

**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 m<sup>2</sup>).

“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 Riverock Gate and the lands fronting on the west side of Jane Street south from Riverock 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 Riverock 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 m<sup>2</sup> of retail uses and 29,579 m<sup>2</sup> 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 m<sup>2</sup> of retail /commercial uses and 44, 000 m<sup>2</sup> 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 m<sup>2</sup> of prestige employment uses, 98,735 m<sup>2</sup> of office use, 76,788 m<sup>2</sup> of medium and neighbourhood format retail, 36,302 m<sup>2</sup> 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;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

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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:

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

#### **Item 4, CW(PH) Report No. 30 – Page 26**

- 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.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

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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:**

Melissa Rossi, Senior Policy Planner - Ext: 8320  
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.)

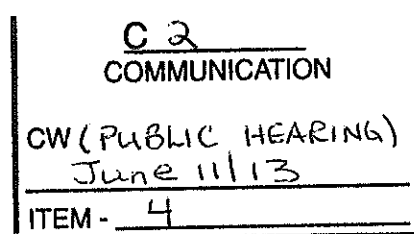
*Councillor Racco declared an interest with respect to this item, as it relates to the Northeast Corner of Jane Street and Riverrock Gate, Tesmar Holdings Inc., as her daughter is working for a related company and did not take part in the discussion or vote on the foregoing matter.*

June 7, 2013

Councillor Rosanna de Francesca and Members of the Committee of the Whole  
Vaughan City Hall  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Attention: Rose Magnifico

[rose.magnifico@vaughan.ca](mailto:rose.magnifico@vaughan.ca)



Chair de Francesca and Members of the Committee:

RE: Draft Vaughan Mills Centre Secondary Plan - City File 26.1 (the "Plan")  
Re: Meeting of the Committee of Whole June 11, 2013

Please be advised that we are the solicitors for Canadian National Railway ("CNR"). Our client owns and operates the MacMillan Classification Yard (the "Yard") located east of Jane Street nearby the eastern edge of the proposed Plan. The Yard comprises about 1000 acres and is about three times the size of the total proposed Vaughan Mills Center Secondary Plan Planning Area.

CNR employs 1500 people at this location and has, over the last fifty years, attracted numerous other industries to the employment lands that have developed around the Yard in the heart of Vaughan. The Yard is one of the most important transportation terminals in Canada and North America

CNR was invited by the City of Vaughan to participate as a member of the Technical Advisory Committee for the Study leading up to the preparation of this draft amendment as a member representative of a relevant agency or stakeholder, along with City staff, and participants from MTO, TRCA, Metrolinx, and York Region. The City invited CNR's participation out of recognition of the large influence area of the Yard's operation and the Yard's significant role in the Regional, Provincial and National economy. CNR attended and actively participated throughout the study process.

CNR has the following comments

1. AMENDMENT AREA IS INAPPROPRIATE

CNR states that the inclusion of the lands east of Jane Street and south of Rutherford Road and north of Riverrock Gate in the Study Area and the proposed Secondary Plan Planning Area has been done with no planning rationale or analysis to support the inclusion of these lands in the Amendment Area.

It is our belief that Vaughan Planning Staff does not support this decision as Staff's original recommendation did not include any lands east of Jane Street within the original Study Area.

2. PROPOSED DESIGNATION OF LANDS EAST OF JANE STREET AS HIGH-RISE MIXED USE IS BAD PLANNING

The current version of the proposed Secondary Plan calls for mixed use high-rise, with a substantial portion being contemplated as residential condominium towers of up to 22 storeys for the lands east of Jane Street and south of Rutherford Road. This area is within the noise influence area of the Yard and within the original setback zone established by the Township of Vaughan established to protect residential areas from excessive noise.

These lands were originally designated as "Commercial Mixed Use" but have been subsequently proposed to be redesignated by Vaughan City Council (as of June 2012), as "High-Rise Mixed Use". There has not been any analysis as to the land use compatibility between the new proposed high-density residential uses and the existing uses of the employment area abutting to the south and east, including the Yard. It is our belief that both York Region and Vaughan Planning Staff do not support this decision to designate these lands as High-Rise Mixed Use.

Our client believes that, should high rise residential developments be permitted in the area east of Jane Street and south of Rutherford Road many of the new residents will be exposed to noise levels from the Yard and the adjoining industrial area that are not consistent with the standards for industrial noise levels established by the Ontario Ministry of the Environment Guidelines and the City of Vaughan Noise Bylaw.

CNR as a railway is exempt from the provisions of the Vaughan Noise Bylaw and the Ontario Environmental Protection Act.

Additionally, CNR believes that traffic infiltration from this proposed residential area into the employment lands may lead to conflicts with industrial traffic and in particular tractor trailers.

### 3. HIGH RISE MIXED USE LANDS WEST OF JANE STREET REQUIRES ACOUSTICAL FEASIBILITY

CNR is also concerned about designations of the lands proposed along the western frontage of Jane Street and the proposed maximum height limit of 22 storeys.

Noise from the Yard carries long distances at higher building elevations. This western frontage is currently proposed to be designated by the Secondary Plan, in part, as High-Rise Mixed Use.

Our client submits that stationary and impulse noise emanating from the Yard and the industries to the east of Jane Street, which at ground level will likely be within satisfactory limits, might be at unacceptable levels at higher floors on building facades facing industrial and Yard noise sources.

It is currently not known at what elevation stationary and impulse noise from the Yard and industry could become an issue. It would be prudent, prior to approving the proposed Amendment, for the City to conduct an acoustical feasibility study to determine what stationary noise levels will be expected at what height and on what building facades.

The response to high noise levels at higher building elevations may a requirement that facades of buildings facing the Yard are non-sensitive commercial land uses.

### 4. HISTORY OF RESIDENTIAL ENCROACHMENTS ON THE MACMILLAN YARD

Over the last twenty years, there have been considerable residential encroachments permitted adjacent to the MacMillan Yard. Initially in the 1980's residential development was allowed to the north of the yard's pull back track at a distance of 150 metres. This community generated a number of complaints for CN and Vaughan given the twenty-four hour noise generated by the MacMillan Yard.

Subsequent to that the Villa Giardino residential condominium development was approved by Vaughan in 1999 and then for the first time, south of the yard's pull back track north of Rutherford Road high rise residential development was permitted by the OMB in 2004 after a lengthy hearing over the objections of the City of Vaughan and CN Rail.

CN is very concerned by the possible introduction of residential and other sensitive land uses to the northwest of its yard, south of Rutherford Road and east of Jane Street.

### 5. THE 2005 PROVINCIAL POLICY STATEMENT

CN would refer Vaughan Council to the 2005 Provincial Policy Statement issued under the Planning Act and in particular section 1.6.6 of that policy.

Transportation and Infrastructure Corridors

1.6.6.1 Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and *infrastructure* facilities to meet current and projected needs.

1.6.6.2 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

The Macmillan Classification Yard is one of the most important transportation terminals in Canada and its continued successful and efficient operation is important to the economies of Vaughan, York Region and the North American in making rail an affordable transportation option.

Kindly provide the author with written notice of adoption of an Official Plan Amendment and notice of any further meetings and/or decisions by Council or its Committee in respect of this matter.

We would request copies of the Minutes of the Committee of the Whole and Vaughan Council meetings addressing this matter.

Kindly acknowledge receipt of this letter in writing.

Please list the author as a deputant to this item.

Yours very truly,



A. MILLIKEN HEISEY Q.C.

AMH/rm

cc: Canadian National Railway

Steve Zakem, solicitor for Granite Real Estate  
(Formerly M1 Developments Inc.)

Michael Melling, Solicitor for Tesmar

Clerk of the City of Vaughan  
[clerks@vaughan.ca](mailto:clerks@vaughan.ca)

Mary Flynn- Guglietti, solicitor for Casertano Development Corporation

GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT  
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8  
TEL: 416-322-6364 FAX: 416-932-9327



June 7, 2013

Mr. John McKenzie  
Commissioner of Planning  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

<u>C 2</u> COMMUNICATION CW(Public Hearing) June 11/13 ITEM - <u>4</u>
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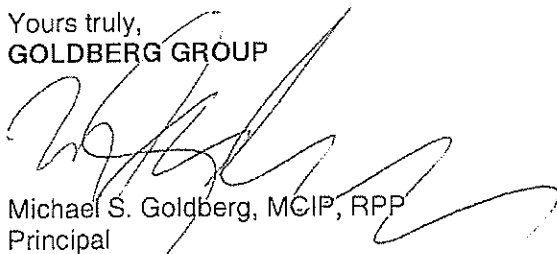
Dear Mr. McKenzie:

**RE: The Draft Vaughan Mills Centre Secondary Plan  
Comments on Behalf of Ivanhoe Cambridge  
City of Vaughan  
City File No.: 26.1**

We are the land use planners retained by Ivanhoe Cambridge, the owner and operator of the Vaughan Mills Shopping Centre. We wish to file this preliminary comment letter to you to thank you and your staff for meeting with us yesterday and to indicate, as we indicated at our meeting, that we will appear at the Public Meeting on June 11, 2013 to make a brief deputation concerning this matter.

In 2012 and on June 6, 2012, Ivanhoe Cambridge met with the you and your staff to discuss the draft Vaughan Mills Secondary Plan (draft secondary plan) and its implications for the ongoing, and long-term plans for this large and very successful super-regional shopping centre. In its current form, we wish to express, on behalf of Ivanhoe Cambridge, that a number of the draft secondary plan schedules and some of the text are of considerable concern and are objectionable. To assist the process in a constructive manner, we will, with the next week, file a detailed comment letter to you, outlining the specific areas of concern and our suggested revisions, aimed at resolving the Ivanhoe Cambridge concerns. Through such an approach, we will continue the constructive dialogue and cooperation as between us, toward the completion of this City-initiated amendment.

Yours truly,  
**GOLDBERG GROUP**

  
Michael S. Goldberg, MCIP, RPP  
Principal

Cc: Chair and Members of the Committee of the Whole  
Jeffrey A. Abrams, City Clerk  
Paul Gleeson, Ivanhoe Cambridge  
David Baffa, Ivanhoe Cambridge



# LAKE SHORE GROUP

June 10, 2013

VIA EMAIL Melissa.Rossi@vaughan.ca

Ms. Melissa Rossi, Senior Policy Planner  
Policy Planning Department  
City of Vaughan  
Vaughan City Hall, Level 200  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Ms. Rossi:

<b>C 8</b> <b>COMMUNICATION</b> <i>CW (Public Hearing)</i> <i>June 11/13</i> ITEM - <u>4</u>
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**RE: Draft Vaughan Mills Centre Secondary Plan Study – Stronach Trust Comments**

We are the planning consultants for Stronach Trust ("Stronach"), owner of the recently created industrial parcel immediately west of the Maple Stamping Facility at 401 Caldari Road (a municipal address for our client's property has yet to be assigned, which was created through Consent application B016/11) (the "Stronach Lands").

We have reviewed the May 22, 2013 draft of the Vaughan Mills Centre Secondary Plan and wish to provide the following comments:

**LAND USE COMPATIBILITY CONCERNS**

The current boundaries of the Secondary Plan Study Area include two properties on the east side of Jane Street, immediately adjacent to the Stronach Lands. These properties were initially designated as "Prestige Employment" in the new 2010 Vaughan Official Plan (VOP2010) when adopted by City Council on September 7, 2010. One of these properties is immediately adjacent to northeast corner of Jane Street and Riverrock Gate, and is hereinafter referred to as the "Tesmar Lands". The other property is located immediately adjacent to the southeast corner of Jane Street and Rutherford Road, and is hereinafter referred to as the "Delisle Lands".

The Tesmar Lands and the Delisle Lands were not initially within the boundaries of the Vaughan Mills Centre Secondary Plan. However, pursuant to a motion carried by City Council on September 27, 2011, these lands were subsequently incorporated into the boundaries of the Secondary Plan Study Area. Pursuant to the same motion, it was resolved that consideration be given to redesignate the Tesmar Lands and the Delisle Lands from Prestige Employment to Commercial Mixed Use in the VOP2010.

Within Schedule C of the May 2013 draft Vaughan Mills Centre Secondary Plan, the Tesmar Lands are identified as being "subject to a current Ontario Municipal Board hearing" with no specific land use

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recommendations included for the property. The Delisle Lands are split-designated as "High-Rise Mixed-Use" and "Neighbourhood Park".

The Stronach Lands are immediately adjacent to the Tesmar Lands and the Delisle Lands and the boundaries of the Vaughan Mills Centre Secondary Plan Study Area. The Stronach Lands are designated "General Employment" in VOP2010, and are included within the broader Employment Area designation. As per Section 2.2.4.1 of VOP2010, the planned function of the Employment Areas is to support economic activity in Vaughan by supplying land for a range of industrial, manufacturing, warehousing and, where appropriate, some office uses.

Although the Stronach Lands are currently vacant, the planned function of the lands and their intended use for heavy industry will be detrimentally impacted by future residential uses currently contemplated on the Delisle Lands in the draft May 2013 Secondary Plan Document (in addition to the residential uses contemplated for the Tesmar Lands which are currently before the Ontario Municipal Board).

As per the Ministry of Environment's D-6 Guideline document (compatibility between industrial facilities and sensitive land uses), the high-rise mixed-use developments currently contemplated for the Tesmar Lands and the Delisle Lands are considered a sensitive land use (with residential land uses considered sensitive 24 hours/day). The existing land use permissions for the Stronach Lands (including those in VOP2010 which are under appeal) permit a Class III Industrial Facility to be developed on the lands. As per Section 4.4.5 of the D-6 Guideline (emphasis added):

*"where there is no existing industrial facility within the area designated/zoned for industrial land use, determination of the potential influence area shall be based upon a hypothetical worst-case scenario for which the zoned area is committed".*

As such, and as per Section 4.1.1 of the D-6 Guideline, both the Tesmar Lands and the Delisle Lands are within the potential influence area of the Stronach Lands and minimum separation distances must be employed. The Ministry's Guideline further indicates that when impacts from industrial activities cannot be mitigated or prevented to the level of a trivial impact (i.e. no adverse effects), new development, whether it be an industrial facility or a sensitive land use, shall not be permitted.

In light of the foregoing, the current draft recommendations for a High-Rise Mixed-Use designation for a portion of the Delisle Lands does not represent good land use planning and would not meet with Ministry standards. Should permissions for the future development of sensitive land uses on the Delisle Lands be adopted by City Council (as is currently recommended in the draft Secondary Plan document), it will lead to land use compatibility issues with development on the Stronach Lands and the broader employment area east of Jane Street.

### JANE STREET CORRIDOR RESIDENTIAL POTENTIAL LAND USE REVIEW

In September 2006, Vaughan City Council directed staff to undertake a Land Use Review for the Jane Street Corridor area, south of Rutherford Road, with respect to the potential for the establishment of residential development. The Land Use Review includes an analysis of both the Tesmar Lands and the Delisle Lands. The Review concludes that the employment designations on the east side of Jane



Street as found in OPA 450 be retained, and that development applications for residential uses within the Review Area be considered premature pending the completion of the Vaughan Centre Update focused study and plan.

Among the key findings of the report regarding the non-suitability of residential uses in the Review Area were as follows:

- Limited number of school spaces available in the general area – busing likely required
- Lack of other community services, including parks
- Hard services, notably sewage services, are currently unavailable for residential uses even though both water and sewer lines exist
- The finer grain road network required to support residential neighbourhoods would need to be addressed, as would traffic impacts

The findings of the Review when coupled with the aforementioned compatibility concerns indicate that the High-Rise Mixed-Use designation currently proposed for the Delisle Lands is not supportable.

### HEMSON HOUSING ANALYSIS AND EMPLOYMENT LANDS NEEDS STUDY

Hemson Consulting Ltd. was retained by the City of Vaughan to prepare a Housing Analysis and Employment Land Needs study (Employment Study) to inform the Official Plan Review process. A 2011 addendum to this Study was also prepared by Hemson.

One of the findings of the Employment Study was that the current supply of employment land should be maintained in Vaughan. This was based on a finding that at the current prevailing densities, there would be a shortage of employment land in 2031.

The addendum to the Study addresses the Jane Street Corridor including the Tesmar Lands and the Delisle Lands. Hemson indicates that the proposed land use conversion of the Tesmar Lands and the Delisle Lands to “Commercial Mixed-Use” (this proposed redesignation was being considered by Council at the time, as per a motion carried at its September 27, 2011 meeting) is not appropriate for a number of reasons, including:

- *The lands are located within a large and almost fully developed employment area around the CN Concord Yard. As noted in the April 2010 report, this area contains a major concentration of economic activity and is healthy and competitive for continued employment land use.*
- *The lands occupy a central position within the larger area, traversing both the Vaughan 400 and Vaughan 400 North Employment Areas. As also noted in the April 2010 report, no change is recommended for interior portions of the major employment areas due to the risk of area destabilization.*

The addendum goes on to state that:



*"based on the Growth Plan tests, changes of the Jane Street Corridor lands to a Commercial Mixed-Use designation is not considered good planning and does not meet the tests set out in Section 2.2.6.5 of the Growth Plan."*

Given the foregoing, the High-Rise Mixed-Use designation currently proposed for the Delisle Lands is not appropriate.

#### **PROPOSED GENERAL LAND USE POLICIES**

Section 3.5.10 of the May 2013 draft Secondary Plan document includes policies which require the submission of noise, vibration and odour studies by the proponents of sensitive land uses within 300 metres of an industrial use to the satisfaction of the City. These studies are required to:

- Include recommendations for materials and construction methods to be employed to meet the Ministry of the Environment Guidelines.
- Recommend provisions to be included in the Site Plan Agreement that requires an engineer to certify that the building plans implement the recommendations contained in the mitigation reports before a building permit is issued.
- Recommend inclusions in the conditions of condominium approval that the mitigation measures recommended be implemented and certified, as well as a condition requiring the inclusion of noise, vibration, odour warning clause in the applicable condominium documents.

Stronach is supportive of this policy framework. However, as per the Ministry of Environment's D-6 Guideline, appropriate buffers from sensitive land uses will be required in addition to appropriate mitigation measures and warning clauses.

#### **FURTHER COMMENT**

We are available at any time to meet or to provide any additional information you may require regarding this submission. Please notify us and Stronach's legal counsel, Steven O'Melia of Miller Thomson LLP (who is copied on this correspondence) of all future public meetings and Council's decision regarding the adoption of the Vaughan Mills Centre Secondary Plan.

We look forward to working with you to address our client's comments and concerns.

Should you have any questions, please feel free to call me at (416) 364-5926.

Sincerely,  
THE LAKESHORE GROUP

Nima Kia, M.C.I.P., R.P.P.  
MANAGER



**LAKE SHORE GROUP**

---

C.C

Rick Pennycooke, Lakeshore Group

Steven O'Melia – Miller Thomson LLP (*via email: somelia@millerthomson.com*)

# AIRD & BERLIS LLP

Barristers and Solicitors

Steven A. Zakem  
Direct: 416.865.3440  
E-mail: szakem@airdberlis.com

June 10, 2013

BY EMAIL

Our File No. 91037

Vaughan Committee of the Whole  
Vaughan City Hall  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Attention: Rose Magnifico

Chair de Francesca and Members of the Committee:

**Re: Draft Vaughan Mills Centre Secondary Plan – City File No. 26.1 (the “Plan”)**

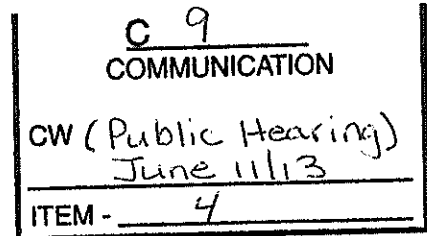
Aird & Berlis LLP represents Granite REIT (“Granite”) (formerly MI Developments Inc.) and Magna International Inc. (“Magna”) in respect of lands municipally known as 401 Caldari Road and the above-noted matter.

Granite is a public real estate operating company engaged principally in the acquisition, development, construction, leasing, management and ownership of a predominantly industrial rental portfolio leased primarily to Magna and its automotive operating units. Granite’s properties consist of manufacturing plants, light industrial properties, corporate offices, product development and engineering centers and test facilities. Granite holds a global portfolio of over 100 income producing industrial and commercial properties, over a dozen of which are located within the City of Vaughan. These properties, both historically and today, represent a significant employment base within the City of Vaughan.

One of Granite’s properties is known municipally as 401 Caldari Road (the “Granite Site”) which is held by a subsidiary of Granite and is leased on a long term basis to Magna. The Granite Site is designated and zoned for industrial uses. The site contains a heavy stamping plant which generally operates 24 hours a day, 7 days a week, 365 days per year. The stamping plant, by its very nature, creates noise, both directly as a result of the stamping of metal, handling of materials, as well as the large transport trucks that deliver and pick up from the plant 24 hours a day.

Accordingly, both Granite and Magna have a direct interest in the Vaughan Mills Secondary Plan as the land uses and transportation infrastructure framework arising therefrom would have direct impacts on the Granite Site specifically and corporate interests more generally. Both have participated in the Secondary Plan process to-date.

The following outlines Granite and Magna’s principal concerns with respect to the draft Secondary Plan document.



### **Secondary Plan Study Area Boundary**

When Vaughan initially commenced the preparation of a Secondary Plan for the Vaughan Mills Area, the study area/secondary plan boundaries were established, in part, as Jane Street (a major Regional arterial road) in the east. This boundary was later arbitrarily adjusted to include two (vacant) properties located on the east side of Jane Street, north of Riverrock Gate within the larger employment area located between Jane and Keele Streets.

In our submission, the expansion of the study area was advanced without any planning rationale or basis to support the inclusion of these lands. Further, the addition of these lands and their subsequent consideration for residential uses results in fundamental land use issues, as discussed below.

### **Proposed Land Uses East of Jane Street**

There are two distinct properties located east of Jane Street known generally as: "Tesmar" (located at the northeast corner of Jane Street and Riverrock Gate); and, "Delisle" (located immediately abutting the southeast corner of Jane Street and Rutherford Road). These properties are proposed to be designated (Schedule B):

Tesmar	"Lands Subject top Ontario Municipal Board Hearing. Maximum height and density will be determined through the Ontario Municipal Board hearing process."
Delisle	High-Rise Mixed-Use; with a Height of 22 storeys and a Density of 3.2

Granite and Magna are parties to the above-noted Ontario Municipal Board hearing with respect to the Tesmar lands. They object to the introduction of residential land uses in proximity to their operations where the potential for land use compatibility issues arising from (in particular) noise from the existing stamping operation renders such residential uses inappropriate.

Notwithstanding the outstanding appeal on the Tesmar lands respecting land uses, the draft Secondary Plan proposes to designate the abutting Delisle lands for residential uses. The same concerns regarding land use compatibility with respect to the existing stamping operation (and other employment uses, such as noise and vibration from the MacMillan rail yard) also affects the Delisle lands.

Residential developments on either property will be exposed to noise levels from adjoining employment area that are not consistent with the standards for industrial noise levels established by the Ontario Ministry of the Environment Guidelines and the City of Vaughan Noise Bylaw. The Secondary Plan study process did no independent evaluation or assessment of the appropriateness of allowing residential land uses east of Jane Street. In our submission, the appropriate designation for the lands located east of Jane Street,

June 10, 2013

Page 3

including Tesmar and Delisle sites, remains that which was approved by the City of Vaughan when it adopted its new Official Plan in 2010. Conversely, there is no justification from a land use planning perspective for the proposed introduction of residential uses on these lands.

#### **Section 3.5.10**

Section 3.5.10 is intended to provide policy direction with respect to land use compatibility between the development of residential (and other sensitive) land uses and existing industry, the rail yard and Highway 400.

In our submission, these policies are generic and do not adequately reflect the scope and range of area-specific environmental noise, vibration and/or emission considerations relating to the development of residential and other sensitive land uses in proximity to the large employment area located east of Jane Street (including the MacMillan rail yard).

#### **Conclusion**


In our submission, the afore mentioned lands located east of Jane Street should be removed from the draft Secondary Plan planning area and the designation for those lands as approved by the City of Vaughan when it adopted its Official Plan in September, 2010, should remain

The inclusion of the Tesmar and Delisle lands in the Secondary Plan and the proposal to consider them for residential uses is without any land use planning rationale and does not constitute good land use planning in the public interest.

We would request written notice of adoption of an Official Plan Amendment and notice of any further meetings and/or decisions by Council or its Committee in respect of this matter. Additionally, we request copies of the Minutes from any meeting held by Committee and/or Council in respect of this matter.

Yours truly,

AIRD & BERLIS LLP

  
Steven A. Zakem  
SAZ/EPC/sh

- c. Granite REIT (Lorne Kumer and Lawrence Clarfield)  
Magna International Inc. (Hilary Stedwill)  
Walker, Nott, Dragicevic Associates Limited (Wendy Nott)

14825060.1



**WESTON  
CONSULTING**

planning + urban design

June 10, 2013

File 4742

Chair and Members  
Committee of the Whole  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan ON  
L6A 1T1

<u>C 10</u> COMMUNICATION  CW (Public Hearing) <u>June 11/13</u>  ITEM - <u>4</u>
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Dear Sirs and Mesdames,

**RE: Vaughan Mills Centre Secondary Plan (File 26.1)**

Weston Consulting is the planning consultant for Casertano Developments Corporation ("Casertano") and Sandra Mammone ("Mammone") who own adjoining sites on the west side of Jane Street within the above secondary plan area, and who have been working together to achieve official plan and zoning amendment approvals to permit the co-ordinated development of their lands for high density mixed use purposes.

The location of the Casertano and Mammone sites is shown on the attached Land Use Designation plan from the draft secondary plan.

**Background**

The Casertano and Mammone official plan and zoning amendment applications were originally submitted in 2007/2009. The applications envisaged densities of approximately 5.0 F.S.I. on each of the two sites, with tower heights ranging between 26 and 40 storeys on the Casertano site and between 25 and 35 storeys on the Mammone site. A total of 3,650 units were proposed. A public park was proposed at the northwest corner of Jane Street and Bass Pro Mills Drive.

The statutory public meeting was held in January 2010. Council adopted the Committee of the Whole recommendation to defer the applications pending completion of a secondary plan review for Vaughan Mills.

In September 2010, Council adopted the City's new Official Plan which designated the Casertano and Mammone lands as High-Rise Mixed Use, as part of the Vaughan Mills primary centre where a secondary plan was required. The new Official Plan provided some flexibility for applications already in progress to proceed in advance of the secondary plan, subject to certain

criteria being satisfied. By letter dated November 1, 2010, Weston Consulting made a submission on behalf Casertano and Mammone, addressing the City's criteria, but in March 2011, Council turned down the owners' request to have their applications considered in advance of the secondary plan.

Casertano and Mammone appealed their applications to the Ontario Municipal Board in April 2011. On the basis that the City then adopted a program to complete the Vaughan Mills Secondary Plan by the end of 2012, the owners asked that their appeals be held in abeyance pending the outcome of that process. The appeals were reactivated earlier this year when it became apparent that the conclusion of the secondary plan process would be delayed.

### **Revised Casertano/Mammone Concept**

By letter dated May 24, 2013, Weston Consulting submitted a revised development concept (attached) which reduces the proposed density to 3.7 F.S.I. on each of the two sites.

The number of towers on the Casertano lands would be reduced from six to five. This change arises from Casertano's decision to proceed with the construction of an office building in accordance with the existing zoning at the north end of its parcel. There would continue to be six towers on the Mammone lands.

Tower heights would be reduced to a range of 26-30 storeys on the Casertano lands, and 16-30 storeys on the Mammone lands.

A total of 3,211 units are proposed in the two concepts combined.

The concept continues to show the dedication of a public park at the northwest corner of Jane Street and future Bass Pro Mills Drive, stretching through the block to Vaughan Mills Circle. The aggregate area of the park is 0.74 ha, which falls within the category of "Urban Square" as defined in Vaughan Official Plan 2010.

### **Draft Vaughan Mills Secondary Plan (May 22, 2013)**

We have reviewed the draft secondary plan on behalf of Casertano and Mammone and observe as follows:

1. The Casertano lands would be designated Community Commercial Mixed Use (1.5 F.S.I./6 storeys), High-Rise Mixed Use (3.2 F.S.I./22 storeys) and Neighbourhood Park.
2. The Mammone lands would be designated High-Rise Mixed Use (2.0 F.S.I./16 storeys) and Neighbourhood Park.
3. The effect of the above density maximums and related density calculation policies would be to allow approximately 90,930 m<sup>2</sup> of floor area on the Casertano lands and approximately 38,200 m<sup>2</sup> of floor area on the Mammone lands, which represents 63% of what is proposed in the revised Casertano concept, and 33% of what is proposed in the revised Casertano/Mammone concept.

4. Similarly, the building heights in the draft secondary plan are lower than what is contemplated in the revised Casertano/Mammone concept.
5. At approximately 1.4 ha, the proposed Neighbourhood Park is twice the size of the public park (or "Urban Square") that is proposed in the combined Casertano and Mammone concepts. Moreover, the draft Secondary Plan would not allow any density to be transferred from the park to help compensate for its dedication.

In our opinion, the above proposals in the draft Secondary Plan do not take proper advantage of the planned function of Jane Street as a designated rapid transit corridor and do not appropriately reflect the status of Vaughan Mills as Primary Centre within the City's hierarchy of intensification areas.

The covering staff report for the plan explains how important Jane Street is to the Region and the City as a future rapid transit corridor yet the Key Principles and Objectives of the draft Secondary Plan are silent on the need to designate lands for high density along Jane Street to support public sector investment in rapid transit.

The top proposed density of 3.2 F.S.I. is lower than existing densities in the area, Bellaria, which is 4.0 F.S.I., and planned densities in the immediate area, at Jane Street/Auto Vaughan Drive (3.5 F.S.I.), yet neither of these sites are within the Primary Centre. Similarly, the top building height at 22 storeys, is only five storeys more than what exists at Bellaria. The strict control on building height in the Primary Centre is not justified from an impact perspective, given the significant distance of most of the area from low density residential areas.

Getting the density right at Vaughan Mills is very important for building the case for public sector investment in rapid transit on Jane Street. No rationale has been presented for the particular densities or heights that have been advanced in the draft Secondary Plan. In our submission, sites that are within walking distance (500 metres) of Jane Street should be designated for higher densities and accompanying building heights, to set the scene for development that is more genuinely transit-supportive.

Both the Casertano and Mammone sites abut Jane Street. The entire Casertano site is within 100 metres of Jane Street, and the entire Mammone site is within 400 metres of Jane Street. Unlike most other sites in the Primary Centre and the Jane corridor, the Casertano and Mammone sites are significantly underutilized and they are ripe for development. They present an opportunity to realize transit-supportive development in the near future. In our submission there is ample room to increase the densities and heights to at least what is represented in the revised Casertano and Mammone concepts, while maintaining the Vaughan Metropolitan Centre as the place where the greatest densities and heights are allowed (up to 6.0 F.S.I. and up to 35/42 storeys).

The proposed Neighbourhood Park at the northwest corner of Jane Street and Bass Pro Mills Drive is also problematic because it reduces the supply of development land within walking distance of the transit corridor. The scale of the proposed Urban Square in the Mammone and Casertano concepts is more suitable for this prime location.

The draft Secondary Plan does not provide for any density transfers from public park designations. It is unclear, therefore, how the local park system is to be established on an equitable basis, particularly in a centre like Vaughan Mills where redevelopment of existing buildings will likely be slow in occurring. A density transfer mechanism would help resolve this issue.

For the same reason, we would request that density calculations include lands dedicated for public roads purposes. We note that OPA 400 and the Vaughan Metropolitan Centre Plan allow at least some public road dedications to be included in density calculations.

The revised Casertano and Mammone concepts both provide for road links connecting Vaughan Mills Circle to Jane Street and Bass Pro Mills Drive, as envisaged in the draft Secondary Plan, but not in the same specific location shown in the Secondary Plan. We propose these as private streets since Vaughan Mills Circle is not envisaged to be dedicated as a public road for the foreseeable future. We are however open to discussing the location and ownership of the road links with staff further, as part of a general discussion relating to the revised concepts and in the interests of achieving a settlement of the appeals.

Other observations and comments relating to the draft Secondary Plan are provided below:

1. The 2031 targets for the Vaughan Mills Centre are equivalent to full build-out of the Plan's assigned development potential. To achieve a target, the overall assigned development potential needs to be much higher than the 2031 target, as in the Vaughan Metropolitan Centre Plan.
2. The location of the proposed Mobility Hub is detached from the existing York Region Transit Terminal and is hypothetical at this time. For the purpose of assigning density in relation to transit, the draft Secondary Plan should focus on the entire Jane Street corridor, or the "potential future transit stops" along Jane Street (at Rutherford, Riverrock and Bass Pro Mills) as shown on Schedule "G" to the draft secondary plan.
3. The Plan's policies and density/height assignments should clearly differentiate Jane Street, a designated Regional Rapid Transit Corridor, from Rutherford Road, a Regional Transit Priority Corridor. Higher densities and heights are appropriate to future rapid transit corridors, particularly Jane Street where a subway extension is sought.
4. The Casertano lands comprise a single parcel but are proposed for a split development designation. Since the site abuts Jane Street and is entirely within 100 m of Jane Street, the entire parcel should be placed in the High-Rise Mixed Use designation.
5. The commercial density in the revised Casertano/Mammone concept is approximately 0.25 F.S.I. on each site. Draft policy 3.5.7 requires that at least 0.5 F.S.I. of the top density category, 3.2 F.S.I., be devoted to non-residential uses. We concur with the principle of mixed use, but request that a more general principle be articulated in the Secondary Plan, encouraging or requiring at least the ground floors of apartment buildings to contain retail/service commercial or institutional uses in targeted locations.
6. As expressed in Casertano's and Mammone's appeals of Vaughan Official Plan 2010, mandatory built form parameters should not be contained in the Official Plan. We

request that general built form principles be articulated in the Secondary Plan, but that the numeric parameters be reworked as guidelines for inclusion in an appendix.

7. No rationale has been presented for reducing the maximum floorplate size for high-rise buildings above 12 storeys, from 850 m<sup>2</sup> to 750 m<sup>2</sup>.
8. Draft policy 3.8.3(ii) appears to require a street wall along a minimum of 80% of all public street frontages. In our opinion, flexibility should be retained for privately owned yet publicly accessible open space features which could be similar in function to Urban Squares.
9. Draft policy 3.6.1.7 carries forward the existing site-specific policy applicable to the Mammone site. This provides guidance for a previous as-of-right zoning scenario. It is obsolete in the context of the Secondary Plan and should be deleted.
10. The draft "Development Progression" policies in Section 7.0 should be clarified to indicate that the initial phase of development runs to the year 2031, since the number of residential units in Areas 1 and 2 corresponds to the build-out potential indicated in the Table on p. 41.

We thank for the Committee for this opportunity for input and we look forward to discussing the foregoing matters with the City further.

Yours truly,

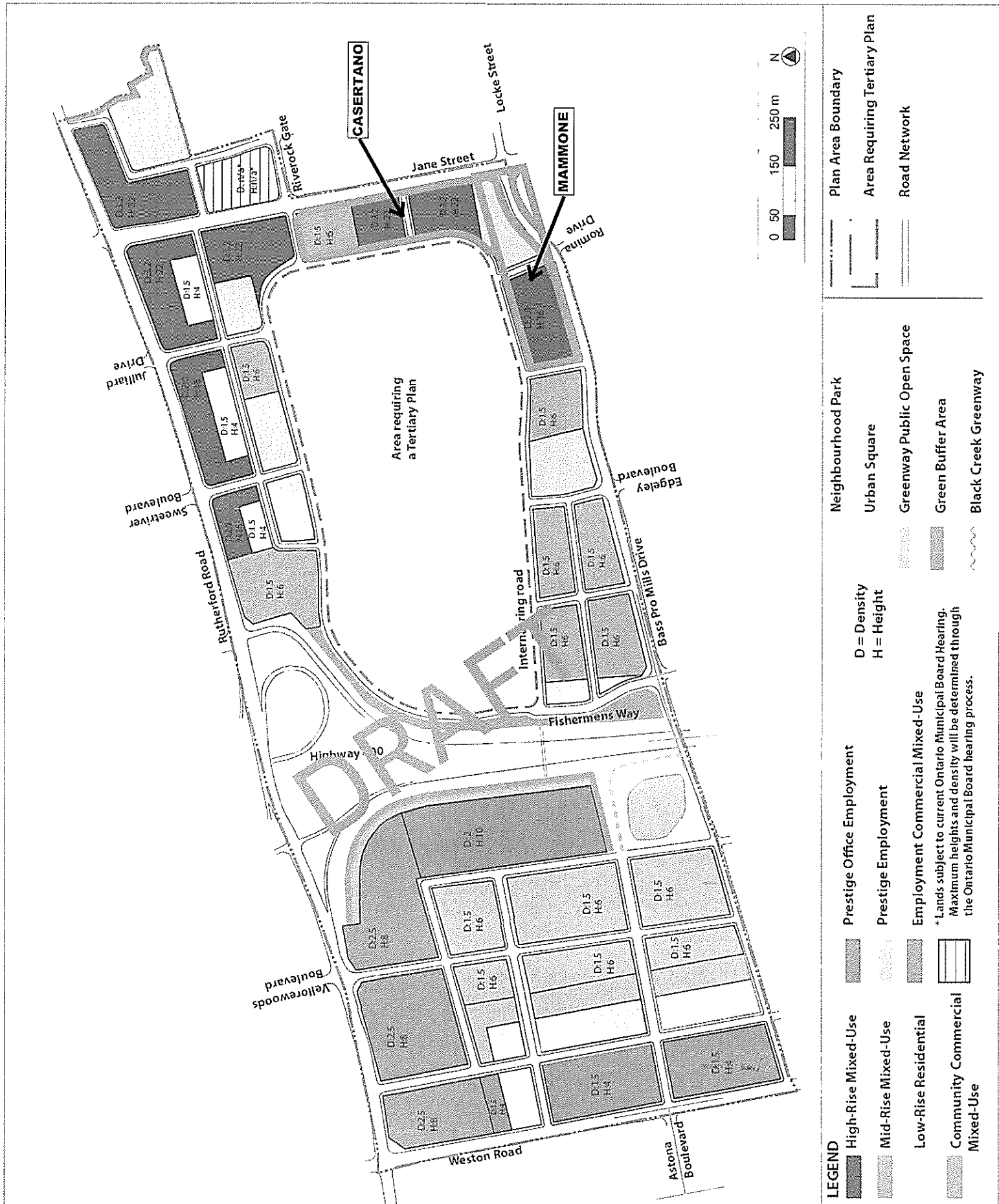
**Weston Consulting**

**Per:**



Alan Young, BES, MSc, MCIP, RPP  
Senior Associate

- c. Casertano Development Corporation  
Sandra Mammone  
Mary Flynn-Guglietti, McMillan LLP



**LEGEND**

- High-Rise Mixed-Use
- Mid-Rise Mixed-Use
- Low-Rise Residential
- Community Commercial Mixed-Use
- Prestige Office Employment
- Prestige Employment
- Employment Commercial Mixed-Use
- Lands subject to current Ontario Municipal Board Hearing. Maximum heights and density will be determined through the Ontario Municipal Board hearing process.

D = Density  
H = Height

- Neighbourhood Park
- Urban Square
- Greenway Public Open Space
- Green Buffer Area
- Black Creek Greenway

- Plan Area Boundary
- Area Requiring Tertiary Plan
- Road Network

# AIRD & BERLIS LLP

Barristers and Solicitors

N. Jane Pepino, C.M., Q.C., LL.D.

Direct: 416.865.7727

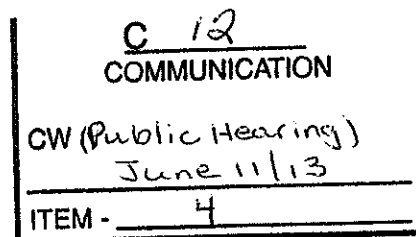
E-mail: [jpepino@airdberlis.com](mailto:jpepino@airdberlis.com)

June 10, 2013

Our File No. 113747

BY EMAIL

Jeffrey A. Abrams, City Clerk  
City of Vaughan  
City Hall, Level 100  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1



Dear Mr. Abrams:

**Re: Statutory Committee of the Whole Public Hearing (Meeting)  
June 11, 2013  
Draft Vaughan Mills Centre Secondary Plan  
File No. 26.1**

We act on behalf of the Canadian Fuels Association ("Cdn. Fuels"), formerly the Canadian Petroleum Products Institute, with respect to its interest in the new City of Vaughan Official Plan. Cdn. Fuels is an incorporated association of major Canadian companies involved in the refining, distribution, and/or marketing of petroleum products. Cdn. Fuels' member companies own a majority of automobile service stations ("Gas Stations") within the City of Vaughan, including those Gas Stations owned and operated by Imperial Oil Limited (Esso), Suncor Energy (Petro-Canada), Shell, Ultramar and Husky Energy (Husky).

The mission of Cdn. Fuels includes initiating discussions and dialogue in the development of public policy and regulation serving the long term interests of the Canadian consumer and the Canadian petroleum industry. Cdn. Fuels has a genuine interest in ensuring that its member stations are safe and viable while meeting customer needs, and also being compatible with the needs of the community. As such, Cdn. Fuels has significant concerns with some of the proposed policies of the new City of Vaughan Official Plan ("VOP 2010").

Cdn. Fuels' concerns with Volume 1 of the VOP 2010 were carefully outlined in Cdn. Fuels' Notice of Appeal, filed with the Region of York on August 24, 2012, and attached to this letter for your reference. We have reviewed the draft Vaughan Mills Centre Secondary Plan (the "VMC Secondary Plan") and the report regarding the Secondary Plan, to be considered by the Committee of the Whole on June 11, 2013.

There are currently two Cdn. Fuels member stations within the boundaries of the VMC Secondary Plan Area: a Husky Gas Station located at the southeast corner of Rutherford Road and Sweetriver Boulevard, and a Petro Canada Gas Station located at the northwest corner of Jane Street and Riverrock Gate. Both Gas Station sites are proposed to be designated High-Rise Mixed-Use in accordance with Schedule C: Land Use Designation, of the VMC Secondary Plan. At this time, Cdn. Fuels does not object to

the proposed designation of the Gas Station sites or the policies pertaining to the High-Rise Mixed-Use designation (Section 3.6.1) as the VMC Secondary Plan does not contain policies that further restrict permissions for gas stations.

However, Cdn. Fuels does take issue with several of the Built Form Policies of Section 3.8 of the VMC Secondary Plan. The policies of concern are as follows:

- **Section 3.8.1.i**

*"A wide variety of buildings shall be permitted in Vaughan Mills Centre including Low-rise, Mid-rise, and High-rise buildings, in accordance with Schedule B: Height & Density, including:*

- *Low-rise buildings (2-4 storeys) including townhouses, apartments and office, employment, institutional and mixed-use buildings. Low-rise buildings shall have a minimum height of 2 storeys, and a maximum height of 4 storeys. Low-rise buildings are appropriate for areas within the Vaughan Mills Primary Centre that do not front onto arterial streets (Jane Street, Rutherford Road, or Bas Pro Mills Drive). Low-rise buildings are generally located internal to the block fronting onto lower order streets, as identified on Schedule F: Transportation Framework."*

- **Section 3.8.2.i**

*"All building frontages must be oriented towards public streets and other public spaces in order to clearly define the public realm, create a consistent street wall, and to provide a safe and attractive street environment for pedestrians. Schedule D: Ground Floor Frontage Types, outlines the required setbacks for development throughout the Vaughan Mills Centre."*

- **Section 3.8.2.ii**

*"All new buildings along arterial roads...shall have a minimum height of 10.5 metres."*

- **Section 3.8.3.i**

*"Buildings shall be built to a consistent build-to line. Maximum and minimum setbacks and build-to lines shall be guided by Schedule D: Ground Floor Frontage Types and included in the Zoning By-law."*

- **Section 3.8.3.iv**

*"Buildings shall be built along a consistent setback line, as identified on Schedule D: Ground Floor Frontage Types."*

- **Schedule D: Ground Floor Frontage Types**

- Jane Street and Rutherford Road are shown as having "Primary Retail Frontage" which requires setbacks of 3 to 5 metres and 80 percent required retail frontage.
- Riverrock Gate and Sweetriver Boulevard are shown as having Secondary Commercial Frontage which requires setbacks of 3 to 5 metres and 60 percent required retail frontage.

While not opposed to the above-noted policies in principle, and when applied to "High-Rise Mixed-Use" developments, it is Cdn. Fuels' position that the built form policies of the VMC Secondary Plan should not apply to Gas Station sites. Gas Stations are different from other "High-Rise Mixed-Use" uses as their facilities are comprised of dispensing pumps, underground storage equipment, kiosks, canopies and other equipment that need to be replaced or rebuilt periodically to adhere to safety and environmental legislation and regulations. Typically, there are single-storey buildings, given that Gas Station operations are single use. Additionally, the gas pumps and canopy must be in front the retail building to allow access for motorist customers and to allow the Gas Station attendant to monitor the pump islands. For these reasons, the built form policies of the VMC Secondary Plan are not compatible with the design of modern gas stations and should not apply.

Further, the inclusion of the above-listed sections would result in the existing Gas Stations within the VMC Secondary Plan area becoming "Legal Non-conforming" (subject to the provisions of Section 10.2.1.4, of Volume 1 of the VOP). This is unacceptable, as Legal Non-conforming status would hinder the necessary redevelopment of Gas Stations, which includes replacement of equipment as necessary to ensure the safe operation of the stations, and continuing upgrades and changes to the offerings at Gas Stations, as market and customers demand.


We recognize that the VMC Secondary Plan has only been issued in draft form and will be subject to further modifications, including a further technical report to be considered by the Committee of the Whole at a later date. As such, Cdn. Fuels requests that the VMC Secondary Plan be revised to exempt Gas Stations from the built form policies of the Secondary Plan. Cdn. Fuels reserves the right to change its position, should further modifications that impact Gas Stations be made to the VMC Secondary Plan.

We have made numerous requests to meet with City representatives to discuss our client's concerns with the VOP 2010 in greater detail. Staff has assured us that such meeting will occur; however, to date it has not. We will continue to make ourselves available to meet with City staff to discuss our client's concerns in an attempt to settle some or all issues.

Should you require any further information or clarification respecting any aspects of this letter, please do not hesitate to contact the undersigned, or Emily Elliott, Land Use Planner, of this office at 416-865-3069. Please provide any further notices associated with the approval of the VMC Secondary Plan to the undersigned. Thank you very much.

Yours truly,

AIRD & BERLIS LLP



N. Jane Pepino, C.M., Q.C., LL.D.

NJP/ee

- c. J. Roy, Canadian Fuels Association
- M. Goldberg, Goldberg Group
- M. Rossi, Vaughan Policy Planning Department

14816333.1

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# AIRD & BERLIS LLP

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Barristers and Solicitors

N. Jane Pepino, C.M., Q.C., LL.D.

Direct: 416.865.7727

E-mail: [jpepino@airdberlis.com](mailto:jpepino@airdberlis.com)

August 24, 2012

Our File No. 113747

BY COURIER

Mr. Denis Kelly  
Regional Clerk  
Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1

Dear Mr. Kelly

**Re: Appeal of the new City of Vaughan Official Plan**

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We act on behalf of the Canadian Petroleum Products Institute ("CPPI") with respect to its interest in the new City of Vaughan Official Plan. CPPI is an incorporated association of major Canadian companies involved in the refining, distribution, and/or marketing of petroleum products. CPPI member companies own a majority of automobile service stations ("Gas Stations") within the City of Vaughan (the "City"), including those Gas Stations owned and operated by Imperial Oil Limited (Esso), Suncor Energy (Petro-Canada), Shell, Ultramar and Husky Energy (Husky).

