

**CITY OF VAUGHAN**

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

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

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

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

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

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

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

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

**The Committee of the Whole recommends:**

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

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#### **Recommendation**

The Commissioner of Planning recommends:

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

#### **Contribution to Sustainability**

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

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

#### **Economic Impact**

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

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

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#### **Communications Plan**

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

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

#### **Purpose**

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

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

##### Location

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

##### Existing Uses

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

##### Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the new Vaughan Official Plan 2010, and the VMC Secondary Plan. The preparation of the new City zoning by-law is now in its initial stages.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### The Policy Context

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

(i) The Provincial Policy Statement (PPS)

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

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

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

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

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

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

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

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

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

(v) The Vaughan Official Plan (VOP) 2010

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

Overview of the VMC Secondary Plan as Adopted

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

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#### The Precincts

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

##### (i) The Station Precinct

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

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

##### (ii) The South Precinct

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

##### (iii) The Neighbourhood Precincts

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

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

##### (iv) The Technology/Office Precincts

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

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#### The Urban Design Framework

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

(i) Built Form

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

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

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

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

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

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

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

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

#### (ii) Local Street Modifications

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

#### (iii) Land Use Changes

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

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

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

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

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

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

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

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

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

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

(i) Black Creek Channel Re-alignment

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

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(ii) Modifications to Density and Phasing of Development

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

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

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

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

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

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

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



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

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

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

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

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

(5) General Modifications to VMC Secondary Plan

(i) Precincts

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

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

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

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

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

(ii) Density/Height Classifications

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

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

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

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

(iii) Other Street and Open Space Network Modifications

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The proposed list is as follows:

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

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(6) Review of Submitted Modification Requests

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

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

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

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

Staff Response:

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

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

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

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

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

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

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

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

Staff Response:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Staff Response:

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

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

Zoning

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

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

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

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

**Regional Implications**

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



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

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

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

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

#### **Conclusion**

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

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

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

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

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**Attachments**

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

**Report prepared by:**

Anna Sicilia, Senior Planner, ext. 8063

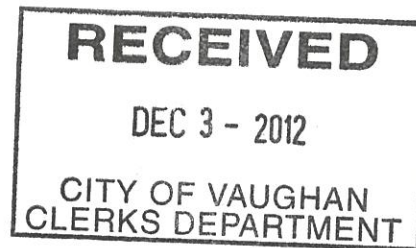
Roy McQuillin, Manager of Policy Planning, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)



**WESTON  
CONSULTING**

planning + urban design



Chairman & Members of the Committee of the Whole  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

C 2

November 26, 2012

WC File 6169

Item # 29

Report No. 48

Council - December 11/12

Dear Mr. John Britto,

**RE: Response to Vaughan Metropolitan Centre (VMC) Secondary Plan Proposed  
Modifications – November 27, 2012 (File: 25.5.12.1)  
126-146 Peelar Road  
City of Vaughan**

Weston Consulting is the planning consultant representing Luigi Bros. Paving Company Ltd., owner of the property identified above, herein referred to as the "subject property".

The subject property is located on the north side of Peelar Road, between Jane Street and Maplecrete Road within the proposed Vaughan Metropolitan Centre (VMC).

Further to the series of VMC Sub-Committee meetings held, the most recent being on November 22, 2012 regarding the Class Environmental Assessment (EA) Study, as well as our review of the latest proposed modifications to the VMC Secondary Plan, dated November 14, 2012, Weston Consulting offers the following comments:

- We are generally supportive of the modifications made to the original VMC Secondary Plan adopted by Council on September 7, 2010, as proposed in the November 14, 2012 version of the VMC Secondary Plan, which re-designates the eastern third of the subject property from the "Major Parks and Open Spaces" to "Neighbourhood Precincts".
- Notwithstanding the above comment, we have four areas of concern. The first three concerns are in relation to the latest VMC Secondary Plan and the fourth concern relates to the VMC servicing strategy as proposed in the Class EA Study:
  1. The land use designation "Major Parks and Open Spaces" (or more specifically the "Black Creek Greenway") proposed for the western half of the subject property;
  2. The proposed location of north-south "Local Street" bisecting the subject property;
  3. The overlay shown on Schedule F atop the subject property, which indicates "land use designations subject to the results of the VMC Black Creek Renewal EA (Stages 3 & 4) and the final results of the VMC Servicing and Stormwater Management Master Plan"; and,



4. The implications of the SWM pond locations as shown in the VMC Servicing and Stormwater Management Master Plan in relation to the subject property.

The combined impact of the first two concerns listed above, would essentially limit the development potential of the subject property as approximately two-thirds of the subject property would be used for parkland and a roadway. Therefore we request that the proposed designation of the west half of the subject property also be changed from "Major Parks and Open Spaces" to "Neighbourhood Precincts" in order to be consistent with the east half of the subject property and to facilitate an urban interface with Black Creek, which we strongly believe will contribute to the highest and best use of the subject property.

We also request that the north-south "Local Street" which is currently proposed to bisect the subject property be terminated at the proposed Interchange Way extension (as shown on the attached sketch), and that the existing Peelar Road ramp be used to provide a north-south connection to Peelar Road from the proposed Interchange Way extension. This would allow the existing built infrastructure to be used more efficiently and effectively, while also avoiding the need to situate the proposed new local street down the middle of the subject property, which would result in the fragmented land ownership of this parcel. This modification would also recognize the existing top-of-bank for Black Creek and associated natural area. Furthermore, any setbacks that currently apply to this section of Black Creek would continue to be respected when the subject property is redeveloped in the future.

Regarding the third concern, we require clarification as to what the specific implications of the "Black Creek Renewal Class EA Study (Phases 3 & 4)" and the final results of the "VMC Servicing and Stormwater Management Master Plan" will be in determining the ultimate land use designation for the subject property as well as its overall development potential. As it stands, this overlay allows the final designation of the subject property to be deferred, which puts the subject property at a disadvantage compared to other properties within the VMC that are not affected by this overlay.

This issue also ties into the fourth concern as Figure 11-1 (Proposed Preferred Storm Drainage) of the Draft VMC Servicing and Stormwater Management Master Plan identifies an area immediately west of the subject property as one where, "SWM requirements and approach to be determined as part of the Black Creek channel design Class EA for area west of Jane Street (Approx. 4.2 ha)". In light of this, we request that the final location of the SWM pond based on the outcome of the Black Creek Channel Design Class EA, not encroach into the subject property, or be extended beyond the area shown on the Draft VMC Servicing and Stormwater Management Master Plan.

In summary, we request that the VMC Secondary Plan be modified to designate the entire property "Neighbourhood Precincts" and that the proposed "Local Street" bisecting the subject property be terminated at the proposed Interchange Way extension and that the existing Peelar Road ramp be used to provide a north-south connection to Peelar Road in order to complete the desired street grid envisioned for the VMC. Together with these modifications, we also require clarification on the specific impacts that the "Black Creek Renewal Class EA Study (Phases 3 &

4)" and the "VMC Servicing and Stormwater Management Master Plan" may have on the ultimate proposed land use designation of the subject property, and request that the subject property continue to be excluded from the area identified in the Draft VMC Servicing and Stormwater Management Master Plan.

We would appreciate your positive consideration of our submission and would be pleased to discuss this matter further.

Yours truly,

**Weston Consulting**

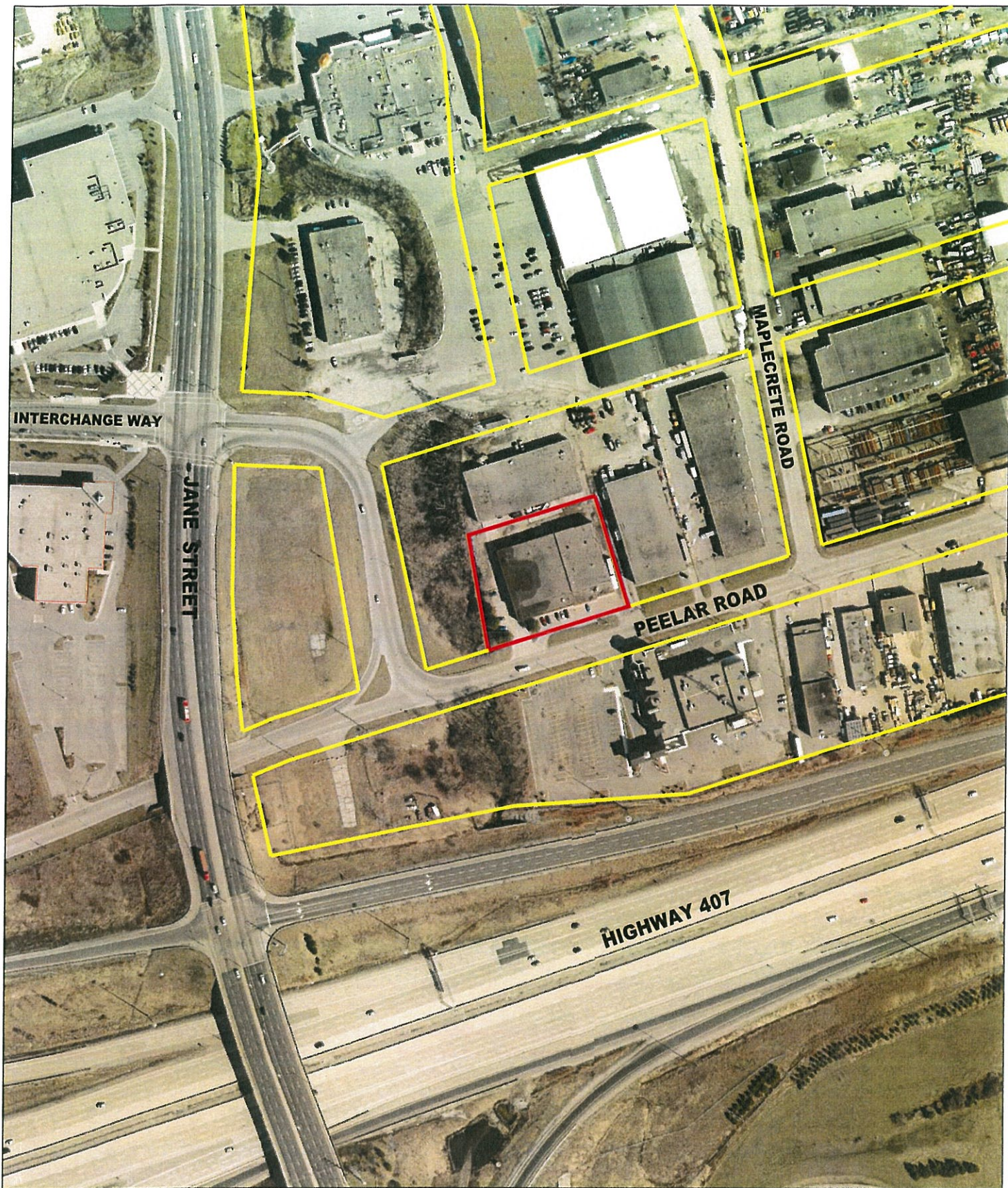
**Per:**



Jim Levac, BAA, MCIP, RPP  
Senior Associate

- c. P. Buttarazzi, Luigi Bros. Paving Company Ltd.
- M. Emery, Weston Consulting
- J. MacKenzie, Commissioner of Planning (email only)
- D. Birchall, Director of Policy Planning (email only)
- J.A. Abrams, City Clerk (email only)
- S. Racco, Ward 4 Councillor (email only)





**WESTON  
CONSULTING**  
planning + urban design

File Number: 6169  
Date Drawn: 2012 NOV 26  
Drawn By: SM  
Planner: ME  
Scale: see scale bar  
CAD: 6169/schedules/overlay VMC sched A.dgn



#### LEGEND

— SUBJECT LANDS

0 25 50m  
SCALE

Reference: Schedule A VMC Plan

Air Photograph from First Base Solutions Inc.  
Date of photography: 2011

#### **VMC SCHEDULE 'A' & AIR PHOTOGRAPH**

126-146 PEELAR ROAD  
CITY OF VAUGHAN  
REGIONAL MUNICIPALITY OF YORK



**DATE:** DECEMBER 6, 2012

**TO:** HONOURABLE MAURIZIO BEVILACQUA, MAYOR  
AND MEMBERS OF COUNCIL

**FROM:** JOHN MACKENZIE, COMMISSIONER OF PLANNING

**RE:** COMMITTEE OF THE WHOLE, REPORT # 48, ITEM #29 - NOVEMBER 27, 2012  
VAUGHAN METROPOLITAN CENTRE (VMC) SECONDARY PLAN  
PROPOSED MODIFICATIONS TO ADOPTED SECONDARY PLAN  
FILE: 25.5.12.1  
(WARD 4)

|                          |    |
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| C                        | 4  |
| Item #                   | 29 |
| Report No.               | 48 |
| Council - December 11/12 |    |

**DIRECTION TO REPORT ON ADDITIONAL MODIFICATIONS TO THE VMC  
SECONDARY PLAN**

The following recommendation was made at the Committee of the Whole meeting of November 27, 2012, regarding Item #29:

**"The Committee of the Whole recommends:**

- 1) That the recommendation contained in the report of the Commissioner of Planning, November 27, 2012, be approved;**
- 2) That staff provide a report to the Council meeting of December 11, 2012, with recommendations or modifications based on the input and submissions received; and,**
- 3) That the deputations and communications related to this item be received."**

In reference to recommendation 2), staff have given further consideration to requests for additional modifications from owners of lands in the VMC, and other communications received at the Committee of the Whole meeting of December 11, 2010. Many of the requested modifications and City responses were previously articulated in the Matrix of Submissions forming Attachment 13 to the Committee of the Whole report. However, some additional new requests are addressed as follows:

1. Further to Bentall Kennedy's (Canada) request to designate three additional Neighbourhood Precinct blocks west of Edgeley Road, and north of Doughton Road as Station Precinct blocks, staff cannot support the modification for the following reasons:
  - (i) Three Neighbourhood Precinct blocks have already been replaced with Station Precinct blocks on the proponents lands, west of Edgeley Boulevard and immediately south of Highway 7 in the proposed (modified) VMC Secondary Plan (Committee of the Whole report –November 27, 2012). This staff recommended modification to permit a mix of office, retail and residential use is considered appropriate fronting on Highway 7, as the office/retail land use components projected for an earlier phase of office redevelopment can be well supported at this location because of visibility and adjacency to a transit line. The Neighbourhood Precinct blocks which are the subject of the additional modification request are located internally to the southwest quadrant and therefore do not present the same planning merits for replacement with Station blocks.

