it includes the minimum density requirements and targets for Regional Centres, urban design, phasing, and sustainability policies prescribed by the Regional Official Plan. The VMC Secondary Plan supports key objectives of the Region of York Official Plan (2010); specifically, the implementation of the Plan's following objectives stated in sections 5.4 - Regional Centres and Corridors, and 7.2 - Moving People and Goods:

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

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

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

#### **Conclusion**

The Vaughan Metropolitan Centre (VMC) Secondary Plan was adopted by Council on September 7, 2010, with the added direction that the northwest quadrant of the Plan area and the 7601 Jane Street lands, be reviewed in consideration of the respective landowners' requests for modifications to the Plan. Since the adoption of the Secondary Plan the City has also received modification requests from other land owners in the VMC.

The post adoption review has involved substantial consultation with the landowners of the identified areas, as well as discussions with other landowners respecting their written requests for modifications. In addition, there has been on-going consultation with the VMC Sub-Committee of Council, the VMC Implementation Team, the City's Design Review Panel, and the City's Consultants for the VMC Secondary Plan and the VMC Streetscape and Open Space Plan, on these and other proposed changes which have evolved through on-going VMC studies since Council adoption of the Plan.

The "track changes" version of the VMC Plan, forming Attachment 16 represents the changes recommended by staff as described in this report and as set out in the matrix (Attachment 13). As a result of the aforementioned consultations, the Plan has been substantially altered. However, there remain some areas of contention. With the first prehearing conference on Volume 1 of the VOP 2010 having been held on November 14, 2012, it will be important to advance all other elements of the Plan. Council approval of the recommended modifications does not preclude further negotiations to resolve any remaining issues. This can occur well in advance of any OMB proceedings. Currently, a total of 6 appeals have been received that are specific to the Vaughan Metropolitan Centre Secondary Plan. Additional appeals may also be received. Staff support the modifications recommended herein as maintaining the intent of the Plan and being consistent with the pertinent Regional and Provincial policies.

This report contains the recommended modifications to the Vaughan Metropolitan Centre Secondary Plan of Volume 2 of the Vaughan Official Plan 2010. It is recommended that the report and the resulting Council minutes be forwarded to the Ontario Municipal Board and Region of York for their consideration as part of the Official Plan approval process.

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**Attachments**

1. Location Map
2. Vaughan Metropolitan Centre Boundaries
3. Land Use Precincts
4. Height and Density Parameters Map
5. Parks and Open Spaces
6. The Street Network
7. The Transit Network
8. Community Services and Cultural Facilities
9. Areas for Retail Uses
10. Areas for Office Uses
11. Black Creek Remediation Area
12. Highway 400/Highway 7 Connections (Options 1 and 2)
13. Matrix of Submissions, Staff Comments and Recommendations respecting the adopted VMC Secondary Plan
14. Correspondence pertaining to requested modifications (public record letters) to the VMC Secondary Plan (Mayor and Members of Council ONLY)
15. Staff Report Special Committee of the Whole Meeting August 31, 2010 and Council Minutes September 7, 2010: "Vaughan Metropolitan Centre Plan – Response to Public, government and Agency Submissions" File 25.5.12.1 (Mayor and Members of Council ONLY)
16. Proposed Final Version of the VMC Secondary Plan – Track Changes (Mayor and Members of Council ONLY)

**Report prepared by:**

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

(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.)