The mission of CPPI includes initiating discussions and dialogue in the development of public policy and regulation serving the long term interests of the Canadian consumer and the Canadian petroleum industry. CPPI has a genuine interest in ensuring that its member stations are safe and viable while meeting customer needs and also being compatible with the needs of the community. As such, CPPI has a significant concerns with some of the proposed policies of the new City of Vaughan Official Plan. CPPI's areas of concern are as follows:

- Section 9.2 - Land Use Designation and Permitted Building Types - Gas Stations in areas designated Mid-Rise Mixed Use, High-Rise Mixed Use, Employment Commercial Mixed Use, Community Commercial Mixed Use and Prestige Employment are subject to the following criteria:
  - (A) *the use is located on an arterial street as indicated on Schedule 9;*
  - (B) *the use is limited to one Gas Station per intersection; and,*
  - (C) *no Gas Stations shall be permitted at the intersection of two arterial streets as indicated on Schedule 9.*

Many existing Gas Stations in the City are located at the intersection of two arterial streets in order to provide service to motorists passing in different directions without requiring a change in direction. Many of these high traffic intersections

currently have more than one Gas Station, as road medians or traffic conditions prevent motorists from accessing Gas Stations located across a street. A single Gas Station could not provide adequate and safe service for the total motor vehicle traffic at many intersections in the City or in the alternative, would require added traffic movements increasing congestion and delay. Further, requiring that Gas Stations locate at the intersection of only one arterial street would result in twice the number of Gas Stations in the City to serve the same amount of vehicle traffic, as well as forcing Gas Stations to intersections of collector streets, which are more likely to be close to Residential neighbourhoods.

Additionally, the inclusion of the above sections would result in those existing Gas Stations at an intersection where more than one Gas Station exists, or on an intersection of two arterial streets, to simply become "Legal Non-conforming". (Subject to the provisions of Section 10.2.1.4, see below). This is unacceptable as Legal Non-conforming status would hinder the redevelopment of these Gas Stations, which includes replacement of equipment as necessary to ensure the safe operation of the stations, and continuing upgrades and changes to the offerings at Gas Stations, as market and customers demand.

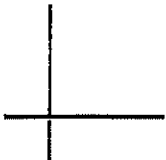
- Section 9.2.3.9 - Building Types and Development Criteria, Gas Stations imposes specific policies and development criteria on Gas Stations. Section 9.2.3.9.c. requires that:

*Where a Gas Station contains a retail building greater than 100 square metres, the retail building shall front onto at least one public street, with no driveways or parking spaces located between the building and the public street.*

The above section is too prescriptive for an Official Plan and rather, an Official Plan should call for Urban Design Guidelines, which set out detailed policies.

Section 9.2.3.9 is not compatible with the design of modern Gas Stations. Moreover, modern Gas Stations allow for the "one stop shopping" concept where the public can perform a multitude of daily tasks on one site thus avoiding otherwise separate small trips. Additionally, modern Gas Stations are equipped with public washrooms adapted for customers with disabilities. In order for modern Gas Stations to accommodate these services, a building in excess of 100 square metres is required.

The requirement that a retail building greater than 100 square metres be located facing the street, with no driveways or parking spaces located between the building and the street, makes it impossible for a modern Gas Station to function. The gas pumps and canopy must be fronting the retail building to allow access for motorist customers and to allow the Gas Station attendant to monitor the pump islands. Based on the above, this requirement of the Official Plan is unworkable. It should also be noted that Section 9.1.2.6.e. contains a contradictory exception permitting parking between a building and public sidewalks in the case of Gas Stations in *Intensification Areas*.



- Also in Section 9.2.3.9 - Building Types and Development Criteria, Gas Stations, Section 9.2.3.9.d, requires that:

*Where a Gas Station contains a car wash, the car wash shall generally be located to the rear of the site and setback a minimum of 30 metres from any Low-Rise Residential designation.*

CPPI is opposed to this arbitrary minimum setback of 30 metres of a car wash from any Low-Rise Residential Designation. This type of detailed requirement is not warranted within the Official Plan but rather, if necessary, would be better suited in a zoning by-law or urban design guidelines.

- Section 10.2.1.4 – Interpretation states that it is the policy of Council:

*To recognize legally existing land uses as they exist at the time this Plan is approved. These land uses shall be deemed to conform to this Plan. Minor extensions, reductions or expansions of such uses shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised...*

It is CPPI's position that the section above needs to be revised to allow for the redevelopment of legally existing uses for a similar use while remaining in compliance with the Official Plan without the uncertainty presented by the conditions attached to the above deeming provision. Gas Stations are somewhat different from typical uses as their facilities are comprised of dispensing pumps, underground storage equipment, kiosks, canopies and other equipment that need to be replaced or rebuilt periodically to adhere to safety and environmental legislation and regulations. They are also mainly outdoor areas which are subject to wear and tear as a result of weather, road salts and traffic. For these reasons, and in order to meet evolving customer demands, existing Gas Stations need to be redeveloped from time to time. The deletion of the words "*provided that the intent of this Plan is not compromised*" (which are themselves incapable of being clearly interpreted), would ensure that the routine and necessary redevelopment of Gas Stations currently existing throughout the City of Vaughan does not trigger an amendment to the Official Plan.

CPPI has actively participated in the process of the new City of Vaughan Official Plan. Specifically, CPPI and representatives from some member companies met with City Planning Staff on June 24, 2010 to discuss the issues outlined above and others. At that time, staff indicated these issues would be considered and that revisions to the Official Plan would be made as appropriate. Despite a Council direction to so, on September 27, 2011, staff has not contacted CPPI since the June 2010 meeting and the above-described issues remain outstanding. CPPI has continued to express concerns through deputations to the Committee of the Whole on June 14, 2010 and April 2, 2012 and to the York Region Planning and Economic Development Committee on June 13, 2012. Additionally letters to the City of Vaughan were filed on June 7, 2012, July 5, 2012, July 27, 2010, September 12, 2011 and April 2, 2012.



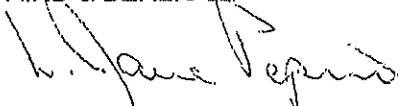
The purpose of this letter is to appeal to the Ontario Municipal Board Regional Council's failure to make a decision with respect to the new City of Vaughan Official Plan, pursuant to subsection 17(40) of the *Planning Act*. It has been in excess of 180 days since the new Vaughan Official Plan was received by the Region, and a decision has not been rendered. Please accept this letter, the attached form and enclosed cheque in the amount of \$125, payable to the Ministry of Finance, as CPPI's appeal of the of new City of Vaughan Official Plan in its entirety.

We would be pleased to meet with appropriate Regional and City Officials to discuss CPPI's concerns in greater detail.

Should you require any further information or clarification respecting any aspects of this appeal, please do not hesitate to contact the undersigned, or Emily Elliott, Land Use Planner, of this office at 416-865-3069. Acknowledgement of receipt of this appeal would be greatly appreciated. Please provide any further notices associated with this appeal to the undersigned. Thank you very much.

Yours truly,

AIRD & BERLIS LLP



N. Jane Pepino, C.M., Q.C., LL.D.

NJP/ee

cc. J. Roy, CPPI  
M. Goldberg, Goldberg Group  
J. Abrams, Clerk, City of Pickering

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Environment and Land Tribunals Ontario  
**Ontario Municipal Board**  
655 Bay Street, Suite 1500 Toronto, Ontario M5G 1E5  
TEL: (416) 212-6349 or Toll Free: 1-866-448-2248  
FAX: (416) 326-5370  
www.eltto.gov.on.ca

**APPELLANT FORM (A1)  
PLANNING ACT**

**SUBMIT COMPLETED FORM  
TO MUNICIPALITY/APPROVAL AUTHORITY**

Date Stamp - Appeal Received by Municipality

Receipt Number (OMB Office Use Only)

**Part 1: Appeal Type (Please check only one box)**

SUBJECT OF APPEAL	TYPE OF APPEAL	PLANNING ACT REFERENCE (SECTION)
Minor Variance	<input type="checkbox"/> Appeal a decision	45(12)
Consent/Severance	<input type="checkbox"/> Appeal a decision	53(19)
	<input type="checkbox"/> Appeal conditions imposed	
	<input type="checkbox"/> Appeal changed conditions	53(27)
	<input type="checkbox"/> Failed to make a decision on the application within 90 days	53(14)
Zoning By-law or Zoning By-law Amendment	<input type="checkbox"/> Appeal the passing of a Zoning By-law	34(19)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – failed to make a decision on the application within 120 days	34(11)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – refused by the municipality	
Interim Control By-law	<input type="checkbox"/> Appeal the passing of an Interim Control By-law	38(4)
Official Plan or Official Plan Amendment	<input type="checkbox"/> Appeal a decision	17(24) or 17(36)
	<input checked="" type="checkbox"/> Failed to make a decision on the plan within 180 days	17(40)
	<input type="checkbox"/> Application for an amendment to the Official Plan – failed to make a decision on the application within 180 days	22(7)
	<input type="checkbox"/> Application for an amendment to the Official Plan – refused by the municipality	
Plan of Subdivision	<input type="checkbox"/> Appeal a decision	51(39)
	<input type="checkbox"/> Appeal conditions imposed	51(43) or 51(48)
	<input type="checkbox"/> Failed to make a decision on the application within 180 days	51(34)

**Part 2: Location Information**

All lands within municipality

Address and/or Legal Description of property subject to the appeal:

Municipality/Upper tier: City of Vaughan / Region of York

**Part 3: Appellant Information**

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

The Canadian Petroleum Products Institute

Company Name or Association Name (Association must be incorporated – Include copy of letter of incorporation)

Professional Title (If applicable): \_\_\_\_\_

E-mail Address: jean.roy23@sympatico.ca

By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: 416.222.5991 Alternate Telephone #: \_\_\_\_\_Fax #: 416.492.2514

Mailing Address: <u>20 Adelaide Street East</u>	<u>Suite 901</u>	<u>Toronto</u>
Street Address	Apt/Suite/Unit#	City/Town
<u>Ontario</u>		<u>M5C 2T6</u>
Province	Country (if not Canada)	Postal Code

Signature of Appellant: \_\_\_\_\_ Date: \_\_\_\_\_  
(Signature not required if the appeal is submitted by a law office.)

*Please note: You must notify the Ontario Municipal Board of any change of address or telephone number in writing. Please quote your OMB Reference Number(s) after they have been assigned.*

Personal information requested on this form is collected under the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, and the *Ontario Municipal Board Act*, R.S.O. 1990, c. O. 28 as amended. After an appeal is filed, all information relating to this appeal may become available to the public.

**Part 4: Representative Information (if applicable)**

I hereby authorize the named company and/or individual(s) to represent me:

First Name: N. Jane Last Name: PepinoCompany Name: Aird & Berl's LLPProfessional Title: SolicitorE-mail Address: jpepino@airdberl's.com

By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: 416.865.1500 Alternate Telephone #: \_\_\_\_\_Fax #: 416.863.1515

Mailing Address: <u>181 Bay Street</u>	<u>Suite 1800</u>	<u>Toronto</u>
Street Address	Apt/Suite/Unit#	City/Town
<u>Ontario</u>		<u>M5J 2T9</u>
Province	Country (if not Canada)	Postal Code

Signature of Appellant:  Date: Aug 24 / 12

*Please note: If you are representing the appellant and are NOT a solicitor, please confirm that you have written authorization, as required by the Board's Rules of Practice and Procedure, to act on behalf of the appellant. Please confirm this by checking the box below.*

☐ I certify that I have written authorization from the appellant to act as a representative with respect to this appeal on his or her behalf and I understand that I may be asked to produce this authorization at any time.

**Part 5: Language and Accessibility**

Please choose preferred language: ☒ English ☐ French

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible.

**Part 6: Appeal Specific Information**

1. Provide specific information about what you are appealing. For example: Municipal File Number(s), By-law Number(s), Official Plan Number(s) or Subdivision Number(s):

Appeal of City of Vaughan's new Official Plan, City File No. OP.25.1.

2. Outline the nature of your appeal and the reasons for your appeal. Be specific and provide land-use planning reasons (for example: the specific provisions, sections and/or policies of the Official Plan or By-law which are the subject of your appeal - if applicable). \*\*If more space is required, please continue in Part 9 or attach a separate page.

Please see covering letter.

**THE FOLLOWING SECTIONS (a&b) APPLY ONLY TO APPEALS OF ZONING BY-LAW AMENDMENTS UNDER SECTION 34(11) OF THE *PLANNING ACT*.**

- a) DATE APPLICATION SUBMITTED TO MUNICIPALITY: \_\_\_\_\_  
(If application submitted before January 1, 2007 please use the O1 'pre-Bill 51' form.)

- b) Provide a brief explanatory note regarding the proposal, which includes the existing zoning category, desired zoning category, the purpose of the desired zoning by-law change, and a description of the lands under appeal:  
\*\*If more space is required, please continue in Part 9 or attach a separate page.

**Part 7: Related Matters (if known)**

Are there other appeals not yet filed with the Municipality?

YES ☐

NO ☒

Are there other planning matters related to this appeal?

YES ☒

NO ☐

(For example: A consent application connected to a variance application)

If yes, please provide OMB Reference Number(s) and/or Municipal File Number(s) in the box below:

The new City of Vaughan Official Plan has been appealed for Regional Council's failure to make a decision by various other parties. (File No. PL 111184)

**Part 8: Scheduling Information**

How many days do you estimate are needed for hearing this appeal? ☐ half day ☐ 1 day ☐ 2 days ☐ 3 days  
☐ 4 days ☐ 1 week ☒ More than 1 week – please specify number of days: 8 days

How many expert witnesses and other witnesses do you expect to have at the hearing providing evidence/testimony?  
Various

Describe expert witness(es)' area of expertise (For example: land use planner, architect, engineer, etc.):  
Land Use Planner, urban designer, traffic expert, industry representative

Do you believe this matter would benefit from mediation? YES ☒ NO ☐  
(Mediation is generally scheduled only when all parties agree to participate)

Do you believe this matter would benefit from a prehearing conference? YES ☒ NO ☐  
(Prehearing conferences are generally not scheduled for variances or consents)

If yes, why? To determine the scope of the hearing, the various parties and the issues list.

**Part 9: Other Applicable Information. Attach a separate page if more space is required.**

Please see covering letter.

**Part 10: Required Fee**

Total Fee Submitted: \$ 125

Payment Method: ☐ Certified cheque ☐ Money Order ☒ Solicitor's general or trust account cheque

- The payment must be in Canadian funds, payable to the Minister of Finance.
- Do not send cash.
- PLEASE ATTACH THE CERTIFIED CHEQUE/MONEY ORDER TO THE FRONT OF THIS FORM.

12993916.1

AIRD & BERLIS LLP - GENERAL ACCOUNT

33361

(0690-5221521) TD Canada Trust (TD) Date: 22-Aug-2012

(MIN0001) Minister of Finance Ref: F# 113747

\$125.00

THIS DOCUMENT CONTAINS SECURITY FEATURES - SEE REVERSE

AIRD & BERLIS LLP  
BARRISTERS & SOLICITORS  
BROOKFIELD PLACE, 181 BAY ST., SUITE 1800, BOX 754  
TORONTO, ONTARIO M5J 2T9  
(416) 863-1500

TD CANADA TRUST  
TORONTO DOMINION CENTRE BRANCH  
55 KING STREET WEST & BAY STREET  
TORONTO, ONTARIO M5K 1A2

33361

Date 22 08 2012  
DD MM YYYY

PAY\*THE\*SUM\*OF\*\*\*\*\*\$125.00

AMOUNT  
\*\*\*\*\$125.00

PAY  
TO THE  
ORDER  
OF

Minister of Finance

AIRD & BERLIS LLP  
GENERAL ACCOUNT



PER

PER

⑈033361⑈ ⑆40202⑈004⑆ 0690⑈5221521⑈

<b>Reply to the Attention of</b>	Mary Flynn-Ciuglicetti
<b>Direct Line</b>	416.865.7256
<b>Email Address</b>	mary.flynn@mcmillan.ca
<b>Our File No.</b>	81376
<b>Date</b>	June 11, 2013

**DELIVERED BY EMAIL clerks@vaughan.ca**

Committee of the Whole  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan ON  
L6A 1T1

C 13  
COMMUNICATION  
CW (Public Hearing)  
June 11/13  
ITEM - 4

**Attention: Chair and Members of the Committee of the Whole**

Dear Sirs/Mesdames:

**Re: Vaughan Mills Centre Secondary Plan (File 26.1)  
Limestone Gallery Investments Inc. – 3255 Rutherford Road &  
Damara Investment Corp. – 9100 Jane Street**

We are the solicitors retained to act on behalf of Limestone Gallery Investments Inc. ("**Limestone Gallery**") and Damara Investment Corp. ("**Damara**"), owners of properties located within the Vaughan Mills Centre Secondary Plan ("**VMCS**").

The Limestone Gallery lands are located on the south-east quadrant of Rutherford Road and Highway 400 and are municipally known as 3255 Rutherford Road. The property is currently developed with 12 commercial buildings with six (6) single tenant occupied buildings and 6 multi-tenanted occupied buildings for a total of 55 units.

The Damara lands are located at the south-west corner of Jane Street and Rutherford Road and municipally known as 9100 Jane Street. The site is currently developed with a three (3) storey office building.


As you can appreciate our clients have made significant investments in developing the above noted properties for commercial and office use. In reviewing the draft VMCS Plan our clients are concerned that the vision as set out in the VMCS plan is not consistent with the investment and direction of development that our clients have undertaken. For example Damara's 3 storey office building at the south-west corner of Jane and Rutherford is a recent and significant development of the lands. Pursuant to section 4.8 of the VMCS Plan the site is envisioned as a transit hub and a proposed high-rise residential block.

Similarly the commercial plaza located on the Limestone Gallery lands along Rutherford Road, east of Highway 400 is being redesignated for low, mid and high-rise development and parkland. The site is currently connected to an appropriate and efficient road network, however section 4.2.7.3 of the VMCS envisions road connections through the site. Clearly the vision in the draft VMCS Plan does not reflect the significant investment on the above noted sites.

We respectfully submit that the VMCS Plan must contain satisfactory provisions that respect and encourage the existing developments and permit said developments to expand as needed and necessary to meet market conditions in order to remain viable commercial entities. We submit that the current draft of the VMCS would impede and negatively impact the viability of our clients' sites.

Please ensure that we are notified of any future meetings and consideration of the VMCS Plan. Our clients are prepared to meet and discuss our concerns with staff at their convenience.

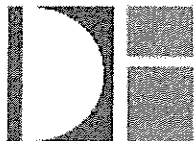
Yours truly,



Mary Flynn-Guglietti

/sb

c.c. Lisa Di Clemente  
Joe Di Giuseppe



Davies  
Howe  
Partners  
LLP

Lawyers

The Fifth Floor  
99 Spadina Ave  
Toronto, Ontario  
M5V 3P8

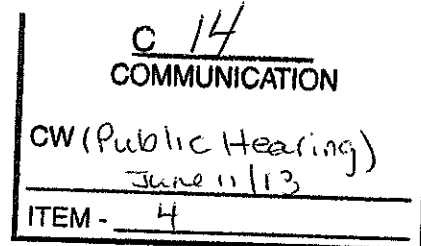
T 416.977.7088  
F 416.977.8931  
davieshowe.com

Please refer to: **Jeffrey L. Davies**  
e-mail: jdavies@davieshowe.com  
direct line: 416.263.4508  
File No. 702586

June 10, 2013

**By Courier**

Committee of the Whole  
City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1



**Attention: Rosanna DeFrancesca, Chair of the Committee of the Whole**  
**Jeffrey Abrams, City Clerk**  
**John MacKenzie, Commissioner of Planning**

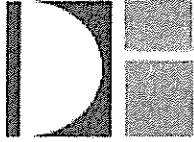
Dear Sirs/Mesdames:

**Re: June 11, 2013 Public Meeting of the Committee of the Whole**  
**Response to Draft Vaughan Mills Centre Secondary Plan**  
**By: H & L Title Inc., Ledbury Investments Ltd., Anland**  
**Developments Inc. & 281187 Ontario Limited**

Davies Howe Partners LLP and Weston Consulting Group Inc. represent H&L Title Inc. and Ledbury Investments Ltd. Parente Borean LLP and Humphries Planning Group Inc. represent 281187 Ontario Limited, and Humphries Planning Group Inc. represents Anland Developments Inc. This letter is submitted on behalf of the four companies (collectively referred to herein as "the Group").

The Group's lands are located within "Area 3" of the Draft Vaughan Mills Centre Secondary Plan (Draft Secondary Plan). These lands amount to approximately 97 acres or roughly 73% of the remaining undeveloped lands within Area 3 and are located south of Rutherford Road to the north, Highway 400 to the east, Weston Road to the west and the future extension of Bass Pro Mills Drive to the south. A map is attached for your convenience.

By way of background information, the Group members have actively participated in both the City of Vaughan Official Plan and the Vaughan Mills Centre Secondary Plan Study review processes. The Group members have obtained party status in the Ontario Municipal Board proceedings for the Vaughan Official Plan.



Davies  
Howe  
Partners  
LLP

We take this opportunity to provide the following submissions regarding the Draft Secondary Plan:

First, the Group submits that the Draft Secondary Plan contains several shortcomings and requires further review. Accordingly, the Group objects to the Draft Secondary Plan.

Second, the Plan fails to address many fundamental land use planning issues and was created prior to the finalization of necessary background and technical studies. The Draft Secondary Plan has also failed to appropriately incorporate the Group's submissions throughout the study process. It is submitted that the elements of land uses, density, height and street network all require further consideration.

Third, the Draft Secondary Plan provides nine (9) Guiding Principles within Part B, Section 1.2 and uses these principles as a benchmark for guiding the development and measuring the success of the plan. We have reviewed these principles and submit that the distribution of land uses and associated policy regimes in the Draft Secondary Plan are inappropriate. Therefore, the Draft Secondary Plan should be amended to designate the Group's lands for mixed use purposes. This designation would more appropriately account for the land's context and relationship to Vaughan Mills, the mixed use lands to the north, the residential lands to the west, and the future extension of Bass Pro Drive to the south.

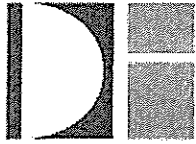
### **Principle 1 – Create a Vibrant, Complete, Mixed-Use Urban Centre**

The Draft Secondary Plan does little to integrate future land uses on both sides of Highway 400 and continues the highway as a major physical boundary. As a result, the Group's lands within Area 3 Employment are inappropriately segregated from the high density, retail and mixed uses on the east side of Highway 400 and south of Rutherford Road. Little effort or initiative has been made to link the Group's lands, and the projected 7590 jobs associated with their lands, to the planned transit hub connected to the mall. The Group submits this land use pattern is not good planning and will hinder the creation of a vibrant and complete mixed-use urban centre.

The proposed road network within Area 3 is comprised of too many planned streets. The Group submits this requires further consideration in order to appropriately contribute to this principle.

### **Principle 2 – Foster a High Quality of Place, Design Excellence, and Sustainability**

While we generally agree with this principle, we observe that its implementation is undermined by the land use issues outlined above, resulting in the loss of the



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opportunity for considerable synergy between both sides of Highway 400 and a “human scaled” environment. A mixed use designation in Area 3 would better reflect Principle 2.

### **Principle 3 – Provide a Diverse Range of Housing Options in Vaughan Mills Centre**

The Draft Secondary Plan does not provide for any type of housing within Area 3, which is inconsistent with the permitted residential uses within Area 1 and Area 2. It is also unclear as to whether building “ground family oriented” housing around a regional mall has been thoroughly considered.

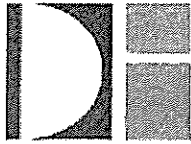
Furthermore, it is highly unlikely that low and medium density/ground housing will replace any of the out-parcel retail buildings in the Vaughan Mills Mall. In order to achieve the desired variety of housing options, we submit that low, medium and high density residential uses should be planned within Area 3, having regard to the residential area to the west.

### **Principle 4 – Enhance the Role of Vaughan Mills Centre as a “Centre” of Economic Activity, Jobs, and Commerce in the Region**

We submit that it is common for regional shopping centres like Vaughan Mills to create sizable land use synergies for the surrounding area, especially as the regional centre matures. Vaughan Mills is not yet complete, so this process will continue for the foreseeable future. The Draft Secondary Plan fails to recognize these positive spin-off effects and how to plan for them for the future. The creation of a unique employment and commercial environment is restrained by the rigid policies in the Plan, such as maximum floor area. Likewise, the Draft Secondary Plan fails to recognize the west side of the Highway 400 corridor in this area as an attractive location for offices, corporate headquarters, hotels, convention centres and forms of residential use. The restrictions placed on Area 3, including 10 storey building heights and 2.0 FSI, are arbitrary and should be revisited. Area 3 requires higher building types, heights and density in order to better utilize existing investments in provincial and city infrastructure, such as Highway 400, its interchanges and the road network.

### **Principle 5 – A Walkable Urban Environment**

Promoting a pedestrian and cyclist-friendly environment is an admirable goal. However, given the shortcomings of the Proposed Secondary Plan, it is unlikely that this goal will materialize.



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### **Principle 6 – Provide High Quality Open Spaces**

The Group submits that the proposed Black Creek Greenway is not considered to be an enhancement of the existing open space corridor, as suggested in the Plan. The proposed location of the Greenway is completely realigned from its existing location and the proposed 70 metre wide Black Creek Greenway is inappropriate. The Group understands that a report prepared by the MMM Group, entitled “Stormwater Management Conceptual Strategy,” has not been made available to the public. This report may prove to be helpful to stakeholders and should be released to allow for their consideration and input. As such, the Group submits that further discussion among the stakeholders is required once the MMM report is released to the public. Following these discussions, it may also be necessary for stakeholders to seek independent advice regarding the MMM report.

### **Principle 7 – Protect, Restore, and Enhance Natural and Cultural Heritage Resource**

The Group submits that further discussions on matters pertaining to natural and cultural resources should be provided for in the Draft Secondary Plan.

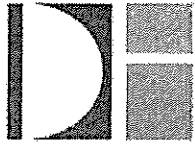
### **Principle 8 – Create Multi-Model Transportation Network**

The Group submits that a multi-model transportation network is another area which requires more attention in order to improve the Draft Secondary Plan. Creating a multi-model transportation network throughout the study area is a good objective if density is allocated in a manner that will be supportive. Weston Road is designated as part of the Region’s Transit Priority Network, therefore, land use and intensification should be better implemented within this corridor.

### **Principle 9 – Sustainable and Resilient**

Achieving a full range of housing types in concert with many of the other objectives discussed above can be reached if Area 3 is designated for mixed uses. Area 3 is the most suitable area to provide smaller and compact housing forms, as suggested in the plan (see policy 2.5.2). Many opportunities exist to attain a more appropriate land use designation in Area 3. Further discussions in this regard are required.

Staff and study team members have made it clear that the study process would not consider a reassignment of land use designations from the Official Plan. Nevertheless, lands at the southeast side of Jane Street and Rutherford Avenue that are presently designated for Employment Uses have been added to the planning area for the Draft Secondary Plan. These lands are proposed to be re-designated for High-Rise Mixed-Use. This is one area where the study process was



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Partners  
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varied, presumably for good reason. Likewise, the Group submits that Area 3 should be considered for uses beyond those shown in the Official Plan and these lands should be more appropriately designated for mixed use purposes.

Area 3 holds considerable potential to accommodate a higher and broader range of land uses than reflected by the Draft Secondary Plan and this too should be recognized. In this regard, the table located on page 41 of the Draft Secondary Plan, which provides projections for jobs, units, and population by area, does not provide any unit and population projections for Area 3. We submit that units and population should be added into the projection chart in order to accommodate residential development for Area 3 landholdings and that the table be revised to ensure the mixed use potential of Area 3 is optimized.

### **Conclusion**

In conclusion, the Group objects to the Draft Secondary Plan in its entirety and submits that further work and consultation is required to improve the opportunities for, and treatment of, Area 3.

We request the Group's input be considered by Committee members and staff. The Group asks that staff be directed to work with all stakeholders (including the Group) in order to realize the full potential of the planning area. Following this collaboration, the Group asks that staff report back to the Committee with the necessary revisions. The Group is committed to continuing to work with the City and other stakeholders.

Yours sincerely,

**DAVIES HOWE PARTNERS LLP**

Jeffrey L. Davies  
Partner

copy Members of Council  
Diana Birchall, Director of Policy Planning  
Paul Jankowski, Commissioner of Engineering and Public Works  
Members of Landowners Group



# LAND OWNERSHIP MAP

## LEGEND

— LAND OWNERS GROUP

Air Photograph from Google Earth Pro.  
Date of photography: August 2009



**WESTON  
CONSULTING**  
planning + urban design

File Number: 3867  
Date Drawn: 10 JUNE 13  
Drawn By: SM  
Planner: JL  
Scale: NTS  
CAD: 3867/schedules/3867 Ownership map.dgn





**BRATTYS** <sup>LLP</sup>  
BARRISTERS AND SOLICITORS

PLEASE REFER TO:

Barry Horosko (Ext: 339)  
Email: bhorosko@bratty.com  
Assistant: Brendan Smith (Ext: 455)  
Email: Bsmith@bratty.com  
Telephone: (905) 760-2600

June 11, 2013

City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

**Attention: John Mackenzie, Commissioner of Planning**

Dear Mr. MacKenzie:

<b>C 15</b> <b>COMMUNICATION</b> <b>CW (Public Hearing)</b> <b>June 11/13</b> <b>ITEM - 4</b>
---

**Re: May 2013 Draft Vaughan Mills Centre Secondary Plan  
Delisle Properties, Southeast Corner of Jane Street and Rutherford Road**

We are the solicitors for Delisle Properties Ltd. ("Delisle") with respect to the above referenced matter. Our clients are the owners of approximately 14 acres of land at the southeast corner of Jane Street and Rutherford Road (the "Site").

The Draft Vaughan Mills Centre Secondary Plan dated May 2013 (the "Draft Secondary Plan") proposes a "High Rise Mixed Use" designation for this corner. Although we have concerns with respect to the height and density which the draft Secondary Plan proposes for the Site, we believe this designation is appropriate.

Members of Council may recall that Delisle did a number of years ago apply for an Official Plan Amendment and rezoning to permit a high rise residential development on the Site. This application has not yet proceeded for public consideration and, more recently, the owners have anticipated the release of the Vaughan Mills Centre Secondary Plan to appreciate a more up to date planning approach for the area and the Site in particular.

We support the designation of the Site as proposed in the Draft Secondary Plan of High Rise Mixed Use. We look forward to continuing with your Staff in working out the details of this document. We anticipate the submission of more detailed commentary on the specific policies to your Staff.

We appreciate the opportunity to make comments regarding this document. We look forward to a continuing involvement in its preparation.

Yours truly,  
**BRATTYS LLP**

  
Barry A. Horosko

cc: L. Kot, Cortel Group  
M. Bissett, Bousfields Inc.

# HUMPHRIES PLANNING GROUP INC.

June 11, 2013  
HPGI File: 11263

City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

C 16
COMMUNICATION
CW (Public Hearing)
June 11/13
ITEM - 4

Attn: Jeffrey Abrams, City Clerk

RE: June 11, 2013 Public Meeting of the Committee of the Whole  
Response to Draft Vaughan Mills Centre Secondary Plan  
By: H & L Title Inc., Ledbury Investments Ltd., Anland Developments Inc. &  
2811187 Ontario Limited

Further to Mr. Davies' letter dated June 10, 2013; a copy of which is attached hereto, this shall confirm that Humphries Planning Group Inc., represents Anland Developments Inc. On behalf of Anland Developments Inc., we confirm support of the position put forth by Mr. Davies on behalf of the Group as described therein and further advise that Anland Developments Inc., adopts and puts forth on its own the position as set out in Mr. Davies correspondence.

Anland Developments Inc. objects to the Draft Secondary Plan in its entirety and submits that further work and consultation is required and would be most pleased to meet with the City of Vaughan and its representatives to further this study process in order to arrive at a positive solution.

If you have any questions, please do not hesitate to contact me.

Yours truly,  
**HUMPHRIES PLANNING GROUP INC.**

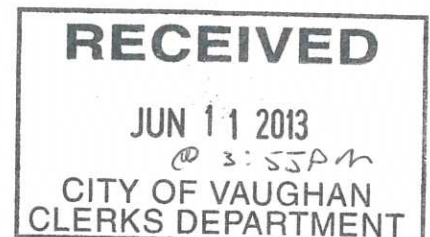
  
Rosemarie L. Humphries BA, MCIP, RPP  
President

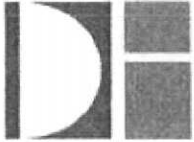
cc. Anland Developments Inc.

216 Chrislea Road  
Suite 103  
Vaughan, ON  
L4L 8S5

T: 905-264-7678  
F: 905-264-8073

[www.humphriesplanning.com](http://www.humphriesplanning.com)  
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Davies  
Howe  
Partners  
LLP

Lawyers

The Fifth Floor  
99 Spadina Ave  
Toronto, Ontario  
M5V 3P8

T 416.977.7088  
F 416.977.8931  
davieshowe.com

Please refer to: **Jeffrey L. Davies**  
e-mail: [jdavies@davieshowe.com](mailto:jdavies@davieshowe.com)  
direct line: 416.263.4508  
File No. 702586

June 10, 2013

**By Courier**

Committee of the Whole  
City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**Attention: Rosanna DeFrancesca, Chair of the Committee of the Whole**  
**Jeffrey Abrams, City Clerk**  
**John MacKenzie, Commissioner of Planning**

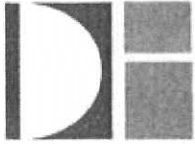
Dear Sirs/Mesdames:

**Re: June 11, 2013 Public Meeting of the Committee of the Whole**  
**Response to Draft Vaughan Mills Centre Secondary Plan**  
**By: H & L Title Inc., Ledbury Investments Ltd., Anland**  
**Developments Inc. & 281187 Ontario Limited**

Davies Howe Partners LLP and Weston Consulting Group Inc. represent H&L Title Inc. and Ledbury Investments Ltd. Parente Borean LLP and Humphries Planning Group Inc. represent 281187 Ontario Limited, and Humphries Planning Group Inc. represents Anland Developments Inc. This letter is submitted on behalf of the four companies (collectively referred to herein as "the Group").

The Group's lands are located within "Area 3" of the Draft Vaughan Mills Centre Secondary Plan (Draft Secondary Plan). These lands amount to approximately 97 acres or roughly 73% of the remaining undeveloped lands within Area 3 and are located south of Rutherford Road to the north, Highway 400 to the east, Weston Road to the west and the future extension of Bass Pro Mills Drive to the south. A map is attached for your convenience.

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Partners  
LLP

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Third, the Draft Secondary Plan provides nine (9) Guiding Principles within Part B, Section 1.2 and uses these principles as a benchmark for guiding the development and measuring the success of the plan. We have reviewed these principles and submit that the distribution of land uses and associated policy regimes in the Draft Secondary Plan are inappropriate. Therefore, the Draft Secondary Plan should be amended to designate the Group's lands for mixed use purposes. This designation would more appropriately account for the land's context and relationship to Vaughan Mills, the mixed use lands to the north, the residential lands to the west, and the future extension of Bass Pro Drive to the south.

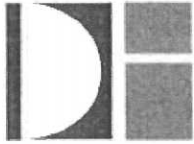
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The proposed road network within Area 3 is comprised of too many planned streets. The Group submits this requires further consideration in order to appropriately contribute to this principle.

### **Principle 2 – Foster a High Quality of Place, Design Excellence, and Sustainability**

While we generally agree with this principle, we observe that its implementation is undermined by the land use issues outlined above, resulting in the loss of the



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opportunity for considerable synergy between both sides of Highway 400 and a “human scaled” environment. A mixed use designation in Area 3 would better reflect Principle 2.

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The Draft Secondary Plan does not provide for any type of housing within Area 3, which is inconsistent with the permitted residential uses within Area 1 and Area 2. It is also unclear as to whether building “ground family oriented” housing around a regional mall has been thoroughly considered.

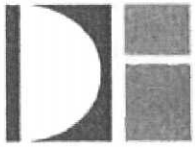
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### **Principle 4 – Enhance the Role of Vaughan Mills Centre as a “Centre” of Economic Activity, Jobs, and Commerce in the Region**

We submit that it is common for regional shopping centres like Vaughan Mills to create sizable land use synergies for the surrounding area, especially as the regional centre matures. Vaughan Mills is not yet complete, so this process will continue for the foreseeable future. The Draft Secondary Plan fails to recognize these positive spin-off effects and how to plan for them for the future. The creation of a unique employment and commercial environment is restrained by the rigid policies in the Plan, such as maximum floor area. Likewise, the Draft Secondary Plan fails to recognize the west side of the Highway 400 corridor in this area as an attractive location for offices, corporate headquarters, hotels, convention centres and forms of residential use. The restrictions placed on Area 3, including 10 storey building heights and 2.0 FSI, are arbitrary and should be revisited. Area 3 requires higher building types, heights and density in order to better utilize existing investments in provincial and city infrastructure, such as Highway 400, its interchanges and the road network.

### **Principle 5 – A Walkable Urban Environment**

Promoting a pedestrian and cyclist-friendly environment is an admirable goal. However, given the shortcomings of the Proposed Secondary Plan, it is unlikely that this goal will materialize.



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The Group submits that the proposed Black Creek Greenway is not considered to be an enhancement of the existing open space corridor, as suggested in the Plan. The proposed location of the Greenway is completely realigned from its existing location and the proposed 70 metre wide Black Creek Greenway is inappropriate. The Group understands that a report prepared by the MMM Group, entitled “Stormwater Management Conceptual Strategy,” has not been made available to the public. This report may prove to be helpful to stakeholders and should be released to allow for their consideration and input. As such, the Group submits that further discussion among the stakeholders is required once the MMM report is released to the public. Following these discussions, it may also be necessary for stakeholders to seek independent advice regarding the MMM report.

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The Group submits that further discussions on matters pertaining to natural and cultural resources should be provided for in the Draft Secondary Plan.

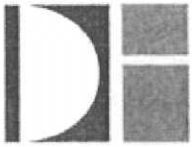
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The Group submits that a multi-model transportation network is another area which requires more attention in order to improve the Draft Secondary Plan. Creating a multi-model transportation network throughout the study area is a good objective if density is allocated in a manner that will be supportive. Weston Road is designated as part of the Region’s Transit Priority Network, therefore, land use and intensification should be better implemented within this corridor.

### **Principle 9 – Sustainable and Resilient**

Achieving a full range of housing types in concert with many of the other objectives discussed above can be reached if Area 3 is designated for mixed uses. Area 3 is the most suitable area to provide smaller and compact housing forms, as suggested in the plan (see policy 2.5.2). Many opportunities exist to attain a more appropriate land use designation in Area 3. Further discussions in this regard are required.

Staff and study team members have made it clear that the study process would not consider a reassignment of land use designations from the Official Plan. Nevertheless, lands at the southeast side of Jane Street and Rutherford Avenue that are presently designated for Employment Uses have been added to the planning area for the Draft Secondary Plan. These lands are proposed to be re-designated for High-Rise Mixed-Use. This is one area where the study process was



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Area 3 holds considerable potential to accommodate a higher and broader range of land uses than reflected by the Draft Secondary Plan and this too should be recognized. In this regard, the table located on page 41 of the Draft Secondary Plan, which provides projections for jobs, units, and population by area, does not provide any unit and population projections for Area 3. We submit that units and population should be added into the projection chart in order to accommodate residential development for Area 3 landholdings and that the table be revised to ensure the mixed use potential of Area 3 is optimized.

### Conclusion

In conclusion, the Group objects to the Draft Secondary Plan in its entirety and submits that further work and consultation is required to improve the opportunities for, and treatment of, Area 3.

We request the Group's input be considered by Committee members and staff. The Group asks that staff be directed to work with all stakeholders (including the Group) in order to realize the full potential of the planning area. Following this collaboration, the Group asks that staff report back to the Committee with the necessary revisions. The Group is committed to continuing to work with the City and other stakeholders.

Yours sincerely,

**DAVIES HOWE PARTNERS LLP**

Jeffrey L. Davies  
Partner

copy Members of Council  
Diana Birchall, Director of Policy Planning  
Paul Jankowski, Commissioner of Engineering and Public Works  
Members of Landowners Group



## LAND OWNERSHIP MAP

### LEGEND

— LAND OWNERS GROUP

**WESTON CONSULTING**  
planning + urban design



File Number: 3867  
Date Drawn: 10 JUNE 13  
Drawn By: SM  
Planner: JL  
Scale: NTS  
CAD: 3867/schedules/3867 Ownership map.dgn

Air Photograph from Google Earth Pro.  
Date of photography: August 2009

# PARENTE, BOREAN LLP

*Barristers & Solicitors*

Don Parente, B.A., LL.B.  
Gerard C. Borean, LL.B.

3883 Highway 7, Suite 207, Vaughan, Ontario L4L 6C1

Telephone: (905) 850-6066

Facsimile: (905) 850-6069

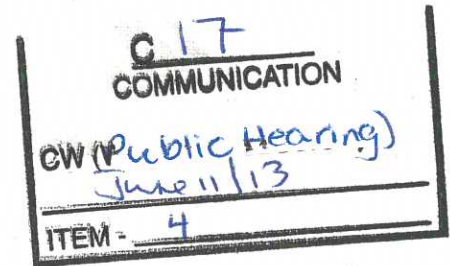
Toronto Line: (416) 798-7077

E-mail: [gborean@parenteborean.com](mailto:gborean@parenteborean.com)

June 11, 2013

**DELIVERED BY COURIER**

Committee of the Whole  
City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1



**Attention: Rosanna DeFrancesca, Chair of the Committee of the Whole**

**Jeffrey Abrams, City Clerk**

**John MacKenzie, Commissioner of Planning**

Dear Sirs/Madames:

**RE: June 11, 2013 Public Meeting of the Committee of the Whole  
Response to Draft Vaughan Mills Centre Secondary Plan  
By: H & L Title Inc., Ledbury Investments Ltd., Anland Developments Inc. &  
2811187 Ontario Limited ("281")**

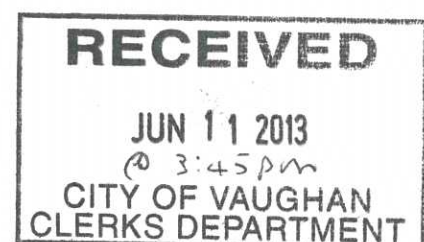
Further to Mr. Davies' letter dated June 10, 2013; a copy of which is attached hereto, this shall confirm that my firm represents 281. For the record, 281 confirms that it supports the position put forth by Mr. Davies on behalf of the Group as described therein and that 281 adopts and puts forth on its own the position as therein set out. For greater certainty, 281 objects to the Draft Secondary Plan in its entirety and submits that further work and consultation is required.

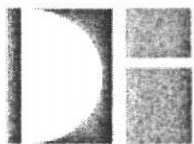
If you have any questions, please do not hesitate to contact me.

Yours very truly,  
PARENTE, BOREAN  
Per:

A handwritten signature in blue ink, appearing to be 'GCB', written over a horizontal line.

**Gerard C. Borean**  
GCB/mm  
Enc.





Davies  
Howe  
Partners  
LLP

Lawyers

The Fifth Floor  
99 Spadina Ave  
Toronto, Ontario  
M5V 3P8

T 416.977.7088  
F 416.977.8931  
davieshowe.com

Please refer to: **Jeffrey L. Davies**  
e-mail: jdavies@davieshowe.com  
direct line: 416.263.4508  
File No. 702586

June 10, 2013

**By Courier**

Committee of the Whole  
City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

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**Jeffrey Abrams, City Clerk**  
**John MacKenzie, Commissioner of Planning**

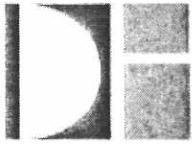
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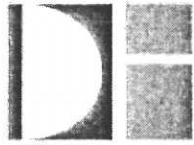
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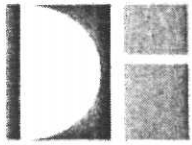
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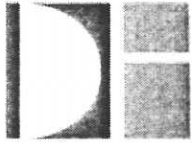
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Jeffrey L. Davies  
Partner

copy Members of Council  
Diana Birchall, Director of Policy Planning  
Paul Jankowski, Commissioner of Engineering and Public Works  
Members of Landowners Group



## LAND OWNERSHIP MAP

### LEGEND

— LAND OWNERS GROUP

Air Photograph from Google Earth Pro.  
Date of photography: August 2009

**WESTON CONSULTING**  
planning + urban design



File Number: 3867  
Date Drawn: 10 JUNE 13  
Drawn By: SM  
Planner: JL  
Scale: NTS  
CAD: 3867/schedules/3867 Ownership map.dgn

Sonia Meucci  
1 Blackburn Boulevard, Woodbridge, Ontario L4L 7J2

C21  
CW(PH)  
June 11/13  
Item 4

June 11, 2013

City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario

Mayor and Members of Council,

My name is Sonia Meucci, many members of Council have come to know me very well over the years through my involvement in the community. You will recall my deputation of a few weeks ago, whereby I informed you that my husband and I moved to Woodbridge shortly after our marriage over 32 years ago. We have resided in the community of Weston Downs for over 22 years.

As residents, we know that we all must move forward and developments must happen. However, I feel it is imperative that not only this Council, the experts that our taxes pay for and the developers of these projects have consideration and respect for the residents that abut these lands.

At the conclusion of the project when the developers, consultants and experts move on, it is we; the residents that will ultimately inherit and are left to live with their mistakes....and there have been many over the years. The traffic infiltration and resulting chaos in our area that we, the resident's must endure on a daily basis is proof of but one of these mistakes

It is also important that all parties include community input in the development of the built form of these projects to ensure that it is in harmony and complements the current areas and to ensure that quality projects are built.

I will use a paragraph from my previous deputation regarding the casino as I feel it is that important that it merits repeating. When we, as citizens of the City of Vaughan voted in our elected officials, past and present we entrusted you with not only preserving our way of life, but also improving it. As citizens of our community, we granted you this very important fiduciary duty to enhance our way of life and not for the purpose of compromising our community and selling us out to the highest bidder – developers.

We urge you to listen with respect to what the residents of this beautiful community have say and work in harmony with us so that we are not negatively impacted by this development.

Thank you,

  
Sonia Meucci

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

**P.2013.26**

**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 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 Riverrock 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)

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.

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;
- 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 comprised of two parts. 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.

#### 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 m<sup>2</sup>).

“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. 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 principals, 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.

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.
- 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.
- (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.

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 m<sup>2</sup> of retail uses and 29,579 m<sup>2</sup> 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 Riverock 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: 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 m<sup>2</sup> of prestige employment uses, 98,735 m<sup>2</sup> of office use, 76,788 m<sup>2</sup> of medium and neighbourhood format retail, 36,302 m<sup>2</sup> of other uses such as hotel, entertainment and cultural uses.