- (ii) The Neighbourhood blocks which are requested for removal are strategically located and provide a necessary component for the earlier phases of a residential community. For example, if the requested modification to remove additional Neighbourhood blocks in the southwest quadrant were to be approved, the long term existing uses situated in the remaining Neighbourhood Precinct blocks (ie. AMC Theatre, IKEA), would effectively prevent the development of a Neighbourhood Precinct with sufficient critical mass within this quadrant for the foreseeable future.
- (iii) It is important to maintain the integrity of the Neighbourhood Precincts within the VMC Secondary Plan as their concentration of residential units will support the surrounding downtown commercial uses and help ensure the VMC evolves as a "complete community". The Neighbourhood Precincts are intended to include a mix of residential apartment and townhouse units, and do not permit the more intensive commercial uses allowed in other precincts. The Neighbourhood blocks are also organized around surrounding neighbourhood parks and schools to support the residential communities. The range of housing types provided in these communities will accommodate families with children, as well as others wishing to be located in the relatively quieter areas of the downtown.

The modifications to the VMC Secondary Plan, as presented in the Committee of the Whole report of November 27, 2012, have resulted in the proposed re-designation of 12 Neighbourhood Precinct blocks to Station blocks. Any further reduction to the area devoted to Neighbourhood Precincts may compromise the "complete communities" objective of the VMC Plan.

Bentall Kennedy (Canada) has also requested that Edgeley Boulevard terminate at Interchange Way, rather than continue through the IKEA lands to Peelar Road. They have suggested that a north/south street section be included from Interchange Way to Peelar Road at the property line between the IKEA and Bentall Kennedy lands where a driveway currently exists. This proposed street re-alignment which shifts the street further east than the current Edgeley Boulevard alignment, would result in a reduction to the school block sited between Edgeley Boulevard and Millway Avenue, immediately south of Interchange Way. There may be merit in examining this shift. The requested modification could be considered at the draft plan of subdivision stage, provided the landowner is able to reach an agreement satisfactory to the affected School Board, and provided the re-alignment can be supported by the Vaughan Engineering Department. Should Council concur, a motion to ensure this provision is included in the adopted VMC Secondary Plan may be approved.

On this basis staff recommends that the following motion be adopted:

That the following policy be added to the VMC Secondary Plan as section 4.3.19:

"Notwithstanding the planned extension of Edgeley Boulevard, as illustrated in Schedule C, the City may consider terminating Edgeley Boulevard at Interchange Way and instead permit a Local Street connecting Interchange Way to Peelar Road aligned with the east property line of the IKEA site. This alternative will be considered at the time of draft plan of subdivision approval for either of the affected properties and shall be subject to the support of the School Boards and satisfactory to the Vaughan Development/Transportation Engineering Department."

2. Respecting Mr. Stephen Robert's (Vaughan resident) request by letter, and deputation to Committee of the Whole of November 27, 2012, that the Black Creek Greenway be extended for the length of the environmental area north of Highway 7 and south of Mcleary Court, it is noted that the TRCA buffer will in fact be utilized to continue the trail in this portion of the



VMC lands. Since the Environmental Open Space is in the City's ownership, and further options for an additional pedestrian trail connection to Jane Street are also being explored through the VMC Streetscape and Open Space Study, the "Greenway" designation has not been reflected in the Plan.

3. Precinct Plan Implementation: Regarding the request from Zzen/Goldpark/Royal's consultant for inclusion of Precinct Plan policies in the VM CSP, staff have reviewed numerous Precinct Plans and feel that the requirements typically included in a Precinct Plan are already contained in the Secondary Plan, or are addressed through separate City studies. However, there is a need to facilitate the organization of landowner group(s) cost sharing agreements to inform where and when investments in the VMC are to be made.

On September 13, 2012, staff reported to the VMC Sub-Committee of Council on the need for a cost sharing agreement among landowner groups, in a report entitled "Update on the Development of a Cost Sharing Framework for the Vaughan Metropolitan Centre" (Attachment 1). The report recommended that the City continue to take a leadership role on this issue by facilitating a series of meetings with VMC owners and through the procurement of consulting services. On October 30, 2012 Council adopted Item 3, Report No 5 of the Priorities and Key Initiatives Committee without amendment approving the recommendations contained in the September 13, 2012 report and requested staff to review options for an appropriate structure to achieve the objectives for the Vaughan Metropolitan Centre (VMC), which may include a Landowners' Group, a joint City of Vaughan/Landowners' Task Force, or other forms of collaboration, and provide a report to the next VMC Sub-Committee meeting.

4. The requests from SmartCentres, Rice Royal, and other owners that have appealed the Secondary Plan are being dealt with in the context of the OMB appeals.

Respectfully submitted,



John MacKenzie  
Commissioner of Planning

Attachment: 1. Extract from Council Meeting Minutes October 30 2012 – Item 3, Report No. 5

- c. Clayton D. Harris, City Manager  
Jeffrey Abrams, City Clerk  
Diana Birchall, Director of Policy Planning  
Roy McQuillin, Manager of Policy Planning  
Anna Sicilia, Senior Policy Planner

/lm

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 30, 2012**

Item 3, Report No. 5, of the Priorities and Key Initiatives Committee, which was adopted without amendment by the Council of the City of Vaughan on October 30, 2012.

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**3**

**OTHER MATTERS CONSIDERED BY THE COMMITTEE**

**3.1 CONSIDERATION OF AD HOC COMMITTEE REPORTS**

The Priorities and Key Initiatives Committee recommends:

That the following Ad Hoc Committee reports be received:

1. Vaughan Metropolitan Centre Sub-Committee meeting of June 28, 2012 (Report No. 3)
2. Vaughan Metropolitan Centre Sub-Committee meeting of September 13, 2012 (Report No. 4)

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE  
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE  
OCTOBER 22, 2012**

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

**3                    UPDATE ON DEVELOPMENT OF A COST SHARING FRAMEWORK FOR THE  
VAUGHAN METROPOLITAN CENTRE**

The Vaughan Metropolitan Centre Sub-Committee advises:

- 1) That the recommendation contained in the following report of the City Manager and the Commissioner of Planning, dated September 13, 2012, was approved; and
- 2) That staff was requested to review options for an appropriate structure to achieve the objectives for the Vaughan Metropolitan Centre (VMC), which may include a Landowners' Group, a joint City of Vaughan/Landowners' Task Force, or other forms of collaboration, and provide a report to the next VMC Sub-Committee meeting.

**Recommendation**

The City Manager and the Commissioner of Planning in consultation with the Senior Management Team recommend:

1. THAT this report on the status of the development of a cost sharing framework be received for discussion purposes;
2. THAT staff be authorized to consult with landowners on the development of principles of cost sharing arrangements to be established amongst Vaughan Metropolitan Centre owners and to report back to the Vaughan Metropolitan Centre Sub-Committee of Council in Fall of 2012 with a status update of the formation of such cost sharing arrangements and implications for processing of development applications; and
3. THAT the Vaughan Metropolitan Centre Sub-Committee endorse staff's proposed initiatives to engage services of qualified professionals to assist with such an initial program to provide advice and recommendations regarding any future initiatives towards the preparation and implementation of appropriate landowner cost sharing arrangements within the Vaughan Metropolitan Centre in the absence of an agreed upon landowners' trustee willing to undertake such work.

**Contribution to Sustainability**

Cost sharing arrangements amongst landowners is a requirement for approval of development applications in the Vaughan Metropolitan Centre (VMC) as per the Council approved VMC Secondary Plan. Typically such arrangements are documented in Cost Sharing Agreements (CSA) developed by a group of landowners choosing to work together to fund and/or construct future public infrastructure within a development block. One of the prime purposes of a CSA is to facilitate fair and equitable financial distribution of the costs of infrastructure, facilities, and support services amongst both initially participating owners, and the owners of lands which are not initially members of the group. Municipalities are not typically parties to such CSAs however rely on the CSAs in finalizing engineering or development agreements thus assuring that the infrastructure required to service the planned growth areas is appropriately implemented.

CSA(s) will help to inform the development of more detailed financial strategies to address the City's needs within the VMC. Landowner CSAs will allow the City to work with owners to implement the redevelopment of the VMC, and provide sustainable development to fulfill the goals and objectives of "Green Directions Vaughan", the City's "Community Sustainability and Environmental Master Plan", specifically:

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Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate.

*Objective 1.3 "To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds"*

Goal 2: To ensure sustainable development and redevelopment.

*Objective 2.2 "To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth"*

### **Economic Impact**

Based on preliminary findings of infrastructure studies, the cost of future City and Regional infrastructure, facilities and support services required in the VMC outside of rapid transit investments, is estimated to exceed \$250 million dollars over a 20-year period. A cost sharing framework will inform where and when these necessary investments will need to be made and will provide an equitable framework for distributing costs amongst all of the benefiting private owners including initial developers, other participating owners, and initially-non-participating parties.

### **Communications Plan**

To date, there have been two meetings of the VMC Sub-Committee where the necessity of cost sharing agreements amongst landowners within VMC has been raised. Further consultation with stakeholders, including landowners and development groups is proposed to take place over the next few months. All current property owners within the VMC will be invited to participate in the development of principles of a cost-sharing agreement(s). Appropriate communication strategies will be developed in the future, as these initiatives will inform financial matters pertaining to development applications, guide formation of conditions of development application approval, support the development charges update process, and provide input into the consideration of other future funding opportunities.

### **Purpose**

The purpose of this report is to provide a status update on the City's efforts to facilitate the organization of a landowners group and procurement of equitable cost sharing arrangements within the VMC recognizing the Council requirement that such arrangements be in place and reflected in future approvals of development applications in the VMC.

Staff is recommending that the City take a more formal leadership role on this issue by facilitating a series of meetings between City Officials and the VMC owners during the Summer and early Fall of 2012 with an objective of the preparation the principles of a cost sharing framework, leading to the eventual negotiation of CSAs. Also, such CSAs will inform the approvals of initial development applications in late 2012 and throughout 2013, assuming all technical and policy requirements are satisfied.

Also, so as to assist with this initiative, staff is of the view that some appropriate consulting services should be procured within discretionary spending authority of a City Commissioner.

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

The VMC is one of 25 provincially designated "Urban Growth Centres", identified as having the greatest potential for intensified growth over the next 20 years, most of which will occur through re-development of existing facilities and land uses. The VMC will emerge as the City's "downtown" with a full suite of urban amenities and high quality public and private spaces.

**REPORT NO. 4 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE  
FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE  
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The Vaughan Metropolitan Centre Secondary Plan (VMCSP) projects that by year 2031, employment will grow to at least 11,500 jobs, inclusive of some 5,000 new office jobs and 1,500 new retail/service jobs.

Today there are no residential units within the VMC plan area. However, the VMCSP expects that some 12,000 new residential units will be constructed by year 2031 accommodating about 25,000 residents. Already, development applications have been received for 16 mixed use primarily residential buildings totaling over 4000 new residential units. In addition, applications for new office and commercial buildings are expected shortly. Public and private infrastructure facilities will be required to support this new population and employment as well as assisting to implement the findings of City studies including the 'Active Together Master Plan', the 'Open Space Strategy', 'Black Creek Renewal' project and other infrastructure initiatives.