#### The Open Space Network and Black Creek

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 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.

(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.

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:

- 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 (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;
- 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.

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 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 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;
- 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:

- 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.

### **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:**

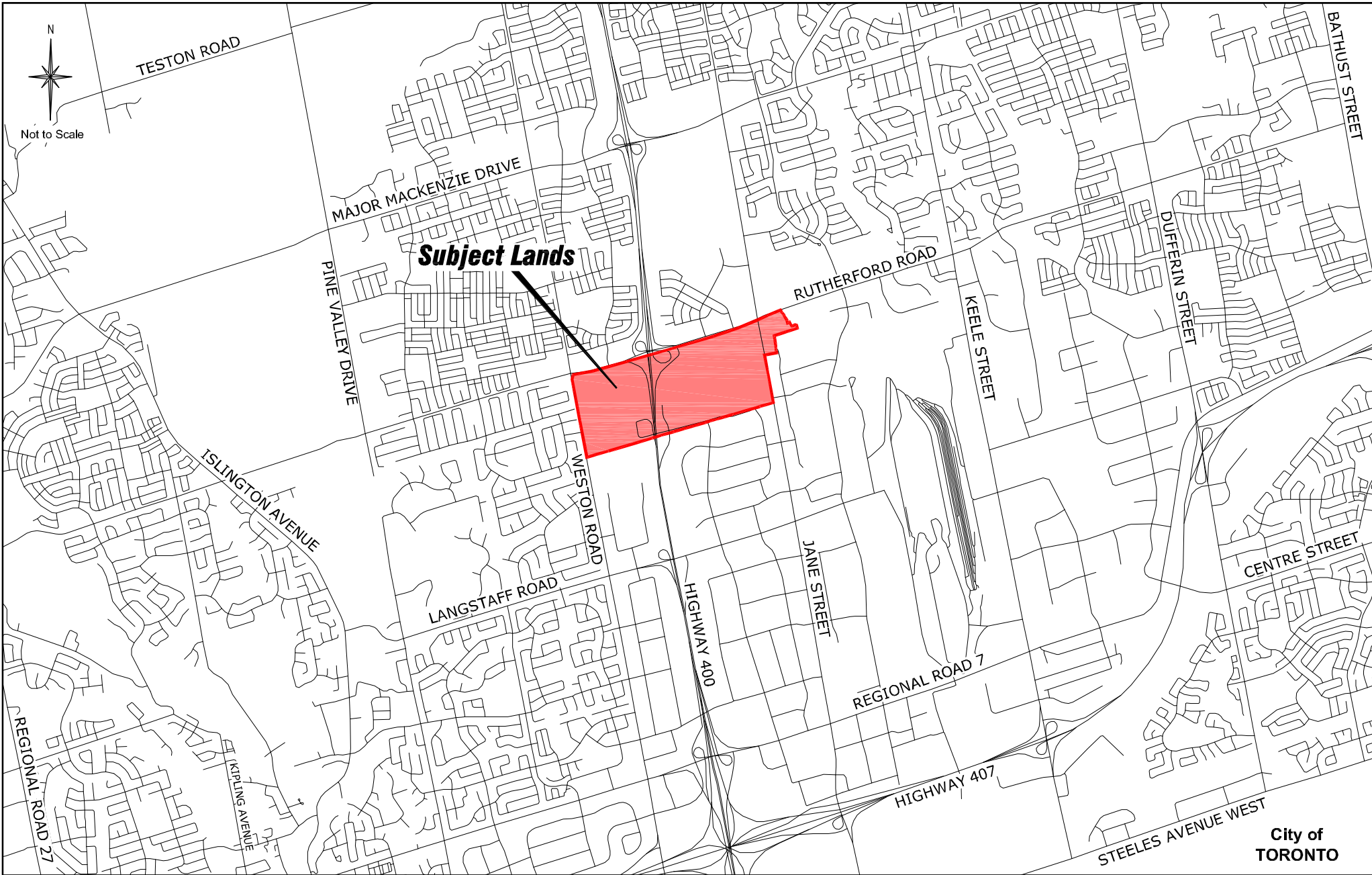
Melissa Rossi, Senior Policy Planner - Ext: 8320  
Roy McQuillin, Manager of Policy Planning - Ext 8211

Respectfully submitted,

John Mackenzie  
Commissioner of Planning

Diana Birchall  
Director of Policy Planning

/lm



# Location Map

Location: Part of Lots 13, 14, & 15  
Concession 5

Applicant:  
City of Vaughan



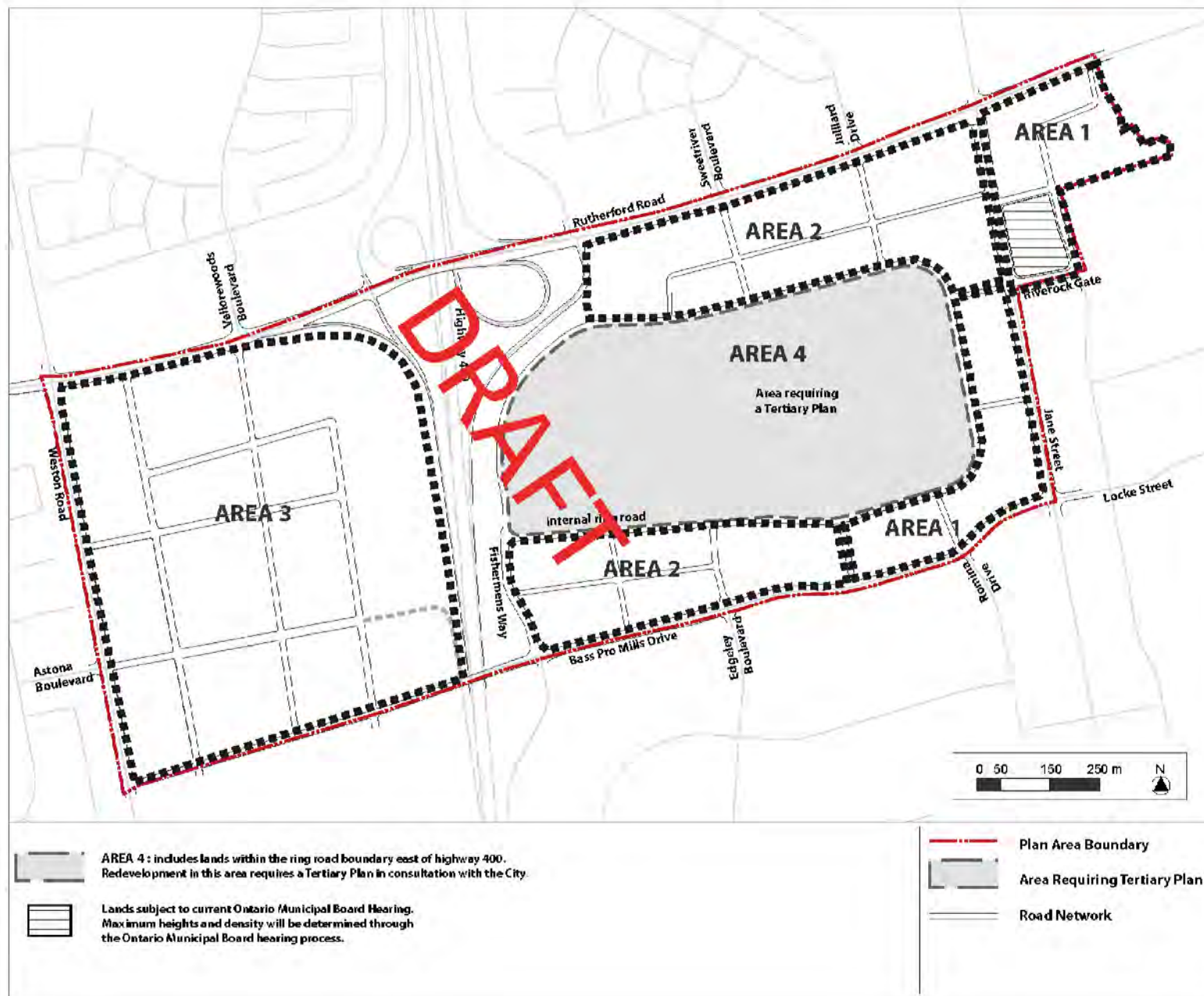
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## Plan Area Schedule

Location: Part of Lots 13, 14, & 15  
Concession 5

Applicant:  
City of Vaughan

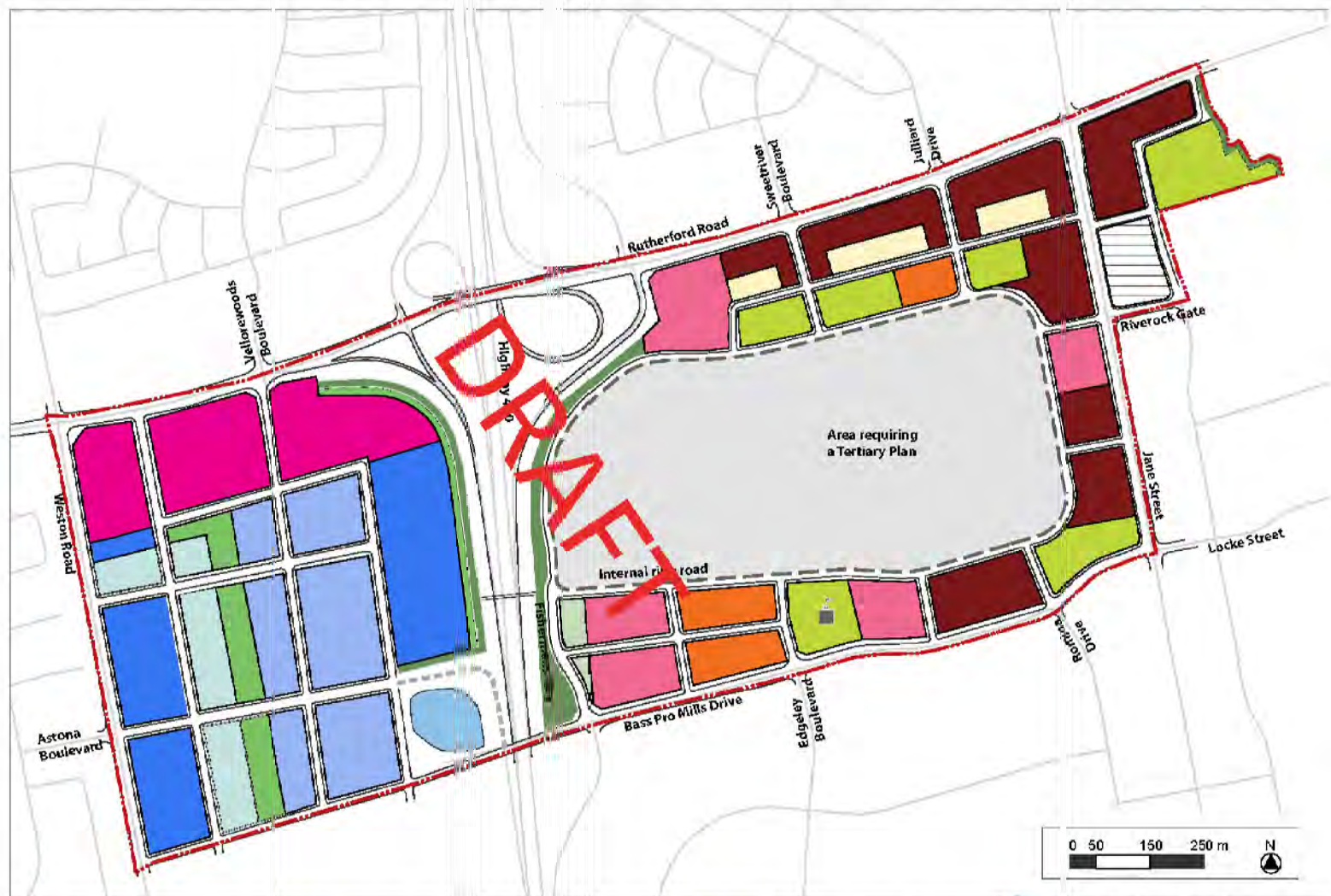


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#### LEGEND

High-Rise Mixed-Use  
Mid-Rise Mixed-Use  
Low-Rise Residential  
Community Commercial Mixed-Use

Prestige Office Employment

Prestige Employment

Employment Commercial Mixed-Use

\* Lands subject to current Ontario Municipal Board Hearing. Maximum heights and density will be determined through the Ontario Municipal Board hearing process.

Neighbourhood Park

Urban Square

Greenway Public Open Space

Green Buffer Area

Black Creek Greenway

Plan Area Boundary

Area Requiring Tertiary Plan

Road Network

Potential Location for School and/or Other Community Facility

## Land Use Schedule

Location: Part of Lots 13, 14, & 15  
Concession 5

Applicant:  
City of Vaughan

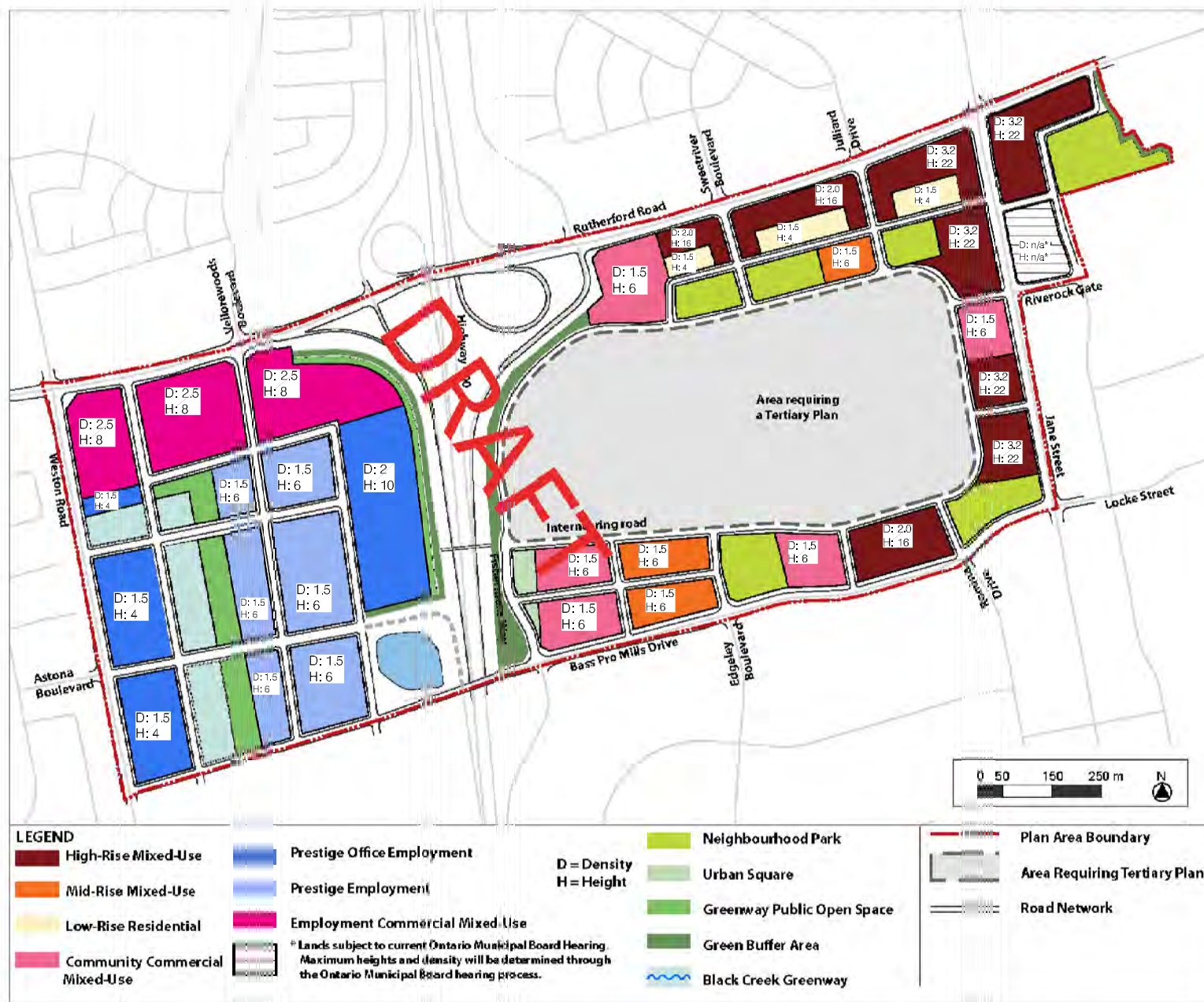


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Date: June 11, 2013

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# Height & Density Schedule

Location: Part of Lots 13, 14, & 15  
Concession 5

Applicant:  
City of Vaughan

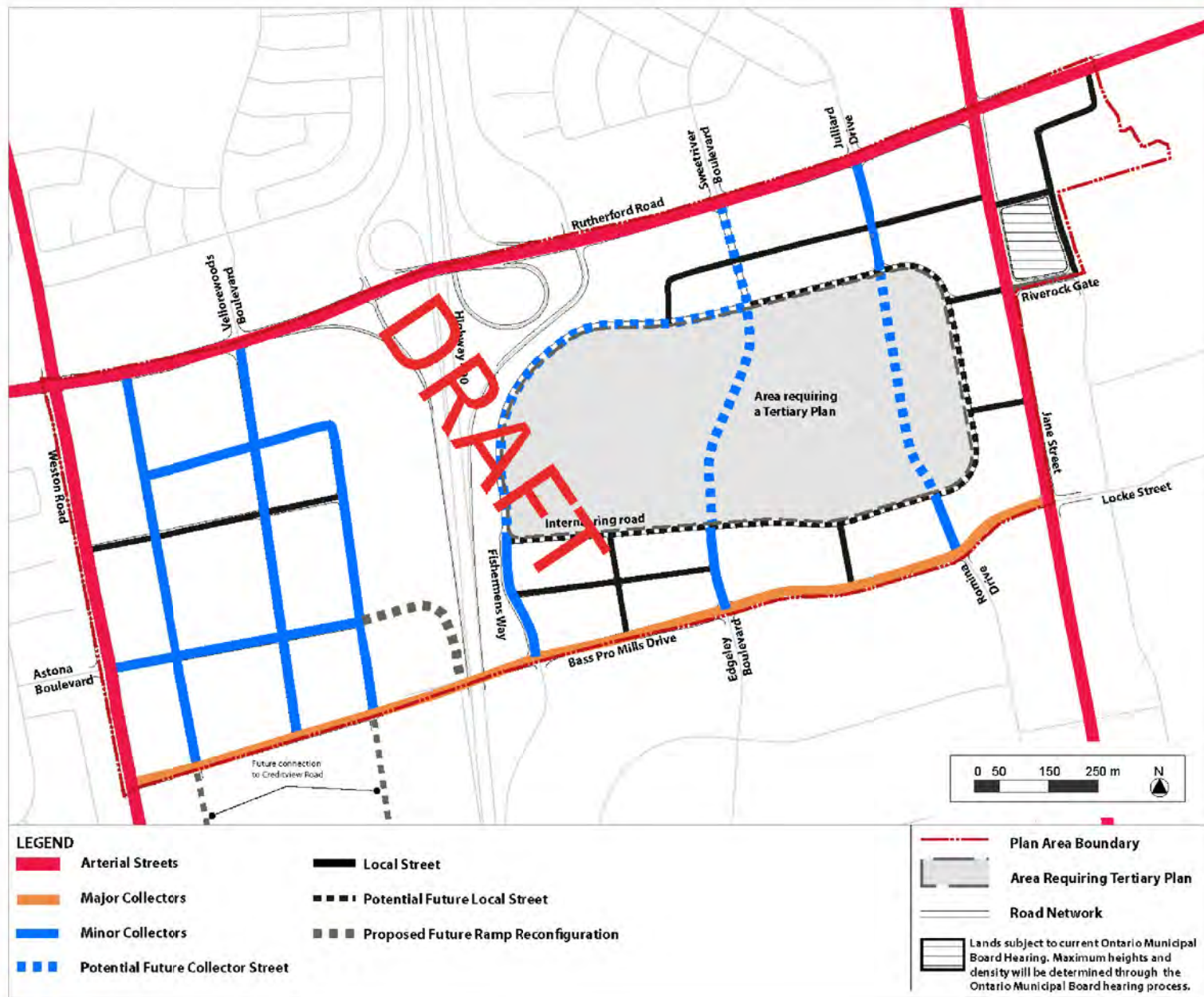


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Date: June 11, 2013

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# Transportation Network

Location: Part of Lots 13, 14, & 15  
Concession 5

Applicant:  
City of Vaughan

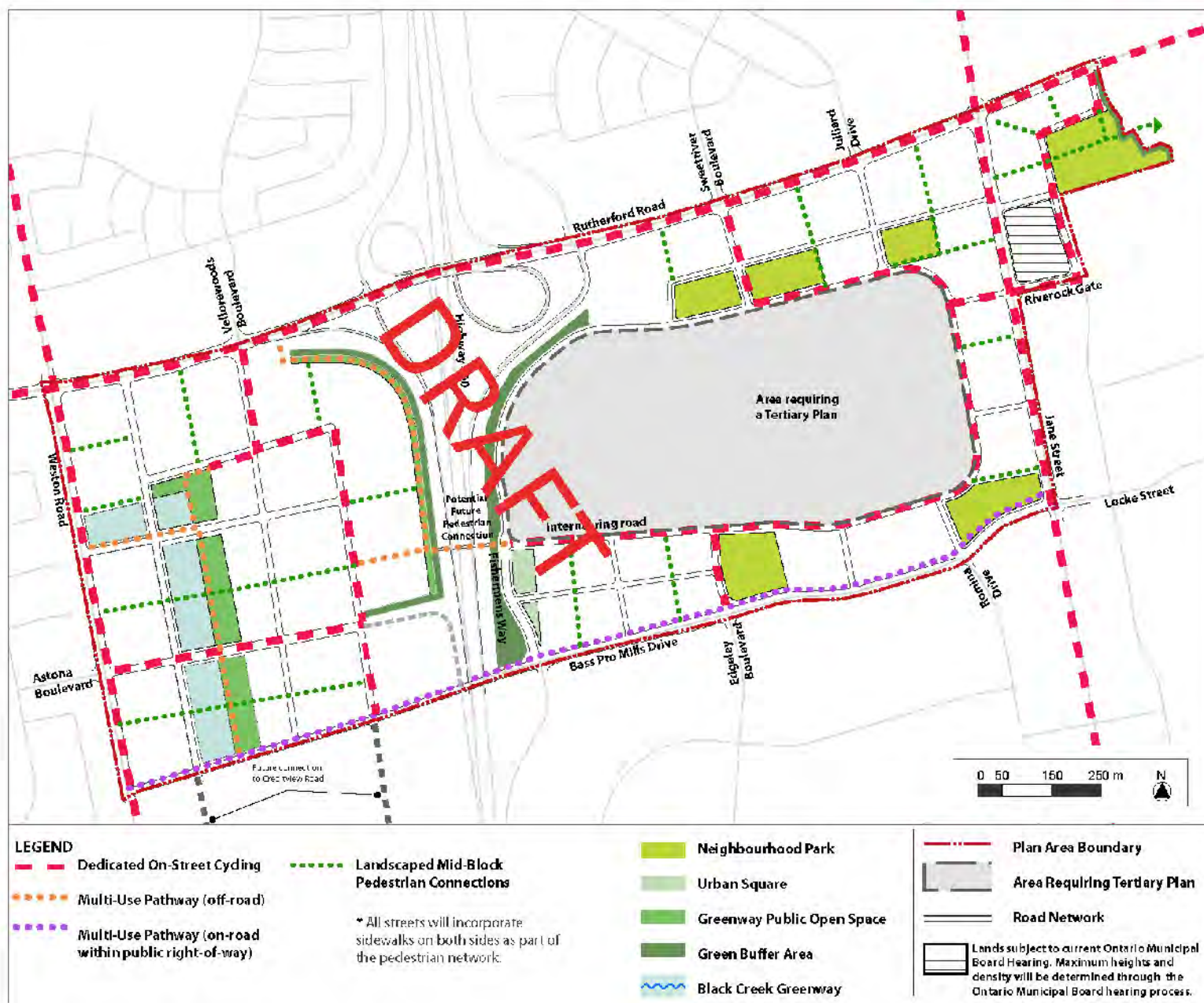


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## Active Transportation Network

Location: Part of Lots 13, 14, & 15  
Concession 5

Applicant:  
City of Vaughan



## Attachment

File: 26.1

Date: June 11, 2013

# 7

**DRAFT**  
may 2013

ATTACHMENT #8

Committee of the Whole (Public Hearing)

June 11 2013

The Vaughan Mills Centre Secondary Plan Study

Draft Secondary Plan - File 26.1 - Wards 1, 3 & 4

# VAUGHAN MILLS CENTRE SECONDARY PLAN

Prepared by DIALOG and MMM Group  
Distributed May 22, 2013



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**Prepare for:**

The City of Vaughan

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## PREFACE //

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DIALOG as project lead, and The MMM Group for transportation, servicing, and economic development was retained by the City of Vaughan to develop the *Vaughan Mills Centre Secondary Plan Study*. The project included three phases beginning with a background policy and existing conditions review and an opportunities and constraints analysis; phase two provided an opportunity to create development concepts, for the purposes of evaluation and identification of a preferred development option; and phase three included the preparation of the Draft and Final Secondary Plan.

The purpose of the *Vaughan Mills Centre Secondary Plan Study* is to develop appropriate land use and urban design policies and designations for the *Vaughan Mills Centre Secondary Plan* area for a planning horizon extending out to 2031.



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# PART A INTRODUCTION TO THE PLAN

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- 2.0 Directing Change in Vaughan MillsCentre



PART A  
Section...

1.0

# >> VAUGHAN MILLS CENTRE IN A CHANGING CITY

## 1.0 Introduction

The *Vaughan Mills Centre Secondary Plan* reflects a new direction in city building and land use development for the area. The Plan moves towards the goal of creating a healthy and unique complete community environment that provides a mix of uses, promotes diversity, encourages walkability and accessibility, and builds community identity.



## 1.1 Purpose and Objectives of the Plan

### 1.1.1 Purpose

The *Vaughan Mills Centre Secondary Plan Study* (the Study) was initiated by the City of Vaughan in May 2012. The purpose of the Study is to identify a comprehensive vision, identify any gaps in the overall policy framework for the area, and to establish a current land use and urban design policy framework to appropriately guide future development within the subject lands. A specific focus of the Study is to seek conformity of planning policy with current provincial, regional, and city policy, as well as policies under the Toronto Region and Conservation Authority (TRCA) and other relevant authorities.

The Study is one of several focused area studies, together with the Vaughan Metropolitan Centre and other studies, included in the overall Official Plan review. The *Vaughan Mills Centre Secondary Plan Study* is consistent with, and is prepared with the intention, of establishing a document, that will be used to inform the new Volume 2 City of Vaughan Official Plan.

### 1.1.2 Goals and Objectives

It is the intent of the *Vaughan Mills Secondary Plan* to:

1. Identify and address the opportunities and constraints imposed by the current situation and emerging influences, including but not limited to: The current policy framework (Provincial, Regional and City); existing land uses; transportation including street network capacity and transit availability and phasing; opportunities to develop a Mobility Hub; barriers to connectivity, the economics influencing the evolution of the current uses; retail viability and structure; streetscaping and urban design; servicing; environmental sustainability; natural heritage features and natural hazards; current stormwater management targets and guidelines; integrating existing and proposed infrastructure; social and economic sustainability; and the refinement and integration of current development applications.
2. Evaluate the Study Area's future potential, to a 2031 horizon, in order to:
  - Refine its role in the city's urban structure;
  - Explore and refine its role in the city's economy and as provider of employment;
  - Explore and refine the optimal mix of land uses, built form, public realm, densities and their distribution with the goal of creating a complete community;
  - Consider and address issues pertaining to the functional, aesthetic, and land use integration of/ and connectivity between the western and eastern areas of the Study Area and to adjacent lands;
  - Determine requirements for social and recreational amenities, parks, open space, and facilities; and
  - Establish environmentally sustainable measures pertaining to the provision of ecological and social services and the creation of a complete community.

3. Develop with community input, a long-term vision and development framework for the Study Area as a basis for creating, testing, recommending, and implementing Secondary Plan policies and guidelines;
4. Establish in the policy framework transitional measures to support the evolution of the Secondary Plan Area from its current state to the planned vision;
5. Identify any infrastructure improvements to support population and jobs as well as opportunities for integration between existing and new infrastructure to implement the Secondary Plan;
6. Incorporate provisions for a Mobility Hub; and
7. Prepare Secondary Plan policies for inclusion in Volume 2 of the City's Official Plan.

### 1.2 How to Read the Plan

The City of Vaughan *Official Plan 2010* ("VOP 2010") provides general policies for the growth of Vaughan Mills Centre. This Secondary Plan document provides more detailed and strategic direction including guiding development principles, a vision, policy framework, land use, and built form policies, and tools for implementation, to be utilized by the municipality to guide land use and development decisions, investment, and community building initiatives in Vaughan Mills centre. This Plan will replace and modify/update existing OPAs for lands within the existing Secondary Plan area including the Vaughan Mills Mall area specific policies in Section 12.6 of Volume 2 (VOP 2010) and constitutes the Official Plan for Vaughan Mills Centre.

The Secondary Plan responds to a distinctive context and the needs of future residents of the Vaughan Mills Centre Study Area. The Plan addresses key challenges and opportunities to ensure that future change can be effectively managed to positively contribute to the quality, beauty, and vitality of Vaughan Mills Centre. The Secondary Plan is consistent with the intent of the

provisions of the *VOP 2010*, and provides more detailed land use, public realm, and development parameters that respond to the changing characteristics of the area and community aspirations. In doing so, the Secondary Plan provides greater certainty and clarity about the future of Vaughan Mills Centre.

More specifically, the Secondary Plan:

- Creates a detailed policy framework to guide land use and development decisions in a manner that is compatible with the local context and respectful of the broad aspirations of the community;
- Builds on existing assets and opportunities within Vaughan Mills Centre;
- Responds to unique circumstances and realities facing Vaughan Mills Centre;
- Creates opportunities to increase the diversity of housing types, attractive to seniors and families wishing to downsize, and for a wide range of family types;
- Establishes specific urban design and sustainability guidelines that will inform the design details of site specific development applications; and;
- Describes opportunities for open space, community facilities, and infrastructure improvements.

### 1.3 Organization of the Plan

This Plan includes interrelated components: the Policies, Schedules and Figures, and Appendices that must be considered together.

#### 1.3.1 Document Structure

This Plan document is structured in three “parts” and is further divided into “sections.”

#### PART A // INTRODUCTION TO THE PLAN:

This part outlines the background context, purpose, and process by which the plan was created, the broad municipal goals, the planning process, the public consultation events that occurred throughout the study, and existing conditions, challenges, and opportunities.

#### PART B // THE SECONDARY PLAN - DIRECTING CHANGE IN VAUGHAN MILLS CENTRE:

This part defines the policies and urban design provisions of the Secondary Plan. It also describes the vision and principles that structure the policies to guide how change and development is managed and should take place. The land use policies guide the physical framework for development related to use, location, and development density, and also provides guidance for public infrastructure.

The land use provisions, and built form, transportation, open space, sustainability, and servicing policies, which form part of the Secondary Plan, establish specific direction for the enhancement and improvement of built form, the public realm, and mobility to ensure a contextual fit, a safe and accessible environment, and an enhanced quality of place.

#### PART C // IMPLEMENTING THE PLAN - HOW TO MAKE IT HAPPEN:

This part outlines an implementation process that includes how development will be monitored and reviewed. It includes policies and requirements for development approvals and land dedication, and provides recommendations to guide servicing and infrastructure improvements.

PART A  
Section...

2.0

# » DIRECTING CHANGE IN VAUGHAN MILLS CENTRE



## 2.1 Study Area

### 2.1.1 Location

The *Vaughan Mills Centre Secondary Plan Study Area* (the Study Area) is bordered on the north by Rutherford Road; on the west by Weston Road; on the south by Bass Pro Mills Drive; and on the east by Jane Street. It also includes the parcels immediately fronting along the east side of Jane Street between Rutherford Road and River Rock Gate. The site has a total area of 146.4 ha, +/- (361.76 acres) excluding the Highway 400 right of way which bisects the site, and the Rutherford Road interchange.

### 2.1.2 Context

Abutting the Study Area are residential neighbourhoods to the north and west, and employment lands to the south and east. It will be important for all new development to be sensitive to abutting land use types, and built form context to ensure an appropriate transition across the Study Area boundary.

There are also two major water tributaries near the Study Area. Black Creek runs along the south and west sides and the West Don River Valley along the north and east sides. Redevelopment and development around these green corridors create opportunities for recreation, stormwater management, and environmental enhancements. Other natural features include a stormwater management pond on the north-east corner of Weston and Rutherford Road, and a small stormwater management facility near the Bass Pro Mills Drive/Highway 400 interchange.

Notable is the Study Area's location along the Highway 400 corridor. The Highway 400 corridor is one of the city's prominent economic drivers and accommodates a wide range of commerce, including employment, office, retail, and tourist oriented uses, as well as several residential neighbourhoods. The city's new mixed-use

downtown, the Vaughan Metropolitan Centre, anchors the corridor at its south end at Highway 7. Also located adjacent to Highway 400, will be the city's new Mackenzie Health Hospital at Major Mackenzie Drive and the newest Employment Area (the 'Vaughan-400 North Employment Area), which extends from Teston Road to the King-Vaughan Town Line.

The Study Area occupies a strategic position along Highway 400, and within the city as a whole. Some of its attributes include:

- Proximity to the geographic centre of the city;
- It is located 3 km to the west of the Rutherford Station on the Barrie GO Rail Line, which is ultimately planned to provide 2-way, all day service to Downtown Toronto;
- Good access to 400-series Highways, with a full-movement interchange to Highway 400 at Rutherford Road; and a partial interchange at Bass Pro Mills Drive with northbound off and southbound on ramps. It is located 5 km north of the Highway 407 interchange providing east-west highway connectivity to the GTA and beyond;
- It is 3 km north of the Vaughan Metropolitan Centre, the city's planned downtown, which is also the terminus of the Spadina Subway Extension, Avenue 7, and bus rapid transit that is scheduled to open in 2016;
- It is 1 km south of Canada's Wonderland, a major tourist attraction in the Greater Toronto Area; and 2 km south of the site of the city's new Mackenzie Health Hospital, which is currently in planning stages;
- Rutherford Road is a major east-west arterial corridor in Vaughan and South York Region, and is part of the Regional Transit Priority Network. Similarly, Weston Road, is also part of the Transit Priority Network;



FIGURE 1: VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY AREA



- Jane Street is defined as a Regional Rapid Transit Corridor, which can accommodate, in the longer term, Bus Rapid Transit/LRT service between the subway terminus at the Vaughan Metropolitan Centre to Major Mackenzie Drive and the new hospital;
- The Study Area includes the Vaughan Mills Mall, a super-regional scale shopping centre that attracts consumers from the GTA market and beyond; and
- Includes readily serviceable employment lands on both sides of Highway 400.

## 2.2 The Study Process

The Secondary Plan process was completed in three phases and began in May 2012. Throughout the entire process, meetings were held with the Technical Advisory Committee (TAC), The Committee of the Whole (COW), Priorities and Key Initiatives Committee, key stakeholders, and with the public at large.

**Phase 1: Background Review** included initial meetings with the client; site reconnaissance, and a Community Kick-off event and workshop to assess existing conditions, opportunities and challenges, as well as the vision, aspirations, and issues identified by stakeholders. Following the event, the Phase 1 Engagement Summary Report (November 2012) was prepared to provide a summary overview of the work completed to date.

**Phase 2: Draft Concept Plans** entailed the development of the Vaughan Mills Centre Concept Plan; the development of draft policies, implementation, and a public open house to develop draft concept plans and policies.

**Phase 3: Final Plans** included finalizing the Secondary Plan and related policies.

## 2.3 Community Consultation

The community consultation process involved ongoing engagement with key stakeholders including residents, property owners, developers, related agencies, Council, and municipal staff. The goal of the consultation process was geared toward keeping stakeholders well informed and involved throughout the process. The consultation process was structured to ensure that participant ideas and concerns were considered and addressed, to mitigate differing community sentiments, and to achieve solutions that meet the goals and expectations of the community for Vaughan Mills Centre.

Key components of the community consultation process included:

1. **Stakeholder Interviews** conducted in June 2012 with representatives of the community.
2. **Forum 1: Kick-Off and Visioning Workshop** was held on September 11, 2012 to kick-off the project with over 100 members of the community. The event provided the opportunity to share information with the community and provide a forum for brainstorming ideas towards developing a vision, guiding principles, and strategic moves to inform the development of the Secondary Plan. The event opened with an introduction to the process, a presentation on best practices and a 'fresh eyes' opportunities and constraints analysis. Following the presentations, participants gathered into groups to participate in a workshop to brainstorm a Vision, Guiding Principles, and key "Big Moves". Following the workshop, participants engaged in a design charrette to conceptualize and illustrate their ideas on paper. Following the workshop and design charrette, each group reported their outcomes to the larger group. To conclude with the event, the community was provided the opportunity to ask questions and provide comments regarding the Secondary Plan.

## VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY | WORK PROGRAM

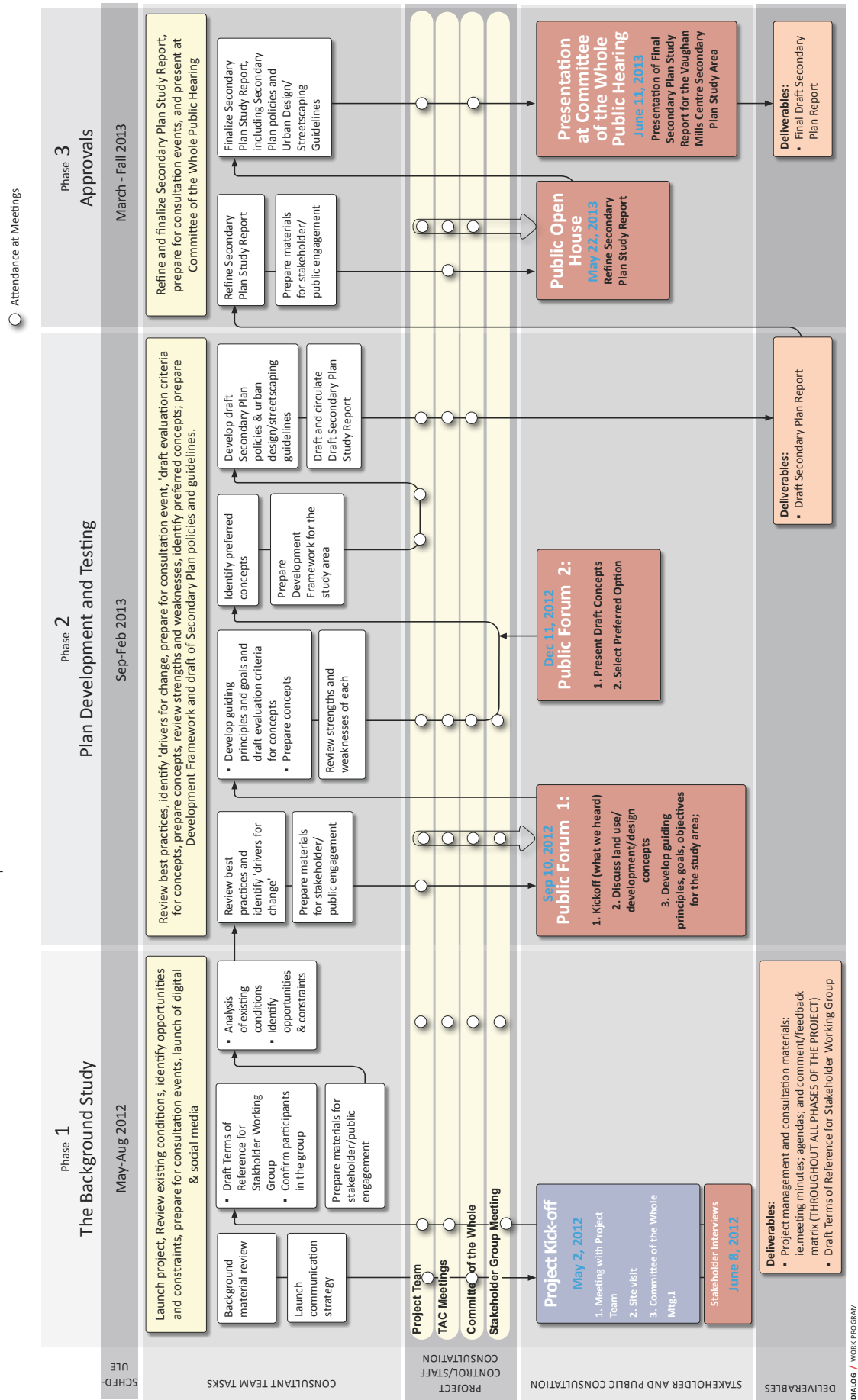


FIGURE 2: VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY WORK PROGRAM

3. **Forum 2: Development Concepts Workshop** was held on December 11, 2012 with over 40 members of the community to present draft development concepts for the Vaughan Mills Centre Study Area, outlining land use, open space, movement, and built form frameworks. This event provided an overview of emerging development concepts and included a facilitated discussion with the community. Comments received during this event were used in preparing the *Vaughan Mills Centre Secondary Plan*.
4. **Committee of the Whole Working Session** was held on January 22, 2013 to present a project update and emerging development concepts.
5. **Forum 3: Draft Secondary Plan Public Open House** is scheduled to take place on May 22, 2013 to present the Draft Secondary Plan policies and Plan components to the community for review and feedback.
6. **The Committee of the Whole Public Hearing** is scheduled to take place on June 11, 2013.
7. The final **Statutory Public Meeting** (summer 2013)

### 2.3.1 Emerging Themes

Through the various stakeholder interviews, workshops, and public forums, a series of key themes emerged with respect to the community's desires for the Vaughan Mills Centre Plan Study Area.

- A vibrant, green, sustainable community;
- Compact development that promotes walkability and connectedness;
- An integrated community-oriented commercial development;
- Vibrant public spaces for social interaction, recreation, and gathering;
- A mix of housing choices, including affordable options;

- Mobility options including walking, cycling, and transit; and,
- Healthy development transition from existing neighbourhoods abutting the study area boundary.

## 2.4 The Planning Context

The Vaughan Mills Centre Secondary Plan area is currently governed by planning policy directions established by the Province of Ontario, York Region, and the City of Vaughan. The province's *Places to Grow: Growth Plan for the Greater Golden Horseshoe*, *Greenbelt Plan*, and *Provincial Policy Statement (PPS)* provides the basis for future development plans in the area. Municipal Official Plans are required to conform to provincial plans and be consistent with the *PPS*.

The Secondary Plan sets specific policy tailored to Vaughan Mills Centre. The following section outlines, without limitation, some notable provisions of the existing policy framework.

### 2.4.1 Provincial Policy Statement (2005)

The *PPS*, enacted in March 2005, provides policy direction on matters of provincial interest related to land use planning and development. The *PPS* supports efficient use of land, resources, and infrastructure. It encourages development patterns that support strong, livable, and healthy communities by endorsing intensification as a means to accommodate growth and increase urban vitality. It promotes land use patterns, densities, and a mix of uses that minimize vehicular trips and facilitate viable choices for public transportation.

The Policy Statement provides direction for building strong communities by promoting efficient land use and development patterns. In particular, the Policy Statement supports densities and a mix of land uses, which efficiently use land, resources, infrastructure, and public service facilities, and indicates that

appropriate development standards should be promoted to facilitate intensification, redevelopment, and compact built form. The policy statement further establishes land use patterns, density, and a mix of uses and housing options towards minimizing the length and number of vehicle trips that supports the development of viable choices and plans for public transit and other alternative transportation modes. The *PPS* states that growth shall be focused within settlement areas, and away from significant or sensitive resources. It recognizes that the wise management of development may involve directing, promoting, or sustaining growth.

#### 2.4.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe

*Places to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan)* will have a significant impact on future land uses within the *Vaughan Mills Centre Secondary Plan* area as it requires the development of compact and transit supportive communities in both urban and rural contexts. *The Growth Plan* provides municipalities with a 25-year framework to 2031 to manage growth in urban areas, and to protect farmland and green spaces by curbing sprawl.

*The Growth Plan* provides policies to:

- Reduce automobile dependency through mixed-use, transit-supportive, and pedestrian friendly development;
- Efficiently use existing infrastructure, and directs growth at higher densities with a mix of uses;
- Create complete communities in both existing built-up areas, and new developments;
- Preserve designated employment areas for future economic growth;
- Provide convenient access to a greater range of transportation options;
- Provide for a range and mix of housing, including

affordable housing;

- A diverse and compatible mix of land uses and high quality public open spaces; and
- Conserve cultural heritage and archaeological resources as intensification occurs.

#### 2.4.3 Region of York Official Plan (ROP)

The new *Region of York Official Plan* was adopted by the Province in September, 2010. *ROP 2010* reflects conformity with the *2005 Provincial Policy Statement, the Greenbelt Plan and the province's Growth Plan*. The main policy initiative of the Plan is to promote city building, focusing on regional centres and corridors, and including innovation in urban design and green building. The overall intensification objective in the Plan is aligned with the *Provincial Places to Grow Plan*: a minimum of 40% residential intensification within the built-up area. More specifically, *ROP 2010* is one of the components in the *Region's Planning for Tomorrow* growth management initiative. The Plan integrates the York Region Master Plans for Pedestrian and Cycling, Transportation and Transit, and Water and Wastewater. *ROP 2010* designates the Study Area as an Urban Area on Map 1-Urban Structure.

Within *ROP*, local municipalities are required to plan for the comprehensive and long-term growth of Regional Corridors as mixed-use areas in a comprehensive manner including their role and function as transportation, transit, and neighbourhood areas. Jane Street and Rutherford Road are identified as Urban Corridors within the Study Area. Urban Corridors are identified as mixed-use transit spines that link urban and regional centres, and have the potential for more intensive development, higher order transit, and amenities.

#### 2.4.4 Vaughan Tomorrow and the New VOP 2010

*Vaughan Tomorrow* is the City's growth management strategy, which has entailed a number of studies, all

of them informing the preparation of *VOP 2010* for the city, and guided by a vision developed through extensive consultations with the community. The Strategy is based on a vision for transforming the city. *VOP 2010* will direct future growth and development to specific and appropriate locations, including the Vaughan Mills Centre, and identified these locations as primary intensification areas.

*VOP 2010* designates lands within the Study Area, located between Jane Street and Highway 400 as a Primary Centre. It also designates lands located between Weston Road and Highway 400, and lands east of Jane Street as Employment Areas. Primary Centres are intended to be areas characterized by a mix of land uses, higher density development, enhanced pedestrian activity and environment, and a high standard of urban design.

Jane Street and Rutherford Road have been identified as Primary Intensification Corridors based on future high order transit service planned along these roads.

Employment Areas are intended for the use of economic activities such as manufacturing, industrial, warehouse, and office uses, that support employment growth in the city and require separation from other uses in order to achieve their maximum potential.