To support the quality of life in the new downtown, the VMCSP expects and promotes the location of various governmental, institutional, educational, cultural and recreational facilities in the VMC. To accommodate such ambitious growth, considerable public funding has already been, and more still will be, committed to fund the necessary new or enhanced community infrastructures and servicing projects. These costs include hard costs and operation and maintenance costs once parks and public facilities are constructed either by the City or private sector developers and assumed by the City. The nature, timing and scale of the proposed redevelopment projects will influence the timing and location of such expenditures. Preliminary estimates arising from recent infrastructure studies and from the development charges review process currently underway indicates that City, Region, and private sector investments will be in excess of \$250 million dollars.

In addition to previously committed expenditures, there will be a requirement to accommodate the nature and scale of the planned development anticipated over the next 20 years within the VMC. Pursuant to specific provisions of the VMC Secondary Plan, VMC landowners who will directly benefit from the many economic opportunities resulting from such new or enhanced facilities, are expected to contribute towards the costs of such improvements.

#### General Characteristics of Landowners' Groups

Landowner groups are typically formed when 2 or more owners in a certain geographical area require common planning approvals and must share infrastructure. Some of the typical reasons for landowner group formation include:

- Out of necessity – owners in a similar geography share in a common objective to optimize value & opportunity;
- Reduces timing risk –forum to resolve and discuss issues outside of Planning Act & EA Act processes;
- Vehicle for distributing up front costs and reducing financing burdens on individual owners/early developers;
- Reduces land requirements: common infrastructure is more efficient than infrastructure on several individual sites (e.g., several temporary ponds site by site = throwaway costs vs. 1 permanent pond);
- Facilitates dialogue between owners, municipalities and agencies;
- Proven method for accelerating community redevelopment.

Landowners' Groups usually include the following members:

- Landowners or their representatives;
- Trustee/Group Manager;
- Group Lawyer;
- Other consultants/experts;
- Designated manager(s) to liaise with the municipality and agencies.

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Landowners' Groups typically prepare Development Agreements that include:

- Definitions including descriptions of geography and objectives;
- Basis & Principles for sharing Community Uses/Lands;
- Implementation matters – decision making and voting delegations of authority via Trustee/Group/Subcommittee including dispute resolution mechanisms.

Greenfield Owners and Landowner Groups

There are a number of distinct differences between landowner groups in greenfield areas versus regional centres like the VMC. These are outlined in the following table:

**Greenfield Landowners**

- Shorter term build out;
- Longer history of practice across the GTA;
- Ground related product – often viewed as a 2 dimensional community
- Typically Net Developable area (NDA) basis for Development Agreement;
- Front Ending of servicing and infrastructure by most owners;
- Type of infrastructure and community uses are generally well understood and are brand new;
- Typically community design and density (Community Vision) does not change significantly post Secondary Plan, Block Plan, zoning & draft plan of subdivision approvals;
- Less precision required to calculate land values;
- Less change in value over time due to typical shorter term build out/absorption;
- Must include disciplines with natural heritage/cultural heritage expertise to resolve regulatory requirements regarding the natural environment.

**Regional Centre/ Downtown Landowners**

- Longer term build out due to mixed uses with different absorption rates and evolving market;
- Shorter history of practice in GTA;
- Higher densities – viewed as 3 dimensional community or **vertical subdivision**;
- Per unit or square footage being used as basis for Development Agreement
- Front ending often by a few motivated owners;
- Greater infrastructure and services required to support density e.g., Transit, existing services usually must be upgraded to support growth;
- Community Uses – smaller footprint due to high land values;
- Need for greater precision in land area/density calculations in High Rise community;
- Greater change in value over time recognizing lead time for high rise projects;
- Must engage disciplines with greyfield/brownfield expertise to resolve historic contamination and necessary infrastructure upgrades.

Benefits of a Landowners' Group for the VMC

Since Vaughan Council's adoption of the VMCS in September 2010, there has yet to emerge any specific initiatives by landowners in the VMC, in respect of pursuing CSA outside of a specific cost sharing approach on certain studies. Throughout the GTA there are numerous examples of successful cost sharing arrangements amongst various landowners in projects ranging in size from under 100 ac to over 5,000 ac. These landowner groups have appreciated that in their common particular circumstance, it is imperative that they must act in unison so as to achieve development and infrastructure approvals.

From the municipality's perspective, additional benefits of having CSA in place would include:

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- Provides a framework for addressing services that cross multiple properties and/or they are services that are entirely on lands owned by others;
- A means of ensuring equitable treatment for all development interests;
- A coordination of activity required to service growth;
- Provide a sophisticated understanding of how expenditures are to be phased to inform the DC process;
- Provide an understanding of what infrastructure would be required;
- Provide an understanding of what works ought to be front-ended by development groups;
- Would inform the City's multi-year budget planning process; and
- Assist in achieving the realization of high quality, city cultural, social and recreational resources within the VMC.

The VMCS provides that, as an alternative to a lack of landowner sponsored cost sharing initiatives, the City may implement other arrangements specifically to address cost sharing matters. However, before considering such default actions, it would be beneficial for the City to further engage the VMC landowners and promote/facilitate the pursuit of formal CSA arrangements amongst such parties.

#### VMC Financial Strategy

The Regional and City development charges process constitutes the basic financial strategy for the VMC for collectively identifying and funding the public sector infrastructure necessary to serve the VMC. However, in addition to the levying of specific development charges, it is specifically referenced in the City approved VMCS (i.e., Section 10.7.1) that VMC landowners may be required to enter into an agreement or agreements so as to coordinate development projects and specifically address matters such as the equitable distribution of the cost of shared infrastructure such as roads, water and wastewater services, parkland, storm water management facilities, as well as land/space for schools and other community services.

To establish an appropriate VMC Financial Strategy, considerably more detailed information is required on the nature and cost of the proposed infrastructure based on in-progress studies, the nature and timing of development proposals and other factors. Furthermore, City and Regional development charges and cost sharing discussions involving private sector landowner groups, the Region, utilities, School Board, transit agencies and other stakeholders will be required to advance timely and equitable development of the VMC.

#### Immediate Next Steps

As referenced above, it is proposed to actively pursue during the next few months, meetings with the VMC landowners so as to gain a better assessment of their current and planned future development activities and determine the levels of servicing/infrastructure requirements and project timing. Willing and/or interested landowners would be invited to participate in the development of common principles which would inform the future negotiation of appropriate CSAs. Such landowners would also be looked to for input regarding the City's policy requirements and mechanisms for securing financial contributions to the costs of municipal infrastructure from those developments that might be approved prior to the finalization of CSA(s).

Staff is of the view that it would be very helpful in pursuing these immediate next steps, to engage professional consultants having relevant experience with landowner cost sharing matters; experience with development matters in Regional Centres or Urban Growth Centres; and with suitable experience in working with public organizations, community interests and private sector developers. The consultants could prepare a framework for a CSA that reflects City interests and that could then be finalized by VMC owners.

Furthermore, the engagement of qualified consulting support with this initiative would be beneficial in assisting staff to determine the scope of any subsequent further actions that the City may need to pursue.

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FOR CONSIDERATION BY THE PRIORITIES AND KEY INITIATIVES COMMITTEE  
OCTOBER 22, 2012**

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Based on the above referenced scope of work during these next few months, it is expected that the costs for such interim professional services can be arranged within the parameters of Commissioners discretionary expenditure authority.

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

This report is consistent with the priorities set out in the Vaughan Vision 2020 Strategic plan, through the following initiatives, specifically:

**Service Excellence:**

- Lead & Promote Environmental Sustainability
- Preserve our Heritage & Support Diversity, Arts & Culture

**Organizational Excellence:**

- Manage Corporate Assets
- Ensure Financial Sustainability
- Manage Growth & Economic Well-being

**Regional Implications**

The Region of York is a vital stakeholder in this process. In addition to its work on the subway extension and the Viva Next projects and its ongoing role in the transportation studies, the Region has participated in all City of Vaughan initiated streetscape plan studies completed to date. This work will support key elements of the Region of York Official Plan, adopted by Regional Council on December 16, 2009 and approved by the Minister of Municipal Affairs and Housing on September 7, 2010. Specifically, the implementation of the plan's following objectives stated in Section 7.2, Moving People and Goods:

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

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

Based on informal discussions with Regional Planning staff, that are part of the VMC Implementation Team, Regional staff have indicated support for a CSA amongst owners in the VMC.

**Conclusion**

Staff has collaboratively prepared this report in order to recommend the advancement of cost sharing arrangements among VMC owners that will contribute to developing a detailed financial strategy for the VMC and the development charges review currently underway. Based on the outcome of such an interim step, as recommended herein, staff will be better informed in respect of recommending any necessary subsequent initiatives and processes towards securing appropriate CSA in the VMC.

**Attachments**

n/a

**Report prepared by:**

John MacKenzie, Commissioner of Planning, ext 8445

Respectfully submitted,  
CLAYTON D. HARRIS  
City Manager

JOHN MACKENZIE  
Commissioner of Planning



# AIRD & BERLIS LLP

Barristers and Solicitors

Patricia A. Foran  
Direct: 416.865.3425  
E-mail: pforan@airdberlis.com

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|---------------|
| c.3           |
| Communication |
| CW: Nov 27/12 |
| Item: 29      |

November 23, 2012

Our File No. 114729

BY EMAIL

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

Dear Sirs and Mesdames:

**Re: Committee of the Whole Meeting – November 27, 2012**

**Item #29 – Vaughan Metropolitan Centre (VMC) Secondary Plan Proposed  
Modifications to Adopted Secondary Plan  
File No. 25.5.12.1**

We are the solicitors for 1042710 Ontario Limited (also known as Royal Centre). Our client owns the Royal Centre lands, located on the north side of Highway 7, west of Edgeley Boulevard, located on both sides of proposed Vaughan Street. Our client's lands currently house a 9 storey office building<sup>1</sup> (known as the Royal Centre) and associated parking required to support the office building.

We write respecting the proposed revised Vaughan Metropolitan Centre (VMC) Secondary Plan (the "Secondary Plan") scheduled to be considered by Committee of the Whole on Tuesday, November 27, 2012. The following represent our client's initial comments on the proposed revisions to the Secondary Plan. As we are continuing to review the revised policies with our client's consulting team and representatives, we reserve the right to augment the comments contained herein.

## **Proposed Designation of Royal Centre Lands**

Our client supports the proposal to designate its lands on Highway 7 as Station Precinct and requests that Committee and Council modify the Secondary Plan to extend this designation to the entirety of their office site. In our submission, this designation more accurately reflects the existing development, its potential for continuation within the lifetime of the Secondary Plan, as well as the potential intensification of this use under the existing in-force Official Plan policies and zoning applicable to the lands. Our client is very concerned that the Secondary Plan as presented to you continues to propose a split

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<sup>1</sup> The Secondary Plan incorrectly references this as an 8 storey office building.

designation across our client's lands. In particular, the revised Secondary Plan continues to propose a Major Park and Open Space designation on the northerly portion of our client's lands despite its current use as the Royal Centre office development. Given that all of our client's lands are utilized and form a functional and required component of our client's current development, a consistent Station Precinct designation should be applied to the whole of the lands.

We note that under the existing Official Plan, our client's lands are designated Corporate Centre Node. This consistent designation recognizes the integration of all of our client's lands into the office development that exists today. Any future redevelopment or intensification of this office use (which is supported by the Station Precinct designation) will necessarily involve the complete landholding in a comprehensive plan. In order to adequately recognize and support the continuation of this office development under the proposed Secondary Plan, we request that Council modify the proposed Major Park and Open Space designation applicable to the northerly portion of our client's landholdings and approve a Station Precinct designation instead across all of the lands.

#### **Designating All of the Royal Centre Lands as Station Precinct Furthers the Same Secondary Plan Goals**

As part of the current Corporate Centre node, our client's lands are currently designated to permit further office development. Our client continues to be interested in utilizing all of its lands in any future development scenario for the uses currently contemplated under the in-force official plan. This clearly contributes to the Secondary Plan goal of the creation of a minimum of 5,000 new office jobs by 2031 in policy 8.1.3 (as proposed to be renumbered).

#### **Restrictions on Utilizing Existing Permissions**

The implementation policies of the Secondary Plan (in particular, 8.1.7 and 9.2.2) propose to recognize existing approved and permitted land uses, but only in a limited fashion. In the instance of the Royal Centre, all of its lands are currently utilized and are also contemplated to be intensified and used in future for office purposes or other appropriate uses.

The effect of the proposed Secondary Plan policies is to limit the utilization of existing land use permissions which our client does not support. This is of particular concern where the existing use permissions do contribute to the overall goals of the new secondary plan and, in particular, the creation of additional office jobs. We would request, therefore, that the policies be amended to permit existing designated uses to be utilized under the Secondary Plan where those uses are for office or other uses contemplated within the VMC Secondary Plan.

#### **Policies Respecting Future Parking**

Policies such as sections 6.2.4, 6.2.5 and 8.7.1 do not recognize our client's permissions for land uses that exist on its lands today. In the event that a northern portion of our client's property is ultimately designated Major Park and Open Space (which our client specifically does not support), they are concerned with the lack of assurances within the

policies that the required parking for their building will be provided for in any future development or redevelopment scenario. Given the necessity of utilizing surface parking on the property (a use which is explicitly recognized and provided for in the zoning applicable to our client's lands), we would request that Council amend the Secondary Plan policies to ensure that any use of a portion of the Royal Centre lands for park (municipal or private) purposes must first address and ensure that required parking for buildings on the balance of its lands is provided for on neighbouring lands.

#### **Alignment of Local Streets**

The schedules of the proposed Secondary Plan propose an east-west municipal road (Vaughan Street) that bisects our client's landholding. Our client wishes to ensure that the alignment of that road permits intensification or the development existing on its property today. We would request that staff be directed to meet with our client to confirm the appropriate alignment recognizing the existing circumstances. Additionally, our client retains permissions for access, use and subsurface parking under lands identified by the City for roads. These permissions are not recognized through the Secondary Plan policies and we would request that the Secondary Plan policy 4.3.5 be amended to read "the City shall permit parking, including access to parking, under or along a Local Street or Mews".

#### **Cost-sharing**

Our client supports the changes proposed to policy 10.7.1 which shall require a cost-sharing agreement prior to development applications being approved. Our client requests that the same language and timing be inserted into proposed policy 6.1.5 (as proposed to be renumbered) regarding costs associated with parkland, including private open space. We note, however, that the policies remain unclear as to whether such agreements are required on a development block basis or across the entire VMC prior to any development under the Secondary Plan policies being approved, we would request that the policies be amended to make this clear.

We would respectfully request that notice of your decision respecting the revised VMC Secondary Plan be provided to the undersigned at the address and email listed below.

Patricia A. Foran  
Aird & Berlis LLP  
Brookfield Place  
181 Bay Street  
Suite 1800, Box 754  
Toronto, ON M5J 2T9

Email: [pforan@airdberlis.com](mailto:pforan@airdberlis.com)

November 23, 2012  
Page 4

Yours truly,

AIRD & BERLIS LLP



Patricia A. Foran

PAF/jad

- c. 1042710 Ontario Limited (also known as Royal Centre)  
Maria Gatzios, Gatzios Planning + Development Inc.

13551361.2



Stephen Roberts  
95 Bentoak Crescent  
Vaughan, Ontario,  
L4J 8S8

November 23, 2012

Mr. Jeffrey Abrams, City Clerk,  
Office of the City Clerk:  
City of Vaughan,  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

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| Communication |
| CW: Nov 27/12 |
| Item: 29      |

Re: Committee of The Whole (1pm) November 27, 2012

ITEM #29.

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

Dear Mayor and Members of Council and Staff:

The Proposed Vaughan Metropolitan Centre (VMC) Secondary Plan is significantly different than the Adopted plan in 2010. I have previously expressed concerns over the proposed changes specifically as it relates to public squares, major parks, neighbourhood parks, and open spaces especially in the VMC core near the proposed subway station. I call attention to the City's guiding principle that the *"VMC park system is considered a critical component of the VMC vision and Plan....Beautiful- Naturalized open spaces will frame downtown, major parks will define neighbourhoods, and plazas and intimate green spaces will be found throughout the area..."*

After significant public input from workshops and meetings, it was disappointing to see that the planned grand pedestrian boulevard and park along Millway Avenue has been truncated into a short linear park and also replaced with commercial development.

While I can appreciate that compromises will be made to appease landowners. However, I cannot help but think why has the City surrendered these strategic "Park Place" and "Boardwalk" properties of the VMC.

Further, I do realize that a Neighbourhood Park called "central park" has been added east of Millway Avenue and that a "potential" multi-storey community centre/library complex is indicated. Although, the use of stronger language such as "proposed" would be more reassuring especially since the City indicates that such as facility *"is considered extremely important to developing the social/cultural environment in the first phases of development of the VMC"*.

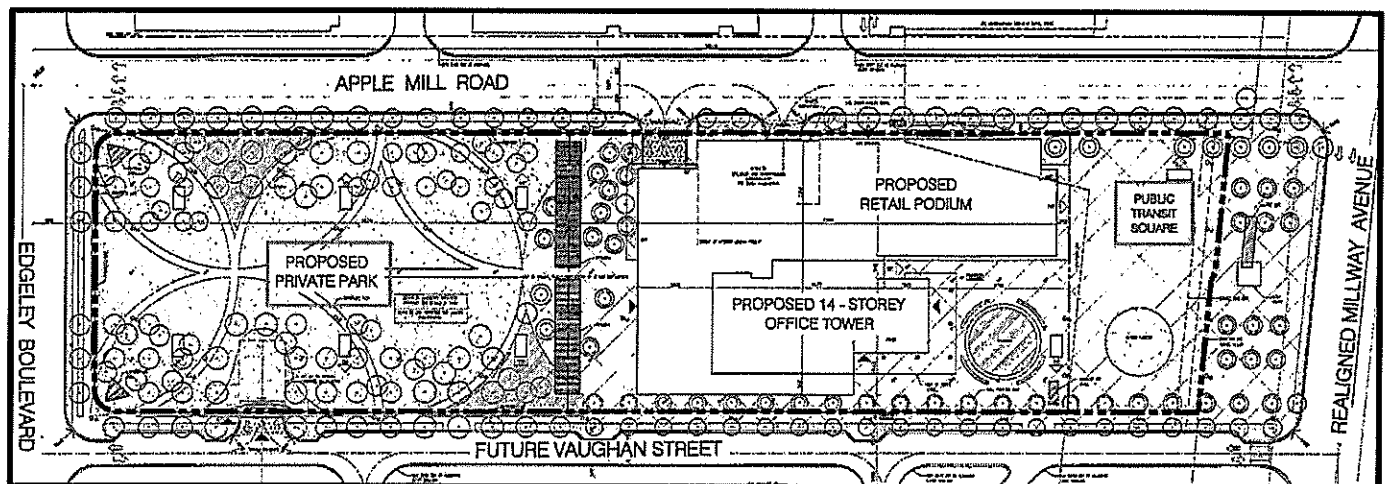
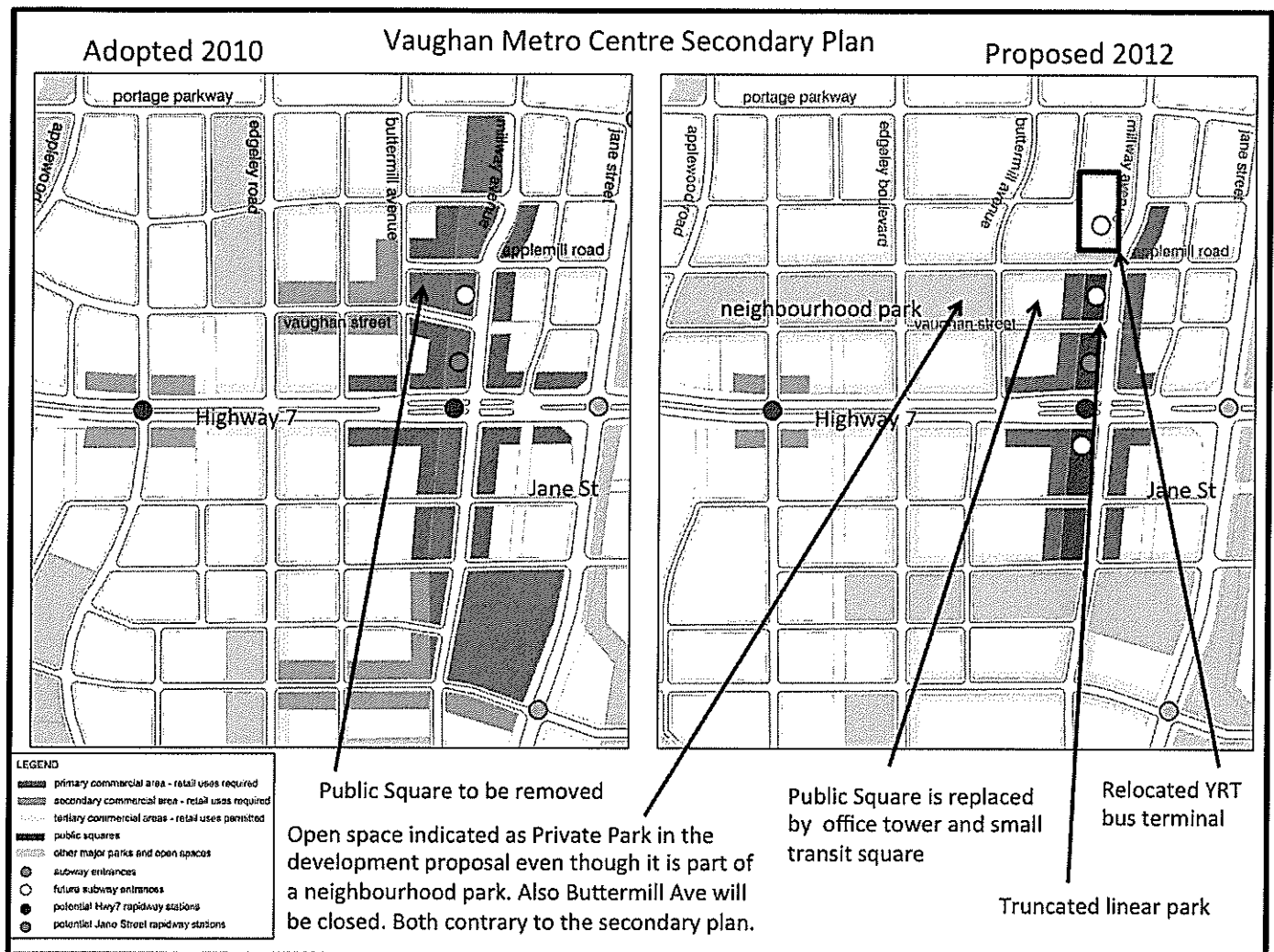
In addition, several Neighbourhood Parks on the proposed secondary plan are currently placed on land where new large buildings exist on Interchange Way. In my opinion, it seems very unlikely parks will ever be established on these lands in the near or distant future. Further, the planned linear greenway along Black Creek as well as the associated ecological revitalization of the creek is significant step in bringing the creek back to life and making it a pleasant place for people. I would hope that the greenway could be extended north of Highway 7 to connect the greenway park / stormwater pond to the north.

The public ownership question has been answered in this report, and therefore, would it be safe to assume that ALL areas in public squares identified in Schedule D (Major Parks, Open Spaces) in the Proposed VMC Secondary Plan are to be under **public ownership** notwithstanding any maintenance agreements with landowners?

I respect that the fact that the VMC lands in core are in private hands, however, it is public money and initiative that is bringing the subway to Vaughan. This subway station location is a huge windfall for these landowners but the citizens of Vaughan should be equally enriched as well. We request more park allocation in the core, assurance that all parks will be under public ownership, and strong assurance that a significant community centre/library complex will be constructed near the subway and bus terminal.

There were several public meetings, workshops, and council sessions to develop the VMC Secondary Plan and vision. Therefore, we need to bring this back to the public in the form of a workshop for comments, discussion, changes, and/or subsequent ratification. This is only fair and respectful to those residents who invested a lot time and effort to make Vaughan the best city it can be.