Within the *VOP 2010* Vaughan Mills Centre is envisioned to evolve as a distinct place of major urban activity. Increased development intensification is directed towards higher order transit corridors around planned transit/subway stations and the existing regional shopping destination.

The *VOP 2010*, establishes an Urban Structure for the city (*VOP 2010 Schedule 1 Urban Structure*), which identifies a development framework and hierarchy of Intensification Areas that range in height and intensity

of use for guiding growth in Vaughan.

The Urban Structure hierarchy directs the most intense development towards a number of intensification areas including the Vaughan Metropolitan Centre, and to a lesser extent, Regional Intensification Corridors, Primary Intensification Corridors, and Primary and Local Centres throughout the city. The tallest buildings and most dense development is directed towards the Vaughan Metropolitan Centre (VMC) in particular to support the growth of Vaughan's downtown. The current *VOP 2010* and the Secondary Plan for the VMC establish maximum heights of 35 storeys and a maximum 6.0 floor space index (FSI) for the most dense and central area of the VMC.

#### *The City's height and density hierarchy:*

- Vaughan Metropolitan Centre will be the major focus for intensification for a wide range of residential, office, retail, cultural and civic uses, and will be the location of the tallest buildings and most intense concentration of development.
- Regional Intensification Corridors (e.g. Highway 7, Bathurst Street, Yonge Street) will be a major focus for intensification on lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other intensification areas in Vaughan and across York Region.
- Primary Centres (e.g. Vaughan Mills Centre between Jane and Highway 400) will be locations for intensification accommodated in the form of predominantly mixed-use high and mid-rise buildings, developed at an intensity supportive of transit.
- Local Centres will provide the mixed-use focus for their respective communities in a manner that is

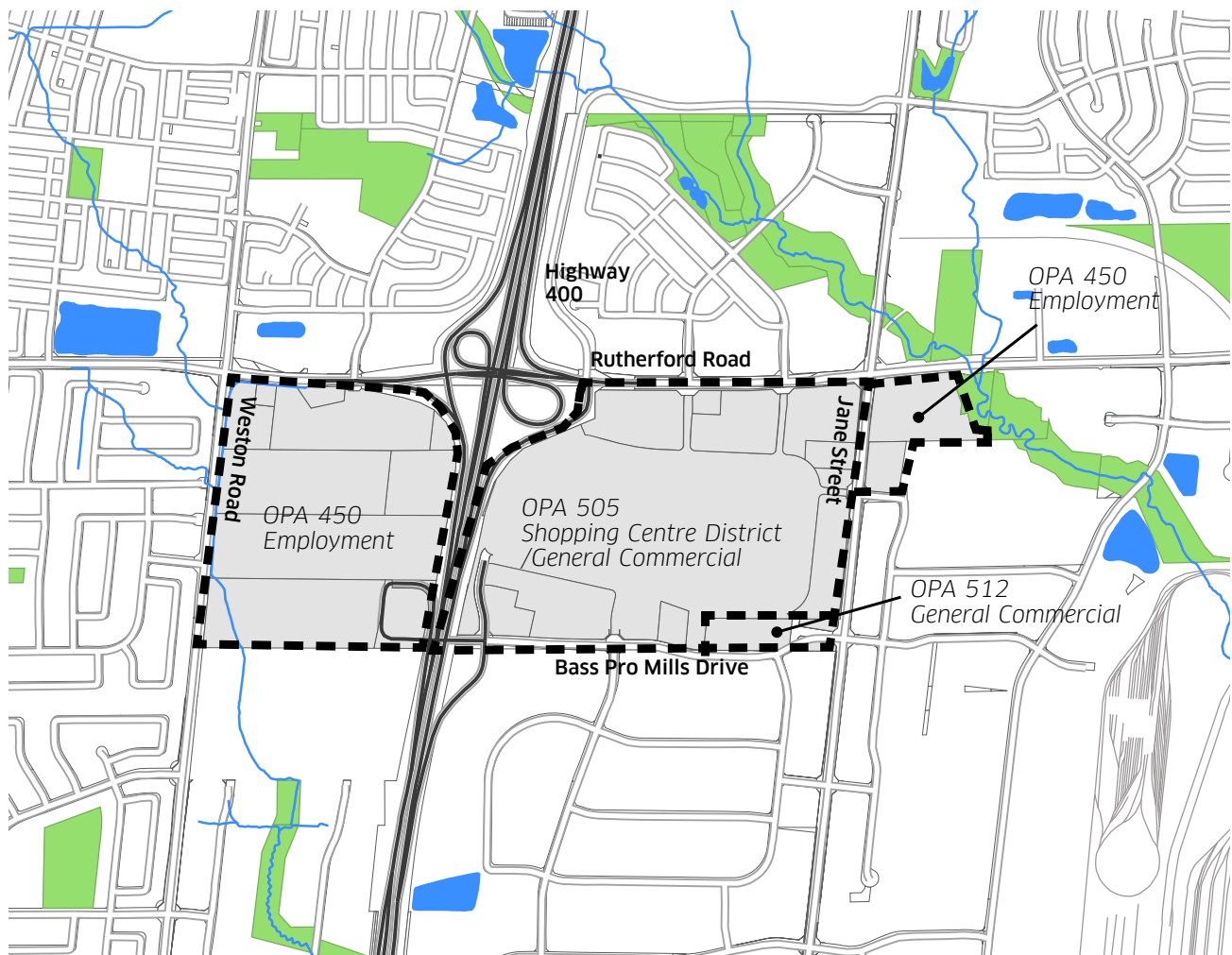


FIGURE 3: OPA 600 DESIGNATIONS AND RELATED OPAS

compatible with the local context.

- Primary Intensification Corridors (e.g. Rutherford Road, and Jane Street) link together the various centres on transit supportive corridors and will be places to accommodate intensification in the form of mid-rise, and limited high-rise and low-rise buildings with a mix of uses.

#### 2.4.5 Other Official Plan Amendments (OPA) for the Study Area

##### *OPA 600 - the City of Vaughan Official Plan (2000)*

The currently in-force City of Vaughan Official Plan OPA 600 was approved by Regional Council on June 29, 2002, amending OPA No.400 (the previous Growth Management and Land Use Plan). OPA 600 will be superseded by the adoption and approval of the new *VOP 2010*. OPA 450 is currently in effect for the employment lands located west of Highway 400 and lands east of Jane Street. OPA 600 designates areas within the Secondary Plan boundary between Highway 400 and Jane Street as the Vaughan District Commercial Centre. The lands west of Highway 400 (western area) and the lands east of Jane Street (eastern area) are designated Employment Area, as areas subject to the policies of OPA 450.

##### *OPA 450 (1997)*

OPA 450 designates the lands within the Study Area on the east side of Jane Street and west of Highway 400 as Prestige Employment and General Employment areas. Prestige Employment areas are generally directed along arterial and highway corridors to provide high visual exposure, good accessibility, and an attractive working environment. General Employment areas are located within the interior of Employment lands for uses that do not require high profile locations, and may need areas for outside storage for industrial operations.

##### *OPA 505 (1998)*

Currently, the Vaughan Mills Mall lands between Highway 400 and Jane Street north of Bass Pro Mills Drive are part of site-specific OPA 505, which has since been incorporated into the new *VOP 2010*. The amendment was approved in 1998 by the Ontario Municipal Board to bring the lands south of Rutherford Road within the *Vaughan Mills Centre Secondary Plan* area and to permit the use of the lands as a 'Mills' format shopping centre and related development. OPA 505 designates the Vaughan Mills Mall area as Vaughan Centre Shopping Centre District, and General Commercial, allowing for a 'Mills' format mall and related commercial uses, respectively. The maximum commercial floor area of all commercial uses located within the Vaughan Centre Secondary Plan, south of Rutherford Road, with the exception of offices, hotels, and accessory convention centres, is 160,000 sq.m (1,722,225 sq.ft). A maximum 10,000 sq.m (107,639 sq.ft) of office space with a maximum 5-storey height for offices is also permitted.

##### *OPA 512 (1998)*

OPA 512 incorporates lands located at the north-west corner of the intersection of Jane Street and Bass Pro Mills Drive, as shown on Figure 5 in the *Official Plan*, within the Vaughan Centre Secondary Plan Area, and redesignates those lands as General Commercial.

#### 2.4.6 Green Directions Vaughan

*Green Directions Vaughan* is the City's community sustainability and environmental master plan. It establishes the principles of sustainability to be used in development and planning, to achieve a healthy natural environment, vibrant communities, and a strong economy. The document creates a series of sustainability action plans to guide the city's operational and regulatory functions, and acts as the city's first *Integrated Community Sustainability Plan*.



EXISTING SMALLER FORMAT RETAIL AT RUTHERFORD ROAD AND WESTON ROAD



BIRD'S EYE VIEW OF VAUGHAN MILLS MALL LOOKING SOUTH

The document is underpinned by a series of operational and regulatory recommendations, as well as long-term sustainability objectives with implications for the development of the *Vaughan Mills Centre Secondary Plan*, including:

- The potential of all new development for district energy systems and other appropriate alternative energy forms;
- Ensuring the protection of remaining natural features, and opportunities for habitat restoration in headwater areas, along riparian corridors, and around wetlands;
- Ensuring that policies in the City's new *VOP 2010* protect all ecological features and functions as per current provincial and regional policies, and also includes considerations for locally significant natural features and functions;
- Redefine the maximum amount of impermeable area permitted on a development site. Work with developers to create alternative surfaces with the objective of increasing overall site permeability;
- Enable Vaughan to achieve increased intensification in development nodes and transit corridors;
- Develop sustainable development evaluation criteria;
- Ensure that a mix of housing types is provided in Vaughan and that affordability is a consideration in planning; and
- Continue to apply energy efficient building standard options for new developments in the city.

#### 2.4.7 York Region Transportation Master Plan (2009)

The York Region Transportation Master Plan (Regional TMP) establishes a series of transit, roadway, and policy directions that support the Region's vision for a

more sustainable transportation system, which will be required to cope with growth projected in York Region over the next 20 years. The 2009 Regional TMP update identifies a number of planned road improvements in or near the Study Area. These include:

- Improvements to Jane Street, Rutherford Road, and Weston Road to accommodate a proposed Rapid Transit Corridor along Jane Street, and a Transit Priority Network along Rutherford Road and Weston Roads, with dedicated transit and/or HOV lanes.

In addition to the proposed improvements in the Regional TMP, the Rutherford Road corridor is also planned for major improvements in several stages until 2020 under the Region's 10-Year Roads Construction Program that was approved in 2012. Currently, a Municipal Class Environmental Assessment (EA) is underway for the Rutherford Road corridor between Jane Street and Yonge Street.

## 2.5 Vaughan Mills Centre Today - Existing Conditions and Opportunities

A comprehensive planning framework requires examination of not only the Vaughan Mills Centre area, but also its relationship to adjacent neighbourhoods and its connection to the broader city. The Vaughan Mills Centre Study Area is approximately 146 hectares in size and can be generally described as comprising three areas defined by their urban structure and character, which includes the Western Area for lands west of Highway 400, the Central Area for the lands between Highway 400 and Jane Street, and a smaller Eastern Area for lands east of Jane Street.

### 2.5.1 Development Pattern and Neighbourhood Character

#### The Western Area

The Western Area includes 50.73 ha of land area between Highway 400 and Weston Road. The land

is largely vacant except for some smaller retail establishments along the south side of Rutherford Road, including restaurants and a service station. The Black Creek tributary traverses through this area, exiting from the south and entering across Weston Road.

The area is flanked by the Weston Downs neighbourhood, which is a low density residential area to the west along Weston Road, the Vellore Corners Retail Plaza to the north of Rutherford Road, including a number of restaurants, a supermarket, smaller format retail stores, and Highway 400 to the east. There are no internal roads that service the site, however there is a road connection that links a partial interchange from Bass Pro Mills Drive across Highway 400 to a ramp. The partial interchange has been constructed, however, the final design and its connections with the employment lands to the west of Highway 400 has not yet been established.

#### ***The Central Area (Vaughan Mills Mall Lands and Related Parcels)***

The Central Area contains the Vaughan Mills Mall area and surrounding parcels, and acts as the primary focus of Vaughan Mills Centre. The mall is centrally located and 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 partially developed, with a variety of office, retail, service station, and restaurant uses in a low-rise format. 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. The lands to the north of Vaughan Mills Mall include a mix of commercial-retail plazas abutting low-rise residential neighbourhoods, and an auto-park to the north of Rutherford Road. A number of retail condominium units exist along the southern frontage of Rutherford Road between the internal ring road and Bass Pro Mills Drive. This area includes a waste disposal

operation at Jane Street, a hotel, Leon's furniture store, and "the Village of Vaughan Mills", which is a 'lifestyle' format retail area with a number of household accessory-focused retail stores. South of the Study Area flanking Bass Pro Mills Drive are a number of 1-2 storey retail plazas, offices, and employment uses, representing the boundary of the Vaughan Enterprise Employment Area that runs south to Portage Parkway.

#### ***The Eastern Area***

The lands along the southeast side of Jane Street from Rutherford Road to Riverrock Gate are currently vacant with an abutting woodlot and natural heritage corridor, forming part of the West Don River tributary system. Abutting lands to the south include the Magna International Stamping Plant and a number of 1-2 storey retail and employment operations. The lands north of Rutherford Road on the east side of Jane Street include a high-rise residential complex composed of three 16+ storey towers (a 4th is proposed), with a combined total of 901 units and approximately 1800 residents. To the south and east of the Study Area, CN Rail operates its MacMillan Classification Rail Yard, which comprises approximately 1100 acres of land as CN Rail's main Classification Yard for freight for North America.

#### ***Redevelopment Challenges and Opportunities***

Just as the opportunities offered by redevelopment are tremendous, the challenges are also considerable. Vaughan Mills Centre is surrounded by established residential neighbourhoods and thriving industrial-employment areas that must be considered in managing the impacts of future redevelopment and intensification.

The scope of redevelopment for Vaughan Mills Centre envisions a development format for Vaughan Mills Centre based on the creation of a complete, walkable, and mixed-use community.



EXISTING HIGH-RISE RESIDENTIAL BUILDINGS AT RUTHERFORD ROAD AND JANE STREET



Future redevelopment must grapple with the challenges of relatively poor access through Vaughan Mills Centre to the city's road network, an existing road pattern that does not support intensification, the physical isolation of the Vaughan Mills Mall area from its surroundings, the impact of Highway 400 that bisects the area, and the existing land use typologies in the Study Area. These challenges underscore the need for a comprehensive planning framework for Vaughan Mills Centre. A comprehensive planning framework ensures that a full range of planning issues are addressed, that synergies between different public and private investments can be built upon, and that a sustainable approach to neighbourhood planning results in a community that balances a broad range of competing public objectives and private interests.

### 2.5.2 A Changing Context

In recent years, Vaughan Mills Centre has seen increasing development pressures for high-rise residential development in an area of the city historically characterized by low-rise typologies largely centered around Vaughan Mills Mall. With the *VOP 2010*, however, the City is providing further development opportunities to create new communities, and for a mix of land uses within intensification areas such as Vaughan Mills Centre.

A key City objective in increasing residential and employment density within Vaughan Mills Centre is for the creation of sustainable urban environments. From a city-building perspective, higher densities makes it easier to encourage active transportation and public transit use, which can have positive effects on the environment and physical health of the community. This is a key reason why the *Growth Plan for the Greater Golden Horseshoe*, the *Provincial Policy Statement*, and the *VOP 2010* promotes higher densities through intensification and compact development. Within

Vaughan Mills Centre there is a unique opportunity to create a mix of land uses in a more compact urban form that supports higher order transit in support of the creation of a lasting, complete community.

A key function of Vaughan Mills Centre is its role as a regional destination, employment hub, and commercial centre. Given that Vaughan Mills Centre serves a local and regional catchment area, and is a centre of economic activity for industry, there is a need to encourage residential uses and population densities that can support planned transit, and expanded retail shopping, and employment/office uses. Additionally, with shifting demographics, there will be a need to provide opportunities for smaller, more compact housing forms for both the aging demographic, and for youth entering the housing market for the first time, to be located closer to jobs and amenities like transit, parks, shopping, and other community facilities. In the future, as the area grows, and new economic sectors and jobs emerge, the demand for housing and amenities within close walking distance to residential areas will also increase.

### 2.5.3 A Shifting Modal Split

The transportation infrastructure environment is changing as well. The Region is proposing new street cross-sections for some of the major transit corridors such as Rutherford Road and Jane Street. Key enhancements will support higher volumes of circulation, high occupancy vehicle lanes, higher-order transit, dedicated cycling lanes, and enhanced public boulevard facilities making it easier for both pedestrians and vehicles to move in and around Vaughan Mills Centre. These roadway enhancements are the initial stages for increasing the modal split towards supporting increased pedestrian movement, transit, and vehicular circulation.



VIEW OF THE NORTH ENTRANCE OF VAUGHAN MILLS MALL



VIEW OF THE VILLAGE AT VAUGHAN MILLS LIFESTYLE CENTRE

The current Vaughan Mills transit terminal provides a major transit opportunity for Vaughan Mills Centre. According to York Region's Transportation Master Plan (2009), the Vaughan Mills terminal is planned to become one of the key transit gateways in the area. In the future, the Spadina subway extension to the Vaughan Metropolitan Centre (VMC) at Jane Street and Highway 7 will provide future opportunities for new higher order transit connections between the VMC to the midtown area of the city and Vaughan Mills Centre. This will have positive impacts for future higher order transit such as subway and other rapid transit and pedestrian movement for the Study Area, and support the potential future development of a Transit/Mobility Hub around the intersection of Jane Street and Rutherford Road. Currently, there are a number of proposed developments which would support higher order transit at this location including the York Region government offices and a number of high-rise mixed-use developments which are helping to create a critical mass of institutional, residential, and community uses at the intersection.

#### 2.5.4 Tourism and Commercial Node

The Vaughan Mills Centre Secondary Plan area is emerging as a major centre of activity in the city and region. The area already benefits from an advantageous location along Highway 400, its relative proximity to Pearson International Airport, and central location within the Greater Toronto Area (GTA). In addition, the area benefits from a draw of tourism activity generated from Paramount Canada's Wonderland and the Vaughan Mills Mall, making this area a major tourist and commercial destination in the region.

In addition, due mostly to the Vaughan Mills Mall activities, the Study Area sits at the upper spectrum of Vaughan's commercial hierarchy serving a dominant role over most retail in Vaughan, and in adjacent

communities. Over the last 10 years, Vaughan Mills Centre has grown with the development of the Vaughan Mills Mall and related commercial areas, but has not yet developed as the vibrant urban centre envisioned in the VOP 2010. A key component of the Vaughan Mills Centre area is its role as a regional destination, employment hub, and commercial centre. Given that Vaughan Mills Centre serves a local and regional catchment area and is a centre of economic activity in the GTA, there is a need to expand the mix of uses that can facilitate planned transit, expanded retail shopping, and employment/office uses in support of an emerging urban centre.

While much of Vaughan's retail hierarchy is focused towards enclosed shopping malls and auto-oriented big-box retail outlets, the community has expressed a desire for a more walkable convenience-based retail offering (grocery, daily amenity, restaurant, medical, and outdoor formats) for Vaughan Mills Centre. This retail format relies on a more local catchment area to be competitive, supporting opportunities to walk to amenity areas. The regional trend towards big-box retail uses, which demands high traffic volumes, large floor plates, expansive parking and circulation areas can be at odds with creating a more pedestrian-oriented retail environment.

#### 2.5.5 Employment Centre

A large portion of the lands surrounding and within Vaughan Mills Centre are designated Employment. This existing employment base, and the development of future jobs in vacant lands, provides a unique condition and opportunity for the Study Area as it intensifies. In addition, over the years surrounding development has outpaced the development of the vacant employment lands within the Study Area towards a more residential and retail character. This existing land use condition provides challenges in dealing with issues of adjacency and for transitioning between development forms.



EXISTING STORMWATER MANAGEMENT FACILITY NORTH-EAST OF RUTHERFORD/WESTON ROADS



EXISTING WOOD LOT SOUTH-EAST OF JANE STREET/RUTHERFORD ROAD

In this regard, as Vaughan Mills Centre sits at the convergence of a number of different land uses, future development will need to provide appropriate solutions for dealing with issues of adjacency and separation between land uses that serve to reduce impacts on existing areas.

The employment areas located along the Highway 400 corridor provide excellent highway access and visual exposure, and an opportunity to create an unique employment area that integrates with, and reduces impacts on existing land uses. To the south and east of the Study Area, CN Rail operates its MacMillan Classification Rail Yard, which comprises approximately 1100 acres of land as CN Rail's main Classification Yard for freight for North America. Surrounding employment uses such as those in the warehouse sector, have taken advantage of proximity to the MacMillan Rail Yard and have helped to attract businesses and investment to the city over the years.

### 2.5.6 Open Space and Natural Heritage

#### **Natural Heritage**

Although the Vaughan Mills Centre area is completely within the built-up area of the city, it is part of a regional ecosystem that includes natural features such as the tributaries of the Humber River, the Black Creek Subwatershed, and the West Don River Valley. Both of these environmental features are designated as Core Features within the VOP 2010.

Maintaining the health of natural features will be a major objective for the *Vaughan Mills Centre Secondary Plan*. Consideration for managing post-development water recharge to pre-development conditions will be necessary in order to maintain the function of the groundwater system and other natural features (e.g. streams, wetlands, and forests). Future development will need to consider natural features and functions,

towards providing suitable environmental protection measures that maintains the integrity and encourages naturalization of existing ecosystems and flood zones.

#### **Open Space**

With increased residential intensification planned for the Vaughan Mills Centre area, new parks and other community amenities will be required to serve a growing population.

Currently there are no parks that serve Vaughan Mills Centre. However, through the City's *Pedestrian and Bicycle Master Plan Study (2007)* and the current update to the existing *Active Together Master Plan* the City has recommend new cycling connections and parks requirements towards providing guidance for new facilities within Vaughan Mills Centre.

One of the objectives of the Secondary Plan will be to assess and recommend the open space needs for Vaughan Mills Centre in response to the recommendations brought forward in the updated *Active Together Master Plan (2008)* while taking into consideration the future demands that growth and intensification will have on the demand for new parks.

The Secondary Plan will recommend ways to:

- Integrate an open space framework throughout the Vaughan Mills Centre Study Area and with surrounding neighbourhoods;
- Create new amenities in concert with emerging development;
- Incorporate stormwater management features within the public realm; and
- Enhance and improve the health and function of natural environmental features.

# PART B CREATING A VIBRANT URBAN CENTRE

## Sections

- 1.0 The Vision & Guiding Principles
- 2.0 Concept Plan & Big Moves
- 3.0 Development Character, Land Use, and Built Form
- 4.0 Transportation Framework
- 5.0 Parks and Open Space Framework
- 6.0 Community Facilities
- 7.0 Sustainable Site Design and Integrated Infrastructure



PART B  
Section...

# 1.0

## » THE VISION & GUIDING PRINCIPLES



## 1.0 // The Vision Statement

Vaughan Mills Centre is Vaughan's 'midtown' urban centre for commerce, tourism, entertainment, and gathering. Designed for walking and anchored by its retail and employment base, Vaughan Mills Centre is a place to live, work, and play and is a regional destination. As one of the primary urban centres in the city, it is a gathering place with unique amenities and supported by great retail areas, entertainment, residential enclaves, bustling employment, and public spaces.

### 1.1 The Vision

The Vision and its Guiding Principles will shape the evolution of the Vaughan Mills Centre Study Area. A denser mix of uses is envisioned, including residential, office, and commercial uses in a more complete, sustainable, vibrant, and self-sufficient urban environment. The Vision is in keeping with the many aspirations, priorities, and objectives of the City and community.

The Vision for Vaughan Mills Centre is a beautiful and distinct new urban area of the city, structured along an enhanced public realm that connects neighbourhoods throughout. The Vision reflects a desired "urban village" character, having a regular pattern of connected streets and blocks, focusing areas of intensification around unique and vibrant pedestrian oriented mixed-use corridors that provide neighbourhood amenity for Vaughan Mills Centre, and function as both local and regional destinations. These include creating gateways with new parks that are animated with mixed commercial/residential uses, and new community amenities that support a new residential community.

The urban village character is further enhanced with new mixed-use residential areas that offer a variety of mid-to-high density housing served by ample private and public open space. Each mixed-use residential block is linked by connected open spaces that join a series of integrated neighbourhood parks and publicly accessible private amenity areas. Each block is within a five-minute walking radius from a public open space. All streets are tree-lined, pedestrian and bicycle friendly, with sidewalks that encourage walking and connect to existing and new development. In addition, a new multi-use path along Bass Pro Mills Drive connects into the rest of the pedestrian/cycling network. This network allows pedestrian/cyclists to travel safely through Vaughan Mills Centre from Jane Street to Weston Road, and connects to significant open spaces such as a new

greenway within the employment area to the west of Highway 400.

An enhanced internal ring road provides a new residential address and is designed as a 'green street' with sidewalks and tree planting on both sides, with on-street parking, and dedicated cycling lanes to provide a diversity of mobility options throughout the Vaughan Mills Mall Area.

The Vision supports a modal shift that accommodates transportation modes such as cycling and walking. This, in conjunction with a mix of land uses, housing diversity, connected streets and paths, supports a walkable, pedestrian-friendly environment, towards a healthier lifestyle.

In addition, the retention and enhancement of key natural features celebrates the natural heritage character of the area. An emphasis placed on creating a unique environment with quality built form, animated commercial areas, and the expansion of the open space system strengthens the function of the Vaughan Mills Centre and surrounding land parcels.



## 1.2 Guiding Principles

Together with the Plan Vision, the following nine Guiding Principles provide direction and support for the development of a concept plan for the Vaughan Mills Secondary Plan area. The Guiding Principles and associated policies, represent the fundamental objectives that must be considered when making planning-related decisions. The Guiding Principles have been derived through the public consultation process and site analysis, to ensure the successful evolution of the Vaughan Mills Centre area.

### Principle 1

#### **Create a Vibrant, Complete, Mixed-Use Urban Centre**

The Vaughan Mills Centre Secondary Plan area should accommodate and encourage a mix of uses to support a vibrant, compact, complete community and urban hub.

#### **Objectives:**

- Establish a mix of land uses, including compatible residential, retail, office, institutional, and amenity uses that foster diversity, create a pedestrian-oriented environment, encourage social interaction, and a mix of demographics, while enabling residents to live, work, and play in the area;
- Provide opportunities for an urban form of gathering places, destinations, and amenities within close proximity to residential areas; and
- Provide uses to support a diverse demographic, including youth and seniors; ensure visitors and tourists have places to stay; provide citizens with interesting, unique commercial areas focused on pedestrians; and encourage both residents and visitors to spend time in fabulous public spaces; and
- Support the development of creative industries and the knowledge economy markets to diversify the range of economic and employment opportunities in Vaughan Mills Centre.



## Principle 2

### Foster a High Quality of Place, Design Excellence, and Sustainability

Development should contribute to creating a new identity, uniqueness, and quality of place for Vaughan Mills Centre.

#### Objectives:

- Develop an approach to urban design that provides a high quality pedestrian realm and built form environment, and creates inspiring and memorable places;
- Ensure development that is “human scaled” - welcoming, accessible, and appropriate to its context, and creates a comfortable pedestrian environment;
- All development will aim to enhance or benefit the city, and enhance Vaughan Mills Centre as a vibrant urban environment;
- Provide appropriate transition to surrounding neighbourhoods to the north and west, and to employment areas to the south and east; and
- All development should be of high environmental standard to ensure the City’s sustainability objectives are achieved.



## Principle 3

### Provide a Diverse Range of Housing Options in Vaughan Mills Centre

The Secondary Plan should provide for a diverse 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 allows people to live in the Vaughan Mills Centre area through all stages of their lives.

#### Objectives:

- Encourage a diverse mix of housing and tenures within compact residential areas in order to provide options for people of all ages in more urban housing forms; and
- Allow for housing in mixed-use developments to ensure that the street is active and animated all days of the week, and all times of the day.



### Principle 4

#### Enhance the Role of Vaughan Mills Centre as a 'Centre' of Economic Activity, Jobs, and Commerce in the Region

Create a unique employment and commercial environment that is vibrant, walkable, diverse, active, visible, and accessible, and that is based on a financially and socially viable commercial plan that is supportable in the local market.

##### Objectives:

- Create a commercial environment that will draw high visitor traffic, and that provides compelling reasons to visit;
- Create a commercial base that can respond to the ever-changing needs and preferences of its customer base and local residents, and that appeals to all demographics, from teenagers to young families and seniors;
- Create a commercial environment that is highly visible and accessible to all modes of transportation, transit supportive, provides sufficient parking for cars and bicycles, and an active public realm and pedestrian environment; and
- Support the development of high quality employment uses designed to provide a lasting amenity for workers, businesses, and residents, integrated into the community with a high quality public realm, open spaces, streetscapes, landscaping, public parks, and community-focused retail and amenity uses.

### Principle 5

#### A Walkable Urban Environment

The identity of Vaughan Mills Centre will be strengthened by its walkability and accessibility through the development of high quality, pedestrian-oriented streetscapes that are safe, welcoming, accessible, and create a distinct public realm environment.

##### Objectives:

- Design for pedestrians and cyclists as a priority, and ensure the design of paths and sidewalks to facilitate movement in all seasons;
- Provide well-linked and safe pedestrian connections through mews streets and linkages to amenities throughout Vaughan Mills Centre;
- Maintain efficient access for vehicles through Vaughan Mills Center while incorporating transit oriented design measures;
- Explore alternatives to large surface parking areas;
- Ensure streets are designed with appropriately scaled street lighting, street trees, landscaping, and generous sidewalks, with an emphasis on 'greening' Vaughan Mills Centre to distinguish and unify the character of the area;
- Provide centrally located amenities (retail and community facilities and gathering spaces) within a 5-10 minute walking distance to residential areas;
- Ensure new development includes adequate setbacks for sidewalks, walkways, and lanes; and
- Improve pedestrian connectivity across Highway 400.



### Principle 6

#### Provide High Quality Open Spaces

Development in Vaughan Mills Centre should provide a balanced approach to built form, and high quality open spaces.

##### Objectives:

- Ensure that new development is adequately served by community amenities such as public parks and urban squares, recreational facilities, and other community amenities;
- Provide a defined network of open spaces, parks, and trails that are connected through a network of attractive pedestrian walkways, mid-block connections, and urban plazas;
- Enhance existing open space corridors (i.e. the Black Creek subwatershed and the West Don River valley), and ensure they are well connected with the overall pedestrian network;
- Design parks that reflect the scale and form of adjacent development, and serve as an amenity to the area through providing activities for a range of demographics; and
- Where possible, use existing heritage and stormwater management features as active/passive park space.
- Ensure orientation and massing of buildings adjacent to public spaces provide adequate access to skyview, sunlight, and appropriate pedestrian level wind conditions and micro-climates for public users.

### Principle 7

#### Protect, Restore, and Enhance Natural and Cultural Heritage Resources

All new development will respect Vaughan's natural and cultural heritage assets and contribute to its natural heritage character.

##### Objectives:

- Conserve, restore, and enhance natural heritage areas such as the Black Creek Subwatershed and the West Don River Valley in the Study Area; and
- Ensure that new development will not have an adverse impact on the conservation of natural heritage features and increase the risk of downstream flooding.



### Principle 8

#### Create a Multi-Modal Transportation Network

The design of the transportation network should support a range of users including pedestrians, cyclists, public transit, goods movement, and private vehicles.

##### Objectives:

- Support and encourage the development of a multi-modal transit/mobility hub at Vaughan Mills Centre that connects to other hubs and destinations, and supports the development of future rapid transit along Jane Street;
- Develop a well connected street network;
- Create streets that are 'complete', and designed for a variety of abilities and modes of travel, and that provide safe and efficient movement for a diversity of users;
- Design streets and the public realm to ensure pedestrian safety and comfort as a priority;
- Provide a safe and well-connected pedestrian and cycling network that facilitates movement throughout the Study Area, as well as to surrounding areas;
- Ensure that pedestrian pathways, mews, and sidewalks are provided to ensure safe and comfortable pedestrian movement through the Vaughan Mills Mall parking area; and
- Explore safe, attractive, comfortable, and multi-modal crossing opportunities over Highway 400.



### Principle 9

#### Sustainable and Resilient

The development and evolution of 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.

##### Objectives:

- Provide for a socially diverse community and ensure the efficient use of land through mixed-use development with a full range of housing types, tenures, and amenities to support a growing community;
- Support economic and employment growth through allowing a wide range of commercial, employment, and office activities to provide residents with the ability to walk or cycle to a range of activities;
- Ensure that Vaughan Mills Centre is accessible by transit, vehicles, pedestrians, and cyclists to permit a full range of mobility choices, and to support an efficient transportation system; and
- Develop sites, buildings, and structures that reduce environmental impacts. Provide energy conservation improvements, and resource-efficient buildings throughout a building's full life-cycle.

PART B  
Section...

2.0

» BIG MOVES



## 2.2 The Big Moves

The 'Big Moves' for the Vaughan Mills Centre Secondary area, outlined below, form the basis for the Plan's policies, and implementation strategies. They are key design moves that support the Vision and Guiding Principles, and define the Concept Plan.



### 1. PEDESTRIAN-ORIENTED STREETS:

- Provide a green streetscape;
- Include intimately-scaled open spaces along the street, active at-grade uses, gathering spaces, safe and well-connected boulevards and pathways, and various landscape forms; and
- Use appropriately-scaled buildings.

### 2. STRONG CONNECTIONS:

- Create pedestrian and bicycle connections throughout; and
- Develop trails/paths throughout Vaughan Mills Centre, with connections to surrounding natural heritage features and open space.



### 3. COMMUNITY GATHERING PLACE:

- Provide community gathering places as the central focus for the area; and
- Front gathering places with active frontages (retail/commercial) to create a vibrant street-level environment.



### 4. INCREASED DENSITY:

- Allow Vaughan Mills Mall to expand through a mix of retail/residential development. Future expansion of the shopping centre parking areas to be redeveloped as mixed-use development blocks supported by structured parking;
- Focus mid-rise development around the ring road and Bass Pro Mills Drive; and
- Locate taller buildings along the Rutherford Road and Jane Street corridors.



## 5. EMPLOYMENT DISTRICT:

- Create a unique employment district on the west side of Highway 400 that is vibrant, walkable, and active, while supporting a high quality urban environment for a range of office and other employment land uses.
- Improve pedestrian connectivity to the future transit hub from the employment district.



## 6. JANE AND RUTHERFORD TRANSIT HUB GATEWAY:

- Recognize and develop the Rutherford Road and Jane Street intersection as a significant gateway node through unique architectural features, active at-grade uses, and consider introducing a significant gathering place; and
- Support the development of a Transit/Mobility Hub and the possible extension of the Spadina Subway from the Vaughan Metropolitan Centre to Vaughan Mills Centre.
- Encourage the development and location of government and public uses close to existing and planned transit stops.



## 7. BLACK CREEK GREENWAY:

- Create a 'greenway' in the Western Area that combines the Black Creek tributary with a stormwater management/naturalization feature and a new linear open space with multi-use pedestrian pathways, cycling, and opportunities for passive and active recreation; and
- Incorporate future stormwater/rainwater management facilities.



## 8. ENHANCED DESTINATION:

- Enhance Vaughan Mills Centre's existing role as a destination through the addition of other entertainment and cultural uses (theatre, performing arts, museum, recreation/sports etc.); and
- Connectivity with other tourist uses such as Canada's Wonderland.



## 9. OUTDOOR RETAIL FORMATS:

- Encourage the development of outdoor format retail uses, with direct pedestrian access from the street, and spill-over areas.



## 10. PEDESTRIAN CROSSING:

- Support a future pedestrian connection across Highway 400 that aligns with the internal ring road to link the employment district and surrounding community with future development areas east of Highway 400.

PART B  
Section...

3.0

# » DEVELOPMENT FRAMEWORK, LAND USE, AND BUILT FORM



### 3.0 Introduction

The policies in this section address land use for Vaughan Mills Centre and are intended to ensure all future planning and development is in keeping with the desired build out of the area. The policies established in this section build upon those in the *Vaughan Official Plan 2010 (VOP 2010)* and other applicable policies.

#### 3.1 Development Framework

The Development Framework reflects a more complete mixed-use community structure with the inclusion of additional neighbourhood parks and open spaces, neighbourhood scale amenities, and new streets that connect these uses, while improving walkability and accessibility. The *Vaughan Mills Centre Secondary Plan* encourages the development of a compact, mixed-use community that is well-connected to the external street network. The Plan strives to accommodate growth through a mix of densities and is based on the premise that a well-serviced, well-connected, and well-designed community will encourage walking, cycling, and transit use as preferred transportation choices. The Plan encourages sustainability, the restoration of the natural landscape, and environmental best practises.

#### 3.2 Growth

The Vaughan Mills Centre Secondary Plan establishes a planning framework to direct growth in the Vaughan Mills Centre area and to guide and manage the change that it represents. The Vaughan Mills Centre area is an appropriate part of the City for intensification. The Jane Street and Rutherford Road transit corridors currently serve the area, and future opportunities exist for a Transit/Mobility Hub around the Jane Street and Rutherford Road intersection. This area provides an ideal location to create synergies with the existing Vaughan Mills Mall Transit Terminal and the future potential extension of the subway. Improved transit infrastructure will provide new intensification opportunities for the City of Vaughan.

The area includes large parcels of underutilized land, most of which are currently single use. This represents an opportunity to reconfigure land to achieve a strong network of infrastructure, and to develop a public realm that supports a mix of land uses, housing, built form, and intensification. Intensification provides an opportunity for investment, renewal, vibrancy, and improved public

amenities in one of the City's priority areas.

The Highway 400 corridor is a major physical barrier. While providing good access to the Plan area, it poses some significant challenges. In addition, the high-level exposure from the highway to adjacent uses provides opportunities to create gateway design features such as additional building height permissions, and connectivity between neighbourhoods by promoting enhanced crossings over the Highway.

These local growth opportunities, coupled with an array of city-building objectives that can be achieved in the Vaughan Mills Centre area, underscore the need for a Secondary Plan. The *VOP 2010* identifies Vaughan Mills Centre as a Priority Area for intensification, and consequently, the Secondary Plan envisions intensification and reurbanization throughout all areas of Vaughan Mills Centre.

The projected population and jobs associated with the Secondary Plan are related to the various development areas, as identified on Schedule A: Plan Area. In order to ensure development proceeds with adequate transportation, municipal services, and community facilities all development in Vaughan Mills Centre will be subject to the development progression policies as set out in Part C, Section 7.0 of this Plan.

UNITS, POPULATION, AND JOB PROJECTIONS BY AREA

	Units	Population	Jobs
Area 1	1,879	3,833	915
Area 2	1,964	4,006	2,407
Area 3	-	-	7,590
Area 4	n/a	n/a	n/a
Total	3,843	7,839	10,912

The number of residential units, associated population, and jobs projected in the Secondary Plan reflects planning analysis, the City's development intensification and transportation hierarchy, and opportunities for growth within the City's urban structure.

The Secondary Plan distributes development to different parts of the Vaughan Mills Centre area. Land use and built form policies will further define the arrangement of height and density across the area.

The Secondary Plan is an opportunity to guide residential growth within the area east of Highway 400, along Rutherford Road and Jane Street in a desirable manner. Through development of a diverse range of housing, redevelopment provides an opportunity to incorporate affordable housing in an area of the city that currently offers only market housing.

Growth and new development in the Plan are leveraged to achieve public investment to strengthen the quality of life for future residents of the Vaughan Mills Centre area. A complete and liveable community requires public investment to proceed alongside growth and development. A projected 7,839 new residents, and development intensification can only be achieved if accompanied by a range of improvements to transportation, municipal servicing, community facilities, parks, and the public realm. Phasing of new development is a tool that the City will rely on to ensure that growth in the Vaughan Mills Centre is concurrent with the development of amenities and public services required to support it.

### 3.3 Density

*Refer to Schedule B: Height & Density in Appendix A*

The approach to height and density in the *Vaughan Mills Secondary Plan* arranges density along major transit corridors (Jane Street and Rutherford Road) and in

proximity to the future potential Transit/Mobility Hub (Jane Street/Rutherford Road intersection). The built form is planned to frame the public realm and higher order roads and gateways, and establish a transition between different scales of development. Proposed heights and densities are highest in close proximity to transit and exposure to Highway 400, moderate along internal collector streets, and lowest near the stable neighbourhoods along Weston Road.

Density (D) is expressed as a ratio of floor space to site area, called Floor Space Index (FSI). The purpose of including FSI on the diagram is to arrange density across the Secondary Plan in a manner that is consistent with the area structure and character. The FSI shown for different areas is also consistent with the built form and land use framework of this Secondary Plan, and therefore lends support to important built-form principles as per Schedule B: Height and Density.

### 3.4 Land Use Framework

*Refer to Schedule C: Land Use Designations in Appendix A*

Major components of the land use framework for the Vaughan Mills Centre area encourage the development of multi-family residential, commercial, office and employment uses, and community facilities.

Key land use objectives of the *Vaughan Mills Secondary Plan* are:

- To create a diverse and active mixed-use community that capitalizes on investment in future higher order transit;
- To accommodate new population growth over time, ensuring each development phase contributes to the overall vision of an urban centre;
- To ensure new development is sensitive to existing adjacent uses, particularly existing employment uses, existing residential neighbourhoods, and open

spaces;

- To provide a comprehensive open space system both public and private that is connected to, and integrated with, other existing open spaces and networks;
- To develop the conditions for a highly walkable, pedestrian friendly environment that integrates with other transportation modes;
- To support the City's employment base; and
- To conserve and enhance natural heritage areas.

The land use policies and built form policies that follow are meant to be read in conjunction with one another. They identify more detailed development parameters for built form regarding height, density, massing, and open space in terms of size, use, and character and movement in terms of establishing a clear hierarchy, connectivity, and function of streets.

The land uses may be zoned on a site specific basis in the implementing Zoning Bylaw. The site-specific zoning may identify specific permitted requirements and regulations which may include minimum setback requirements; maximum building heights; separation distances between buildings, minimum landscaping, open space, and buffering requirements; on-site recreational and commercial uses; minimum parking, access, and loading requirements; and other matters deemed necessary by the City of Vaughan.

All development within the land use areas of this Plan are subject to Site Plan Control pursuant to Section 41 of the Planning Act and Section 10.1.2.20 of the *VOP 2010*. The Land Use Map, Schedule C: Land Use Designations, delineates land use designations for the *Vaughan Mills Centre Secondary Plan*.

## 3.5 General Land Use Policies

### 3.5.1

The land use designations on Schedule C: Land Use Designations establish the general patterns of development for the existing and future use of the *Vaughan Mills Centre Secondary Plan*. Policies for these designations are set out in this section.

The land use designations do the following:

- Define the various distinct areas of Vaughan Mills Centre and provide an organizational structure for development towards achieving a sensible and comprehensive Secondary Plan Vision;
- Identify the desired future character and function of the various distinct areas within the Plan, building on existing assets, structure, and land use; and
- Create a framework for future development that serves to enhance and create a vibrant urban centre, while at the same time, creating a structure that accommodates sustainable growth, and encourages investment toward achieving a long term vision.

### 3.5.2

The Vaughan Mills Centre area is intended to accommodate approximately 3,843 units and 7,839 people in Areas 1 and 2 as identified on Schedule A, in order to accommodate a proportion of Vaughan's projected population growth to 2031. A minimum of 35% of new housing units shall be affordable. The affordable housing shall comprise a range of housing forms and tenures and include intrinsically affordable units for low and moderate income households.

### 3.5.3

Areas 1, 2 and 3 of the Vaughan Mills Centre Secondary Plan is intended to accommodate approximately 10,912 jobs at full built out to 2031. Schedule C: Land Use Designations identifies areas in the Vaughan Mills

Centre area where employment, office, commercial, and mixed-uses are permitted. Schedule D: Ground Floor Frontage Types identifies areas for street-related commercial or public uses, including retail stores, restaurants, places of entertainment, personal and business services, professional offices, and public institutions that shall be required or permitted on the ground floors of mixed-use buildings. Vaughan Mills Centre is envisioned as a mixed-use and pedestrian-oriented urban environment, therefore single-storey commercial and auto-oriented uses are discouraged.

#### **3.5.4**

Notwithstanding any of the policies of this section, previously approved and existing uses in Vaughan Mills Centre shall be permitted, subject to Policy 9.2 of the *VOP 2010*. Nevertheless, for any future redevelopment or expansion, the policies of this Plan shall prevail.

#### **3.5.5**

Through the policies of this Plan, the City shall seek to meet an overall density target of 184 people and jobs per hectare by 2031 in Vaughan Mills Centre. Notwithstanding the policies of this Plan, the City may revise the overall density targets without amendment to this Plan.

#### **3.5.6**

Schedule B: Height and Density establishes the maximum and minimum densities (D) permitted in Vaughan Mills Centre, expressed as floor space index (FSI). With the exception of public safety services and community facilities, no development shall have a density lower or higher than the FSI range as of right. The FSI and developable area requirements of a parcel shall be defined and calculated as per Section 10 of the *VOP 2010*.

#### **3.5.7**

For lands where the maximum FSI is shown as 3.2, any development in excess of an FSI of 2.7 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade-related.

#### **3.5.8**

The City may use the bonusing provisions under Section 37 of the Planning Act to secure a range of community benefits in Vaughan Mills Centre. In addition to the community benefits identified in Policy 10.1.2.9 of Volume 1 of the *VOP 2010* that may qualify for bonusing, the City shall determine the required community benefit at the time of the development application process.

#### **3.5.9**

All development on lands adjacent to the Highway 400 corridor shall be setback a minimum of 14 metres from the highway right-of-way.

#### **3.5.10**

Further to Policy 5.2.1.2 of the *VOP 2010*, the development of residential and other sensitive land uses shall have regard for potential noise and vibration impacts from industrial uses. Applications for residential development and other sensitive land uses within 1,000 metres of the MacMillan Rail Yard, and within 300 metres of an industrial use or Highway 400 shall include a noise and vibration study to the satisfaction of the City and in consultation with CN where deemed necessary by the City. The purpose of which would be to identify any measures to mitigate adverse impacts from the source of noise and vibration including as a minimum:

- i. Noise, vibration, and odour studies that include recommendations for materials and construction methods to be employed to meet the Ministry of the Environment guidelines;



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN HIGH-RISE MIXED USE AREAS

- ii. A provision in the Site Plan Agreement that requires an engineer to certify that the building plans implement the recommendations contained in the above stated mitigation reports before a building permit is issued; and
- iii. The inclusion in the conditions of condominium approval of a condition requiring that the mitigation measures recommended by the required studies be implemented and certified, as well as a condition requiring the inclusion of a noise, vibration, odour warning clause in the applicable condominium documents.

In addition to the above provisions, Policy 9.2.2.10(d) and 9.2.2.11(e) of the *VOP 2010*, new development should refer to the Ministry of the Environment Land Use Compatibility Guidelines, which provides recommendations to ensure that sensitive land uses are appropriately designed, buffered, and/or separated from each other.

#### 3.5.11

In addition to the policies of this Plan for development along the Jane Street corridor, where future potential rapid transit is identified on Schedule G of this Plan, development adjacent to the rapid transit line and conceptual Transit/Mobility Hub area shall have regard to the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, through the development approvals process.