Sincerely,  
Stephen Roberts

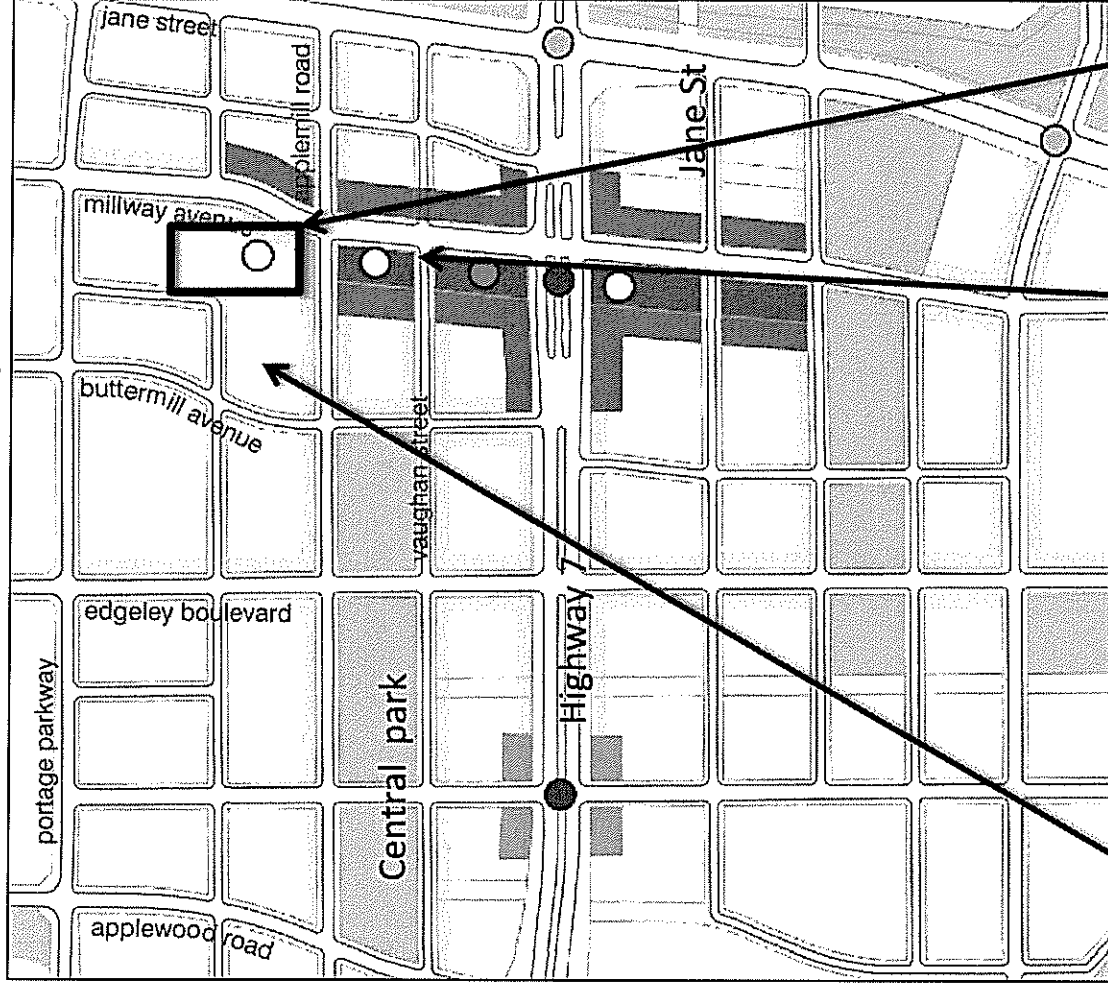
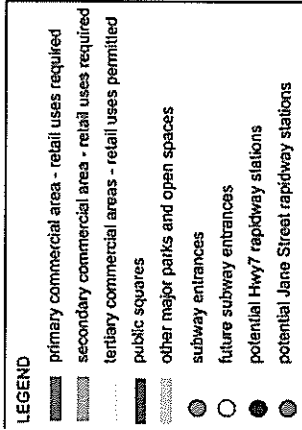
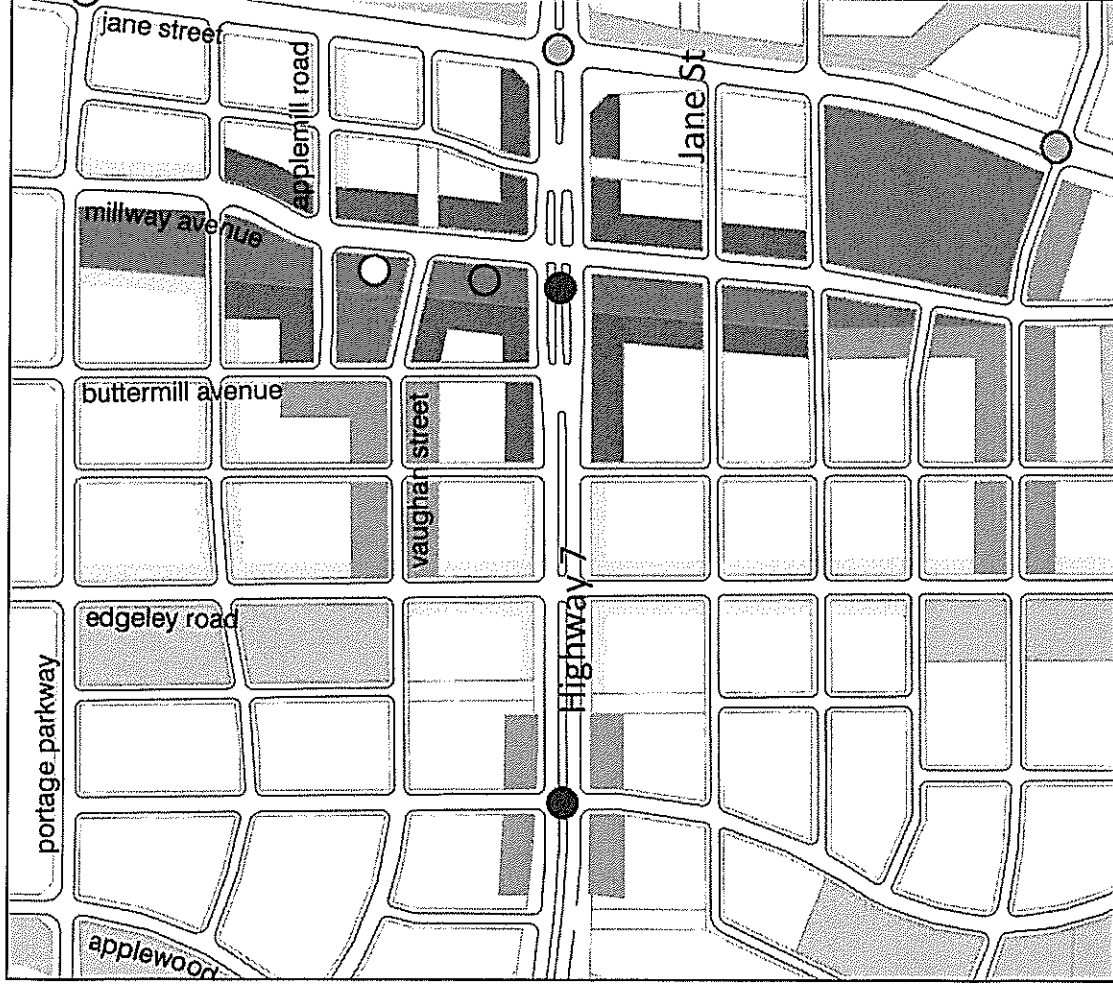


**Proposed Office Tower Development and Private Park**

# Adopted 2010

# Vaughan Metro Centre Secondary Plan

# Proposed 2012



Relocated YRT  
bus terminal






Truncated linear park

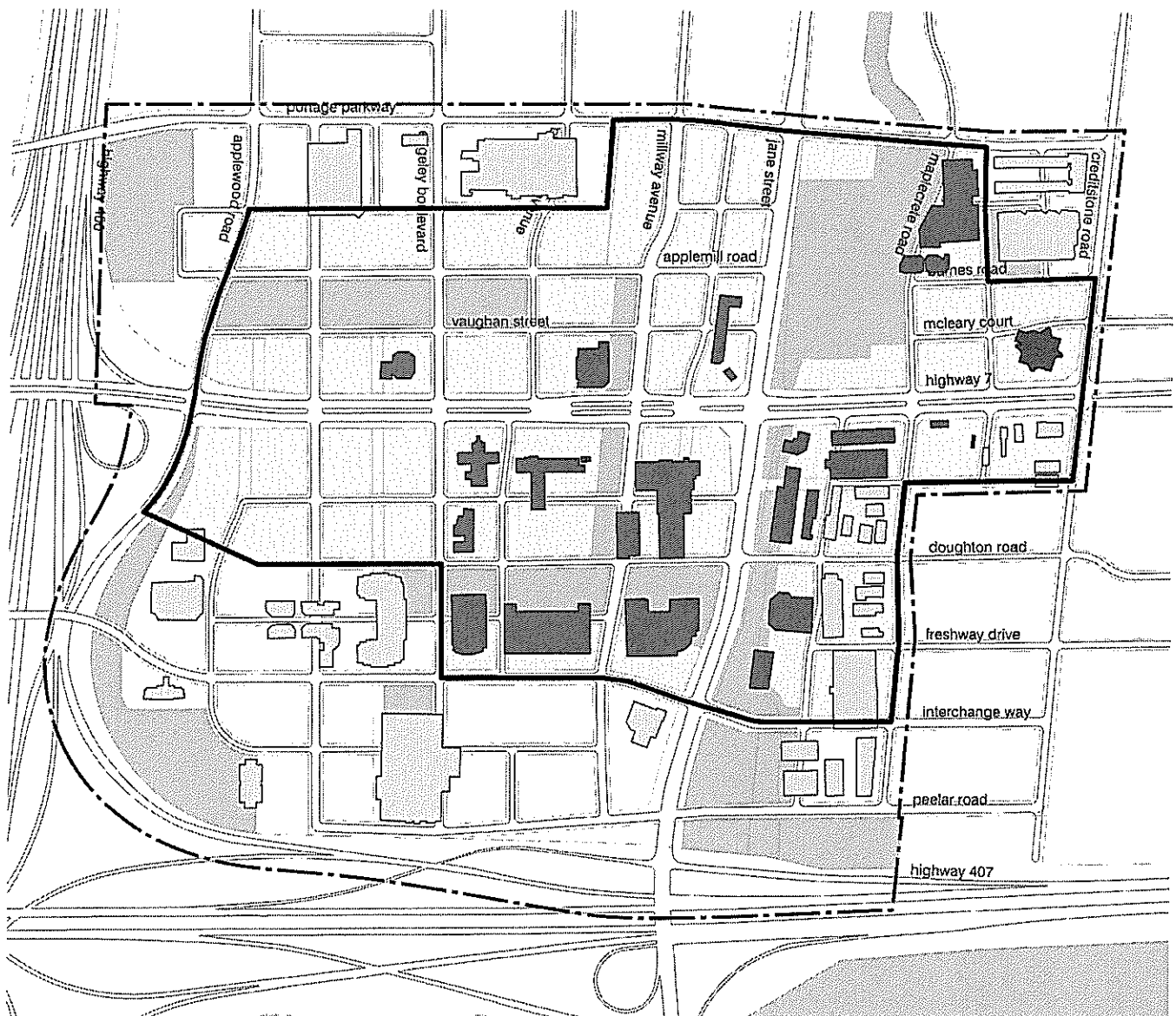
Potential Community  
Centre / Library



DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE A > VAUGHAN METROPOLITAN CENTRE BOUNDARIES

LEGEND

-  vaughan metropolitan centre boundary
-  urban growth centre boundary
-  existing buildings
-  existing and planned streets
-  major parks and open spaces



Not to Scale



FILE: 25.5.12.1  
November 27, 2012

# Vaughan Metropolitan Centre Boundaries Attachment No. 2

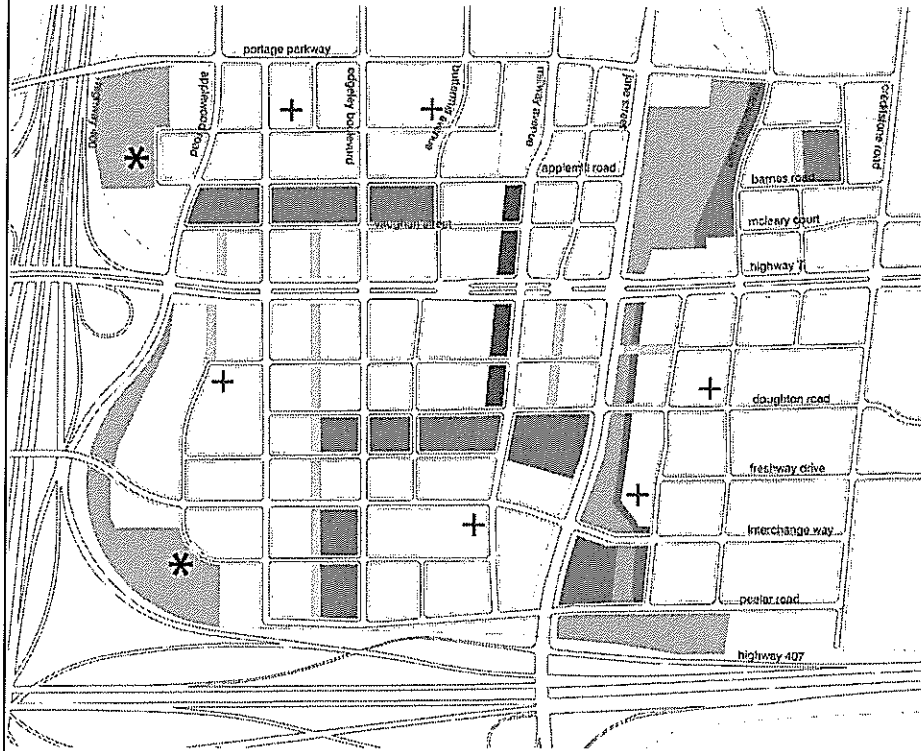
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## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE D > MAJOR PARKS AND OPEN SPACES

### LEGEND






-  environmental open spaces
-  neighbourhood parks
-  Millway Avenue linear open space
-  Black Creek greenway
-  mews or local street
-  urban squares (see Policies 6.2.3-6.2.4)
-  parkland associated with environmental open spaces

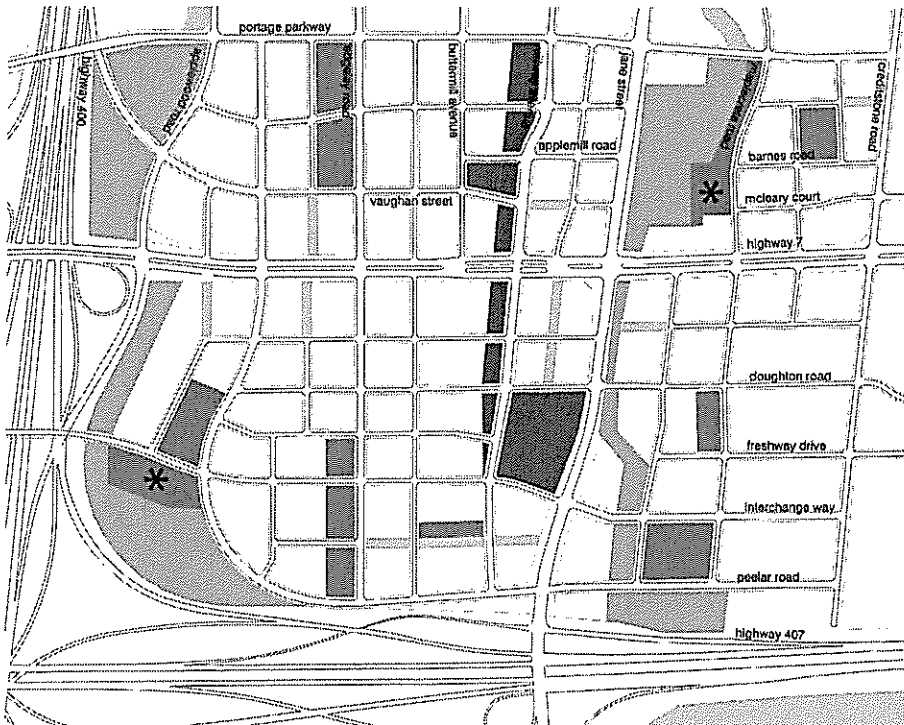


## Adopted VMC Secondary Plan

SCHEDULE E > MAJOR PARKS AND OPEN SPACES

### LEGEND

-  environmental open spaces
-  neighbourhood parks
-  public squares
-  mews or local street
-  parkland associated with environmental open spaces



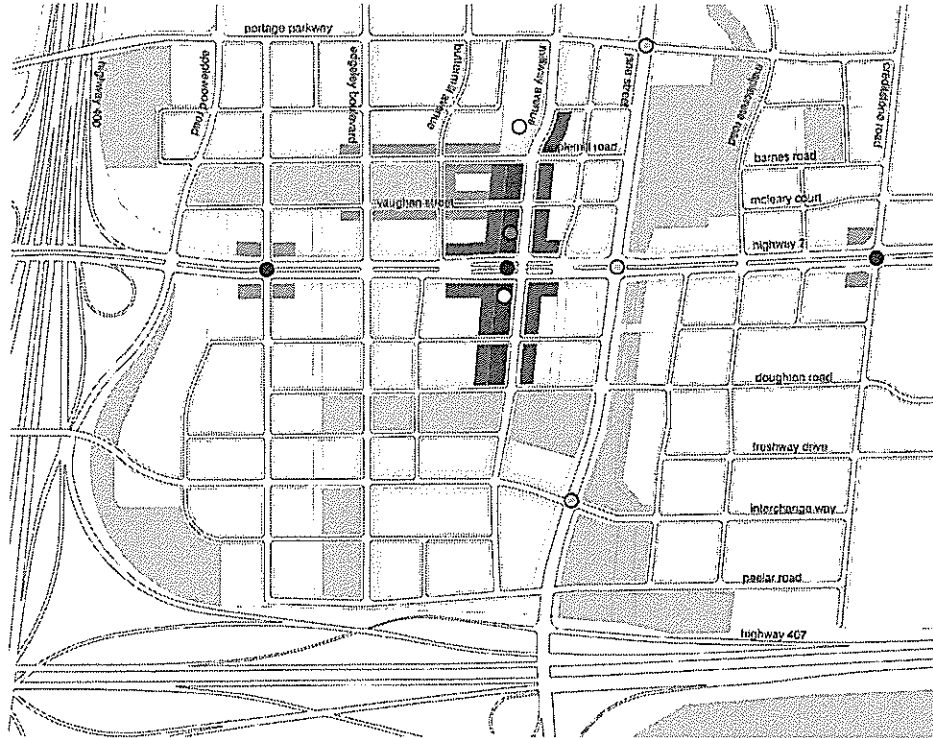
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FILE: 25.5.12.1  
November 27, 2012

## Parks and Open Spaces Attachment No. 5

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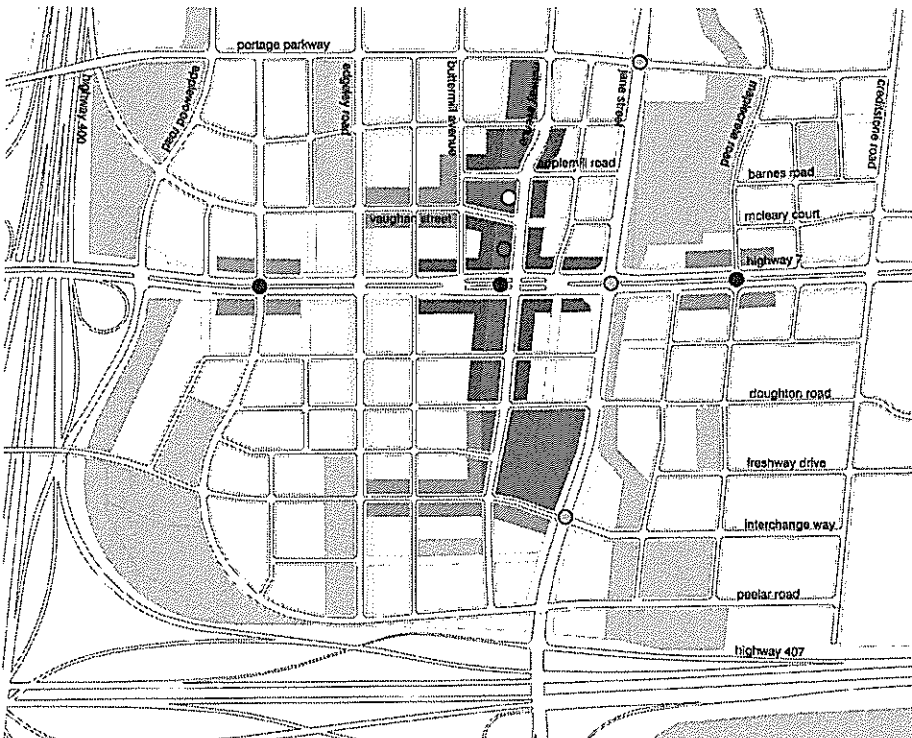


## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE H > AREAS FOR RETAIL USES

### LEGEND

- primary commercial area - retail uses required
- secondary commercial area - retail uses required
- secondary commercial area - retail uses permitted
- Millway Avenue linear open space
- other major parks and open spaces
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations



## Adopted VMC Secondary Plan

SCHEDULE I > AREAS FOR RETAIL USES

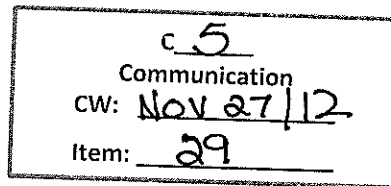
### LEGEND

- primary commercial street - retail uses required
- secondary commercial street - retail uses required
- tertiary commercial areas - retail uses permitted
- public squares
- other major parks and open spaces
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations

Not to Scale

November 26, 2012

Clerk's Department,  
City of Vaughan,  
2141 Major Mackenzie Drive,  
Vaughan, Ontario  
L6A 1T1



140 Renfrew Drive, Suite 201, Markham  
Ontario, Canada L3R 6B3  
Tel: 1-905-513-0170 x113  
Fax: 1-905-513-0177  
www.mgp.ca  
(jkirk@mgp.ca)

**RE: Committee of the Whole, November 27, 2012,  
Item 29, VMC Secondary Plan Proposed Modifications to the Adopted Secondary Plan, file  
25.5.12.1**

We are writing on behalf of 1834371 Ontario Inc. (Liberty Development Corporation) regarding the proposed revised Secondary Plan as recommended in the November 27<sup>th</sup> staff report. We had submitted in October proposed revisions to address Liberty's concerns with development limits and implementation requirements. We note that not all our requests are favourably received.

We filed applications earlier this year for redevelopment of the lands at the southeast corner of Hwy 7 and Maplecrete Road. Committee of the Whole held the required Public Meeting last month. Liberty would be pleased to continue discussing Secondary Plan concerns in the context of its site-specific application. To that end, we request that the City acknowledge, in its report Attachment 13 – Comments and Recommendations, that "The proposed development will be evaluated through the development review process."

We look forward to resolving concerns cooperatively.

Yours truly,  
**Malone Given Parsons Ltd.**

A handwritten signature in cursive script that reads 'Jim Kirk'.

Jim Kirk, MCIP, RPP,  
Partner

cc: Commissioner J. MacKenzie  
Liberty Development Corporation



**WESTON  
CONSULTING**

planning + urban design

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| Communication |
| CW: Nov 27/12 |
| Item: 29      |

Chairman and Members of Committee of the  
Whole  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

November 26, 2012  
File 5052

Dear Mr. John Britto:

**RE: Staff Report on Vaughan Metropolitan Centre Secondary Plan  
Proposed Modifications – November 27, 2012 (File: 25.5.12.1)  
OPA/ZBLA (OP.11.015 / Z.11.047) 2117969 Ontario Inc., c/o Zzen Developments Ltd.  
OPA/ZBLA (OP.11.014 / Z.11.046) Midvale Estates Ltd., c/o Gold Park Group  
2966, 2978, and 2986 Highway 7  
City of Vaughan**

Weston Consulting is the planning consultant for ZZEN Group of Companies Ltd. ("ZZEN") and Gold Park Group ("GPG"), being the owners of the properties identified above.

The subject lands are located just east of the northeast corner of Jane Street and Highway 7 within the proposed Vaughan Metropolitan Centre ("VMC") and comprise two parcels. The westerly property is under the ownership of ZZEN henceforth referred to as the "west parcel". The easterly property is owned by GPG henceforth referred to as the "east parcel". The "EXPO City" project (formerly Royal Empress Gardens) is located adjacent to the subject lands on the east side.

Further to our previous submission, dated October 1, 2012 to Committee of the Whole, regarding the proposed Vaughan Metropolitan Centre Secondary Plan (VMCSP) modifications. It is understood that our comments have not resulted in any further revisions to the proposed VMCSP and that staff direction is to address any site specific requests through the ongoing processing of our applications. Our specific requests to Committee and staff at the previous meeting on the proposed VCMSP modifications were as follows:

1. We are supportive with the "Station Precinct" designation area extending east of Jane Street. However, Schedule "I" (previously Schedule "J") continues to show both ZZEN and GPG parcels with a permitted height of 25 storey and a density of 4.5 FSI. In light of the significance of the Jane Street and Highway 7 intersection as a gateway into the VCM, we strongly believe all four corners of this intersection have similar locational attributes that warrant consideration of the same height and density provisions that immediately surround the subway station location. Further, the previous approvals

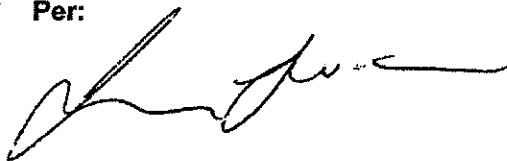
afforded to the EXPO City project east of the intersection allowing 37 storey height limitations sets a logical easterly boundary for the extended precinct as depicted on the enclosed revised Schedule "J". We continue to support this position as it is fundamental to the creation of a gateway into Vaughan's future downtown core.