#### 3.5.12

In addition to the uses outlined in Section 9.2.1.9 of the *VOP 2010*, the following land uses shall be permitted in all designations within the *Vaughan Mills Centre Secondary Plan* area:

- i. Public Safety Services and Community Facilities;

and,

- ii. Renewable energy facilities and district energy systems.

### 3.6 Vaughan Mills Primary Centre

#### 3.6.1 High-Rise Mixed-Use

##### 3.6.1.1

The High-Rise Mixed-Use designation is intended to provide for the creation of a connected urban block structure adjacent to the main arterial corridors surrounding the Vaughan Mills Mall area including Jane Street and Rutherford Road, in a higher density and mixed-use development form that is pedestrian and transit oriented. The highest densities will be focused along the Jane Street and Rutherford Road intersection and along Jane Street to benefit from the existing and future high-order transit facilities proposed for these areas.

##### 3.6.1.2

In addition to the uses permitted in Section 9.2.2.6 of the *VOP 2010*, the following uses shall be permitted:

- i. Conference facilities, private education facility, places of entertainment, restaurants, financial institutions, art studios, and public parking.

##### 3.6.1.3

Notwithstanding Policy 9.2.2.6(e) of the *VOP 2010*, areas within 500 metres of an existing or planned subway station may exceed 12,500 square metres of office space, provided that the total permitted FSI and building height, as shown in Schedule B: Height and Density of the Secondary Plan is not exceeded.

##### 3.6.1.4

A mix of low, mid, and high-rise building typologies



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN HIGH-RISE MIXED USE AREAS

shall be permitted as identified in Part B, Section 3.8 of this Plan.

### 3.6.1.5

At-grade uses shall predominantly consist of retail uses including retail stores, restaurants, places of entertainment, personal and business services, professional offices, community facilities, and day care facilities. A minimum of 60% of the building frontage facing an arterial or collector street shall consist of at-grade retail uses as identified in Schedule D: Ground Floor Frontage Types.

### 3.6.1.6

Notwithstanding Policy 9.2.2.6 of the *VOP 2010*, office uses shall be permitted within the High-Rise Mixed-Use designation at a maximum gross floor area of 12,500 square metres, or the greater of the maximum permitted density for lots identified with a maximum FSI of 3.2.

### 3.6.1.7

Notwithstanding the foregoing, the lands located at the northwest corner of the future extension of Bass Pro Mills Drive to Jane Street, as shown on Schedule C: Land Use Designations shall be subject to the following policies:

- a. The lands shall be zoned with the Holding Symbol (H) in accordance with Section 36 of the Planning Act. A by-law to remove the Holding Symbol (H) shall not be enacted until such time as:
  - i. Draft Plan of Subdivision 19T-98V10 has been registered and Bass Pro Mills Drive extension to Jane Street at Locke Street has been constructed and dedicated as a public right-of-way;
  - ii. A Site Plan Agreement for the development of the subject lands has been registered;
  - iii. The Owner shall have ceased all operations and

demolished all buildings and structures; and

- iv. The Owner shall have provided a Record of Site Condition, based on the studies of a qualified environmental consultant and the completion of any necessary remediation work, which indicates that the entire site is free of environmental hazard and meets the Ministry of the Environment (MOE) Guidelines for Industrial and Commercial Uses. The record of site condition shall be acknowledged by MOE;
- b. Notwithstanding the above, a by-law to remove the Holding Symbol (H) from the portion of the lands located at the northwest corner of Jane Street and Bass Pro Mills Drive (opposite Locke Street), as defined in the implementing zoning by-law, may proceed in advance of the removal of the Holding Symbol for the entire Area A shown on Schedule C: Land Use Designations. The by-law to remove the Holding Symbol (H) for this area shall not be enacted until such time as:
  - i. Policy 3.6.1.7.a.i. above shall have been fulfilled and 3.6.1.7.a.iv above shall have been fulfilled as it applies to the defined area;
  - ii. The Owner shall have ceased all operations and demolished all buildings and structures within the defined area; and
  - iii. A Site Plan Agreement or Site Plan Letter of Undertaking, whichever is in effect, has been registered for the lands within the defined area from which the Holding Symbol (H) is to be removed and Vaughan Council has concurrently approved a conceptual plan for the remaining portion of the subject lands which demonstrates that the remaining lands can be developed in a manner which is functional, compatible with adjacent development and visually attractive.



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN MID-RISE MIXED USE AREAS

### 3.6.2 Mid-Rise Mixed-Use

#### 3.6.2.1

The Mid-Rise Mixed-Use designation primarily corresponds to the lands bounded by Jane Street and Highway 400 south of Rutherford Road, and north of Bass Pro Mills Drive, as identified in Schedule C: Land Use Designations in Appendix A of this Plan.

#### 3.6.2.2

In addition to the uses permitted in Section 9.2.2.4 of the VOP 2010, the following uses shall be permitted:

- i. Conference facilities, private education facility, places of entertainment, restaurants, financial institutions, art studios, and public parking.

#### 3.6.2.3

A mix of Mid-Rise Mixed-Use building typologies shall be permitted as identified in Section 3.8 of this Plan.

### 3.6.3 Community Commercial Mixed-Use

#### 3.6.3.1

The Community Commercial Mixed-Use designation primarily corresponds to the lands adjacent to Rutherford Road, Jane Street, and Bass Pro Mills Drive, as identified in Schedule C: Land Use Designations in Appendix A of this Plan. These areas are intended to be provided commercial activity in a variety of building typologies that meets the commercial needs of residents and businesses, and providing jobs within proximity to residential areas.

#### 3.6.3.2

The Community Commercial Mixed-Use designation permits all the uses under 9.2.2.8 of VOP 2010.

#### 3.6.3.3

A mix of low and medium-rise building typologies shall

be permitted as identified on Schedule B: Height and Density.

### 3.6.4 Low-Rise Residential

#### 3.6.4.1

The Low-Rise Residential designation primarily corresponds to the lands internal to high density development blocks fronting on Rutherford Road as identified in Schedule C: Land Use Designations in Appendix A of this Plan. These areas are intended to provide a transitional low-rise built form and frontage condition along a future proposed local street and neighbourhood parks south of Rutherford Road.

#### 3.6.4.2

The Low-Rise Residential designation permits all the uses under 9.2.2.1(c) of the VOP 2010.

#### 3.6.4.3

In addition to the building types permitted under Section 9.2.2.1 of VOP 2010, low-rise building typologies shall be permitted as identified on Schedule B: Height and Density, including:

- i. Stacked Townhouses and Low-Rise Buildings

### 3.6.5 Lands within Area 4

#### 3.6.5.1 Area 4

- a. The maximum gross floor area related to the enclosed mall within Area 4 shall:
  - i. Have a maximum commercial floor area (CFA) of 134,340.9 square metres; and
  - ii. Be permitted to contain a full range of commercial uses including retail, service commercial, entertainment, and restaurant uses subject to the limitations established



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN LOW-RISE RESIDENTIAL AREAS AREAS

herein.

- b. The commercial uses established within the Area 4: Mall District shall be subject to the following policies:
  - i. All uses shall be collectively permitted only within a fully enclosed shopping mall, except for limited outside display, storage and sales accessory to a permitted use, outdoor seating areas associated with restaurant uses and uses for the entertainment and recreation of mall patrons, subject to standards set out in the implementing zoning by-law;
  - ii. A maximum of 10%, not including the food court, of the commercial floor area (C.F.A.) of the mall shall be provided in commercial units having an area of 185 square metres C.F.A. or less;
  - iii. A minimum of eight (8) commercial units shall be provided which have a minimum commercial floor area of 1,850 square metres which cumulatively have a minimum area of 35% of the commercial floor area of the mall; and,
  - iv. Department stores and supermarkets shall not be permitted.
- c. The future redevelopment of the Vaughan Mills mall will require the approval of a Tertiary Plan by way of an amendment to this Plan. The requirements for the preparation of the Tertiary Plan are set out in Part C, Section 7.3.1 of this Plan.

### 3.7 Vaughan Mills Centre Business District

#### 3.7.1 General

The Vaughan Mills Centre Business District is situated along the Highway 400 corridor (the Western Area of the Vaughan Mills Centre Study Area) and serves as a midtown gateway in the city. The district is intended to function as an employment office district due to high exposure and access to Highway 400. The range and scale of uses are designed to be sensitive to the adjacency and compatibility with the surrounding residential neighbourhoods, and benefit from exposure to the Highway 400 corridor.

The Secondary Plan is designed to create a comprehensively planned and high quality business district with office and other prestige employment uses. This area will serve as one of the gateways in the city, and as such, is intended to reflect a focus towards the reinforcement of a strong sense of community, sustainability, and economic development through:

- Developing a safe, walkable, attractive, and healthy community;
- Protecting the natural heritage and community character and ensure appropriate transition to the surrounding residential areas;
- Encouraging compact development;
- Providing for a well-integrated and diverse transportation system;
- Identifying and enhancing gateways;
- Maintaining, enhancing and restoring the natural environment; and
- Providing and extending the open space system through new parks, and improved connections and integration with surrounding areas.

The Secondary Plan for the Vaughan Mills Centre



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN PRESTIGE OFFICE EMPLOYMENT AREAS

Business District is designed to provide flexibility in responding to the market, while ensuring a significant opportunity for business park employment, and prestige office uses. A focus towards technology, office, services, and other employment uses will be promoted within the District.

The Secondary Plan transportation framework outlined in more detail in Section 4.0 of this document encourages the development of a mobility system which will provide an efficient way for employees to travel between blocks, whether by automobile, transit, walking or cycling, and promote efficient goods movement and future effective and efficient transit service.

In the future, it is intended that the Vaughan Mills Centre Business District will provide meaningful employment opportunities for residents in a variety of professional and market sectors, supported by a strong public realm and accessory retail amenities primarily focused around serving employment areas.

### 3.7.2 Prestige Office Employment

#### 3.7.2.1

The Prestige Office Employment designation corresponds to areas located along major arterials, lands adjacent to Highway 400, and at key entrances to the Business District. These areas also act as the “interface” with the larger community, in particular the residential communities to the west. Therefore, their use and form should be of the highest quality and most compatible with the surrounding residential areas. Particular attention should be paid to architectural design, and the animation of Weston Road with active building frontages, high quality public realm, and sustainable site design.

Consistent with Policy 9.2.2.11 of the *VOP 2010*, Prestige Office Employment Areas shall be characterized by high quality buildings in an attractive pedestrian-friendly, connected, and transit-oriented working environment. A variety of lot sizes should be made available in areas designated as Prestige Employment to provide flexibility for attracting and accommodating a wide range of employment uses.

#### 3.7.2.2

The following uses shall be permitted on lands within the Prestige Office Employment designation, subject to a development plan or site plan that illustrates how the policies of this Plan are complied with. Uses permitted in the Prestige Office Employment designation include:

- 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 the *VOP 2010*.

#### 3.7.2.3

Notwithstanding 9.2.2.11 c.iii, the maximum gross floor area for a free standing office building shall not be greater than 12,500 square metres.

#### 3.7.2.4

All uses within the Prestige Office designation shall be wholly enclosed within a building, and no outdoor storage are permitted.

#### 3.7.2.5

A mix of low and medium-rise building typologies shall



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN PRESTIGE EMPLOYMENT AREAS

be permitted as identified on Schedule B: Height and Density.

### 3.7.3 Prestige Employment

#### 3.7.3.1

The Prestige Employment designation permits all the uses under 9.2.2.11 of the VOP 2010 including the following uses:

- Research and development facilities

#### 3.7.3.2

A mix of low and mid-rise building typologies shall be encouraged as identified on Schedule B: Height and Density.

### 3.7.4 Employment Commercial Mixed-Use

#### 3.7.4.1

The Employment Commercial Mixed-Use designation includes an existing commercial area at the south-east corner of the Rutherford Road and Weston Road intersection. The commercial format envisioned at this juncture is intended to function as the primary commercial anchor for the Vaughan Mills Centre Business District area. Uses permitted are in accordance with Section 9.2.2.7 in VOP 2010. Surface parking lots shall be placed interior to the block, behind the building, satisfying the requirements of retailers for customers to have an awareness of parking availability and convenient access to retail uses.

#### 3.7.4.2

The Employment Commercial Mixed-Use designation is applicable to lands along Rutherford Road within the Vaughan Mills Business District, as identified on Schedule C: Land Use Designations. This designation is intended to encourage development of a concentration of ancillary uses to serve the surrounding employment areas.

Development within this designation is intended to be designed with a high quality public realm and urban built form. The intent is to contribute to the creation of an urban environment with a strong pedestrian orientation and attractive streetscapes in keeping with the high profile locations of this designation and proximity to existing residential neighbourhoods.

#### 3.7.4.3

The Employment Commercial Mixed-Use designation permits the development of a range of uses including:

- Office uses up to a maximum 12,500 square metres;
- Hotel;
- Cultural and Entertainment Uses;



EXAMPLES OF BUILDING TYPOLOGIES APPROPRIATE IN EMPLOYMENT COMMERCIAL MIXED-USE AREAS

- Retail Uses; provided that no retail unit shall exceed a gross floor area of 3,500 square meters;
- A minimum of 30% of the total gross floor area of all uses shall consist of uses other than retail uses.

### 3.8 Built Form

#### 3.8.1 General

The built form policies of this Plan define the parameters for a desired future built environment in Vaughan Mills Centre. The intent is to ensure that new buildings reinforce a coherent, harmonious, and appealing urban environment, as well as contribute to the structure and enhancement of the Open Space and Transportation frameworks of this Plan. In addition to the land use policies of this Plan, the built form policies provide more detailed direction for development. The policies and guidelines below are illustrated by the figures in Appendix C.

As outlined in Policy 9.2.3 of the VOP 2010, a wide variety of building typologies are permitted within Vaughan Mills Centre. This Secondary Plan builds on the policies of the VOP 2010 while providing additional direction in guiding built form. In addition to the permitted height and density parameters, as indicated on Schedule B: Height and Density, and Schedule D: Ground Floor Frontage Types, the following policies shall apply.

- i. A wide variety of buildings shall be permitted in Vaughan Mills Centre including Low-rise, Mid-rise, and High-rise buildings, in accordance with Schedule B: Height & Density, including:
  - Low-rise buildings (2-4 storeys) including townhouses, apartments and office, employment, institutional and mixed-use buildings. Low-Rise buildings shall have a minimum height of 2 storeys, and a maximum of 4 storeys. Low-Rise buildings are appropriate for areas within the Vaughan Mills Primary Centre that do not front onto arterial streets (Jane Street, Rutherford Road, or Bass Pro Mills Drive). Low-rise buildings are generally



PROVIDE TRANSITION IN HEIGHTS TO LOWER BUILDINGS



MAINTAIN A CONSISTENT STREET WALL

located internal to the block fronting onto lower order streets, as identified on Schedule F: Transportation Framework.

- Mid-rise buildings (generally 6-10 storeys), which may contain a mix of uses and built forms. Mid-rise buildings are permitted throughout Vaughan Mills Centre, and shall have a minimum height of 2 storeys in the employment area, 3 storeys in the areas east of Highway 400.
  - High-rise buildings (up to approximately 22 storeys), as identified on Schedule B: Height and Density.
- ii. The maximum permitted height and density identifies a height and density range for each land use designation. The height in storeys shall not exceed the numbers following the letter H, as shown on Schedule B: Height and Density.
  - iii. The built form policies of this Plan define the desired future character and function of the built environment including height and massing, parking and movement, and landscaping in contributing to a pedestrian-oriented environment. The intent is to ensure that new buildings reinforce a coherent, harmonious and appealing urban environment, as well as contribute to the enhancement of the public realm according to the following built form criteria.

### 3.8.2 Massing and Setbacks

- i. The siting of buildings, in terms of their location within a property and the orientation of their facades are critical factors in defining comfortable and safe pedestrian environments along streets and public spaces. All building frontages must be oriented toward public streets and other public spaces in order to clearly define the public realm, create a consistent street wall, and to provide a safe and attractive street environment for

pedestrians. Schedule D: Ground Floor Frontage Types, outlines the required setbacks for development throughout Vaughan Mills Centre.

- ii. All new buildings along arterial roads (refer to Schedule F: Transportation Network) shall have a minimum height of 10.5 metres.
- iii. The building envelope should allow for a maximum amount of sunlight and minimize wind onto the public realm and surrounding sidewalks through stepping back the building mass along upper floors, demonstrated through a pedestrian level wind study and sun/shadow analysis.
- iv. High-rise buildings shall be designed with a pedestrian-scaled podium between three and six storeys in height and shall provide a minimum 3 metres setback from the podium along all frontages.
- v. The tower elements of high-rise buildings shall be designed with slender tower floorplates and should be designed to minimize shadow impacts and the loss of views and maintain privacy in appropriately spacing taller building elements. The distance between any portion of the high-rise building above twelve storeys and another tower shall be at least 30 metres.
- vi. The floorplate, measured as the total area contained within the exterior face of a building excluding balconies, for portions of high-rise buildings above the twelfth storey for residential buildings shall generally to be no greater than 750 sq.m to minimize shadow and skyview impacts. There are no restrictions on office tower floorplates



ENCOURAGE AN ACTIVE GROUND FLOOR



PROVIDE FOR CAFE/RETAIL SPILL OVER

### 3.8.3 Urban Edge

- i. Buildings shall be built to a consistent build-to line. Maximum and minimum setbacks and build-to lines shall be guided by Schedule D: Ground Floor Frontage Types and included in the Zoning By-law.
- ii. Buildings should have a minimum 80% of the building frontage built to the setback line, with a maximum of 20% of the street wall permitted to setback an additional distance to provide deeper areas for lobby entrances, cafes, or other architectural elements.
- iii. Buildings in general shall be designed to create mid-block connections and shall be massed and articulated to avoid creating excessively long continuous building facades. Buildings shall generally be not more than 80 metres long.
- iv. Buildings shall be built along a consistent setback line, as identified on Schedule D: Ground Floor Frontage Types.

### 3.8.4 Ground Floor

- i. The use and animation of the ground level of buildings define the character and experience at street level. Creating a sense of pedestrianism that draws people along the street through a mix of animated and active uses encourages neighbourhood vitality, promotes walking, and creates porous and permeable buildings on all sides of the block.
- ii. The façades of buildings facing public streets or open spaces should be varied in form and materials. Multiple entrances and active grade related uses area encouraged. Building mass should be consistent along the length of the street. The ground floor of all buildings with commercial and retail uses should be highly transparent with a minimum 70% of this frontage to be glazed and

transparent.

- iii. Buildings located on arterial streets, or any retail street as indicated on Schedule D: Ground Floor Frontage Types shall be designed with multiple access points focussed on creating a more animated and active mixed-use edge.
- iv. All residential units located at grade must have a direct entrance from the street and have the characteristics of a front entrance.
- v. Architectural features and articulation are encouraged for all corner building locations including residential buildings to enhance the visual prominence and identity of the area and to provide gateway moments.
- vi. All corner buildings should provide a double frontage addressing both streets, which include grade related active facades with high-quality architecture.
- vii. Ground floor retail is permitted to front onto a publicly accessible private amenity space at the discretion and satisfaction of the City.
- viii. Public accessible private courts and forecourts will require a permanent easement taken as a condition of development approval
- ix. Large residential lobby frontages, pick-up and drop-off areas and lay-bys should be located on local streets and/or laneways and generally shall not be located on arterial or collector streets.
- x. Where residential uses are permitted at grade, the design of the ground floor should allow for adequate transition between the private and public realm. A minimum set back of 3 metres is required beyond the sidewalk zone for awnings, front steps, walkways, or planters. In addition, internal courtyards are encouraged to provide additional transition between the public and private realm.



PROVIDE OUTDOOR AMENITY SPACE THAT IS BARRIER FREE, INTEGRATED WITH THE PUBLIC REALM, AND ACCESSIBLE FROM THE STREET

- xi. Generally, entrances to retail establishments shall be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other uses should be raised no higher than 0.5 m above the ground level elevation.
- xii. The floor to floor ceiling height of retail/commercial ground floor units shall be a minimum 4.5 metres.

### 3.8.5 Building Materials

- i. Buildings should be designed with high quality materials selected for their performance, durability, and energy efficiency. The use of Exterior Insulation Finish Systems (EFIS), as primary facade cladding, is strongly discouraged.
- ii. Architectural features and materials should be used to emphasize entry areas and other special building areas, and to articulate large expanses of solid blank walls. Primary entrances should be oriented towards streets and emphasized through canopies, awnings, and other architectural elements.
- iii. Buildings located at corners should be designed to emphasize prominence to locations through special design features, building articulation, public art, or open space areas.
- iv. Rooftop mechanical equipment shall be integrated into the overall design and screened from view. Within the Mixed-Use High-Rise and Mixed-Use Low-Rise, and Prestige Office designations, all roof areas are required to incorporate green roofs, solar capture equipment and/or cool roof materials. To reduce the urban heat island effect, Mid-Rise buildings and High-Rise podiums particularly, when neighbouring buildings are high-rise, are strongly encouraged to incorporate green roofs incorporating amenity open space,

and other features to enhance the views of those overlooking these spaces through incorporating amenity open space, and other features.

### 3.8.6 Landscaping and Private Amenity Space

- i. All development shall incorporate outdoor amenity space. In general, for all land use designations all portions of a lot not occupied by a building or structure or used for off-street parking or loading must be landscaped and maintained. Private amenity spaces associated with new development shall incorporate publicly accessible open space as part of the development project through mid-block connections, plazas, or pocket parks in order to provide connectivity between the private and public realms. For development located around the identified Transit Hub (as identified on Schedule G: Transit Network), publicly accessible pedestrian areas and connections shall be required and demonstrated through the development approval process to the satisfaction of the City.
- ii. For any street or private amenity area, spill-over activities such as courtyards, forecourts, and other intimate spaces should be accessible to the public and animated with at grade uses.
- iii. Landscaping and planting should be grouped to frame building elevations, add a visual interest to building facades, and accentuate building entrances and screen building services.
- iv. Individual courtyards should be provided for at-grade residential units where appropriate to provide outdoor amenity space and enhance urban design quality of the streetscape.



FRONT OUTDOOR AMENITY SPACE/OPEN SPACE AREAS WITH ACTIVE USES



SCREEN SURFACE PARKING AREAS WITH LANDSCAPING

### 3.9 Parking and Servicing Facilities

#### 3.9.1 General

Parking and servicing are necessary aspects of development, and should be directly linked to the areas where they are most effective and reduce impacts on the public realm. The minimum and maximum parking requirements for each land use designation will be set out in the implementing By-law. The following general policies apply to parking and servicing facilities:

- i. In general, all surface parking areas and servicing should be located interior to the block, and not adjacent to, or visible from the street or open space, except for the existing parking areas associated with the existing Vaughan Mills Mall.
- ii. To support retail uses within Area 2 of the Vaughan Mills Centre, a significant amount of surface parking exists. Ultimately, these surface parking lots will become prime opportunities for intensification through the future development of structured parking and other uses. In the interim, existing surface parking lots should be enhanced to minimize their impact on the public realm and provide a more comfortable pedestrian environment.
- iii. Wherever possible, parking and servicing for all development should be placed at the rear of buildings, and accessed by a rear or side yard lane.
- iv. Where surface parking or service areas are exposed, a generous separation from the public realm should be provided, and designed to include enhanced landscaping along the streetscape, such as an additional row of trees, or buffered with landscaping or other mitigating design measures. Pedestrian areas and paths should be designed with high quality landscaping features and provided with adequate lighting for pedestrian safety and wayfinding. Off-street surface parking shall not be located between the front of the building and the street.
- v. Parking for residential and mixed-use development, including visitor parking, generally shall be located underground. Parking for public and commercial uses, including office and retail uses may be provided in above-grade or below-grade structures or facilities in the interior of development blocks.
- vi. In general, all parking related to mixed-use high-rise and mid-rise buildings shall be provided within the building, or within a below grade parking facility. Any proposed surface parking areas related to high-rise or mid-rise buildings are seen as temporary, and therefore, all high-to-mid-rise buildings are required to accommodate a minimum amount of parking within the building structure. A phasing plan which shows how the surface parking is to be phased-out over time shall be provided.
- vii. Shared private driveways or public lanes will provide vehicular and servicing access to development blocks. Shared private driveways or public lanes will be coordinated within the blocks to give access to multiple buildings. Shared private driveways or public lanes will be designed to meet technical standards of the City and enhance pedestrian safety through providing adequate lighting, connecting with a street at both ends, and providing sufficient landscaping to buffer the lane from outdoor amenity areas.
- viii. All surface parking facilities shall be landscaped and provide for safe pedestrian circulation and movement. Trees and shrubs shall be planted throughout the parking area to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements. The use of native plants is preferred.



DESIGN STRUCTURED PARKING TO BE INTEGRATED INTO THE DEVELOPMENT



Distinctive pavement and/or markings should be used to indicate pedestrian pathways and crossings. Further, it is encouraged that grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.

- ix. The amount of landscaping should be proportionate to the overall parking lot size but one tree for every eight parking spaces is recommended.
- x. Pedestrian-scaled downcast lighting should be provided along pathways in order to enhance visibility and security, in keeping with Crime Prevention Through Environmental Design (CPTED) principles while mitigating light pollution.

### 3.9.2 Structured Parking

As intensification occurs within the Vaughan Mills Centre, a shortage in the supply of parking spaces may occur. To address this potential shortage, the following recommendations provide guidance for the introduction of structured parking as well as potential future locations for consideration.

- i. Structured parking should be developed with active uses on buildings facing the public realm to provide attractive facades, animate the streetscape, and enhance pedestrian safety;
- ii. Vehicular access to the parking structure should be located at the rear or side of the building away from the primary frontage, where possible; and
- iii. Pedestrian entrances for the parking structure should be located adjacent to the main building entrances, public streets, or other highly visible locations.

PART B  
Section...

# 4.0

## >> The Transportation Framework



## 4.0 // Introduction

The Transportation Framework provides a workable balance between vehicular traffic, cyclists, pedestrians, and sets the stage for future road and public transit opportunities. The Transportation Framework establishes a hierarchy of streets that creates a clear circulation pattern and street network for the Vaughan Mills Centre area. This section provides a description of the proposed transportation network and general design standards for typical street cross-sections. The street cross-sections demonstrate that right-of-ways are about much more than just vehicular movement, and have the potential to be beautiful, comfortable, safe and multi-functional urban places.

### 4.1 The Transportation Framework

#### *Transportation Targets*

##### 4.1.1

The planning for Vaughan Mills Centre responds proactively to existing transportation and transit service in and around Vaughan Mills Centre. The Secondary Plan supports the City's and Region's intention for higher-order rapid transit along Jane Street in the form of VIVA Bus Rapid Transit, and/or the potential extension of the Spadina Subway to Vaughan Mills Centre, as well as enhanced arterial roadways through increased travel lanes, HOV lanes, and active transportation. The land use and development framework articulates an opportunity for proposed and enhanced transit services at this location.

Supporting the development of future higher-order transit is necessary in order to increase non-auto oriented travel for Vaughan Mills Centre. Transit and transportation improvements and infrastructure projects are proposed for the Vaughan Mills Centre area through this Plan.

##### 4.1.2

The Transportation Framework for the Vaughan Mills Centre Secondary Plan area has been developed to provide an efficient and pedestrian-oriented movement system. The Transportation Framework proposes a variety of transportation modes to support the growth of Vaughan Mills Centre.

The Transportation Framework is based on a combination of transportation analysis, planning, and urban design focused on realizing the objectives of the Plan.

The following section describes the recommended character, function, and hierarchy of proposed and existing streets within Vaughan Mills Centre. The

Transportation Network and related policies of this Plan have been developed to support the anticipated growth and facilitate the establishment of a mixed-use urban centre, increase connectivity, and reduce impacts from heavy traffic in the area to enhance the quality of the urban environment.

##### 4.1.3

The intent of the Secondary Plan is to:

- Integrate transportation and land use decision making to support the development of Vaughan Mills Centre as a compact, transit-oriented, and complete community;
- Enhance the connectivity of the transportation network for both motorized and other active modes of transportation;
- Support the development of a future transit/mobility hub around the intersection of Jane Street and Rutherford Road in promoting higher order rapid transit and the potential subway extension, and encourage transit-oriented development policies to guide development around the Transit Hub, as identified on Schedule G: Transit Network;
- Utilize transportation demand management to influence travel patterns and reduce auto dependency; and
- Encourage active transportation by providing safe and barrier-free access, human-scaled built environments, pedestrian-oriented streetscapes and amenities, and a network of connected destinations.

##### 4.1.4

Development in Vaughan Mills Centre shall incorporate an attractive public realm, part of which will include public and private streets, and their design and connectivity. This shall include, but not limited to, generous sidewalks, street furniture, and landscaping, and shall be designed for universal accessibility.

## 4.2 Future Street Network

### 4.2.1

The future streets hierarchy supports a vision that promotes a shift from the dependency of vehicular use to walking, cycling, and transit. The Vision recommends the type of development that supports this multi-modal shift to provide more mobility options for a diverse range of users and demographics. Other initiatives such as the *City's Active Together Master Plan* and *The City of Vaughan Transportation Master Plan*, The *York Region Transportation Master Plan*, also seek to establish a modal shift in order to create a healthier pedestrian environment and encourage healthier lifestyles.

The design of streets is intended to enhance the urban experience and nurture a culture of walking. Streets are the primary components of the public realm and supplement the open space network by providing pedestrian and green amenities. Streets also function as access routes and maintain a fine grain of permeability. Streetscapes strengthen the area character and identities, and reinforce visual and physical connections across Vaughan Mills Centre and to adjacent neighbourhoods.

The use of space within the public right of way should reflect the importance placed on its various users and modes of movement. The *Vaughan Mills Centre Secondary Plan* seeks to shift the culture of predominant vehicle use towards more non auto-oriented travel - active transportation, transit, walking and cycling. As a consequence, space given to sidewalks and bike lanes must be generous and consistent throughout, such that they create an ideal environment for active transportation, validate these users, and signal the importance of these forms of movement to drivers.

### 4.2.2

Streetscape elements and materials should be of high quality, inclusive of paving, lighting, bollards, benches,

waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others. These elements should be coordinated along streets to create a well-designed, cohesive and legible public realm consistent throughout Vaughan Mills Centre. Streetscape elements should be used sparingly, and consolidated wherever possible, in order to reduce clutter and create a clean, legible streetscape environment (see Part B, Section 4.6).

### 4.2.3

A network of public streets for pedestrians, cyclists, transit, cars and trucks is established throughout the Vaughan Mills Centre Area to create a coherent, interconnected, and viable framework for future incremental development. This street network is identified on Schedule F: Transportation Network, and outlines a hierarchy of streets. Minor modifications to the location and alignment of planned streets are permitted without amendment to this plan, provided the intersections in Schedule F that include a major or minor collector street or arterial street are maintained in their general location, to the satisfaction of the City.

### 4.2.4

The hierarchy of streets identified in Schedule F includes the following classifications and suggested right-of-way widths:

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

The diagrams in Appendix B: Street Cross-Sections and the descriptions on the following pages represent prototypical conceptual design qualities for a selection

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EXAMPLE OF DESIGN IMPROVEMENTS TO THE STREETScape OF A TYPICAL ARTERIAL STREET TO MAKE IT MORE PEDESTRIAN, TRANSIT, AND CYCLING FRIENDLY

of streetscape types. The following recommended right-of-way cross-sections are based on a more urban format similar to other recommended street cross-sections used in the City, such as those used within the Vaughan Metropolitan Centre. The following provides recommendations for the allocation of space within the right-of-way, and the look and feel of each typology.

#### 4.2.3 Regional Arterial Streets

##### 4.2.3.1 - General Guidelines

The existing boundary arterial streets define the three major edges /transition areas within Vaughan Mills Centre. Currently dominated by fast moving traffic, as well as suburban character buildings and parking lots, these streets are intended to transform into grand, tree-lined streets lined by high quality buildings and enhanced transit and active transportation facilities.

The street cross-section diagrams suggested in this Plan for the external Regional arterial streets are based on the draft recommendations of the *York Region Transportation Master Plan* and the *Towards Great Regional Streets Study* (2008), which recommends a 43 metre right-of-way condition for major regional arterial streets. In addition, along some regional arterial streets in Vaughan, a 45 metre right-of-way has been suggested for portions of Jane Street within the Vaughan Metropolitan Centre Secondary Plan area to accommodate a future rapid transit allocation within the right-of-way. This Plan references the above referenced recommendations in defining a future proposed right-of-way condition for the regional arterial streets within Vaughan Mills Centre.

Features of these future streets should include:

- The designation of wider right-of-ways for regional arterial streets of approximately 43-45 metres to allocate more space to accommodate 6 travel lanes,

with HOV or rapid transit, sidewalks, landscaping features, transit, and cycling.

- Continuous street tree planting to provide an attractive, pedestrian friendly street environment and to contribute to the overall city tree canopy;
- Broad sidewalks with street trees on each side of the street;
- A palette of paving, lighting, banners, and furnishing that is distinctive to Vaughan Mills Centre; and
- Bike lanes of 2.5 metres including a buffer, which is slightly wider than the minimum 1.5 metre standard due to the high vehicular volumes of traffic on these streets.

##### 4.2.3.2 Jane Street

Jane Street is designated as a Major Regional Arterial street, as well as a Regional Rapid Transit Corridor in the *VOP 2010* and is planned to accommodate higher order rapid transit, with dedicated cycling lanes in the future. Jane Street today is a major north-south arterial road and transportation route in the city, characterized by a 4-6 lane 36 metre right-of-way. Although meant as a major arterial throughway, Jane Street is also envisioned to be more urban in character with enhanced pedestrian, transit, and active transportation improvements.

In addition, Jane Street is proposed to be fronted by active uses, and an enhanced public boulevard to create an attractive and comfortable pedestrian environment. Increased pedestrian presence and animation along the street is encouraged, which is envisioned to be supported by high-order transit in the future.

##### 4.2.3.3 Rutherford Road

Rutherford Road is designated as a Major Regional Arterial street, as well as a Regional Transit Priority Network in the *VOP 2010* and is planned to accommodate additional lanes dedicated for transit and/or HOV lanes,

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EXAMPLE OF DESIGN IMPROVEMENTS TO THE STREETScape OF A TYPICAL COLLECTOR STREET TO MAKE IT MORE PEDESTRIAN, TRANSIT, AND CYCLING FRIENDLY

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cycling lanes, and an enhanced pedestrian environment. Rutherford Road is the primary east-west gateway and commercial corridor within Vaughan Mills Centre.

Currently, the Rutherford Road Carrville Environmental Assessment process is underway, which will recommend a new street cross-section for Rutherford Road. One of the alternative solutions could see a potential widening from 4 to 6 lanes to accommodate HOV lanes and dedicated cycling lanes in each direction. This Plan provides a recommended right-of-way condition for Rutherford Road of 43 metres based on the proposed Regional standard, however the Rutherford Road Carrville Environmental Assessment process will determine the ultimate right-of-way design solution in the future.

#### 4.2.3.4 Weston Road

Weston Road is designated as a Major Regional Arterial roadway, as well as a Regional Transit Priority Network within the *VOP 2010* and is planned to accommodate additional lanes dedicated for transit and/or HOV lanes, cycling lanes, and an enhanced pedestrian environment. This Plan recommends that Weston Road transition to the proposed Regional standard of 43 metres, to accommodate 4 travel lanes, 2 HOV lanes, dedicated cycling lanes and, other pedestrian enhancements in the future.

### 4.2.4 Collector Streets

#### 4.2.4.1 - General Guidelines

Collector streets are designed to collect and distribute traffic and to provide a supportive role to Arterial Streets. Collector Streets may be served by local transit and should support active ground floor uses by allowing on-street parking and a generous public boulevard. This Plan proposes Collector streets have a design right-of-way of 23-30 metres, include 2-4 travel

lanes, and provide access to abutting properties.

Collector streets facilitate the majority of vehicular and pedestrian circulation and movement, and also create a less intense development frontage, providing for a more pedestrian-oriented and walkable streetscape environment. These streets provide access to Vaughan Mills Centre from surrounding arterials and should be designed to accommodate on-street parking and future bicycle and transit circulation. Collector streets should also function to support a mix of uses including commercial/retail, residential, community facilities, civic buildings, and open space. In general, all new and existing collector streets should have continuous street tree planting to provide an attractive and comfortable pedestrian environment, and to contribute to the overall tree canopy. Features of these streets should include:

- Broad sidewalks with street trees on each side of the street;
- A 3-5 metre build-to setback is proposed for new buildings;
- A palette of paving, lighting, banners, and furnishing that is distinctive to Vaughan Mills Centre;
- Permanent on-street parking and cycling lanes. This helps buffer pedestrians from traffic and enhances street level activity; and
- Left turn lanes should be minimized where feasible.

#### 4.2.4.2 Bass Pro Mills Drive - Specific Guidelines

An important new recommended major collector street proposed in this Plan is the Bass Pro Mills Drive extension to Weston Road. Bass Pro Mills Drive is designated as a major collector street in the *VOP 2010*, and in this Plan. This street is envisioned to become a major “green street” and grand gesture, providing an important east-west connection uniting neighbourhoods from Weston Road to Jane Street. It will also provide a new street frontage needed to define development parcels

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EXAMPLE OF DESIGN IMPROVEMENTS TO THE STREETScape OF A TYPICAL LOCAL STREET TO MAKE IT MORE PEDESTRIAN, AND CYCLING FRIENDLY

within the Vaughan Mills Centre Business District. At such a point when the Bass Pro Mills Drive interchange across Highway 400 requires replacement or substantial improvements, the interchange should be designed to accommodate active forms of transportation.

A new street cross-section for Bass Pro Mills Drive proposes an expanded public boulevard along the north edge of the street for enhanced landscaping and separation buffer from the employment lands to the south. The boulevard is proposed to accommodate a multi-use path for non-vehicular modes of transportation (walking, cycling, wheelchair, etc.), a double row of trees, and sidewalks for enhanced pedestrian movement. The proposed multi-use path is planned to extend west over Highway 400 along Bass Pro Mills to connect with a proposed trail network on the western side of the Plan Area.

#### 4.2.4.3 The Ring Road - Specific Guidelines

The existing internal private ring road in Vaughan Mills centre is envisioned in this Plan to transition to a public mixed-use commercial street in the future. Although not anticipated during the life of Vaughan Mills Mall, the timing for its transition will be determined through the Tertiary Plan process as described in this Plan.

This street provides the internal circulation and access through Vaughan Mills Centre. The design vision for this street is to transition from its role as a private mall serving ring road, to be a primary “high street” in Vaughan Mills Centre, and thus should be given the highest pedestrian priority and streetscape enhancement. The proposed right-of-way for this street in this Plan provides an opportunity to create an attractive urban and green pedestrian environment and multi-modal route, supporting future mixed-use addresses.

The western portion of the ring road, as identified on Schedule F: Transportation Network, connecting from Fishermens Way at Bass Pro Mills Drive to Sweetriver Boulevard is proposed to function as a collector street with a planned R.O.W of 26 metres in the future. This new street is proposed to provide connectivity between Bass Pro Mills Drive, and Rutherford Road. The eastern portion of the ring road as identified on Schedule F: Transportation Network, connecting from Fishermens Way east to the intersection at Sweetriver Boulevard is proposed to function as a local street, and is discussed below in Section 4.2.5 Local Streets.

#### 4.2.4.4 Other Collector Streets

The other collector streets within Vaughan Mills Centre will provide vehicular and enhanced pedestrian movement with a typical ROW of 23 or 26 metres for streets without and with dedicated cycling lanes, respectively.

### 4.2.5 Local Streets

#### 4.2.5.1

A number of local streets are proposed for Vaughan Mills Centre in both the east-west and north-south directions. The proposed new local streets will be required to complete a permeable street and block network and ensure a functional overall transportation network.

Local streets are designed to provide access to abutting properties at low operating speeds. In this Plan, local streets have a designed right-of-way width of 22 metres (without dedicated cycling lanes) and 23 metres (with dedicated cycling lanes), unless otherwise approved by the City, and generally include two travel lanes. These streets function as neighbourhood streets, have narrower roadways, with on-street parking and connected sidewalks, discouraging heavy traffic flow and



LOCAL STREET WITH ON-STREET PARKING AND HIGH QUALITY LANDSCAPING



TYPICAL LANE WITH ACTIVE AT-GRADE USES AND SIDEWALKS

higher speeds. Local streets are meant to be pedestrian oriented in character, and provide an environment for pedestrians and cyclists as a priority. Local streets are envisioned to support a retail vibrancy, and serve to minimize driving distances within Vaughan Mills Centre. One important new local street within Vaughan Mills Centre is an east-west parallel street with Rutherford Road, providing for a new active frontage and compact block structure for the future redevelopment of these commercial blocks, currently occupied by large surface parking areas.

#### 4.2.5.2

Features of local streets should include:

- Sidewalks with a single row of street trees on each side of the street;
- A palette of paving, lighting, and furnishing that is distinctive to Vaughan Mills Centre;
- Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas such as around parks, community facilities, and pedestrian streets. Permanent on-street parking on one or both sides of the street. This helps buffer pedestrians from traffic, as well as creates enhanced street level activity; and
- Dedicated cycling lanes for some of the streets as identified in this Plan.

#### 4.2.5.3 The Ring Road - Specific Guidelines

The portion of the ring road, as identified on Schedule F: Transportation Network, connecting from Fishermens Way east to the intersection at Sweetriver Boulevard is proposed in this Plan to transition from a private mall serving ring road to a local street with a planned R.O.W. of 23 metres.

The street is envisioned to provide a new address for development in the future, and fronted by a mix of uses with reduced vehicular speeds, generous and accessible

sidewalks, street trees, retail spill-over space, enhanced landscaping and paving treatments, high quality street furnishings, pedestrian-scaled lighting, and on-street parking. This street is proposed to be designed according to the street cross-section recommended in this Plan and to the satisfaction of the City.

#### 4.2.5.4

The future evolution of the ring road will be addressed through the Tertiary Plan for Area 4 or at a time of a municipal comprehensive review.

### 4.2.6 Lanes and Mews Streets

#### 4.2.6.1

Lanes and mews streets are utilized to provide direct driveway ingress and egress where access from a street is inappropriate. A mews street also provides the most pedestrian-focused street type in the streets hierarchy. The design requirements for these streets should be of a high standard in terms of contributing to a high quality public realm environment. At a minimum, laneway design is required to address issues such as pavement width and the relationship to parking and service areas, but must also provide a safe environment for pedestrian circulation, and connections between development blocks.

Laneways should be located and designed to provide direct pedestrian access, connect parking facilities and services, and they should provide continuous pedestrian connections to adjacent streets or open spaces. In general, laneways and mews streets contribute to the overall street network in providing a finer grain of connectivity as they provide linkages throughout the area and should be designed to be pedestrian friendly, accessible, visible, and safe for all users. Lanes are typically 8 metres, and mews streets have a designed right-of-way width of 15-17 metres.

#### 4.2.7 New Streets and Street Connections

##### 4.2.7.1

All streets providing access to, and circulation within the Vaughan Mills Centre Secondary Plan area shall be developed to reflect a block system that provides permeability and improved access and traffic movement. New streets shall be landscaped in a manner which is attractive, provides amenity, facilitates pedestrian and cycling movement, and provides on-street parking where indicated. Streets within the Secondary Plan Area shall be generally in accordance with proposed street cross-sections identified in Appendix B: Street Cross-Sections. Final turning radius and intersection requirements will be determined during the development application process. Any additional streets not already identified on this Plan will be subject to the approval and satisfaction of the City, without amendment to this Plan.

##### 4.2.7.2

New public streets as identified in Schedule F: Transportation Network, or any other public street approved by the City, shall be identified in all approved plans within Vaughan Mills Centre and shall be conveyed to the municipality as a condition of approval of draft plans of subdivision and site plan applications, at no cost to the City. In addition, new streets proposed in Area 4 of the Vaughan Mills Centre area will be subject to further review through a Tertiary Plan. In addition, Council shall be satisfied, in consultation with the Region of York and the Ministry of Transportation, that prior to development proceeding, satisfactory arrangements are in place to ensure the completion of the following road improvements. The nature and timing of these road improvements may be modified with the consent of the affected road authorities, and the City, without amendment to this plan:

##### 4.2.7.3

Proposed new street connections and road improvements include:

#### 1. East of Highway 400 (Area 1 and 2)

- i. A major collector road 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.
- ii. 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.
- iii. A new north-south local street connection on the east side of Jane Street between Riverrock Gate and Rutherford Road.
- iv. A new north-south local street connection between Bass Pro Mills Drive and the ring road west of Romina Drive.
- v. A new north-south and east-west internal local street network within the development block between Edgeley Boulevard and Fishermens Way.
- vi. 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.

#### 2. Streets proposed for Area 4

- i. The conversion of the portion of the ring road, identified on Schedule F: Transportation Network, connecting from Fishermens Way east to the intersection at Sweetriver Boulevard, to a local

public street.

- ii. The conversion of the portion of the ring road, identified on Schedule F: Transportation Network, connecting from Fishermens Way at Bass Pro Mills Drive to Sweetriver Boulevard, to a public collector street.
- iii. A future collector street connecting Edgeley Boulevard to Rutherford Road at the existing Sweetriver Boulevard intersection, and a future collector street connecting Romina Drive to Rutherford Road at the existing Julliard Drive intersection.

These proposed future public street connections through the existing Vaughan Mills Mall property, are not anticipated during the life of the mall, however, should the mall redevelop at some point in the future, then the extension of Edgeley Boulevard and Romina Drive to Rutherford Road, as public streets, and the transition of the ring road to a public right-of-way will be examined through the Tertiary Plan process. In the interim, the City will secure public and transit access (if required) to the mall's internal circulation system to allow traffic to flow north and southbound to and from Rutherford Road.

### 3. West of Highway 400 (Area 3)

- i. 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.
- ii. The extension of Bass Pro Mills Drive to Weston Road. This roadway 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.

- iii. 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 into the residential neighbourhood of Weston Downs, west of Weston Road. At a minimum the following control measures may be implemented subject to York Region approval:

- Through-movement prohibition from the new road towards Astona Boulevard, which may be enforced during the peak periods (i.e. via prohibition signage);
- The permanent design of lane configurations to permit only left and right turns onto Weston Road (thereby reducing infiltration impacts);
- The design of this intersection as right-in/right-out only on the east side.
- Traffic calming features on Astona Boulevard.

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.

- iv. A third connection to Weston Road from the internal street grid north of the proposed Weston Road/Astona Boulevard intersection is proposed.
- v. A new internal north-south collector street



EXAMPLE OF TRANSITION OF MATERIALS FOR CROSSWALKS AND PEDESTRIAN PATHWAYS



between the proposed Bass Pro Mills extension with Rutherford Road opposite the Vellore Woods Boulevard/Rutherford Road intersection.

- vi. New internal north-south collector streets are proposed with a new connection at Rutherford Road parallel to Weston Road. Consideration will be given to connecting these streets with the existing Westcreek Drive and Creditview Road south of the Study Area in the future. This internal street network will help to keep traffic internal to development blocks, and divert traffic away from Weston Road.

The long-term plan for these streets, additional transportation improvements and strategies beyond the Secondary Plan boundary will need to be planned and implemented over time. Further comprehensive transportation analysis will be required through the Tertiary Plan process for Area 4: Vaughan Mills Mall Area as identified on Schedule A.