2. We believe an urban square should be located on Schedule "D" at the northeast corner of Highway 7 and Jane Street on publically owned lands adjacent to the ZZEN and GPG site. It provides at-grade public amenity space for pedestrian interaction along a transit corridor/node and an entry location into the Edgely Pond which could one day become a unique urban park serving future residents and employees east of Jane Street. As such, we suggest policies should be introduced to provide flexibility for the City, TRCA and the developer to work collaboratively and achieve the optimal design and layout at the northeast corner of Highway 7 and Jane Street.
3. The new policies 5.6.4 – 5.6.8 in the redlined VMCSPP imposed significant constraints for ZZEN's property within the identified Black Creek Remediation Area (new Schedule J). These new policies preclude any development from advancing within the remediation area prior to the completion of the VMC Black Creek Renewal EA and the associated design and remedial work. We acknowledge that a notwithstanding policy (5.6.6) is also introduced to permit development within this area subject to conditions. However, given the lack of information and the timing of the Black Creek Renewal EA completion, it is extremely difficult to utilize this policy in any immediate future capacity to advance our development application.

In conclusion, the properties are located strategically at a major intersection within a five minutes walking radius to the future subway station. We strongly believe that the highest and best use on the subject properties is to provide for an urban interface with Black Creek and the stormwater management facility, along with higher building heights and densities than the current redlined VMCSPP provides for.

We would request your positive consideration of our submission matter and would be pleased to discuss the matter further.

Yours truly,  
**Weston Consulting**  
 Per:



Jim Levac, BAA, MCIP, RPP  
 Senior Associate

cc. J. Mackenzie, Commissioner of Planning (email only)  
 D. Birchall, Director of Policy Planning (email only)

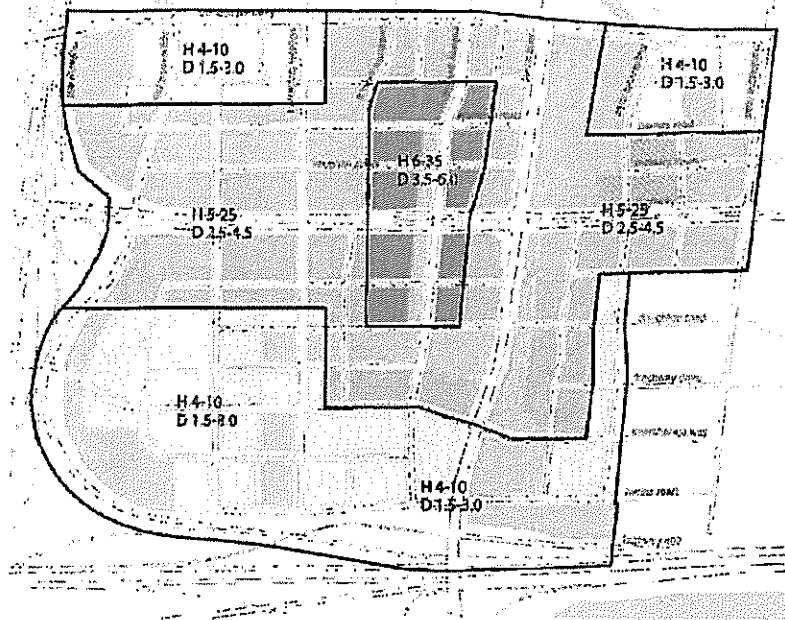
J. A. Abrams, City Clerk (email only)  
S. Racco, Ward 4 Councillor (email only)  
S. Speranza, ZZEN Group of Companies (email only)  
P. Cipriano, Gold Park Group (email only)  
M. Emery, Weston Consulting (email only)

## Proposed VMC Secondary Plan

### SCHEDULE J > HEIGHT AND DENSITY PARAMETERS

#### LEGEND

- H 6 storey minimum - 35 storey maximum  
D 3.5 minimum fsi - 6.0 maximum fsi
- H 5 storey minimum - 25 storey maximum  
D 2.5 minimum fsi - 4.5 maximum fsi
- H 4 storey minimum - 10 storey maximum  
(up to 15 storeys may be permitted subject to Policy 8.6.14)  
D 1.5 minimum fsi - 3.0 maximum fsi
- major parks and open spaces  
see Policy 9.2.3



FILE: 25.5.12.1  
October 16, 2012

## Height and Density Parameters Attachment No. 4

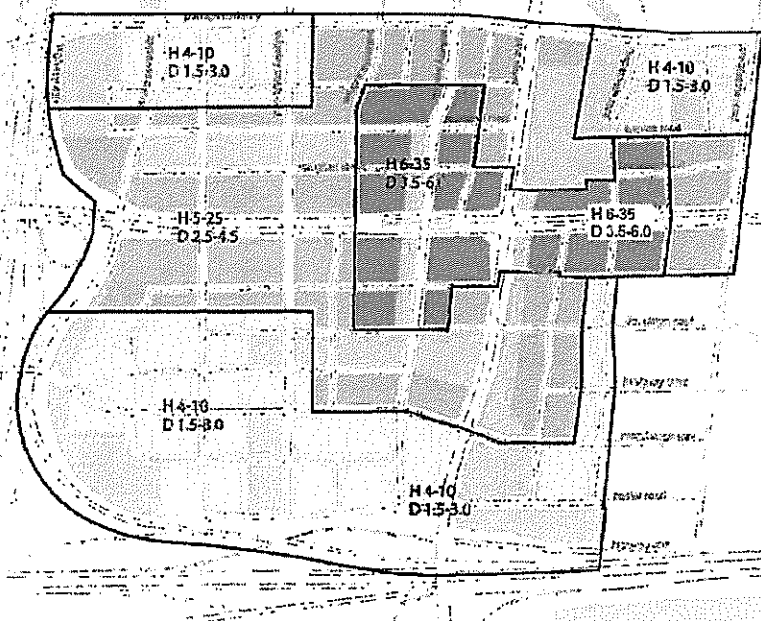
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## Proposed VMC Secondary Plan

### SCHEDULE J > HEIGHT AND DENSITY PARAMETERS

#### LEGEND

- H 6 storey minimum - 35 storey maximum  
D 3.5 minimum fsi - 6.0 maximum fsi
- H 5 storey minimum - 25 storey maximum  
D 2.5 minimum fsi - 4.5 maximum fsi
- H 4 storey minimum - 10 storey maximum  
(up to 15 storeys may be permitted subject to Policy 8.6.14)  
D 1.5 minimum fsi - 3.0 maximum fsi
- major parks and open spaces  
see Policy 9.2.3



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CONSULTING**  
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**WESTON  
CONSULTING**

planning + urban design

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| Communication        |
| CW: <u>Nov 27/12</u> |
| Item: <u>29</u>      |

Chairman & Members of the Committee of the Whole  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

November 26, 2012  
WC File 6169

Dear Mr. John Britto,

**RE: Response to Vaughan Metropolitan Centre (VMC) Secondary Plan Proposed  
Modifications – November 27, 2012 (File: 25.5.12.1)  
126-146 Peelar Road  
City of Vaughan**

Weston Consulting is the planning consultant representing Luigi Bros. Paving Company Ltd., owner of the property identified above, herein referred to as the "subject property".

The subject property is located on the north side of Peelar Road, between Jane Street and Maplecrete Road within the proposed Vaughan Metropolitan Centre (VMC).

Further to the series of VMC Sub-Committee meetings held, the most recent being on November 22, 2012 regarding the Class Environmental Assessment (EA) Study, as well as our review of the latest proposed modifications to the VMC Secondary Plan, dated November 14, 2012, Weston Consulting offers the following comments:

- We are generally supportive of the modifications made to the original VMC Secondary Plan adopted by Council on September 7, 2010, as proposed in the November 14, 2012 version of the VMC Secondary Plan, which re-designates the eastern third of the subject property from the "Major Parks and Open Spaces" to "Neighbourhood Precincts".
- Notwithstanding the above comment, we have four areas of concern. The first three concerns are in relation to the latest VMC Secondary Plan and the fourth concern relates to the VMC servicing strategy as proposed in the Class EA Study:
  1. The land use designation "Major Parks and Open Spaces" (or more specifically the "Black Creek Greenway") proposed for the western half of the subject property;
  2. The proposed location of north-south "Local Street" bisecting the subject property;
  3. The overlay shown on Schedule F atop the subject property, which indicates "land use designations subject to the results of the VMC Black Creek Renewal EA (Stages 3 & 4) and the final results of the VMC Servicing and Stormwater Management Master Plan"; and,

4. The implications of the SWM pond locations as shown in the VMC Servicing and Stormwater Management Master Plan in relation to the subject property.

The combined impact of the first two concerns listed above, would essentially limit the development potential of the subject property as approximately two-thirds of the subject property would be used for parkland and a roadway. Therefore we request that the proposed designation of the west half of the subject property also be changed from "Major Parks and Open Spaces" to "Neighbourhood Precincts" in order to be consistent with the east half of the subject property and to facilitate an urban interface with Black Creek, which we strongly believe will contribute to the highest and best use of the subject property.

We also request that the north-south "Local Street" which is currently proposed to bisect the subject property be terminated at the proposed Interchange Way extension (as shown on the attached sketch), and that the existing Peelar Road ramp be used to provide a north-south connection to Peelar Road from the proposed Interchange Way extension. This would allow the existing built infrastructure to be used more efficiently and effectively, while also avoiding the need to situate the proposed new local street down the middle of the subject property, which would result in the fragmented land ownership of this parcel. This modification would also recognize the existing top-of-bank for Black Creek and associated natural area. Furthermore, any setbacks that currently apply to this section of Black Creek would continue to be respected when the subject property is redeveloped in the future.

Regarding the third concern, we require clarification as to what the specific implications of the "Black Creek Renewal Class EA Study (Phases 3 & 4)" and the final results of the "VMC Servicing and Stormwater Management Master Plan" will be in determining the ultimate land use designation for the subject property as well as its overall development potential. As it stands, this overlay allows the final designation of the subject property to be deferred, which puts the subject property at a disadvantage compared to other properties within the VMC that are not affected by this overlay.

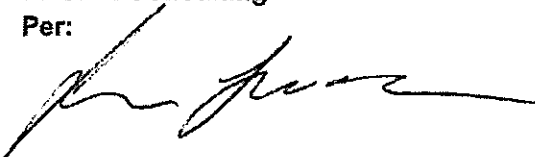
This issue also ties into the fourth concern as Figure 11-1 (Proposed Preferred Storm Drainage) of the Draft VMC Servicing and Stormwater Management Master Plan identifies an area immediately west of the subject property as one where, "SWM requirements and approach to be determined as part of the Black Creek channel design Class EA for area west of Jane Street (Approx. 4.2 ha)". In light of this, we request that the final location of the SWM pond based on the outcome of the Black Creek Channel Design Class EA, not encroach into the subject property, or be extended beyond the area shown on the Draft VMC Servicing and Stormwater Management Master Plan.

In summary, we request that the VMC Secondary Plan be modified to designate the entire property "Neighbourhood Precincts" and that the proposed "Local Street" bisecting the subject property be terminated at the proposed Interchange Way extension and that the existing Peelar Road ramp be used to provide a north-south connection to Peelar Road in order to complete the desired street grid envisioned for the VMC. Together with these modifications, we also require clarification on the specific impacts that the "Black Creek Renewal Class EA Study (Phases 3 &

4)" and the "VMC Servicing and Stormwater Management Master Plan" may have on the ultimate proposed land use designation of the subject property, and request that the subject property continue to be excluded from the area identified in the Draft VMC Servicing and Stormwater Management Master Plan.

We would appreciate your positive consideration of our submission and would be pleased to discuss this matter further.