#### *Enhanced Connections across Highway 400*

Connecting the areas east and west of Highway 400 for sustainable travel modes is an important goal, which is integral to moving this area beyond its current pattern of auto dominance. Pedestrian and bike facilities should be enhanced on the Rutherford Road and Bass Pro Mills Drive crossings as opportunities and/or funding permit. Cantilevering a wider pedestrian/cycling path is possible on both existing bridges crossing Highway 400. This should be completed on the north side of Bass Pro Mills Drive to continue the proposed multi-use path west to Weston Road. On Rutherford Road, given the presence of the Highway 400 ramps, a wider sidewalk can be created by cantilevering out from the bridge. Alternatively, when and if the bridge is reconstructed in future, a wider sidewalk can be built.

Finally, the potential for a new pedestrian bridge is a

long-term option for enhanced connectivity mid-way between Rutherford Road and Bass Pro Mills Drive, as shown on Schedule H: Active Transportation Network.

#### **4.2.7.4 Private Lanes**

In addition to the public streets identified in Schedule F: Transportation Network, private laneways and/ or private streets may be required to service development within a block. The need for laneways and private streets and their location, function, and character shall be determined during the development application process with the City.

Private lanes shall be designed according to the following design considerations:

- Lanes and service roads are utilized to provide direct driveway access where access from a roadway is inappropriate. The design requirements for these streets should be of a high standard in terms of contributing to a quality public realm environment. At a minimum, laneway design is required to address issues such as pavement width and the relationship to parking and service areas, but must also provide a safe environment for other uses such as pedestrian circulation and linkages;
- Laneways should be located at the rear of buildings only as means of accessing and connecting to parking facilities and services;
- Laneways should provide a continuous pedestrian connection to adjacent streets or open spaces; and
- In a commercial context, laneways and service roads should be organized to connect surface parking lots, and link to local roads to the satisfaction of the City.

#### **4.3 Crosswalks**

Crosswalks are delineated areas of the street that indicate where pedestrians are expected to cross and alert drivers to that possibility. In certain instances,

crosswalks may have patterns, or be constructed from materials that further increase their visibility and add character to a particular area or neighbourhood.

Crosswalks serve two functions: the clear demarcation of a safe route for a pedestrian to cross; and as a traffic calming measure. Frequent crosswalks will help promote slower traffic speeds and cautious driving. All intersections in Vaughan Mills Centre should have crosswalks, with the following design objectives:

- i. When streets are renewed, surfaces such as stamped coloured asphalt could be incorporated as the new minimum crosswalk standard.
- ii. Materials will need to be explored that are tolerant of snow plow equipment and winter weather conditions;
- iii. Crosswalks at special locations should incorporate higher quality treatments. These locations could include:
  - Primary gateway connections (internal ring road intersections), which should have a unique treatment and wider crosswalk zones;
  - Around proposed parks and at mid-block pedestrian connection locations; and
  - At all intersections near the proposed Transit Hub area.
- iv. Crosswalks should provide smoothly graded transitions including depressed curbs.

## 4.4 Travel Demand Management

### 4.4.1

Travel Demand Management (TDM) refers to a wide range of policies, programs, services, and products that influence how, why, when, and where people travel as a means of making travel more sustainable. With Vaughan Mills Centre, TDM should be used to make more efficient

use of the transportation system, such as shifting travel from peak to off-peak periods, shifting from automobile to alternative means of transportation, and shifting from dispersed to closer destinations. It can also be used to alleviate seasonal congestion. The City recognizes the role of Travel Demand Management in promoting more efficient use of transportation infrastructure, making the use of private vehicles more sustainable, and encouraging active transportation and transit. The existing Transportation Management Association should be enhanced to lead this initiative with the City as the area redevelops, seeking opportunities to continue to move towards a greater degree of sustainability in mobility.

### 4.4.2

Pursuant to Policy 4.3.3.8 of the *VOP 2010*, the City shall require the preparation of a Travel Demand Management Program for all site plan and draft plan of subdivision applications for office uses greater than 2,000 square metres or residential apartment or mixed-use buildings with greater than 50 residential units, to encourage the use of travel demand management strategies, which promote more efficient use of existing road facilities, encourage car-pooling and car-sharing programs, promote transit use, cycling, and other approaches for reducing parking demand and the use of single-occupancy vehicle travel.

### 4.4.3

The City may permit reduced parking requirements for developments that demonstrate through their Travel Demand Management Program and transportation impact and operations studies that a reduction in the parking requirement is appropriate. A reduction in parking may also be considered where mixed-use development is permitted and where there are higher development densities and good accessibility to rapid transit. Shared parking opportunities should be explicitly considered to minimize the supply of parking.



BOULEVARD WITH A CLEARLY IDENTIFIED PLANTING ZONE, PEDESTRIAN ZONE, DEDICATED CYCLING, AND TRAVEL LANES



## 4.5 Parking and Loading

### 4.5.1

Further to Policy 4.3.2.2 of the *VOP 2010* and guided by the City Parking Standards, the City shall require as a condition of development that adequate parking and loading facilities be provided. Such parking may include on-street parking or the use of municipal parking facilities.

### 4.5.2

Further to Policy 4.3.2.3 of the *VOP 2010* the City may at its discretion, consider adopting a cash-in-lieu-of-parking by-law for the Vaughan Mills Centre area that would permit development applicants proposing office or retail uses to pay a fee in lieu of providing parking spaces as required by City policy. The funds collected should be dedicated to the creation of parking within the Secondary Plan area.

### 4.5.3

At the discretion of the City, surface parking lots shall be designed, in keeping with Part B, Section 3.9 of this Plan, and to reduce their visual and physical impact by:

- i. Locating parking lots in the interior of the lot;
- ii. Screening the parking lot from the street and from adjacent development areas through the use of deep setbacks, low fences, walls, architectural elements, landscaping and/or other appropriate screening treatments. These features must contribute to the visual continuity and appeal of the public realm, ensuring that safety and security measures are maintained;
- iii. Reducing the prominence of parking areas through the use of landscaped islands and pedestrian walkways; and
- iv. Providing joint access to parking lots, via a service lane, on adjoining properties, where feasible.

### 4.5.4

On-street parking is encouraged within the Vaughan Mills Centre area, especially within commercial areas, as it provides a safety buffer for pedestrian movement, and increases the opportunity to establish a healthy commercial presence.

### 4.5.5

Internal parking and servicing access to buildings should be discouraged along the main street frontages. Access should be provided from the side or rear of buildings through a public or private lane.

## 4.6 Right-of-Way Design

### 4.6.1 - General

Further to Part B, Section 4.2 and the street cross-sections found in Appendix B of this Plan, this section provides guidance on how to best structure and organize elements and within the right-of-way. The Vaughan Mills Centre Transportation Network, proposed Street Cross-Sections, and Open Space and Active Transportation Plan in this Plan shall guide the design of and improvement of streets in Vaughan Mills Centre.

The street cross-sections found in Appendix B, which illustrate proposed streetscape conditions for the different street types shall guide the placement of streetscape elements addressed in the following policies. Generally, all streets shall be built with a public boulevard on both sides that includes street trees, walking zones, landscaping, street furniture, and lighting.

### 4.6.2 The Public Boulevard

- i. The Public Boulevard should be urban in character with hard surfaced paving treatments



UNOBSTRUCTED PEDESTRIAN WALKING AREA



INTEGRATED LANDSCAPING AND RAINWATER CAPTURE WITHIN THE BOULEVARD

to accommodate the movement of people, and provide for a variety of streetscape amenities;

- ii. Sidewalks should be located on both sides of the street, and be universally accessible with curb cuts at the intersections and at any signalized mid-street crossings;
- iii. Street trees should be planted in a below grade trench and not in planters, using sustainable methods to encourage longevity and viability;
- iv. Street trees should be placed at a rhythm of 7-10 metres in spacing to create a continuous tree canopy;
- v. The burial of overhead utilities should be considered to allow for the healthy growth of street trees. Street tree locations should be coordinated with utilities to minimize root pruning during utility maintenance and to ensure optimum tree growth; and
- vi. To reduce the perceived width of the street, parallel on-street parking spaces should be grouped within parking bump-outs (maximum 4 in a row) to provide additional public realm, tree planting, and furnishing space.

#### 4.6.3 The Walking Zone

The pedestrian Walking Zone is the unobstructed area of the boulevard between the edge of the public right-of-way and the Planting and Furnishing Zone. The defined area must remain clear for the safe and comfortable movement of pedestrians. The Walking Zone should be a minimum of 2 metres wide. The Walking Zone shall be extended to the curb at all intersections and designated street crossing locations. The design of the boulevard should consider special paving that clearly delineates the Walking Zone within the boulevard.

#### 4.6.4 The Planting and Furnishing Zone

The Planting and Furnishing Zone plays an important role within the street cross-section. It functions as a physical buffer between the pedestrian Walking Zone and vehicular traffic, and provides a means of organizing street furnishings, street tree planting and landscaping, and maintenance.

Street furnishings refer to all fixtures, furniture, and amenities that are added to a streetscape to make it a comfortable, safe, and navigable environment that supports pedestrian and transit use. Street furnishings include, but are not limited to, seating, light standards, parking metres, bicycle racks, newspaper boxes, waste receptacles, transit shelters, and mail boxes.

- i. The Planting and Furnishing Zone should be a minimum 2.5m area adjacent to the curb edge. All street furniture located within the furnishing and planting zone within the boulevard shall not impede travel within the adjacent pedestrian walking zone.

#### 4.6.5 Cycling

Places that thrive as cycling-friendly environments do so as a result of a concerted strategy designed to create a cycling culture over time. Facilitating safe and convenient cycling as a form of transportation in Vaughan Mills Centre is a key objective of this Plan. The combination of new cycling infrastructure such as bike lanes, bike facilities such as bike locks, a linked bike trail system, and ease of access within the Secondary Plan Area will encourage cycling as a key alternative to driving within the community.

Schedule H: Active Transportation Network identifies the bicycle network for the Vaughan Mills Centre area. It is intended to link directly to the planned city-wide



INCORPORATE WAYFINDING FOR KEY DESTINATIONS



PROVIDE OPPORTUNITIES FOR PUBLIC ART

bicycle and pedestrian network. Cycling facilities are intended to be built as existing roads are improved and new roads are built.

The policies that relate to cycling are as follows:

- i. Designated streets in the Vaughan Mills Centre area shall be designed for the safety, comfort, and convenience of cyclists;
- ii. Rutherford Road, Jane Street, Weston Road, Bass Pro Mills Drive and all other streets as indicated on Schedule H: Active Transportation Network, should include on-street cycling lanes. Street cross-sections found in Appendix B illustrate where cycling facilities should be accommodated within the right-of-way for each type of street;
- iii. In addition to the cycling routes identified major open spaces shall include multi-use recreational trails linked to the street network, to enhance connectivity for cyclists; and
- iv. Provide bike lock facilities within the Planting and Furnishing Zone.

#### 4.6.6 Pedestrian-Scaled Lighting

- i. Pedestrian-scaled lighting should be provided for the purpose of creating a safe, comfortable, attractive, and welcoming public realm environment throughout Vaughan Mills Centre;
- ii. Ensure street lighting does not conflict with street trees;
- iii. Street lighting should be located at the midpoint between every second street tree, occurring at 14m intervals to coincide with a 7m street tree spacing;
- iv. Additional lighting should be considered in areas with higher volumes of pedestrian activity, including key intersections, transit stops,

open space areas, mid-block connections, and passageways; and

- v. Low voltage, low glare street and pedestrian scale lighting are recommended to provide a safe and comfortable environment for pedestrians and cyclists. Luminaries should be of such design that the light they produce is focused downwards so as to avoid light pollution and wasted energy.

#### 4.6.7 Signage and Wayfinding

- i. Signage and Wayfinding orient users to ensure they are able to move with ease and confidence through an urban environment.
- ii. All elements of the public realm and built environment have the potential to contribute to wayfinding. Wayfinding tools can include signage and mapping, streetscape elements, streetscape design, and building design such as gateway or landmark elements. All elements should work together to ensure that routes are easily understood and navigable for all users and destinations are clearly identified;
- iii. Signage throughout the Vaughan Mills Centre area should be of high quality, reflective of the desired character of the area, and exhibit consistency of design and material selection that is part of an overall design strategy for the street and the area;
- iv. Signs should be integrated into the design of building façades by placing them within architectural bays, articulated datum lines, including coordinated proportion, materials, and colour; and
- v. Signs must not obscure windows, cornices, or other architectural elements, and should not be obtrusive to pedestrians, and should complement the pedestrian scale of the street.



INTEGRATED TRANSIT WITH PUBLIC OPEN SPACE AND SURROUNDING DEVELOPMENT

#### 4.6.8 Public Art

Public art provides an opportunity to celebrate and showcase local arts and culture, establish a unique identity for an area or development, and contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot.

- i. Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, integrated with buildings, and in alternative public spaces such as parking lots and garages;
- ii. Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations, and may be combined with the building and landscape design. It may also include street furniture, utility boxes, and other elements not commonly displayed as art in a gallery setting; and
- iii. The location and visual prominence of a public art piece should correspond to the scale of its site and must be determined in consultation with the community and the City.

#### 4.6.9 Universal Accessibility

Universal accessibility is defined as the ease with which all individuals can safely access or move within buildings as well as within the public realm, and is a priority for the Vaughan Mills Centre area. Universal accessibility is an important design consideration for any urban environment that promotes creating accessible and welcoming interior and exterior pedestrian spaces.

The following key policies apply:

- i. The design of new buildings and the public realm must comply with the Accessibility for Ontarians with Disabilities Act, in order to meet provincial accessibility standards; and
- ii. A universal design checklist should be established by the City for all aspects of development, including buildings (interior and exterior), entrances and connections, parking structures, streets, open spaces, pathways, and trails. This will help to ensure that Vaughan Mills Centre evolves as an accessible and barrier free environment.

#### 4.7 Enhanced Streetscapes

All streets identified on Schedule F: Transportation Network, as well as any additional streets approved by the City, are encouraged to be designed as “enhanced streetscapes”. Enhanced Streetscapes are streets designed as high quality landscaped environments, that contribute to defining a unique and distinct character of place. They are an important wayfinding component of the open space network, and will act as key connectors to parks, open spaces, commercial areas, and other major roadways.

In addition to the policies of 4.6 in this Section of the Plan, Enhanced Streetscapes shall be designed according to the following design considerations:

- i. Provide enhanced landscape treatments such as a double row of trees where the right-of-way permits, attractive landscaping such as grasses and perennials in the boulevard, generous sidewalks, high quality street furnishing, amenities, signage, and safe and distinct crosswalks, and opportunities for public art. The character of these streets should contribute

to creating a unique and distinct identity for Vaughan Mills Centre.

- ii. Additional streetscape enhancement should be provided at key gateway intersections, the commercial nodes, and pedestrian priority areas such as parks and urban squares;
- iii. On-street parking dedicated bike lanes should be provided on all identified streets.

#### 4.8 Public Transit

The Vaughan Mills Centre area currently has good access to public transit along the arterial network. Much of the area is accessible to York Region Transit service along Jane Street, Rutherford Road, and Weston Road, with bus services that connect to Vaughan Mills Mall and surrounding areas. Vaughan Mills Mall is serviced by an existing transit terminal. While the terminal primarily serves for trips to and from Vaughan Mills Mall, transit is envisioned to play a larger role in the future through promoting the development of a Transit/Mobility Hub in Vaughan Mills Centre, and the future potential for higher order rapid transit along Jane Street.

The Plan envisions a multi-modal Transit/Mobility Hub indicated by a suggested location and subway alignment as identified on Schedule G: Transit Network. The Transit/Mobility Hub is envisioned to be designed and developed based on the *York Region Transit-Oriented Development Guidelines*, and *Provincial Transit-Supportive Land Use Guidelines*, and City policy through the development approvals process.

Transit throughout the Vaughan Mills Centre will consider the following guidelines:

- i. Future public transit facilities, including but not limited to right-of-ways, stations, station entrances, stops and utilities shall be integrated into the design of adjacent streets and open

spaces and built form. Other facilities and infrastructure not required to be accommodated within the subway right-of-way, such as electrical sub-stations and service buildings, shall be integrated within adjacent development as unobtrusively and attractively as possible;

- ii. The pedestrian access and entrances to a potential future Transit Hub along the west side of Jane Street shall provide direct access to a public open space and direct access to the Vaughan Mills Mall. The Transit Hub/Station area entrance building shall be highly visible from adjacent sidewalks and Jane Street. The entrance building/facility shall be set back from the public right-of-way to create a public open space and accommodate high pedestrian volumes around the entrance;
- iii. The envisioned Transit/Mobility Hub location identified on Schedule G: Transit Network, is intended to also incorporate a future York Region Transit bus station and related facilities. York Region shall negotiate and secure appropriate land arrangements with the landowner and the City of Vaughan for such a purpose;
- iv. Prior to development in and around the future potential Transit/Mobility Hub area, including development of transit facilities, a Transit/Mobility Hub Block Plan and Urban Design Brief may be required to be prepared that satisfies the following, and any other conditions required by the City:
  - analysis of pedestrian connections;
  - open space;
  - built form;
  - integration with future planned transit; and
  - connectivity with Vaughan Mills Mall.



PART B  
Section...

5.0

# » The Open Space Framework



## 5.0 Introduction

The open space policies outlined in the following chapter are intended to ensure that a high quality public realm environment is achieved for Vaughan Mills Centre. The policies define an open space framework that links outdoor spaces through the creation of new parks, green streets, greenway corridors, and multi-use paths to create a unique, beautiful, and healthy public realm environment. The open space framework also provides guidance and direction for future investment into new parks, trails, streetscapes, sidewalks, and green spaces.

### 5.1 General Policies

The policies of this section provide direction regarding the distribution and allocation of open space elements in Vaughan Mills Centre. The policies of the Secondary Plan regarding park typologies and required parkland are consistent with Policies 7.3.1 of the *VOP 2010*.

#### 5.1.1

The delineation of open spaces shown on Schedule E: Open Space Network is approximate and adjustments to the boundaries will not require an amendment to this Secondary Plan provided the intent and policies of this Plan are maintained to the satisfaction of the City. The needs, extent, and location of parks within Area 4 specifically will be confirmed through a Tertiary Planning Process as described in this Plan. The extension of the Black Creek and associated 'District Greenway' as identified on Schedule E: Open Space are intended to accommodate stormwater management facilities and associated naturalized open spaces.

#### 5.1.2

The form and design of publicly accessible open space shall do the following:

- i. Create a range of park types, urban squares, and gateways in Vaughan Mills Centre and their equitable distribution across the community to ensure access to a diversity of recreation opportunities within a ten minute walking radius to surrounding neighbourhoods;
- ii. Facilitate beautiful, high quality, unique open spaces, as appropriate, to meet the recreation needs of all ages and interests. Opportunities for art and innovative design should be considered for all open spaces;
- iii. Provide pathways along green streets, and throughout public parks and greenways in a manner that are connected, accessible, well-linked,

and facilitate movement throughout Vaughan Mills Centre;

- iv. Identify and secure active transportation connections between new and existing open space (as shown on Schedule H: Active Transportation Network), and new and existing neighbourhoods. This system will be implemented during the development approval process, and will be comprised of pedestrian trails, bike trails, and enhanced streetscapes. These connections should include pedestrian amenities such as generous sidewalks, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit;
- v. Protect and enhance natural heritage lands as important natural and managed landscapes;
- vi. Create an Open Space Network that supports the *City of Vaughan Active Together Master Plan*; and
- vii. Encourage the use of planned open spaces for cultural and community events.

#### 5.1.3

The *Vaughan Mills Centre Secondary Plan's* Open Space Network is scaled to appropriately reflect proposed development densities, and reflect a more urban public space format.

### 5.2 Parkland Dedication

#### 5.2.1

It is a goal of this plan to develop a minimum of 6.4 hectares of parkland to serve new residents in Vaughan Mills Centre. The City shall monitor the use and demand for parkland as Vaughan Mills Centre develops and may adjust the target without amendment to this plan. To meet or exceed the target, the City may require the dedication of additional parkland to that identified in Schedule E, in accordance with the Planning Act.

The additional parkland may constitute additions to the parks in Schedule E or may take the form of a Neighbourhood park, Urban Square or other usable, accessible open space. Alternatively, or in addition, the City may seek to acquire parkland in areas adjacent to the Vaughan Mills Centre, accessible to residents.

#### 5.2.2

Parkland shall be conveyed in accordance with VOP 2010 policy 7.3.3.1-7.3.3.5, on the basis of 5% of the gross land area for residential areas and 2% for commercial and employment areas, or 1.0 hectare for each 300 dwelling units, or a combination thereof, whichever yields the most favourable supply of parkland at the City's discretion, as provided for in Section 42 of the Planning Act. It is a Lands to be conveyed for parks purposes shall be located generally in accordance with the lands shown as Parks on Schedule E: Open Space Network.

#### 5.2.3

Public parks and plazas shall be unencumbered by strata, underground parking, easements required for utility services, transformer boxes, Canada Post mail boxes, overland flow routes, or anything that would negatively impact the public use of the public park.

#### 5.2.4

Notwithstanding Part B, Policy 5.2.3 of this Plan, 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:

- i. 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;
- ii. 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,

- iii. 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.

### 5.3 Open Space Typologies

The following section describes the Open Space Network hierarchy, identified on Schedule E: Open Space Network which includes Neighbourhood Parks, Urban Squares, Open Space Greenways, Streetscapes, as well as the character and function of proposed new parks in accordance with the Vision for this Secondary Plan.



DESIGN PARKS WITH A MIX OF ACTIVE AND PASSIVE RECREATION



CREATE PARKS WITH AREAS FOR COMMUNITY GATHERING AND EVENTS

### 5.3.1 Neighbourhood Parks

Neighbourhood Parks are intended to provide outdoor recreation and leisure opportunities at the neighbourhood level, and should be designed, programmed and furnished to meet day-to-day open space needs. These parks are the neighbourhood focal points, and should function as the place where residents converge and interact on a day-to-day basis.

Neighbourhood parks may include active and passive uses as identified based on the recommendations of the *Active Together Master Plan Update 2013*, balancing the needs of the City as a whole and those of the local community. Land intended for Neighbourhood Parks shall be greater than 1 ha in size and should be rectangular in shape. Sites shall have flat topography (2% slope), be easily developed, and include electrical, water, and storm sewer servicing (sanitary servicing may be required, dependent on park programming). Sites shall provide connections to transit, automobile routes, pedestrian and bike paths, and shall be situated generally within ten minutes (800m) of residents to be served. The intended park site shall be situated in a location which is uninterrupted from intended community by arterial roads or highways, rail lines, and major physical barriers such as valley lands, water bodies, or ravines. Extensive street frontage including visibility from adjacent homes to encourage passive surveillance shall be considered. Sites shall be unencumbered by any easements, utilities, or access routes.

Further to Policy 7.3.1.2(c) of VOP 2010, Neighbourhood Parks identified in Schedule E should have the following characteristics or features:

- Street frontage on at least three sides
- Convenient pedestrian access points
- An accessible playground

- A splash pad, where warranted
- Open, grassed areas for casual recreation
- Shade trees and other plantings
- A pavilion or shade structure
- Lighted walking and cycling paths
- Site furnishings including benches
- Trash and recycling receptacles
- Intimate hard surface areas for gathering
- Public art
- Outdoor recreation facilities that can be accommodated in the park and meet the needs of area residents, such as a mini soccer pitch, basketball court, skateboarding facility, tennis courts and/or skating rink



PROVIDE SMALLER SCALE URBAN SQUARES AND PARKS WITH PLAY AREAS CLOSE TO RESIDENTIAL DEVELOPMENT

### 5.3.2 Urban Squares

Further to the VOP 2010 Policy 7.3.1.2 (d), Urban Squares are intensively used spaces that can accommodate a range of neighborhood oriented social activities. Urban Squares may include seating, bicycle parking, contemporary playground structures, fountains/waterplay, and shall be accommodating of street related activities such as vendors, festivals, temporary markets, performance space, and art installations. Schedule E identifies the general locations for Urban Squares. The precise location, size, shape and characteristics of Urban Squares shall be determined to the satisfaction of the City during the review of development applications. Generally, an Urban Square shall have a minimum area of 0.2 hectares and have at least 50% of its edges fronting a street or mews. Private amenity spaces shall not be considered Urban Squares. Urban Squares are generally rectangular in shape with extensive street frontage onto public roads. They shall have flat topography (2% slope), be easily developed, and include electrical, water, and storm sewer servicing. Direct connections to transit, and links to pedestrian and bike paths are encouraged. Urban Squares shall be situated within 5 minutes walk (500m) of the community to be served, in locations which are uninterrupted from intended community by arterial roads or highways, rail lines, and major physical barriers such as valley lands, water bodies, or ravines. Sites shall be unencumbered by any easements, utilities, or access routes.



EXAMPLE OF A HIGH QUALITY LINEAR GREENWAY WITH A MIX OF PASSIVE AND ACTIVE RECREATION SPACES

### 5.3.3 Greenways

#### 5.3.3.1 General

The Greenways identified on Schedule E: Open Space Network, including the Black Creek Greenway, and the District Greenway, are intended to provide universally accessible open space amenities for the community in addition to public parks and urban squares. They build on the *City of Vaughan Active Together Master Plan*, and the *Pedestrian and Cycling Master Plan*, in providing new open spaces and pedestrian connectivity.

In addition to the recommended multi-use paths in this Plan, the Greenway Public Open Space identified as a the District Greenway on Schedule E may be used for both passive and active park space depending on the size and function of the open space feature.

#### 5.3.3.2 The District Greenway

The District Greenway is an approximately 50 metre wide open space corridor that runs adjacent to the proposed Black Creek Greenway (identified on Schedule E: Open Space Network). This open space is intended to be the main park and green space linkage for the Vaughan Mills Centre Business District area and shall be recognized as dedicated park land. The park provides an open space focus for new development. The District Greenway is intended to provide important park space for the community and shall incorporate the following design components as a minimum:

- Incorporate a multi-use pathway;
- Provide opportunities for active and passive recreation;
- Provide opportunities for seating and heritage interpretation plaques or wayfinding signage to convey the historic evolution of the natural feature of Black Creek as well as topography and other features;
- Provide pedestrian-scaled lighting, where permitted,

and multiple entrance and connections throughout the corridor to create a safe and attractive environment;

- Integrate with adjacent development parcels by providing enhanced landscaping around mid-block connections as identified on Schedule E: Open Space Network; and
- Incorporate stormwater features of a form and size to the satisfaction of the City of Vaughan.

#### 5.3.3.3 The Bass Pro Mills Multi-Use Path

This Plan recommends the creation of the Bass Pro Mills Drive Multi-Use Path, which is proposed as an enhanced boulevard that extends the length of the north side of Bass Pro Mills Drive from the proposed Jane Street intersection to Weston Road (See Appendix B: Street Cross-Sections, Section D). The Multi-Use path has three primary functions: a) to provide a green, attractive interface to create a more pedestrian friendly and urban environment; b) to create an attractive and usable green buffer for adjacent development planned to front the roadway; and c) to create a multi-use trail that links the east and west areas of Vaughan Mills Centre.

The Multi-Use path is intended to incorporate the following design considerations:

- A treed urban multi-use trail with a double row of street trees on either side of the pedestrian sidewalk, with a generous central pathway that accommodates pedestrian, bicycle, and wheelchair movement in both directions;
- The pathway should have a paved surface with directional and lane markings;
- The character of the landscape should be treed but manicured (mowed grass) to provide high visibility and a feeling of comfort and safety for the path; and
- Pedestrian-scaled lighting in conjunction with street lighting, wayfinding signage, and seating should be



HIGH QUALITY PUBLIC BOULEVARD WITH A MULTI-USE PATH

provided as part of the streetscape furnishing.

#### 5.4 Green Infrastructure

Parks, urban squares, greenways, and natural heritage areas comprise Vaughan Mills Centre's green infrastructure and are important in supporting a healthy community and environment. Not only does green infrastructure provide opportunities for recreation and leisure, but also for environmental protection and management.

These areas and features are considered as comprising a connected natural and built environmental areas with long term ecological value. The policies of this section of the Plan are intended to preserve, enhance, and restore the function and value of this system.

While the policies of this section provide direction regarding the natural heritage system, the policies of Part B, Section 7.0 Sustainable Site Design and Integrated Infrastructure, relate specifically to the stormwater/rainwater management and function of these areas. As such, the policies of this section are to be read in conjunction with those of Section 7.0 of this Plan.

##### 5.4.1

The intent of this section of the Plan is to:

- Recognize environmental areas and features as important contributors to the quality of place in Vaughan Mills Centre and as invaluable to the long-term environmental health and sustainability of the community;
- Work toward the creation of a natural heritage system and an interconnected network of environmental features and areas linked by a series of connected natural spaces; and
- Respect and celebrate natural spaces and to enhance natural features through ecological restoration.



INCORPORATE PARKS AND TRAILS WITH NATURAL AREAS AND MUNICIPAL STORMWATER MANAGEMENT FACILITIES

##### 5.4.2

Vaughan Mills Centre area is located adjacent to the West Don River Valley which is designated as a Core Natural Heritage Feature in the *VOP 2010*. The Black Creek Core Natural Heritage Feature traverses the western extent of the Secondary Plan area along Weston Road and has been engineered within a series of underground pipes, and a combination of 'daylight' conditions along an engineered canal facility south through existing industrial properties along Creditview Drive. Through this Secondary Plan, these natural features will provide opportunities to showcase development practices that protect, restore, and enhance surrounding ecosystems, and to illustrate environmental sustainability through:

- Integrating the Open Space network throughout Vaughan Mills Centre, and with the surrounding neighbourhoods;
- Create new amenities to support emerging uses;
- Incorporate green infrastructure for stormwater management in the public realm, and leverage these opportunities to enhance the ecological functions and aesthetic aspects of these features;
- Enhance and restore the overall health of the natural environmental and heritage features; and
- Ensure new development recognizes, respects, and is compatible with the natural features and natural hazards identified in the Plan.

##### 5.4.3

The *Vaughan Mills Secondary Plan* proposes areas to be dedicated for Open Space in an effort to both provide an adequate amount of open space and to rehabilitate and enhance the natural environment of the Plan Area. In addition to the public open space policies discussed in Part B, Section 5.1 of this Plan, the following are recommended:

- That the proposed rainwater bioretention basins

within the western area of the Study Area as identified on Schedule E: Open Space Network in this Plan, should be integrated into the District Greenway;

- A requirements for trees to be planted along all streets and within private lots;
- Green roofs and “living walls” on building exteriors are encouraged. Planting native species, conifers, large-canopied deciduous trees, edible fruit and nut-bearing tree species that attract beneficial insects and birds, and a diverse mix of species are priorities; and
- The ‘daylighting’ of portions of the Black Creek as identified on Schedule E: Open Space Network, in conjunction with the development of stormwater management facilities and landscaped corridors with native species. This will provide an opportunity for stream restoration and enhancement to a natural state.

#### 5.4.4

It is the policy of this Plan to apply the environment policies of Chapter 3 of Volume 1 of the *VOP 2010* including protection of the Core Features of the Natural Heritage Network and the naturalization and improvement of Enhancement Areas. This includes the overall protection and enhancement of Vaughan’s Natural Heritage Network in the Vaughan Mills Centre area by supporting biodiversity, protecting wildlife corridors, enhancing water quality in the West Don River Valley and the Humber River watershed and tributary system, and enhancing ecosystem functions.

#### 5.4.5

The City shall work with the Toronto and Region Conservation Authority (TRCA) and landowners to enhance existing natural heritage and establish new areas for active naturalization in conjunction with the development or improvement of stormwater management facilities.

#### 5.4.6

The Black Creek Greenway identified on Schedule E: Open Space Network provides an opportunity to enhance and expand the Natural Heritage Network. All development adjacent to the Black Creek Greenway shall complement the natural heritage feature and provide views and pedestrian access to such features by:

- Appropriately designing, locating and orienting abutting buildings and landscaped open space including buffer areas as necessary;
- Landscaping abutting areas in a manner that enhances the Natural Heritage Network;
- Locating streets to protect views and access; and
- Locating parks, trails, and other public facilities to connect to natural heritage features.

These connections should have natural cover in whole or in part, as appropriate. Where no natural cover currently exists, land owners are encouraged to restore cover.

#### 5.4.7

Encourage the integration of the natural heritage and open space system with the active transportation network in Vaughan as shown on Schedule H: Active Transportation Network.



PART B  
Section...

6.0

# » Community Facilities



## 6.0 Introduction

In addition to public open space, the City recognizes the need for community services such as schools, day care centres, libraries, and community centres, and other potential facilities such as museums, and cultural or arts centres, that support an accessible and complete community for Vaughan Mills Centre. Providing community services within close proximity to residential areas will be key to support the development of Vaughan Mills Centre as a vibrant urban centre of the city.

### 6.1 General Policies

#### 6.1.1

As population increases, community facilities will be required and provided throughout Vaughan Mills Centre to support the needs of the emerging community. The City will monitor population growth through the planning horizon, in cooperation with related public agencies and school boards to determine and confirm appropriate locations as well as program requirements and facility needs as population demographic statistics and projections are confirmed in the future.

#### 6.1.2

In order to address the community facility and servicing needs within Vaughan Mills Centre the City will work with relevant agencies for the timely provision of community services and facilities. The intent is to try and secure community services and facilities in such a way as to allow them to be phased into an area in coordination with approved future residential development and anticipated population growth. This will allow for residents to have access to community services as they emerge, and contribute to the resident's quality of life.

#### 6.1.3

For all residential development within Vaughan Mills Centre, land owners proposing development shall prepare a Community Services and Facilities Study (CSF) to assist in the identification of current and anticipated levels of social infrastructure required to support the health, safety, and well-being of local residents. Accessible, high quality community services and facilities are essential to promote community interaction, engagement in community life, and opportunities for education and recreation.

The CSF Study shall include the following, and any other information required by the City at the time of the development application, including:

- elementary and secondary schools;
- public libraries;
- child care centres;
- community and recreation centres;
- social services; and
- community space.

The CSF Study will review social, economic, and demographic information in light of existing and projected supply and demand of community services and facilities. The CSF Study will provide a detailed inventory of all community services and facilities within a prescribed study area, to be defined in consultation with the City, as well as a review of available capacities within those services and facilities, in light of planned development in the area.

The CSF Study will be prepared by the applicant, their agent, or consultant. During pre-application consultation, City staff will work with the applicant and/or their consultant to determine the specific requirements and study area boundary of the CSF Study based on the nature of the proposed application and the context of the study area.

#### 6.1.4

Schedule C: Land Use Designations identifies appropriate sites for potential community facilities. As plans for any such facilities are developed, the City shall seek to secure the necessary land or space within this area through an agreement with the relevant landowner.

#### 6.1.5

The City may utilize the provisions of Section 37 of the Planning Act to secure additional community services or facilities beyond standard levels of service within Vaughan Mills Centre.

## 6.2 Schools

### 6.2.1

York Region District School Board has identified the need for an elementary school in the Vaughan Mills Centre Study area. The ultimate number of schools required will depend on the size, and make-up of the residential population in this Plan. A recommended school site is shown on Schedule C: Land Use Designations located on the southern end of the Secondary Plan Area. This location could be combined with a local recreation centre, day care facility, and other community uses.

### 6.2.2

The precise location, size, phasing, and number of future schools shall be determined in consultation with the School Boards prior to any planning approvals for development within the blocks surrounding an identified school site. Subject to the satisfaction of the City and the School Boards, the school sites identified may be relocated without amendment to this Plan. When the appropriate timing for the schools has been determined, the School Boards shall pursue acquisition of the land required and coordinate the design and construction of the school with surrounding development.

### 6.2.3

The size and configuration of each school site shall be consistent with the policies or requirements of the respective School Board.

## 6.3 Day Care Facilities and Government Offices

There will likely be a need for day care facilities in Vaughan Mills Centre in the near future. Day care facilities could be included as part of a recreation centre, elementary school, or mixed-use building. Considering the provision of an elementary school or recreation centre will not be built during the early phases of plan implementation, day care facilities should be provided in the early phases and integrated within residential developments proposed in the short-term.

## 6.4 Libraries

### 5.4.1

According to the City's *Active Together Master Plan* Vaughan Mills Centre is generally outside of the catchment areas of the Vaughan Public Libraries: Current Facility Classification Model. The Maple Library is the closest and is approximately 5 km from Vaughan Mills Centre. Based on an anticipated population of approximately 7,839 new residents, there will be a need for additional library space in the area to facilitate this demand. Future library facility requirements will be determined in cooperation with the City and according to the *City of Vaughan Active Together Master Plan*. Opportunities will be sought to locate the library within walking distance and in areas accessible to transit.

### 6.4.2

A library can be located at one of several prominent sites adjacent to a proposed school site, park, or combined with a mixed-use development.

## 6.5 Other Facilities and Government Offices

To implement the facility requirements and objectives of the *City of Vaughan Active Together Master Plan*, the needs of additional services, such as a recreation facility, community centre, museum, or art gallery may be assessed by the City at a later date.

Institutional and Government offices will be encouraged to locate in areas that are in close proximity (within 250m) to planned and future transit stops.

PART B  
Section...

# 7.0

## » Sustainable Site Design and Integrated Infrastructure



## 7.0 // Introduction

In keeping with the objectives of this Secondary Plan, the City of Vaughan is committed to principles of sustainability and 'Building Green' in the development of Vaughan Mills Centre. The 'Building Green' Strategy outlined in this section provides policies with respect to the implementation of this principle through all aspects of development in Vaughan Mills Centre as it relates to built form, and to the protection, conservation, restoration, and enhancement of air, water, and ecological features and functions, energy, and other environmental resources.

### 7.1 General Policies

#### 7.1.1

The *Vaughan Mills Centre Secondary Plan* is based on a design concept that maximizes the potential for sustainable living and development through encouraging a mix of uses, a functional pattern of streets and blocks, with an inter-connected open space system, and opportunities for active transportation.

In addition to the general objectives discussed in this Plan, the City will actively encourage sustainable development and have regard for the goals and objectives of the *Green Directions Vaughan*, the City's *Community Sustainability and Environmental Master Plan* to:

- Reduce the consumption of energy, land, and other non-renewable resources;
- Minimize waste of materials, water, and other limited resources;
- Create livable, healthy, and productive environments; and
- Reduce greenhouse gases.

#### 7.1.2

In addition to the objectives of the City's *Community Sustainability and Environmental Master Plan*, all development is encouraged to incorporate significant innovative initiatives to reflect the principle of sustainability as determined by the City through the following, without limitation:

- Implementing innovative efficient and effective methods of providing energy;
- Incorporating alternative energy options including the use of renewable energy sources and/or district energy systems;
- Minimizing energy needs for the development;
- Increase energy efficiency in building and site

design;

- Incorporating opportunities for efficiencies through orientation and the use of passive solar energy;
- Incorporating the potential for future alternative uses and life cycle stages of building design;
- Incorporating measures to reduce heat island effects including installation of green roofs, increasing reflective materials, and landscaping;
- Providing an integrated infrastructure system that accounts for rainwater, wastewater, and sewage;
- Provide at grade rainwater management facilities that can accommodate on site rainfall, and naturally filter and detain water while providing aesthetic amenities;
- Maximize access to public open space for new and existing residents;
- Increase opportunities for residents to interact with nature and the local ecology; and
- Provide opportunities for on-site treatment of stormwater and integrating stormwater features into open spaces.

#### 7.1.3

Support the objectives of *Green Directions Vaughan* for encouraging strategies to reduce energy use on a community basis by applying measures such as district energy systems and creating a centralized location for residential and commercial heating, cooling, and domestic hot water systems.

#### 7.1.4

That the sustainable development policies of Section 9.1.3 of Volume 1 of the *VOP 2010* apply, including the requirement that, until the City develops Green Development Standards, proponents for development submit a Sustainable Development Report identifying how the development is addressing sustainability. In addition to the green development elements of Volume

1 policy 9.1.3.1 and 9.1.3.2, the following additional green development approaches shall be considered:

- Requiring on-site and shared stormwater management approaches and infrastructure that contribute to and are integrated with the Natural Heritage Network, where appropriate;
- Minimizing stormwater runoff through on-site approaches including extensive landscaping and porous paving materials where appropriate;
- Implementing a treatment approach and/or at-source controls to protect water quality; and
- On-site energy production, such as solar electricity, solar hot water and small scale wind energy.

## 7.2 Energy Efficiency

### 7.2.1

Energy represents a significant and rising cost of doing business and its use is related to greenhouse gas emissions and reduced air quality. In Vaughan Mills Centre the City shall support and encourage strategies to reduce energy use within individual sites and through sharing of heating and cooling loads between different operations, as they relate to the building process.

### 7.2.2 Energy Conservation

Vaughan Mills Centre will strive towards carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its resilience. This will be accomplished primarily through on-site energy conservation and energy efficiency applications, renewable energy production, and shared/district energy systems.

Strategies may include:

- i. Energy Efficiency - all new buildings will be required to demonstrate improved energy efficiency strategies. This includes building design,

efficient technologies, and behavioural change initiatives.

- ii. District Energy - District energy production and sharing systems, which are considered feasible in this area, will also be explored.
- iii. Waste Heat Recovery - Waste heat from commercial uses, sewers, and wastewater should be used to heat buildings and water.
- iv. Renewable Energy Generation - Renewable energy generation and use should be maximized as much as possible in Vaughan Mills Centre. Renewable heat sources can include solar, thermal, and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal.

### 7.2.3 District Energy

The City shall require a district energy system from landowners proposing any major development to service public and private development. The City shall cooperate with landowners to determine whether it is economically feasible for land owners and the City.

#### 7.2.3.1

If and when a district energy system is established in the Vaughan Mills Centre, public institutional uses shall utilize the system where possible. All private development shall be encouraged to utilize the district energy system. For public and private projects proceeding prior to construction of the system, development plans shall demonstrate how they may link into the system in the future, through submission of a District Energy Viability Study. The requirements of the District Energy Viability Study will be determined in consultation with the City through the development approvals process.



INTEGRATE STORMWATER MANAGEMENT FACILITIES WITH PARKS AND OPEN SPACE



### 7.2.3.2

The location for a district energy plant could be integrated with new development on the east side Highway 400 in Areas 1,2,or 3 either within the podium of a building, below grade, or as a stand-alone facility. The design of the facility shall be sensitive to and enhance its planned surroundings. The integration of the facility with another compatible use, such as a parking structure, shall be considered. In addition, a district energy plant is also encouraged within the Employment Area west of Highway 400.

### 7.2.4 Waste Heat Recovery

Evaluation of using waste heat from commercial uses, sewers, and wastewater shall be demonstrated in an energy modelling report or other appropriate information as deemed necessary to the satisfaction of the City.

### 7.2.5 Renewable Energy Generation

Renewable energy generation and use should be maximized as much as possible. Renewable heat sources can include solar, thermal, and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal.

### 7.2.6 Building Lighting Systems

Use natural lighting strategies and seasonal and/or user-controlled shading techniques to take advantage of sunlight while minimizing unwanted heat gain in the summer. Minimize lighting energy demand by minimizing lighting, using high-efficiency luminaires and bulbs, and maximizing user control.

## 7.3 Water, Stormwater and Wastewater Systems

### 7.3.1

The intent of this section of the Sustainable Site Design Guidelines is to encourage minimizing consumption of water, and to facilitate the reclamation and re-use of stormwater and treated wastewater.

The existing storm sewers within Vaughan Mills Centre area east of Highway 400 have been designed to service the current land use designations, which include large areas of impermeable services with high runoff coefficients. As such, redevelopment is not expected to require new storm sewers except on new streets. The recommended concept for stormwater management and the implementation of bioretention basins and the naturalization of the Black Creek are intended to transform stormwater management techniques into functional and attractive features towards an enhanced and naturalized landscape in Vaughan Mills Centre. A background brief has been prepared (*Stormwater Management Brief: Vaughan Mills Centre Secondary Plan: Stormwater Management Conceptual Strategy, MMM Group, 2013*), which provides stormwater management recommendations, and to determine some of the advantages of realigning the Black Creek and implementing bioretention basins.

### 7.3.2 Stormwater

- i. Stormwater management measures, on-site landscaping, and streetscape elements shall be designed to minimize stormwater run-off and the impact on the downstream environment. These stormwater management strategies shall be guided by the provisions contained in the *City-Wide Drainage/Stormwater Management Master Plan Class Environmental Assessment* and designed and implemented to the satisfaction of the City and the TRCA. Refinements to the location and size of stormwater management ponds/



USE IMPERVIOUS MATERIALS, RAIN GARDENS, AND BIOSWALES TO HELP MANAGE STORMWATER AND GROUND WATER RECHARGE

facilities will be required to be supported by detailed designs and appropriate technical studies completed to the satisfaction of the TRCA, the City, and where provincial regulatory requirements are triggered, the Province of Ontario.

- ii. Development in Vaughan Mills Centre is encouraged to incorporate “Low-Impact Development” measures which minimize runoff, reduce water pollution, and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.
- iii. Shared at-grade stormwater management facilities are proposed in the employment district west of Highway 400, however all sites shall be developed with on-site stormwater management facilities to the satisfaction of the City. The size and design of each facility shall be confirmed during the plan of subdivision process and any changes to the stormwater facilities shown on Schedule E: Open Space Network shall not require an amendment to this plan, to the satisfaction and approval of the City, TRCA, and where provincial regulatory requirements are triggered, the Province of Ontario.
- iv. Portions of Black Creek, as shown on Schedule E: Open Space Network, are proposed for realignment within a natural channel design in accordance with the TRCA and the City. The Creek is proposed to be realigned within a 70 metre open space corridor that shall be restored to a natural state through the planting of native trees, shrubs and other foliage and designed to the satisfaction of the City and the TRCA. The design of the realigned section should be completed in the Master Servicing Plan and it should include confirmation of the required open space corridor width.
- v. Comprehensive stormwater management plans will be required for all development. Each site should “disconnect” from the municipal stormwater system to the greatest extent possible. This could be achieved through the extensive use of rain gardens, bioretention basins, stormwater detention ponds in new landscaping areas, permeable paving for all internal access roads and parking lots, and green roofs. The aim should be to maintain the pre-development annual runoff volume.
- vi. To satisfy the City and demonstrate consistency with the Toronto and Region Conservation Authority (TRCA) Stormwater Management Criteria, innovative stormwater management approaches must be implemented and designed in accordance with the Ministry of Environment Stormwater Management Practices Planning and Design Manual and with reference to TRCA’s Low Impact Development Stormwater Management Planning and Design Guide (2010), as may be updated from time to time. For all development, a treatment train approach to stormwater must be considered consisting of source controls (for example, green roofs, permeable paving, improved urban tree canopy), conveyance controls (for example, bioswales and permeable pipes), and end of pipe treatment (for example, wetlands and ponds). Consideration of the suitable treatment train approach will be determined by local studies. Such studies should also include direction regarding the short and long term maintenance needs for the recommended source controls, conveyance controls, and/or end of pipe treatment.
- vii. Development east of Highway 400 may continue to be serviced by the existing stormwater management ponds which currently collect and treat runoff from this area. Stormwater management plans shall consider the conditions for which each pond was designed and demonstrate that the pond’s design capacity is not

exceeded, to the satisfaction of the City.

- viii. Development west of Highway 400 may be partially serviced by the existing stormwater management pond located in this area. Stormwater management plans shall consider the conditions for which this pond was designed and demonstrate that the pond's design capacity is not exceeded. Shared at-grade stormwater management facilities may be provided to service the remaining area, to the satisfaction of the City.
- ix. The design of all stormwater management facilities should consider incorporating these features into recreational trails and passive open space.
- x. As an organizing principle, plan surface runoff management elements into landscape design. Consider the following strategies:
  - Direct roof runoff to infiltration basins;
  - Capture roof runoff for irrigation;
  - Develop green roofs; and/or
  - Provide soakaway pits.
- xi. Design parking and other paved areas to minimize the negative impacts on surface runoff volume and quality. Use an appropriate selection of strategies such as; installing oil-grit separators in high traffic areas, constructing parking lots using porous surfaces, and directing runoff to landscaped filter strips or enhanced swales
- xii. Where catchment and runoff conveyance into a pipe is necessary, minimize the length of pipe required and endeavour to return runoff to the soil through exfiltration or other means.

### 7.3.3 Integrated water infrastructure systems

- i. Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the *City-Wide Water/Wastewater Master Plan Class Environmental Assessment*. Phasing of development shall be coordinated with the phasing of municipal services.
- ii. Prior to the approval of new urban development, with the exception on an interim basis, expansions to existing uses approved by the City, a Master Servicing Plan shall be prepared in conjunction with any Subdivision or Site Plan in relation to a development proposal. A Master Servicing Plan shall identify the technical requirements to provide the following services to support urban development to the satisfaction of the City:
  - Wastewater collections;
  - Water supply;
  - Stormwater management; and
  - The Black Creek realignment, for lands identified as forming part of the District Greenway or Black Creek Greenway in this Plan.
- iii. Consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater, for use where appropriate in industrial processes, wetland flow stabilization, and irrigation through:
  - The provision of a storage and distribution for roof runoff and treated at-grade runoff to provide a non-potable water supply. Where roof runoff is to be maximize for on-site use, utilize roofing materials that do not yield contaminants into runoff.
  - Designing water systems to use high quality

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clean and potable water only for drinking water and processes which require clean water sources (e.g., to prevent scaling or contamination), and to use lower quality water for other purposes (e.g., vehicle washing).

#### *7.3.4 Water Efficiency*

- i. Consider opportunities to recirculate water, including collected stormwater or high quality wastewater within industrial operations and between other employment uses.

# PART C MAKING IT HAPPEN

## Sections

- 1.0 General
- 2.0 Application
- 3.0 Status of Uses Permitted Under Previous Official Plans
- 4.0 Interpretation
- 5.0 Infrastructure
- 6.0 Development Approvals
- 7.0 Development Progression
- 8.0 Land Owners and Developers Agreements
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## Uses

- 12.0 Consents
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- 16.0 Plan Monitoring
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PART C  
Section...

1.0

» PLAN  
IMPLEMENTATION



## 1.0 Introduction

This section outlines how progress will be monitored and reviewed, how the Plan will be administered and interpreted, and how plan implementation will be coordinated within the City. These policies are intended to be read in conjunction with the other policies of this Plan and those of Volume 1 of VOP 2010.

### 1.1 General

#### 1.1.1

The implementation and interpretation of this Secondary Plan shall be in accordance with the provisions of the VOP 2010 and the policies of this Plan. This Secondary Plan shall be implemented using some or all of the following, as provided for under the Planning Act, and Chapter 10 of VOP 2010:

- i. the approval of individual draft plans of subdivision/condominium, consents and part lot control exemptions;
- ii. the enactment of zoning by-laws;
- iii. the use of density and height bonus provisions;
- iv. the execution of Letters of Undertaking and/or registration of site plan agreements;
- v. the use of the Holding Symbol “H”;
- vi. the dedication of parkland or cash-in-lieu of parkland;
- vii. the use of powers and incentives enabled by a Community Improvement Plan;
- viii. the use of development agreements registered on title; and
- ix. the use of development thresholds which set development to servicing requirements as set out in Section 7.0, Part C of this Plan.

### 2.0 Application

#### 2.1

The policies contained in this Plan shall apply to the lands shown in Figure 1: Study Area, as the *Vaughan Mills Centre Secondary Plan* area. Except as otherwise provided herein, the policies of this Plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force for the subject lands on the date of the approval of this Plan. Although this

plan will not be in force until approved by York Region Council, or the Ontario Municipal Board in the event of an appeal, City staff will use it to guide their review of development applications and other proposals for the Vaughan Mills Centre.

#### 2.2

Lands identified as Area 4 on Schedule A: Plan Area shall be subject to Section 3.6.5 in Part B, of this Plan.

### 3.0 Status of Uses Permitted Under Previous Official Plans

#### 3.1

Existing land uses throughout the Vaughan Mills Centre are expected to continue to exist in the near term, and some may remain for the foreseeable future.

#### 3.2

Expansions of previously approved uses shall be in accordance with policies of 10.2.1.4 of VOP 2010.

### 4.0 Interpretation

#### 4.1

This Secondary Plan is a statement of policy intended to guide the development of the *Vaughan Mills Centre Secondary Plan* area. A degree of flexibility in interpretation is permitted, provided the intent of the principles and policies of this Plan are maintained at the sole discretion of the City of Vaughan.

#### 4.2

The Schedules A to H included in Appendix A of this Plan are general. Minor adjustments to the boundaries of designations are permitted, to the satisfaction of the City, without amendment to the Plan, except where the designations are established by fixed boundaries, such as existing road right-of-ways, or where existing right-of-way adjustments and new minimum street

right-of-ways are specifically stated as fixed in the policies of this Plan.

#### 4.3

Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.

#### 4.4

That where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any variations to floor space index, height or environmental standards set out in Chapter 3 of *VOP 2010*, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the City.

### 5.0 Infrastructure

#### 5.1

The City, at its discretion, may require lands for planned infrastructure improvements, or where lands have been identified as required for the construction of the road network, parkland, facility, or any other open space as indicated in this Plan, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of approval of development on the site.

#### 5.2

The City and the Region of York, in cooperation with the Ontario Ministry of Transportation, will complete Environmental Assessments for major new or improved streets in Vaughan Mills Centre that may be required in

advance of development on affected lands, including the Bass Pro Mills Interchange.

#### 5.3

The City, through the development approval process and consistent with the Planning Act, shall assist the Region of York in protecting and obtaining lands required for right-of-ways, street widening or other facilities for the provision of public transit services through the development approval process.

#### 5.4

Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.

#### 5.5

It is the City's intent to foster the planned and orderly development of the Vaughan Mills Centre Area. To that end, planned infrastructure improvements and the conveyance of parks, streets, and other facilities shall be implemented generally through the Draft Plan of Subdivision process, wherever possible, as set out in Section 10.1.2.30 of Volume 1 of the *VOP 2010*. In addition, the following shall also apply in the Vaughan Mills Centre area:

The City, at its discretion, may directly purchase lands for planned infrastructure improvements.

Subject to the satisfaction of the City, if lands are not being conveyed to the City, a draft plan of subdivision may not be required for a initial phase of development. The City may permit a portion of a street to be conveyed through the rezoning and/or site plan approval process. A development agreement may be required for services that extend off site or onto a municipal right-of-way.

**5.6**

To encourage, support and expedite development of the Vaughan Mills Centre, the City shall include planned transportation improvements in the capital works forecasts and any Development Charges By-law, in such a fashion as to permit development without delay. The City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the development thresholds set out in Part C, Section 7.0, of this plan.

**5.7**

The City will coordinate with the Region of York and other related transit and transportation agencies, including Metrolinx to initiate a study of the potential higher order transit improvements and the potential development of a Transit/Mobility Hub for Vaughan Mills Centre. The study will consider the potential extension of the Spadina Subway from the Vaughan Metropolitan Centre to the Vaughan Mills Centre Secondary Plan area, and determine a preferred alternative. The study will include a strategy for implementing the recommended solution. In the interim, improved bus connections throughout the Secondary Plan area will be protected for.

**6.0 Development Approvals****6.1**

To ensure that the development approval process is clearly understood by all involved, the City will require pre-consultation meeting(s) with municipal staff to identify the required studies, information, and materials required as part of the development review process.

**6.2**

To ensure development is coordinated with public infrastructure, phased appropriately, and fully conforms to this Plan, development applications, including Official Plan Amendment, Plan of Subdivision, Rezoning and Site Plan applications, for properties comprising a logical planning unit shall include a Development Concept Report. The extent of the logical planning unit shall be to the satisfaction of the City and may include parcels defined by elements of the public and private road network or be composed of individual, adjacent or functionally connected properties. The long-term solution for every phase of the development shall be described in the Development Concept Report. The Development Concept Report will be required in accordance with Policy 10.1.1.7 of *VOP 2010*, including 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 and including the identification of new public streets for dedication to the City through the Development approval process;
- achievement of the 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;
- how the street-related retail uses are being provided in the current phase of the application;
- 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;
  - 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;
  - micro-climatic conditions, modifications or enhancements;
  - cultural heritage resources, and proposed measures to conserve 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;
  - energy conservation and other proposed sustainability features of the development;
  - A Community Services Study in accordance with Section 6.1 in Part B of this Plan;
  - Analysis of the existing neighbouring uses and the potential need to buffer or separation from sensitive land uses;
  - The public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, roads, 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.
- 6.3**
- Building on the Development Concept Report, plans of subdivision and rezoning applications may also include the following, prepared to the City's satisfaction:
- i. Traffic impact study and pedestrian and bicycle circulation plan;
  - ii. Travel demand management plan;
  - iii. Stormwater management plan;
  - iv. Master environment and servicing plan;
  - v. Noise and vibration study, where required by this plan;
  - vi. Archaeological survey;

- vii. Other studies as identified in Section 10.1.3 of Volume 1 of the *VOP 2010*, as determined to be required by the City.

The City shall establish specific requirements for the above plans/studies with development proponents. The costs for these studies shall be the responsibility of the applicant. The City at its discretion may require a peer review of any study at the cost of the applicant.

#### 6.4

Development should be planned comprehensively on the basis of a Development Concept Report. For Blocks with multiple owners, the Development Concept Report will coordinate development of neighbouring lands in a mutually complementary fashion. Non-participating lands in the Block shall be shown conceptually in the Development Concept Report and Phasing Plan.

### 7.0 Development Progression

#### 7.1

Development in Vaughan Mills Centre will take place incrementally over time. Considering the variety of landowners, variation in market conditions and delivery of infrastructure and services, there are numerous ways in which development could proceed. Planning controls such as holding by-laws could be used to ensure that development occurs with an appropriate level of infrastructure and community facilities. The allocation of services will be confirmed through the execution of applicable subdivision, condominium, and site plan agreements.

#### 7.2

Development progression may take place in the context of the provision of adequate infrastructure and community facilities; capacity improvements for sanitary and water services; transportation improvements and enhanced transit to ensure sufficient

transportation capacity exists or will be in place through committed improvements to serve development; and requirements for the delivery of community facilities shall be in accordance with the Vaughan Mills Centre Development Thresholds referred to in Part C, Section 7.3 of this Plan, and any other requirements deemed necessary by the City.

### Development Thresholds

#### 7.3

Development in the initial phase of the Vaughan Mills Centre Secondary Plan is correlated to the availability of services and facilities sufficient to ensure the timely and coordinated development of the Plan area. The level of development in the initial phase is set out in Part C, Section 7.3.1., below. Development beyond the limits prescribed in Section 7.3.1 will require a further amendment to this Plan.

#### 7.3.1

##### Area 1

Area 1 includes those lands identified on Schedule A which are generally located adjacent to the east and west Jane Street.

In the initial phase of development, Area 1 shall permit the following:

- Up to 1,879 residential units;
- Up to 10,043 m<sup>2</sup> retail uses;
- Up to 29,579 m<sup>2</sup> of office; and
- 3.3 ha of public parks.

### Area 2

Area 2 includes the lands shown on Schedule A, generally including some vacant parcels, and the existing small-to-medium format commercial uses adjacent to Bass Pro Mills Drive and Rutherford Road.

In the initial phase of development, Area 2 shall permit the following:

- Up to 1,964 residential units;
- Up to 60,894 m<sup>2</sup> retail and other uses;
- Up to 44,000 m<sup>2</sup> of office; and
- 4.5 ha of public parks.

### Area 3

Area 3 is planned to develop as a technology and office-focused prestige employment area.

Area 3 shall include the following:

- Up to 254,000 m<sup>2</sup> prestige employment uses;
- Up to 98,735 m<sup>2</sup> of office uses;
- Up to 76,788 m<sup>2</sup> of neighbourhood and medium format retail uses;
- Up to 36,302 m<sup>2</sup> of other uses including hotel, entertainment, and cultural uses; and,
- 2.6 ha of public parks and public open space.

Key infrastructure and service requirements to facilitate development in the initial phase, in accordance with this Plan, for Areas 1, 2, and 3 shall include, among other things; adequate municipal storm, sewer, and water services; the development of the Black Creek Greenway stormwater management facility as identified in this Plan; transportation improvements, streetscape enhancements, new street connections, and the acquisition and dedication of streets as identified in this Plan; the development and acquisition of identified

parks; any elementary schools in accordance with respective School Boards, required community facilities in accordance with the Active Together Master Plan and any other community facility required by the City. Such infrastructure and service requirements will be secured through the required Development Concept Reports and the implementing development applications.

The implementation of the following road network improvements, as identified in this Plan, shall be required by the time of completion of the initial phase of development, to the satisfaction of the City and the Region of York with specific timing confirmed through the development approval process.

**Area 1:** The northerly extension of Caldari Road from Riverock Gate to Rutherford Road; The provision of a signalized public street on the west side of Jane Street, between Locke Street and Riverock Gate;

**Areas 2 and 3:** The completion of Bass Pro Mills Drive from Jane Street to Weston Road;

**Area 3:** The creation of a signalized all-way intersection at Weston Road and Astona Drive, with the implementation of any measures required to minimize infiltration, as may be determined by the City.

### Area 4

Redevelopment of the existing Vaughan Mills Mall located in Area 4, as shown on Schedule A, beyond the level of development prescribed by Policy 3.6.5 in Part B of this Plan, shall require the approval of a Tertiary Plan, by way of an official plan amendment. The Tertiary Plan application will address the matters set out in Policies 10.1.1.3 and 10.1.1.4 of VOP 2010 and shall constitute a complete application to the satisfaction of the City of Vaughan. The following matters are

considered to be a priority in the preparation of the Tertiary Plan:

- i. The provision of a coordinated and comprehensive system of internal urban scaled blocks and streets providing connectivity to the existing and planned external street network;
- ii. The submission of a comprehensive transportation study and plan, prepared to the satisfaction of the City of Vaughan, the Region of York and any other transportation or transit authorities having jurisdiction. The study and plan will address, among other things, the proposed land uses and densities, the traffic impacts on critical link volumes and intersection operations, Transportation Demand Management measures and the necessary transit and road network measures required to support the planned level of development. The study will confirm the internal road network within the Tertiary Plan area and the connections to the external road network;
- iii. The submission of a Social/Community Needs Assessment which will include, among other things, to the satisfaction of the City of Vaughan, the provision of community services including parks, open spaces, schools, libraries and community centres and the provision of human services needs, including educational, social, health, arts and cultural services and facilities and other such facilities and services required to ensure the healthy functioning of the community. The plan will also provide a strategy for the timely delivery of such services; and
- iv. An Urban Design/Architectural Plan, which builds on the policies of this Plan, to the satisfaction of the City of Vaughan, addressing built form and the public realm, including streetscapes, squares and parks and open space areas;

### 7.3.2

To achieve the development thresholds and required infrastructure investments, as outlined in Part C, Section 7.3.1, of this Plan and elsewhere, the City shall ensure through the use of holding provisions of the Zoning By-law, that the progression of development in Vaughan Mills Centre occurs as described in this Plan results in the orderly development of Vaughan Mills Centre Secondary Plan and ensures the most efficient and economical use of existing and planned infrastructure.

### 7.3.3

In considering future amendments to this Plan to permit development beyond the levels set out in Part C, Section 7.3.1, of this Plan the City will take into consideration the full range of infrastructure, facility and service needs required to ensure that the ultimate mix of land uses and densities is well supported and contributes to the creation of a complete community.

Key benchmarks for reviewing the potential for increasing the maximum densities proposed for the Vaughan Mills Centre Secondary Plan shall include, among other things: updated Region of York Population and Employment allocations; updated City and York Region Master Plans relating to the provision of infrastructure, facilities and services; transportation improvements originating with York Region, the City and the Province through Metrolinx including the completion of sufficient higher order rapid transit along Jane Street to support future development, the extension of the Spadina Subway to Vaughan Mills Centre, and enhancements to Weston Road and Rutherford Road to increase the right-of-way width to 43-45 metres to accommodate 4 through travel lanes, 2 HOV lanes, and dedicated cycling.

**7.3.4**

As a component of the Development Concept Report referenced in Section 6.2 in Part C, of this Plan, development applications shall include a Phasing Plan that:

- i. Describes and illustrates how existing and proposed development can be incorporated while protecting for the ultimate vision for the site at full development potential;
- ii. considers existing neighbouring uses and the potential need to buffer or stage uses;
- iii. identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, streets, traffic, transit, utilities, parks, streetscaping and other community facilities and services, and their proposed phased construction.

Development associated with any of the Plan Areas as shown on Schedule A shall not be approved by the City until the required components of the area including, the community uses, retail and service commercial floorspace, public parks and required servicing and transportation infrastructure have been identified, secured and where necessary constructed. Phases are to be based upon the existence of, or commitment to provide and/or construct by way of agreement to the satisfaction to the City, the planned services and infrastructure.

Minor alterations to the development thresholds shall be permitted through agreements between the proponent of development and the City without amendment to this Secondary Plan, and shall ensure that the necessary servicing infrastructure and servicing capacity allocation for those uses are available, to the satisfaction of the City.

**7.3.5**

The following criteria shall be considered in the review of all development applications:

- i. The development contributes to, or can be appropriately integrated within, the logical sequencing of all required sewer, water, stormwater and transportation facilities;
- ii. The development satisfies all requirements regarding the provision of parkland and other public facilities, including streetscaping and landscaping; and
- iii. Traffic from the proposed development can be accommodated on the existing and planned street network.

## **8.0 Landowners and Developers Agreements**

**8.1**

Prior to approving development applications in Vaughan Mills Centre, the City shall require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, stormwater management facilities, and land for schools and other community services. Alternatively, the City may implement other arrangements to address cost sharing.

**8.2**

Development agreements among landowners, the City and potentially other public agencies shall be required to ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or

coincident with occupancy and use of land, without adverse impact on the City's financial capability. In some cases, front-ending agreements may be needed to advance the timing for required infrastructure and to address any acceleration in associated costs.

### 8.3

Where the bonusing of density and/or height in exchange for community benefits has been approved, an agreement will be required setting out the benefits to be provided and/or the financial contribution toward community benefits.

## 9.0 Section 37 Provisions

### 9.1

The City may pass a site-specific zoning by-law amendment to allow increases in building height and/or density above that permitted in exchange for the provision of community benefits as identified in this Plan, as well as Section 10.1.2.9 of Volume 1 of the *VOP 2010*, or any other community benefit determined appropriate by the City.

### 9.2

Community benefits which are the subject of Section 37 provisions will be determined based on local community needs, intensification issues in the area, and the objectives of this Secondary Plan, with priority given to provision of community benefits in proximity to the proposed development.

## 10.0 Zoning By-Law

### 10.1

This Secondary Plan will be implemented by appropriate amendments to the City's Zoning By-law in accordance with the policies of this Secondary Plan, and the appropriate sections of the *VOP 2010*.

### 10.2

The Zoning By-Law will contain provisions to regulate use, building size, building height, location of buildings on property, density of development, and parking requirements. It may also include the following:

- i. Amendments and updates as necessary to bring the Zoning By-Law into conformity with the goals, policies, and schedules of this Secondary Plan. Such amendments and updates shall include the establishment of zones specifying permitted uses and development standards enabling the implementation of this Plan; and
- ii. Recognize that within each land use area, more than one zone may be established to ensure that the goals, policies, and schedules of this Plan are implemented.
- iii. Prior to the issuance of building permits for any development in Vaughan Mills Centre, the necessary external servicing improvements shall be completed and appropriate servicing allocations shall be allocated by the City and Region of York.

### 10.3

The City may, when enacting and implementing zoning bylaws, apply a Holding Symbol "H" in accordance with Sections 10.1.2.5, 10.1.2.6 and 10.1.2.7 of the *VOP 2010*, and in addition, specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development until one or more of the following have been provided, to the satisfaction of the City:

- i. a Development Concept Report has been submitted and finalized to the City's satisfaction;
- ii. the number and location of access points to the site are inadequate to function safely and efficiently;

- iii. where development relies upon other matters occurring first, such as the consolidation of land ownership or completion of a development agreement, to ensure the orderly development of the project, and/or to secure funding and/or to equitably cost-share among benefiting landowners, for sewer, water, stormwater, roads, parks, community services and facilities, or outstanding application processing fees.
- iv. the necessary sanitary wastewater, water and stormwater services;
- v. the necessary transportation facilities;
- vi. the necessary community facilities and public infrastructure;
- vii. special design features as required;
- viii. certain studies, as required, regarding the timeliness of the development, such as a market impact study;
- ix. approval of a Site Plan application; or,
- x. the required agreements, as appropriate, are entered into.

## 11.0 Legal Non-conforming Uses

Legal non-conforming uses shall be subject to 10.1.2.16 – 10.1.2.19 of *VOP 2010*.

## 12.0 Consents

### 12.1

That a consent(s) to sever land may be considered, pursuant to Section 53 of the Planning Act, provided that a Plan of Subdivision is not deemed necessary by the City, and may only be permitted for the following purposes:

- i. the creation of new lots;

- ii. boundary adjustments to existing lots;
- iii. the creation of easements over existing lots; and/or,
- iv. to convey additional lands to an adjacent lot, provided a lot smaller than that otherwise permitted by the Zoning By-law is not created.

### 12.2

That a lot(s) may be created only if there is enough net developable area on both the severed lot and the remainder lot to accommodate proposed uses, buildings and structures and accessory uses without encroachment on the Natural Heritage Network.

### 12.3

That the Committee of Adjustment in assessing each consent application is required to consider the matters set out in Section 51(24) of the Planning Act. In addition to these matters, Council considers the following to apply:

- i. in the case of non-conformity of the approval with the Official Plan, no consent shall be granted;
- ii. in cases where either or both of the subject or retained lands are not in conformity with the approved Zoning By-law, the applicant shall file a Zoning By-law amendment application prior to or concurrently with the consent application, or where the required zoning exceptions to facilitate the severance are minor in nature and maintain the intent of this Plan, a minor variance application. When considering such Zoning By-law Amendment or minor variance applications, Council or the Committee of Adjustment shall have regard for the consent policies of this Plan; and
- iii. in cases where a Site Plan application is deemed necessary to assess a consent application, the City may defer the consent application until the

related Site Plan has been approved by Council.

#### **12.4**

That in addition to matters under the Planning Act, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies, and to the satisfaction of the City for the following:

- i. Compatibility of the proposed size, shape and use of the lot;
- ii. Site Access;
- iii. Servicing;
- iv. Conservation; and
- v. Financial Implication

### **13.0 Site Plan and Design Review**

#### **13.1**

The Vaughan Mills Centre Secondary Plan area is subject to site plan control.

#### **13.2**

At the City's discretion, all development in the Vaughan Mills Centre Secondary Plan area may be subject to review by the City's Design Review Panel prior to Council approval.

### **14.0 Plans of Subdivision**

#### **14.1**

To secure the related infrastructure improvements and community facilities required, all new development in Vaughan Mills Centre that requires the conveyance of land for streets, parks and/ or other public facilities, as part of its initial development application process, generally shall proceed by way of the draft plan of

subdivision process. The City shall implement the planned network of Collector and Local Streets through this process. Where the City and an applicant agree that a plan of subdivision is not required for an initial phase of development, the City may permit a portion of a street to be conveyed through the rezoning and/ or site plan approval process, subject to a development agreement satisfactory to the City. Further, the conveyance of public right-of-ways to the City, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the City.

#### **14.2**

Plan of subdivision applications shall include a Development Concept Report and Phasing Plan, as described in Part C, Section 6.2 and 7.3.4 of this Plan, and prepared to the City's satisfaction. The City shall approve only plans of subdivision/condominium that:

- i. conform with the policies and designations of this Secondary Plan;
- ii. can be provided with adequate services and facilities as required by this Plan; and,
- iii. are not premature and are in the best interest of the municipality.

### **15.0 Community Improvement**

#### **15.1**

Vaughan Mills Centre is identified as a Community Improvement Area under Section 28 of the Planning Act. Further, Vaughan Mills Centre may in whole or in part be further designated by by-law as a "Community Improvement Project Area", for which a detailed Community Improvement Plan will be prepared. The City will identify and delineate a "Community Improvement Project Area" in areas that display any or all of the following conditions identified in Policy 10.1.2.13 of *VOP 2010*:

- 
- i. inadequate municipal infrastructure, including piped services, streets and
  - ii. streetscapes, public parking facilities and/or stormwater management facilities;
  - iii. inadequate community services such as social services, public recreational/cultural facilities, and public parks or open spaces;
  - iv. building and/or property deterioration to the extent that it negatively affects the overall image of the area;
  - v. development at densities that are too low to support the planned transit facilities; and,
  - vi. site contamination levels that require environmental site remediation prior to development.

### 15.2

Upon adoption of a Community Improvement Plan for Vaughan Mills Centre, the City may engage in the following activities:

- i. acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
- ii. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan;
- iii. sell, lease, or otherwise dispose of land and any buildings acquired or held by it in conformity with the Community Improvement Plan; and,
- iv. make grants or loans to the registered owners or the assessed owners to pay for the whole or any part of the cost of developing or rehabilitating such lands and buildings in conformity with the Community Improvement Plan, and the policies of this Plan.

### 15.3

The strategy for the application of any financial or other incentives established by the Community Improvement Plan shall be tied to achieving the density targets, mix of uses, required infrastructure and public realm improvements identified in this plan.

## 16.0 Plan Monitoring

### 16.1

To ensure the continued use, relevance, and effectiveness of this Secondary Plan, it is important that the policies and schedules of this Plan are reviewed and updated on a regular basis as is required by the Ontario Planning Act. The following policies regarding interpretation, amendments, and monitoring of the Secondary Plan will ensure that it remains a “living document” well into the future.

### 16.2

Review the Secondary Plan at least once every five years, or at an earlier time to be determined by the City, and evaluate the need to update the Plan as necessary, pursuant to Section 26 of the Planning Act. This review shall determine if:

- i. The goals, policies, and schedules of this Plan remain valid and realistic in view of changing development circumstances; and
- ii. If the policies of this Plan are adequate to achieve the vision and goals of this Plan.

### 16.3

The City will monitor and track the number of amendments to the Secondary Plan that have been processed and any challenges faced in dealing with proposals to change the Plan as a means of determining its effectiveness and evaluating the need to update the Plan as necessary.

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## **17.0 Public Works and Financial Management**

### **17.1**

Implementation of the principles, goals, and policies of this Secondary Plan may involve the financing of certain projects through development charges, such as the provision of piped water and sanitary sewers, the development of parks and playgrounds, the upgrading of roads, streetscape enhancements, and the establishment of an active transportation system, and other public facilities as deemed necessary by the City. No public work will be undertaken unless it conforms to this Secondary Plan and meets the requirements of Section 24 of the Planning Act.

### **17.2**

The City will establish a priority list of projects and estimated costs, where possible, associated with implementation of the Secondary Plan. The City will continue to utilize a municipal capital works program as a key means of implementing the Secondary Plan.

### **17.3**

The City will ensure that the cost of providing the additional facilities and services, or the extension of existing facilities and services associated with growth, are appropriately and equitably covered by development proponents and in conformity and compliance with this Secondary Plan and Zoning By-law.

### **17.4**

The City will require that all necessary development agreements be executed prior to any development proceeding. Such agreements may include front-end, financial, development charges, and development agreements to provide the infrastructure and community services necessary to serve the new development.



# APPENDIX A: SCHEDULES

Schedule A: Plan Area

Schedule B: Height and Density

Schedule C: Land Use Designation

Schedule D: Ground Floor Frontage Types

Schedule E: Open Space Network

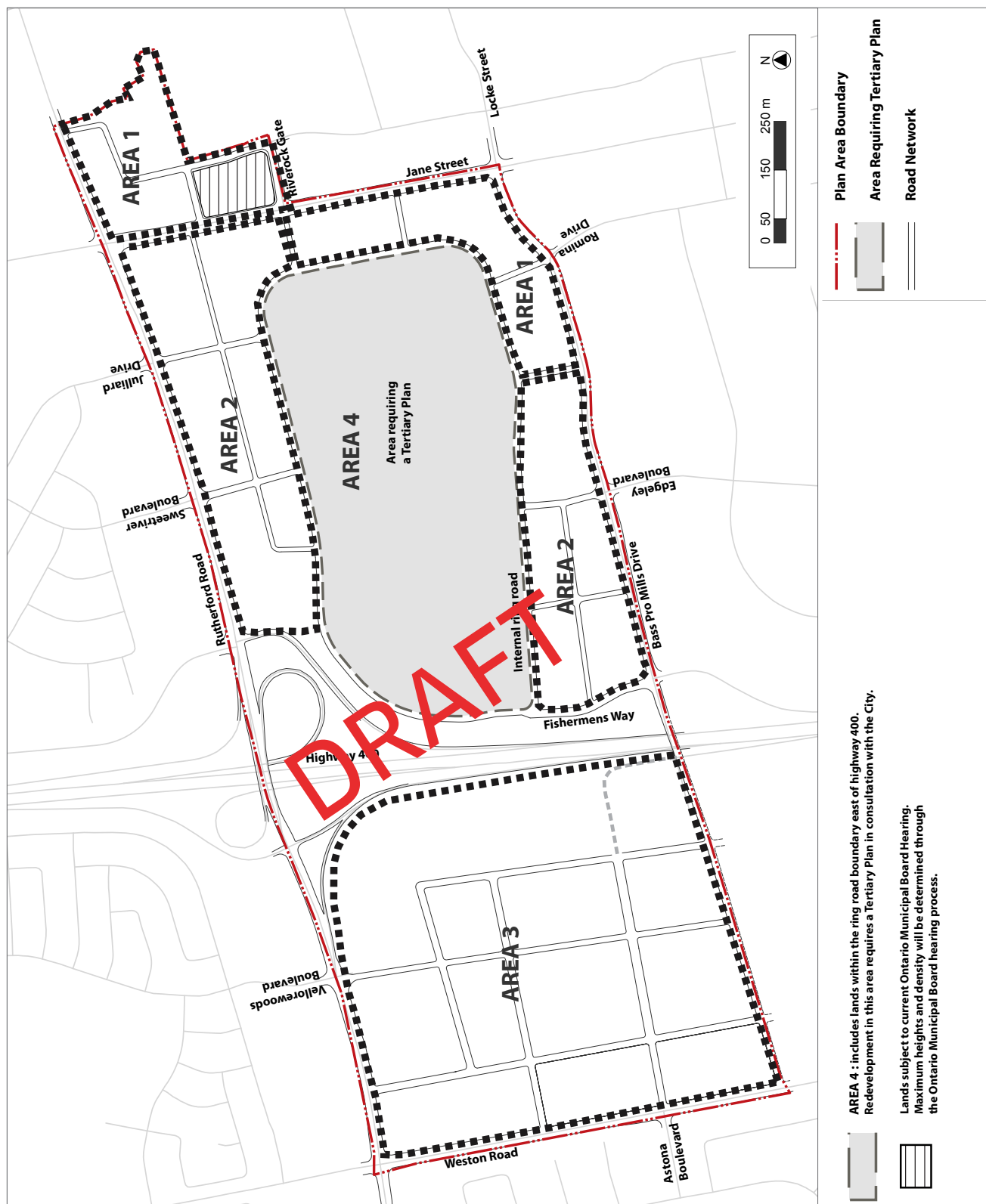
Schedule F: Transportation Network

Schedule G: Transit Network

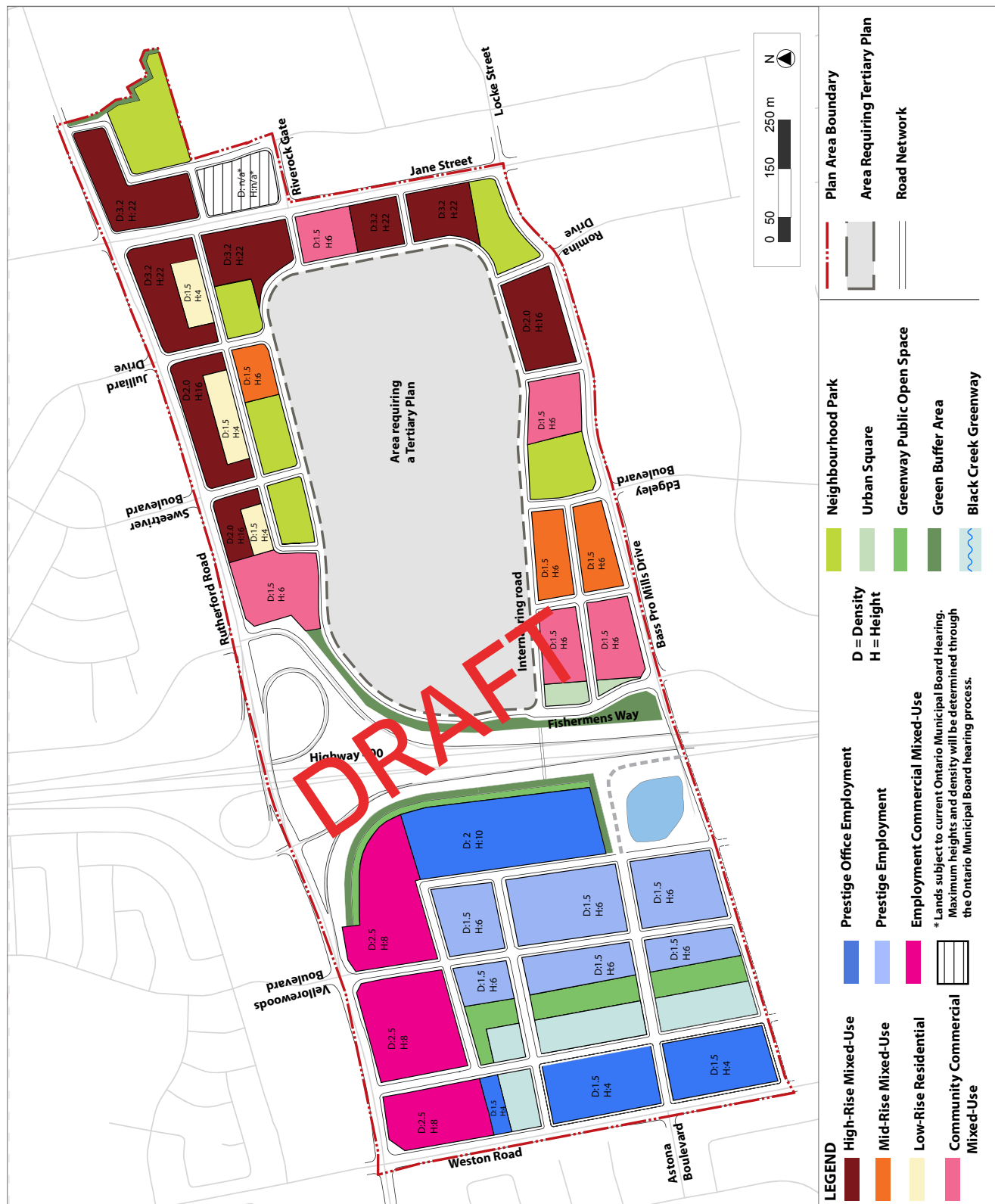
Schedule H: Active Transportation Network



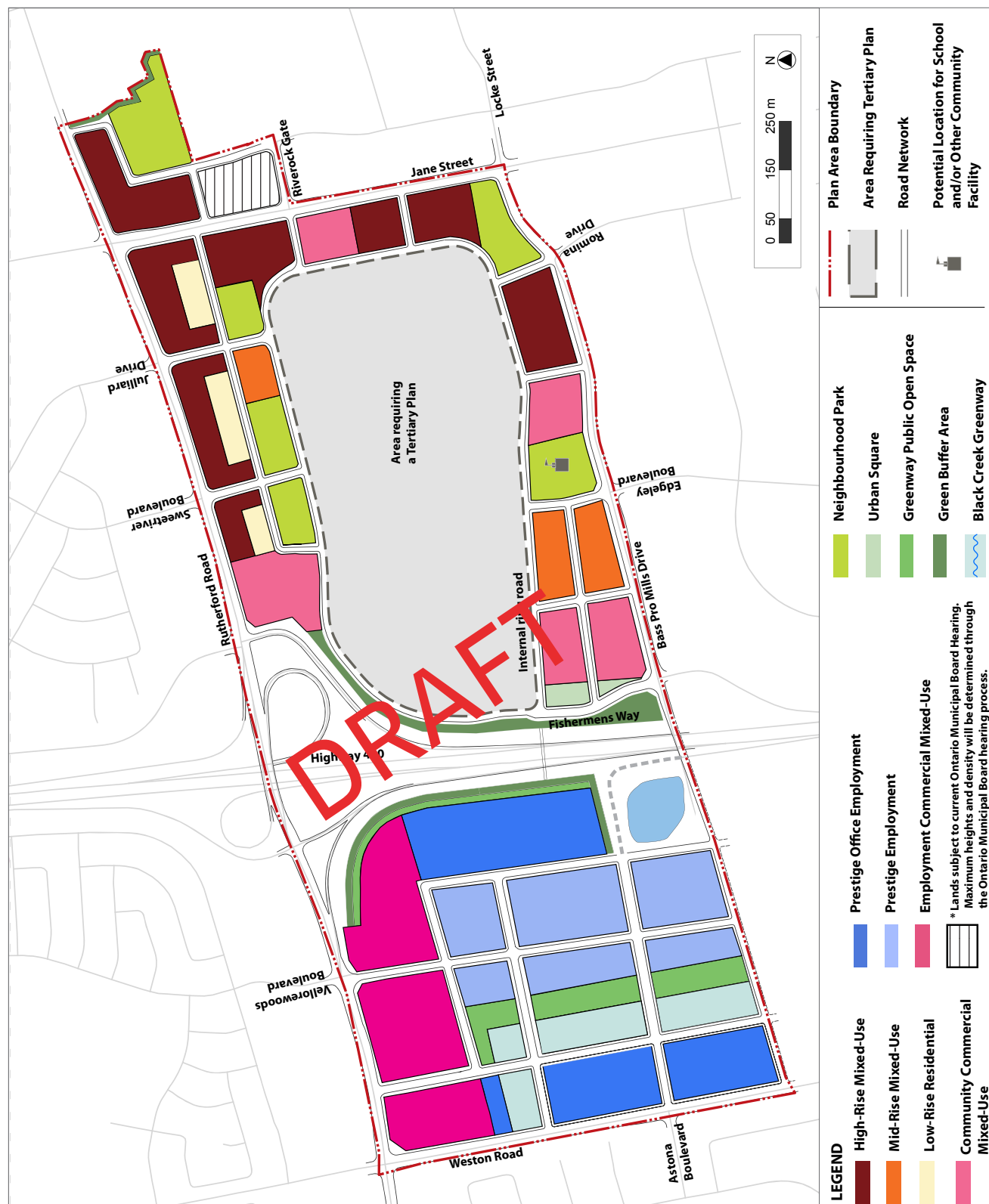
## Schedule A: PLAN AREA



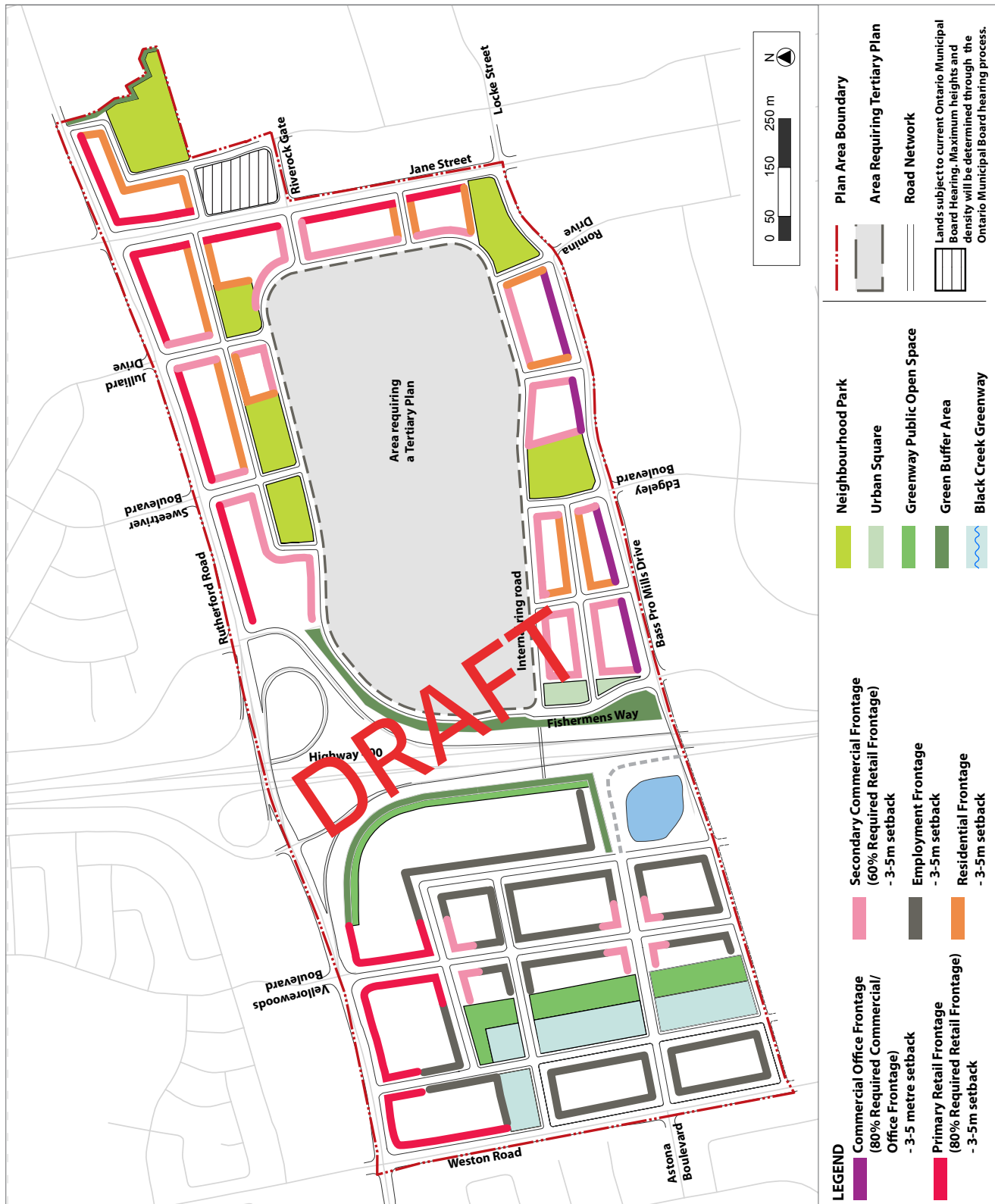
## Schedule B: HEIGHT AND DENSITY



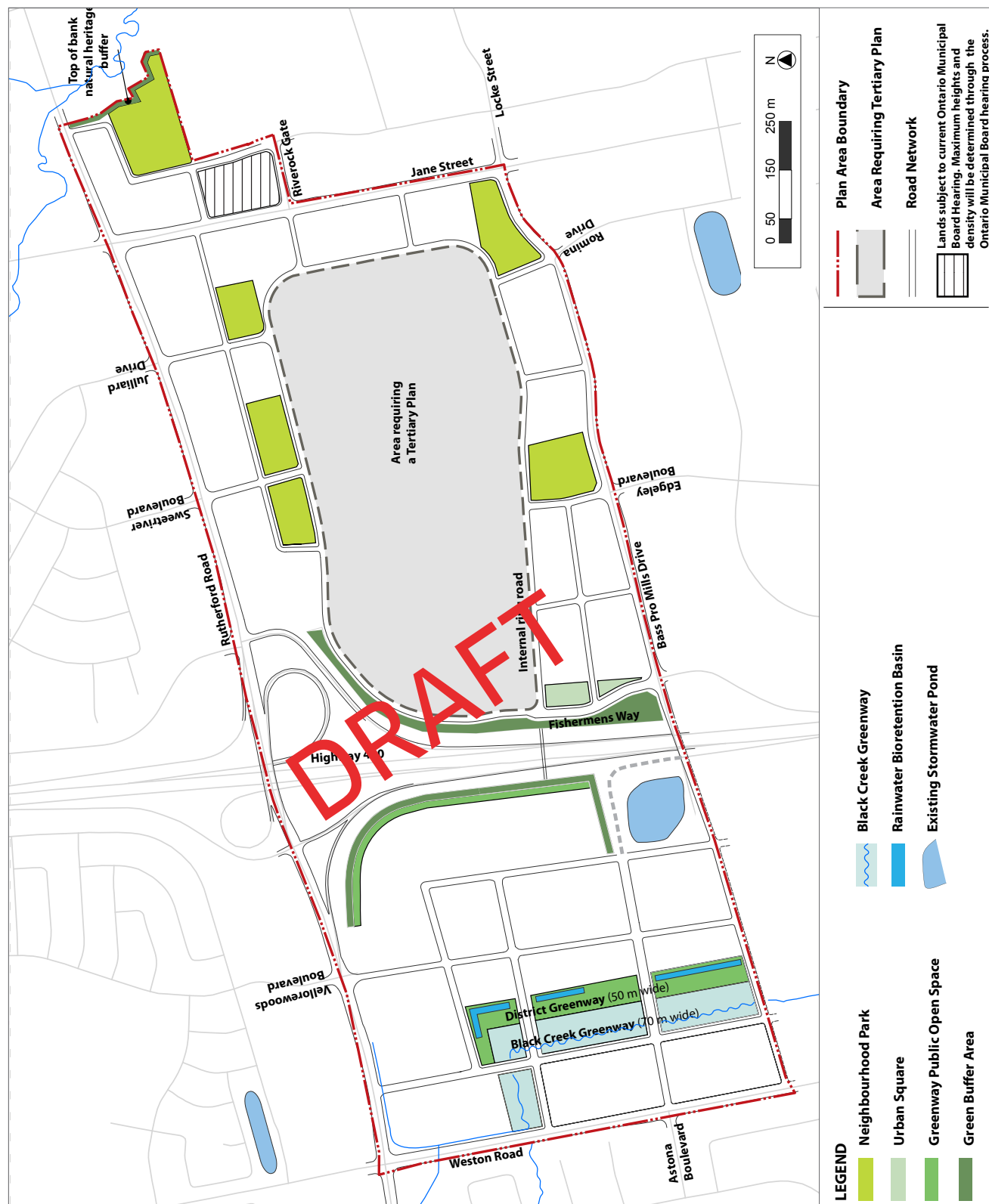
## Schedule C: LAND USE DESIGNATION



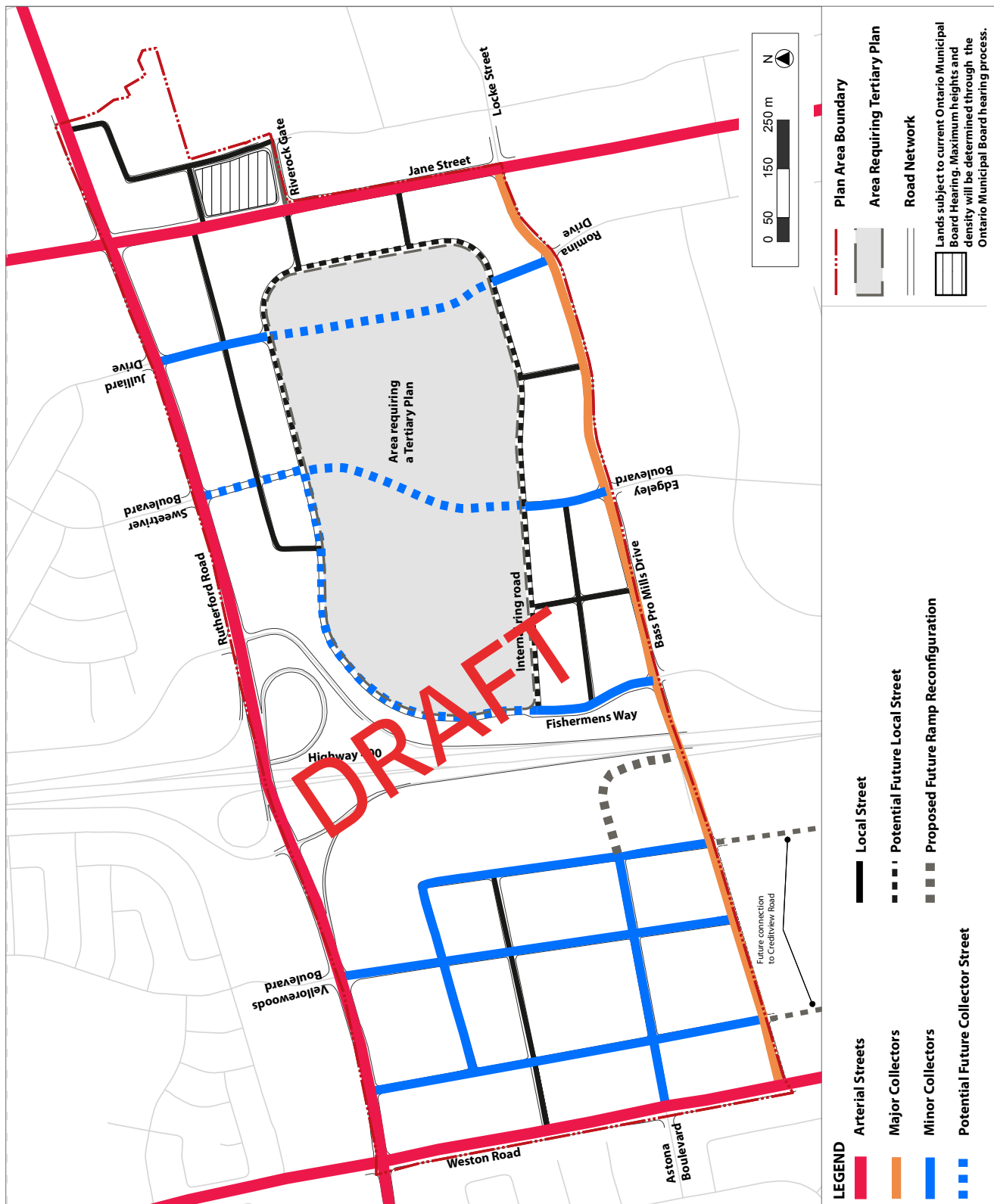
## Schedule D: GROUND FLOOR FRONTAGE TYPES



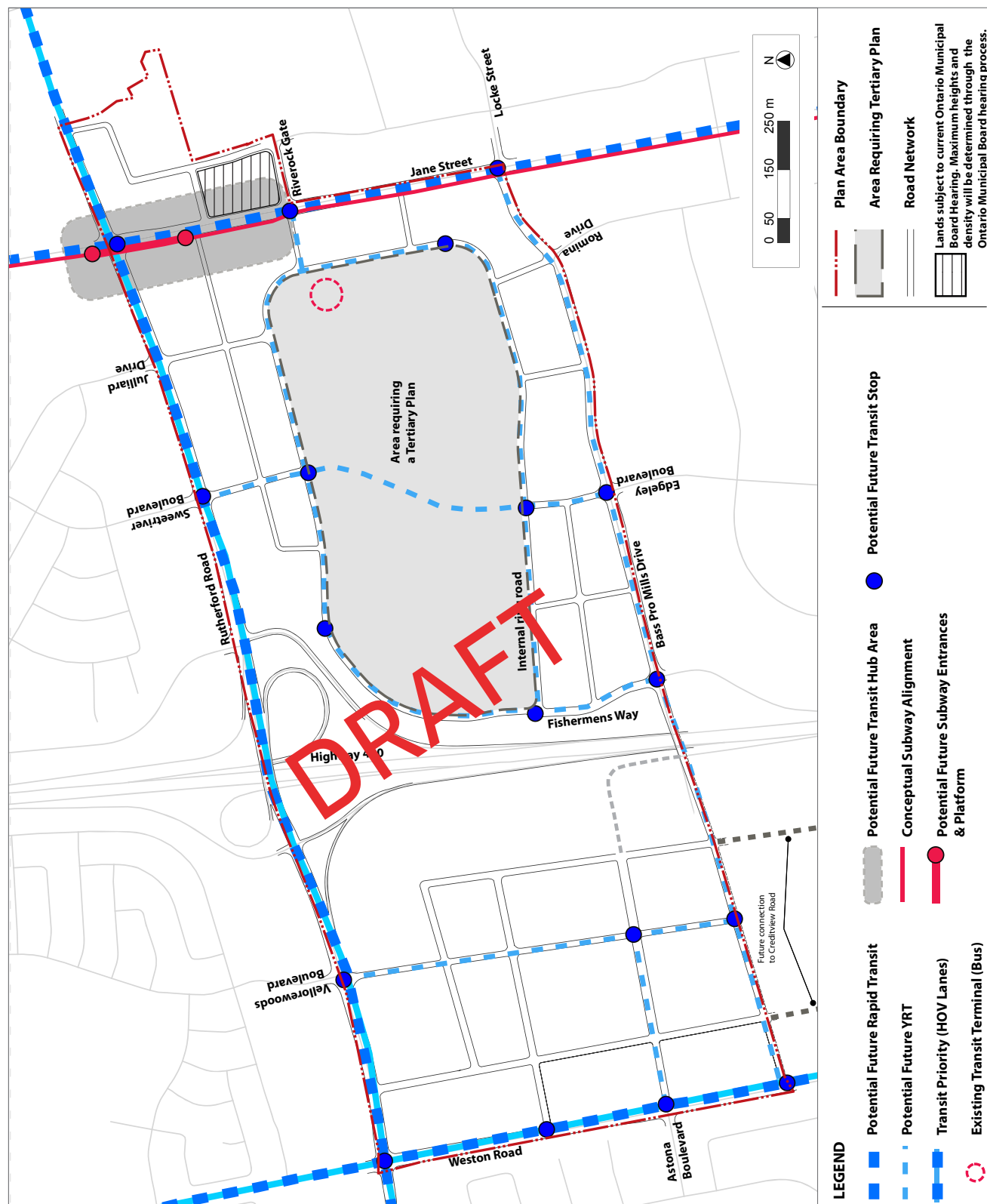
## Schedule E: OPEN SPACE NETWORK



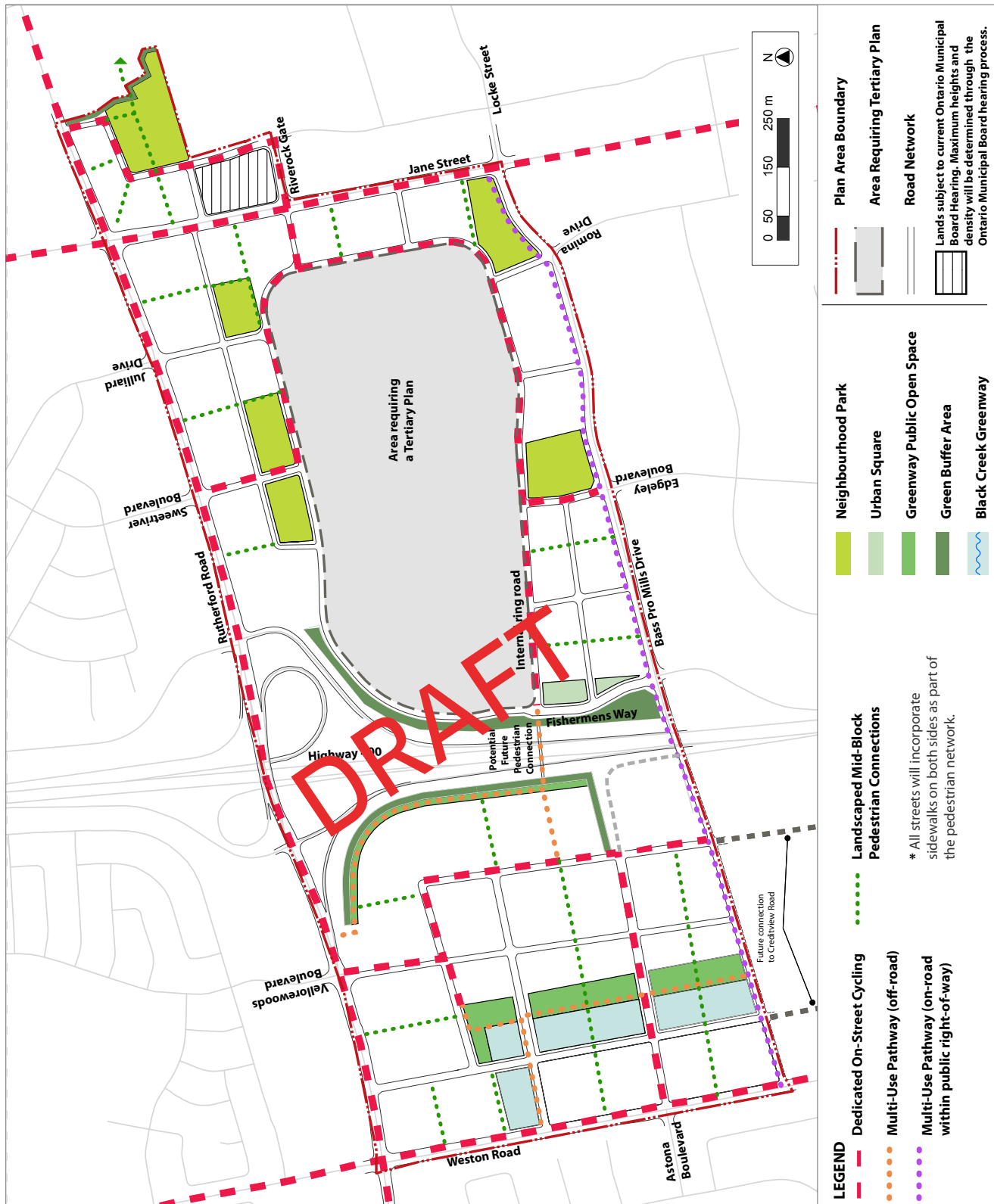
## Schedule F: TRANSPORTATION NETWORK



## Schedule G: TRANSIT NETWORK



## Schedule H: ACTIVE TRANSPORTATION NETWORK



# APPENDIX B: STREET CROSS SECTIONS

- Section A: Jane Street (43 Metre R.O.W)
- Section B: Rutherford Road (43 Metre R.O.W)
- Section C: Weston Road (43 Metre R.O.W)
- Section D: Major Collector Special Condition (Bass Pro Mills 30 Metre R.O.W)
- Section E: Minor Collector With Dedicated Cycling Lanes (26 Metre R.O.W)
- Section F: Minor Collector without Cycling Lanes (23 Metre R.O.W)
- Section G: Local Street With Dedicated Cycling Lanes (23 Metre R.O.W Special Condition)
- Section H: Local Street Without Cycling Lanes (22 metre R.O.W Typical)

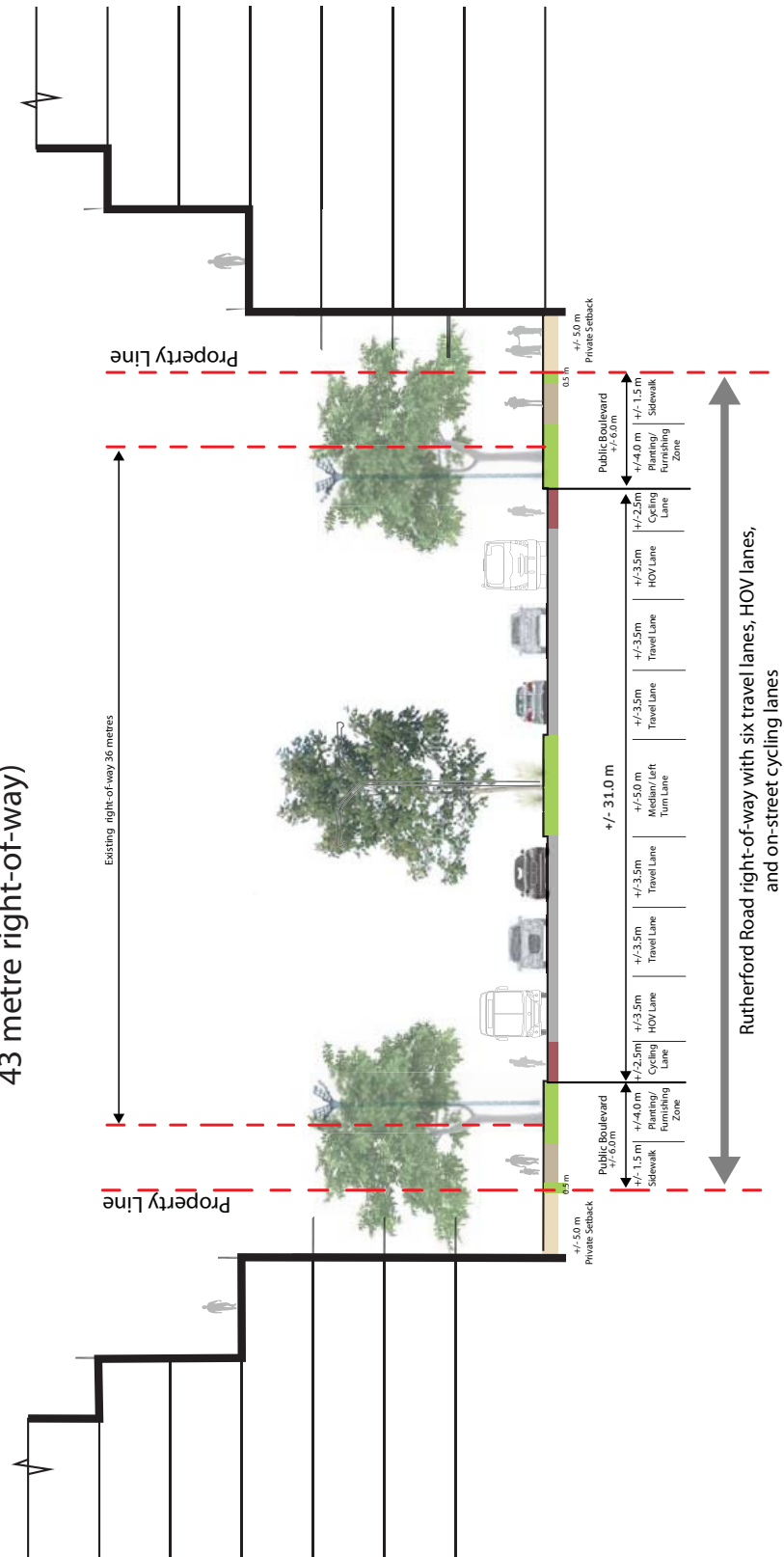


Section A: JANE STREET

Arterial Example (Jane Street with a 45 metre right-of-way)

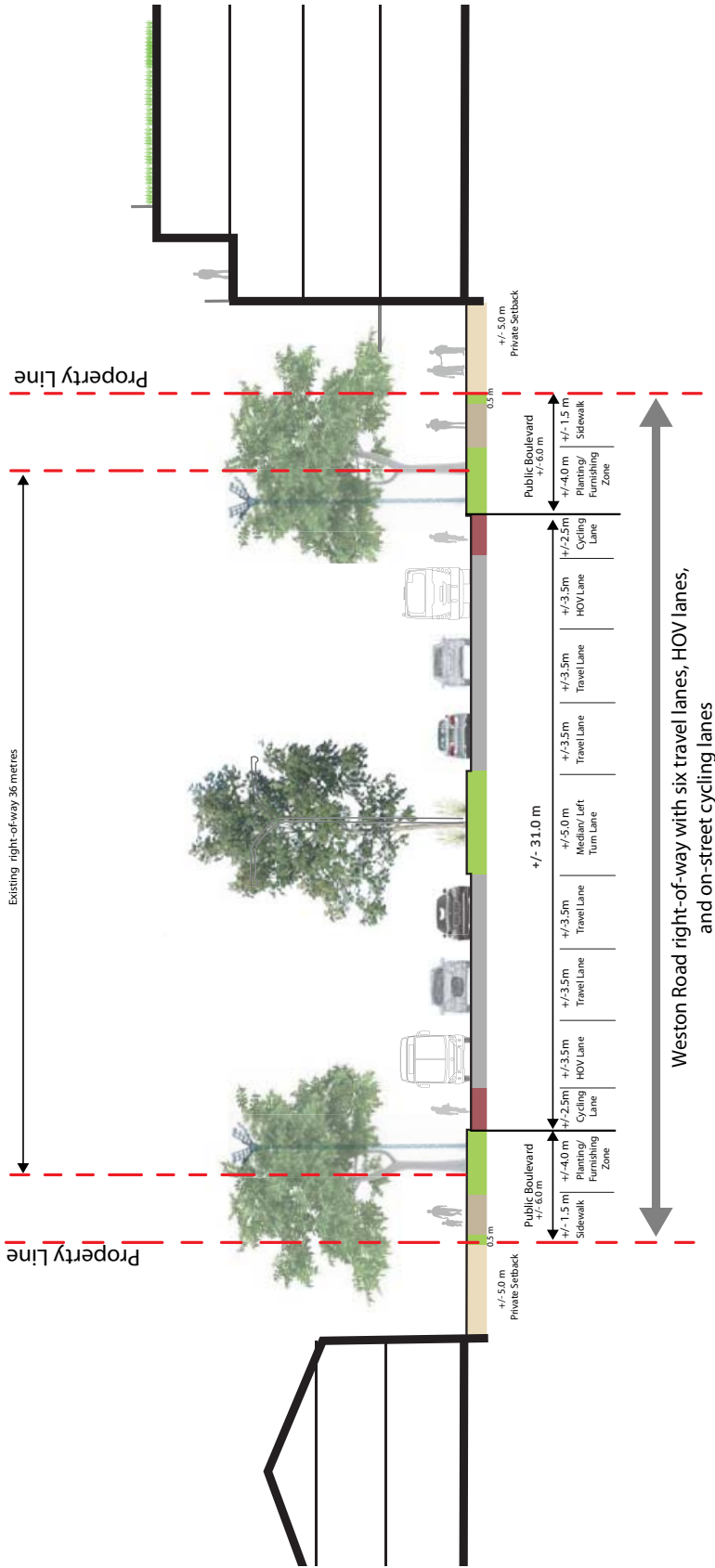


### Arterial Example (Rutherford Road with a 43 metre right-of-way)



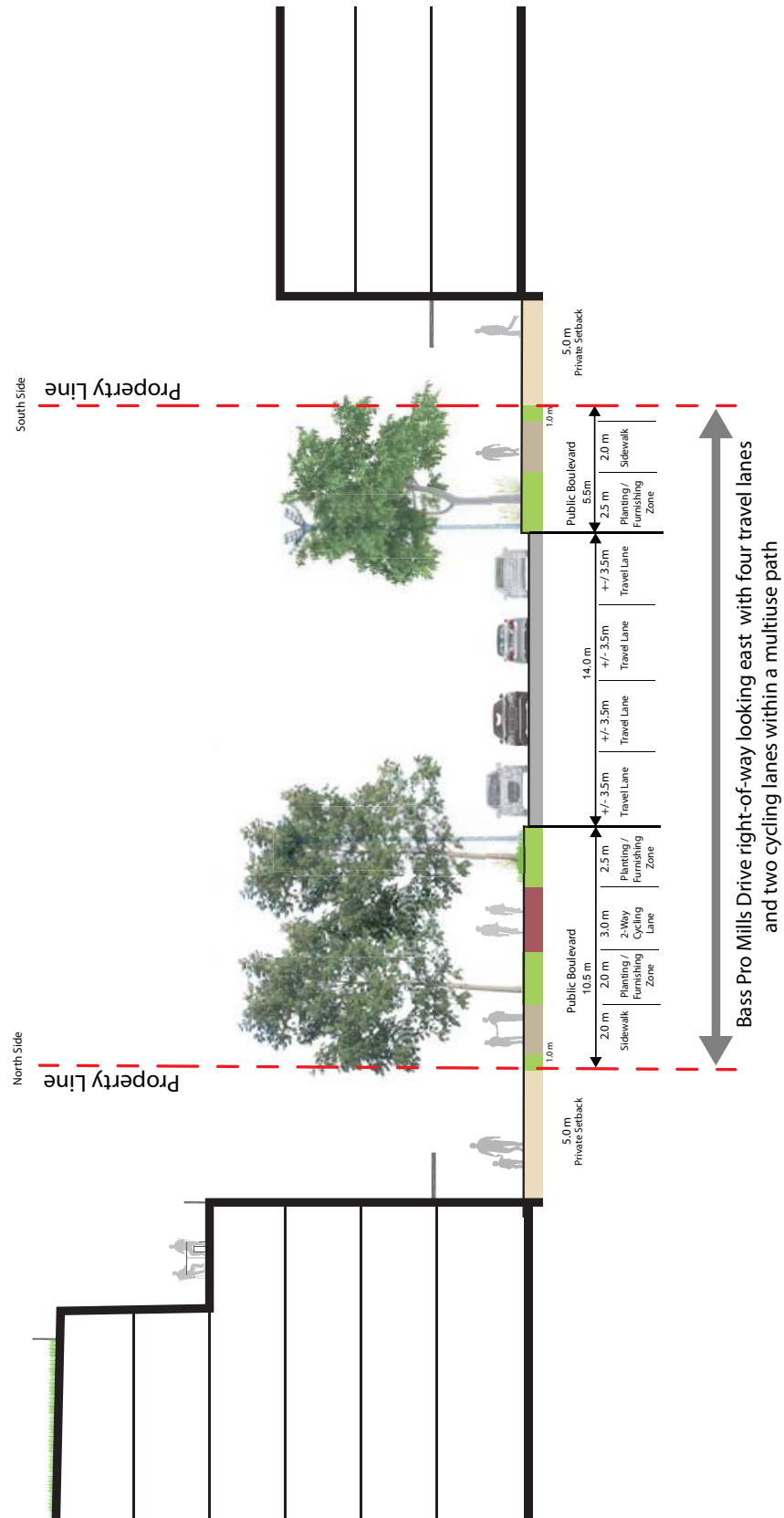
Section C: WESTON ROAD

Arterial Example (Weston Road with a 43 metre right-of-way)



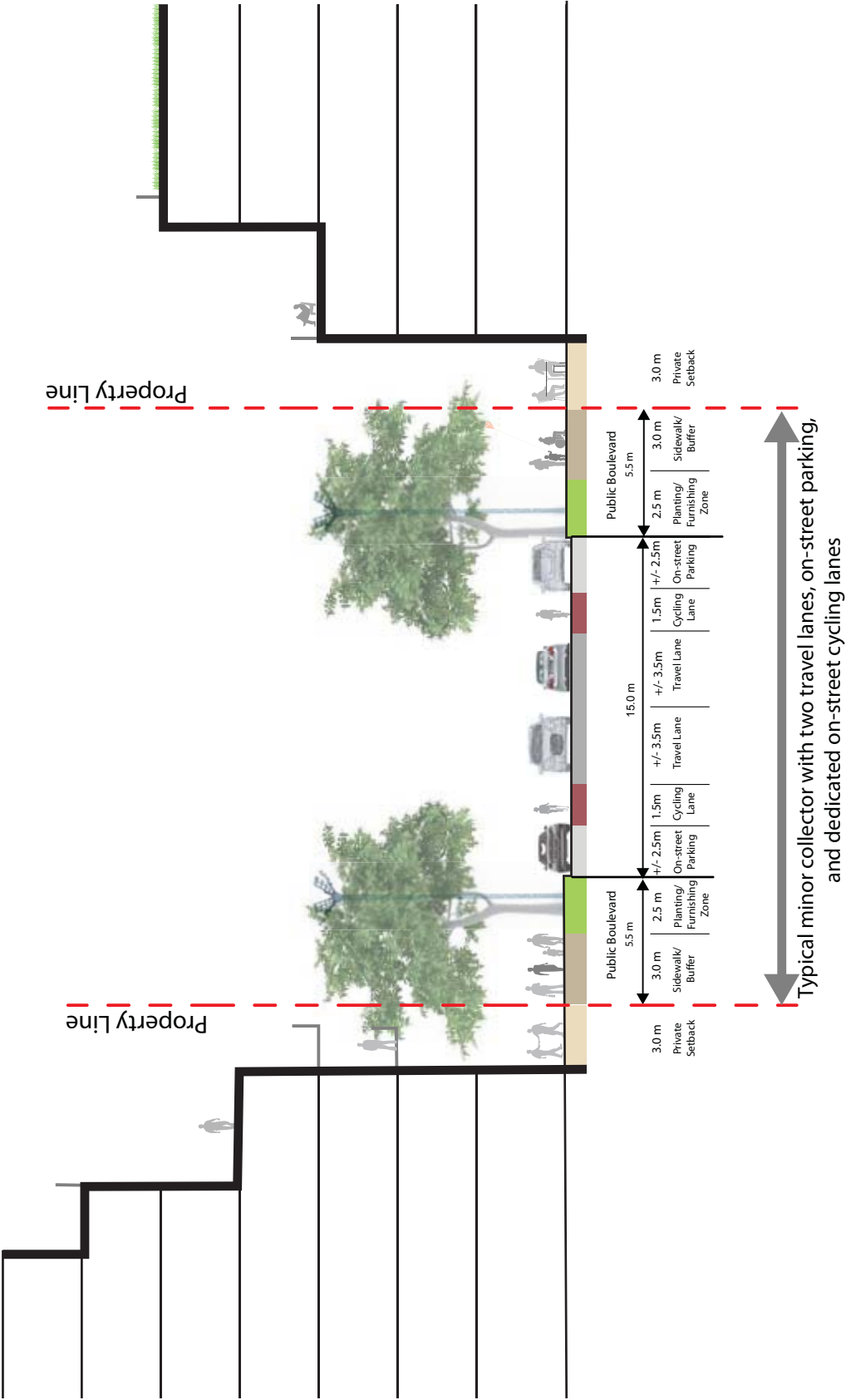
## Section D: MAJOR COLLECTOR SPECIAL CONDITION (BASS PRO MILLS)

Major collector with multiuse path  
(30 metre right-of-way)

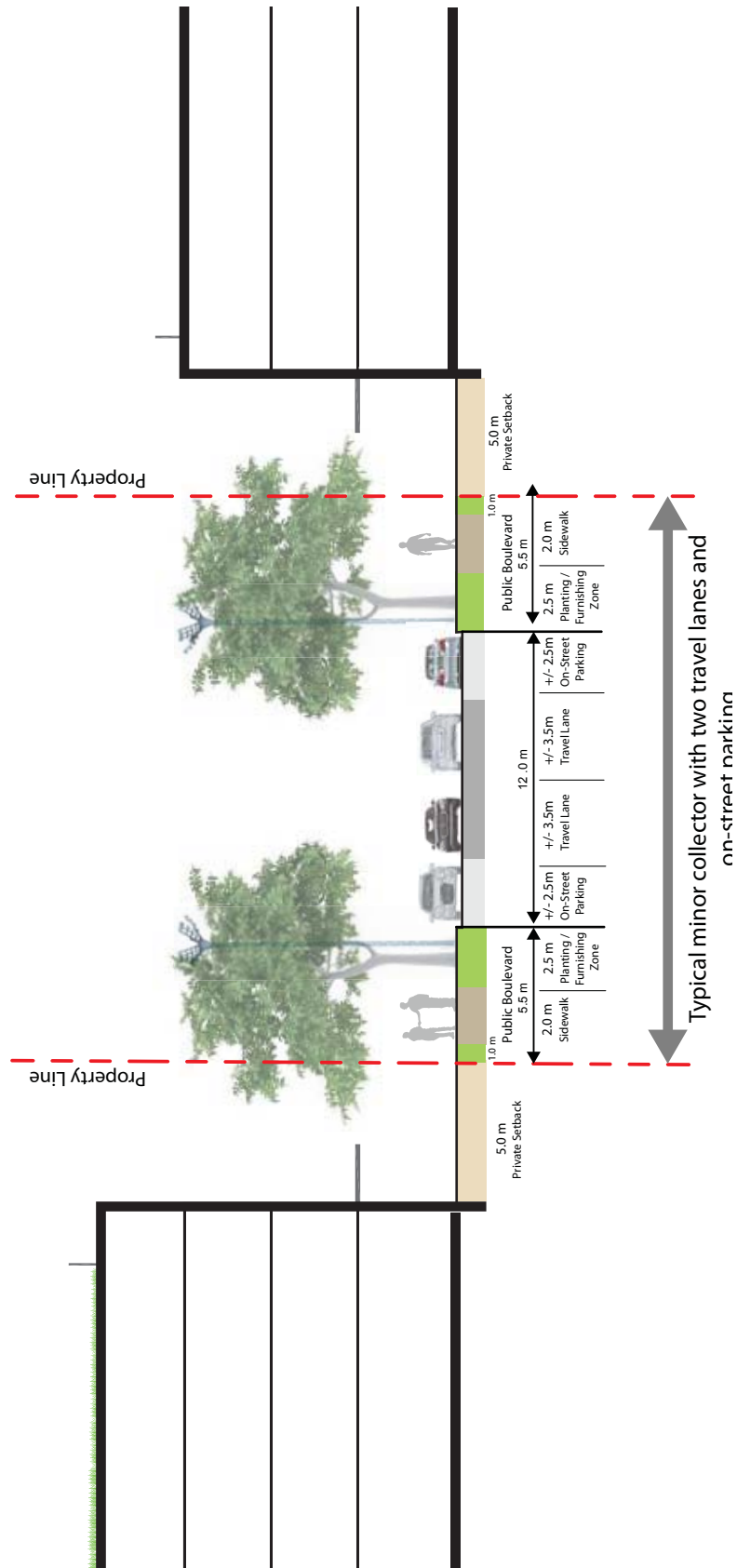


Section E: MINOR COLLECTOR WITH DEDICATED CYCLING LANES  
(26 METRE RIGHT-OF-WAY)

Minor collector (26 metre right-of-way)

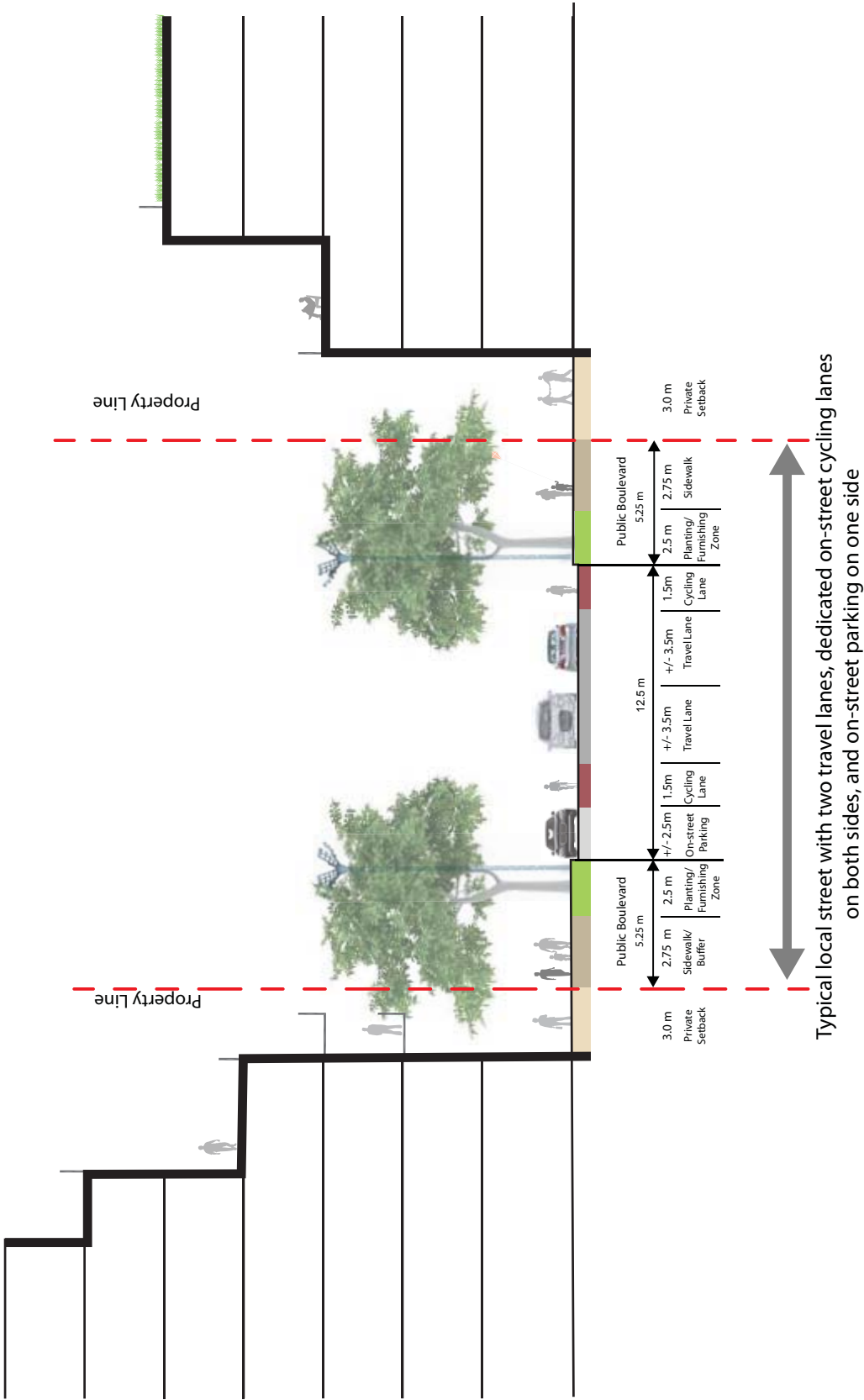


## Minor collector (23 metre right-of-way)

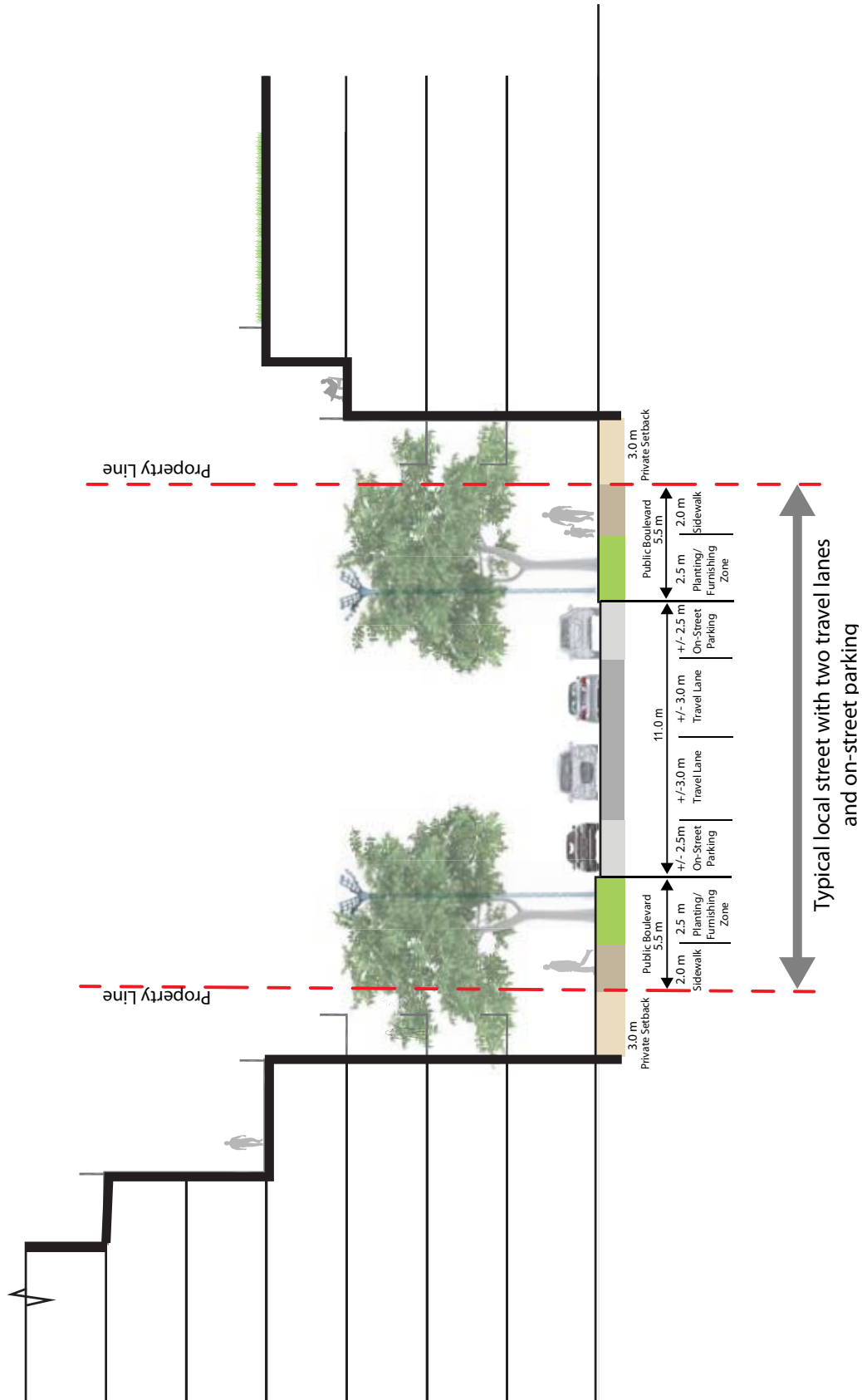


Section G: LOCAL STREET WITH DEDICATED CYCLING LANES  
(23 METRE RIGHT-OF-WAY)

Local Street (23 metre right-of-way)



## Local Street (22 metre right-of-way)

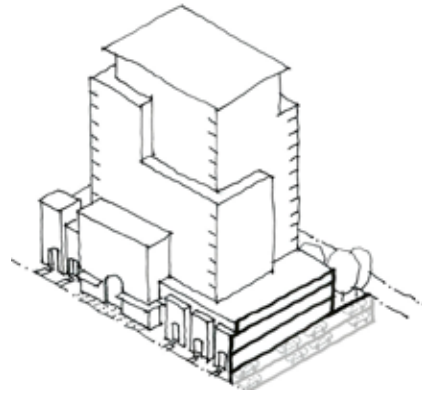


# APPENDIX C: BUILT FORM GUIDELINES

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FIGURE 5: HIGH-RISE BUILT FORM DIAGRAM

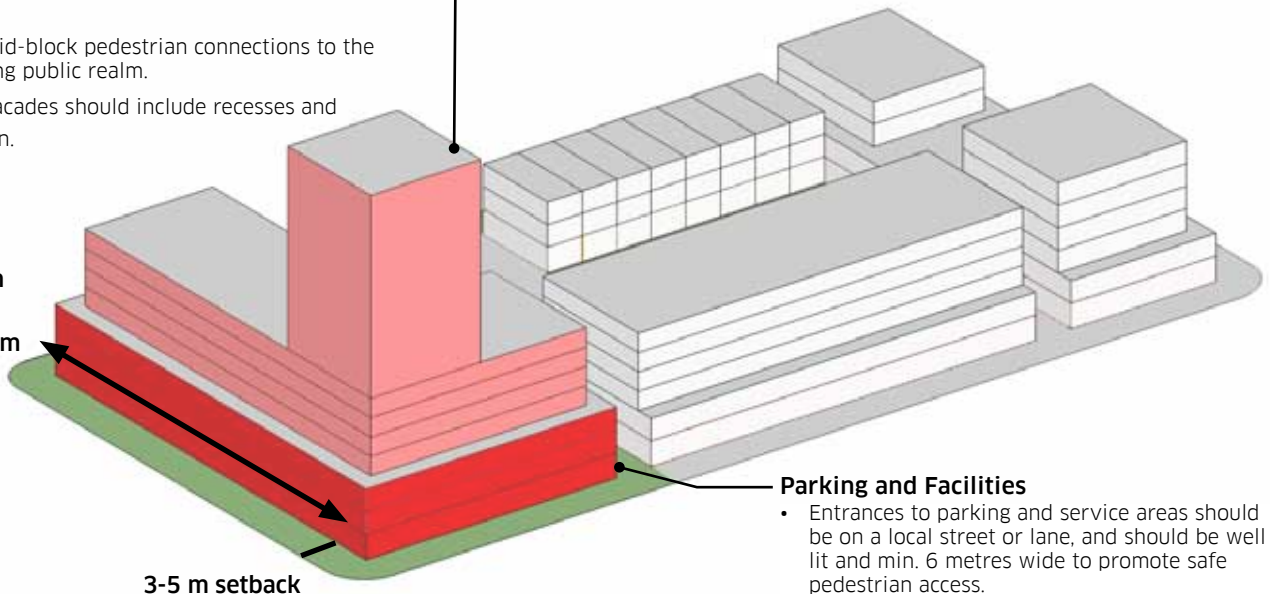


### High-Rise Mixed-Use

- Generally, above 10 storeys.
- 30 metre separation distances between towers.
- Maximum residential tower floor plate 750 square metres.
- High-rise buildings consist of a 3-6 storey base building/podium. Towers will be setback a minimum of 3 metres from the podium edge.
- Ground floor to ceiling height should be a minimum 4.5 metres.
- Commercial uses required for portions of the ground floor.
- Provide mid-block pedestrian connections to the surrounding public realm.
- Building facades should include recesses and articulation.

Maximum  
building  
length 80m

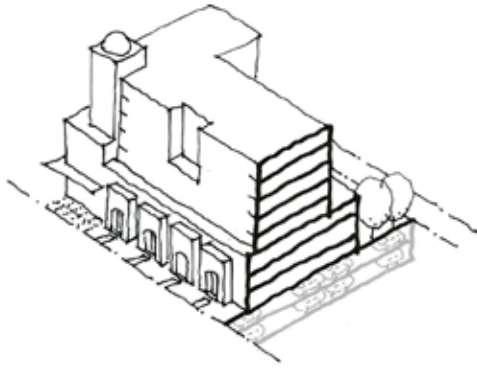
3-5 m setback



### Parking and Facilities

- Entrances to parking and service areas should be on a local street or lane, and should be well lit and min. 6 metres wide to promote safe pedestrian access.
- Loading and servicing should be located interior to the block and enclosed within a building.
- Integrated structured parking generally shall be located in underground or above-grade structures, and integrates at-grade related uses.
- Screen parking, loading, and storage areas from public view using grade elevation combined with building massing and landscaping.
- Outdoor private amenity space shall be provided and integrated with the surrounding public realm.
- Provide common open space such as a courtyards, rooftop decks, or small urban squares for residents.

FIGURE 6: MID-RISE BUILT FORM DIAGRAM

**Mid-Rise Mixed-Use**

- Generally, between 6-10 storeys.
- Typically, street level units have separate individual entrances.
- Ground floor height should be a minimum 4.5 metres.
- Commercial uses required for portions of the ground floor.
- Provide a street wall (podium) at the street edge, with above grade step backs.
- Provide mid-block pedestrian connections to the surrounding public realm.

**Parking and Facilities**

- Entrances to parking and service areas should be on a local street or lane.
- Loading and servicing should be located interior to the block and enclosed within a building.
- Integrated structured parking generally shall be located in underground or above-grade structures.
- Outdoor private amenity space shall be provided and integrated with the surrounding public realm.
- Provide common open space such as a courtyards, rooftop decks, or small urban squares for residents.

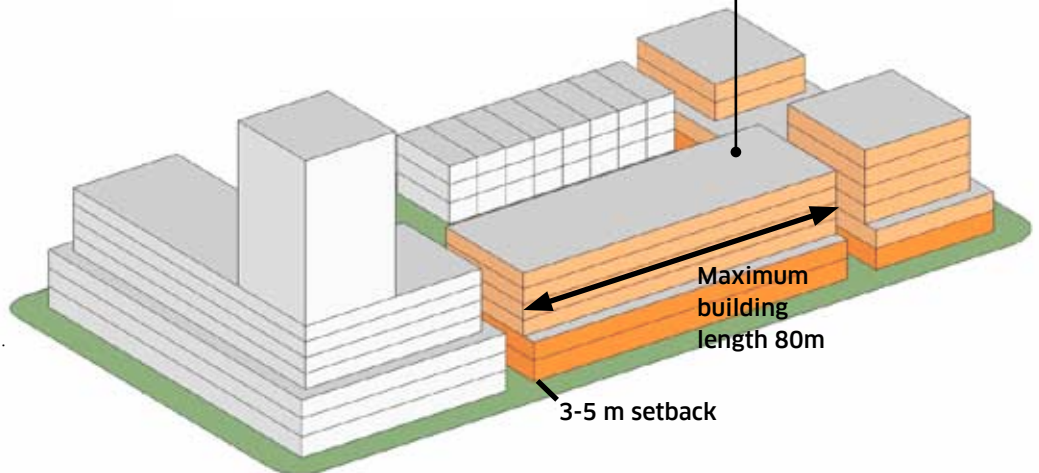
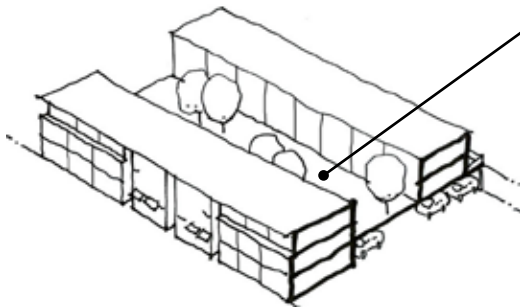


FIGURE 7: LOW-RISE BUILT FORM DIAGRAM

**Parking and Facilities**

- Amenity areas on deck above parking structure, where possible.
- Parking under deck, accessed by a lane, where possible.
- In general, all parking should be accessed from a rear lane.
- Active or residential uses at grade.
- Screen parking, loading and storage areas from public view using grade elevation combined with building massing and landscaping.

**Low-Rise Residential/Mixed-Use**

- Generally, 2-4 storeys.
- Residential units attached to their neighbours, below and to the side, within a single building.
- Private open space provided in the form of patios, balconies, or rooftops for individual units.
- Provide common open space such as a courtyard or rooftop deck for residents, except for very small projects.