Yours truly,  
**Weston Consulting**  
Per:



Jim Levac, BAA, MCIP, RPP  
Senior Associate

- c. P. Buttarazzi, Luigi Bros. Paving Company Ltd.
- M. Emery, Weston Consulting
- J. MacKenzie, Commissioner of Planning (email only)
- D. Birchall, Director of Policy Planning (email only)
- J.A. Abrams, City Clerk (email only)
- S. Racco, Ward 4 Councillor (email only)



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File Number: 6169  
Date Drawn: 2012 NOV 26  
Drawn By: SM  
Planner: ME  
Scale: see scale bar  
CAD: 6169/schedules/overlay VMC sched A.dgn



#### LEGEND

— SUBJECT LANDS

0 25 60m  
SCALE

Reference: Schedule A VMC Plan  
Air Photograph from First Base Solutions Inc.  
Date of photography: 2011

#### VMC SCHEDULE 'A' & AIR PHOTOGRAPH

126-146 PEELAR ROAD  
CITY OF VAUGHAN  
REGIONAL MUNICIPALITY OF YORK

Project No. 12149

November 27, 2012

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

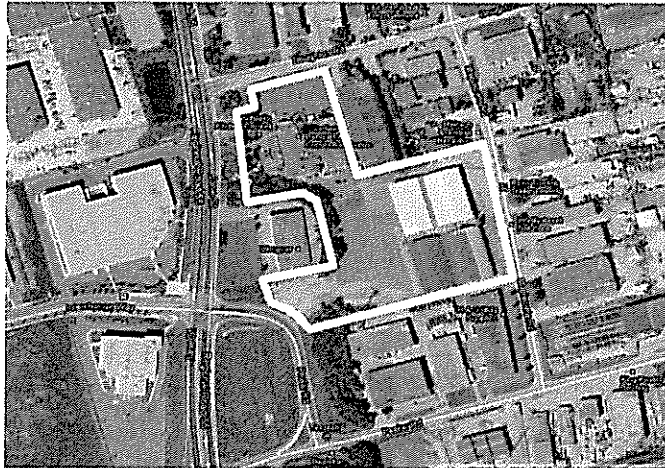
Dear Mr. MacKenzie:

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

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

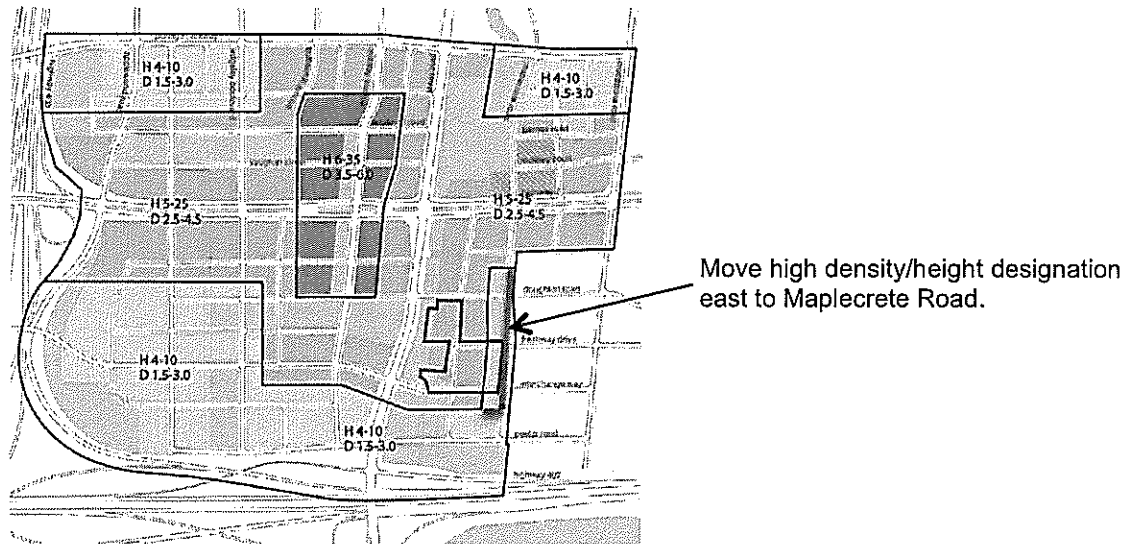
Aerial Photo of 7551 and 7601 Jane Street



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

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

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



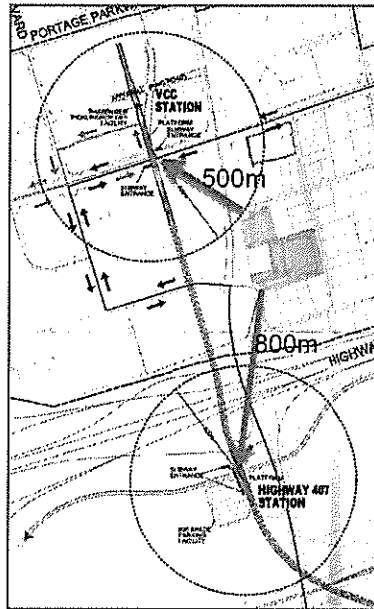
Further to the above comments respecting the mapping and the location of the height and density parameters, we continue to believe that a higher density should be considered for the subject site similar to other approvals in the VMC which have been approved over 5.0 times FSI. For the reasons stated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

### Transition

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

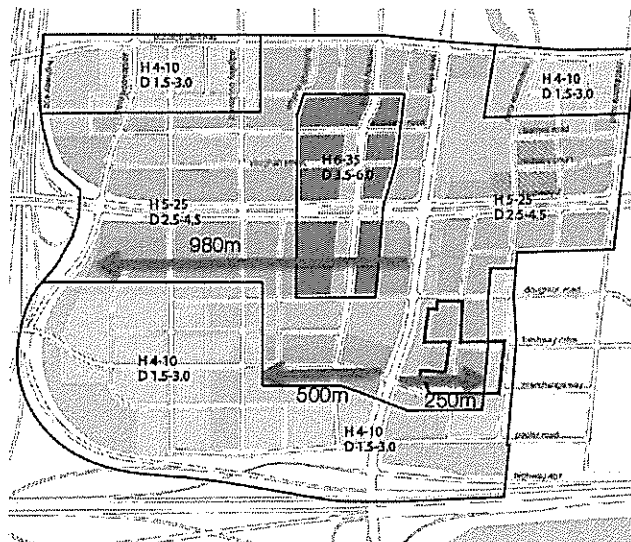
To the extent that this policy would restrict the additional height/density on the eastern portion of the subject site, emphasize that the additional density is appropriate for several reasons, including the following.

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



Subway Station Locations

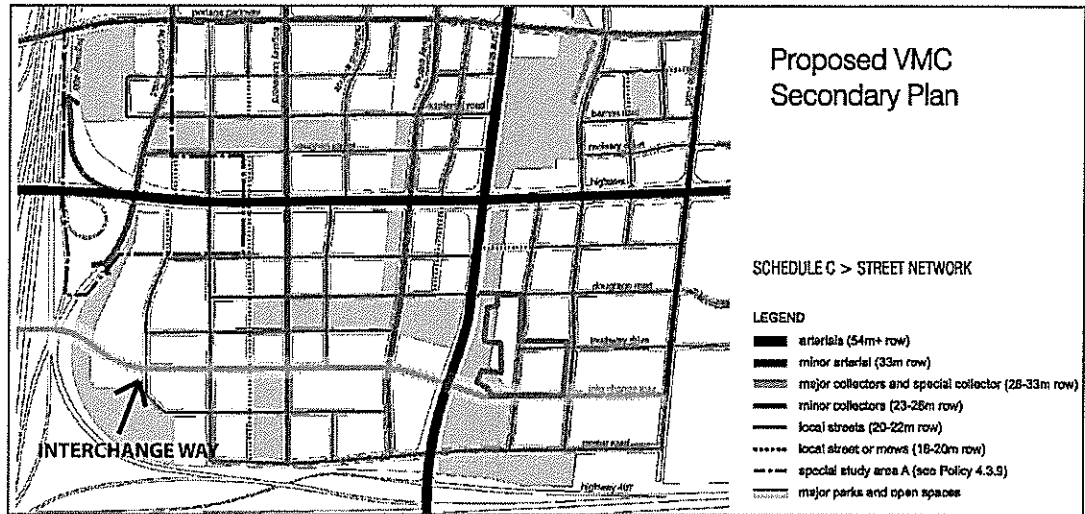
- In terms of balance, we note that the lands west of Jane Street are generally in one ownership north of Highway 7 as well as south of Highway 7, and as such the majority of these landowners have property within the high density area. In addition, we note that the current high density boundary would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



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

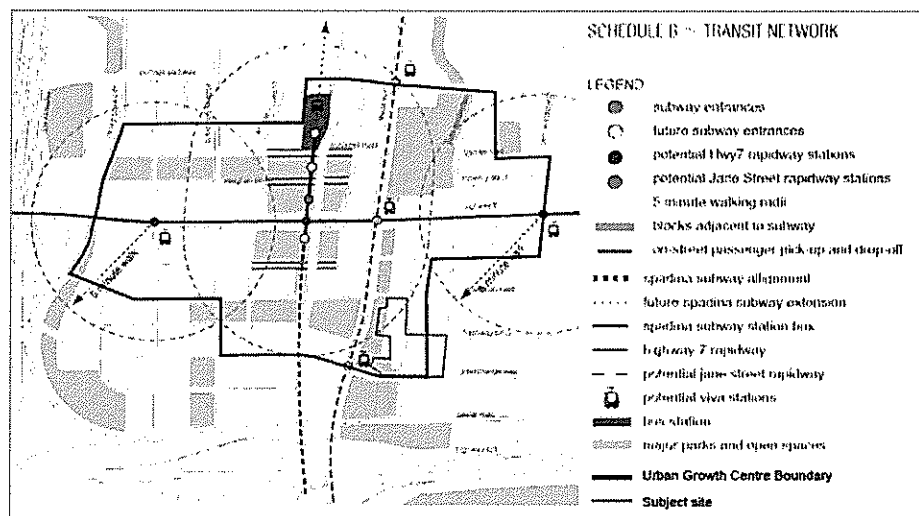


Highway 400 to provide access to the development to the west. Sufficient development flexibility in terms of height and density should be put in place, which recognizes the subject site's location along this important street.



Schedule C

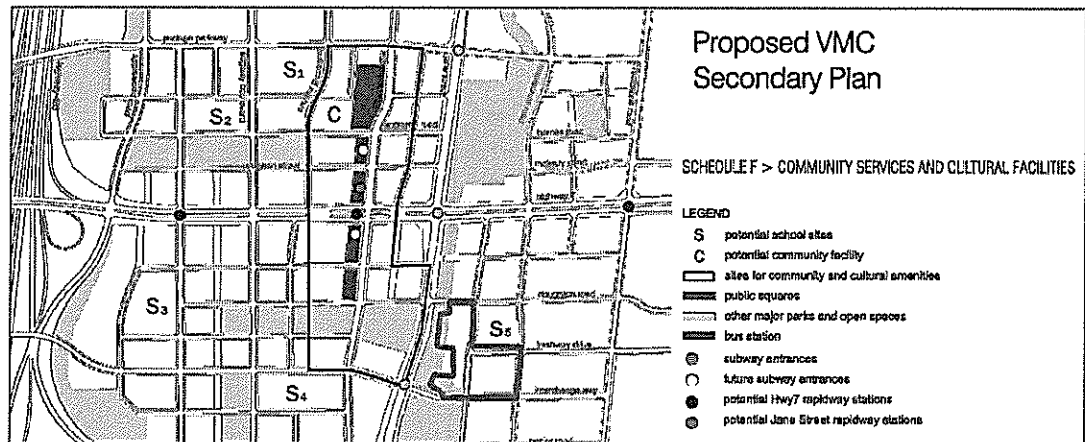
- In addition, a VIVA Jane Street Rapid Transitway stop is planned to be located at the intersection of Jane Street and Interchange Way (Schedule B). The proximity of the subject site directly adjacent to this transit stop provides further support for increasing densities to support transit at an important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



Schedule B



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



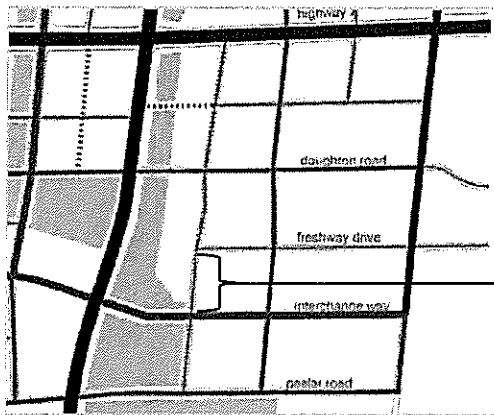
Schedule F

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

### Street Network (Schedule C)

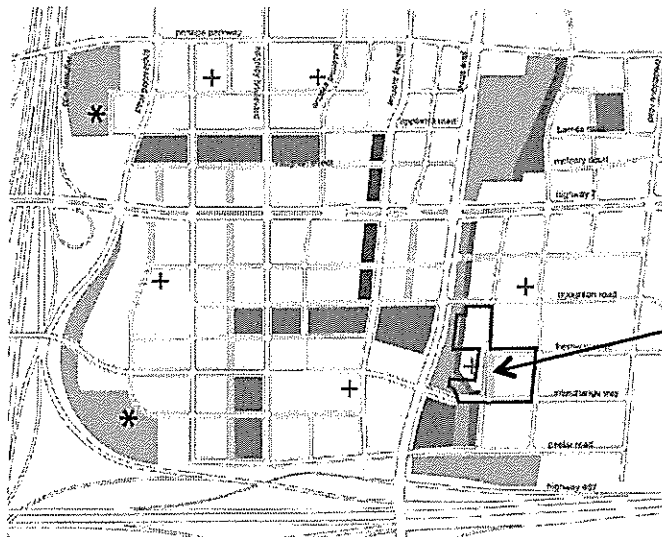
Our original letter requested that the south leg of the north-south local street running through the subject site should be shown as "Private Street (20m)". We maintain our request that this street be shown as private subject to the appropriate easements, or in the alternative, the street be shown as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

Schedule C



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

Schedule D



Add "Mews or Local Street"

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

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

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

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

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

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

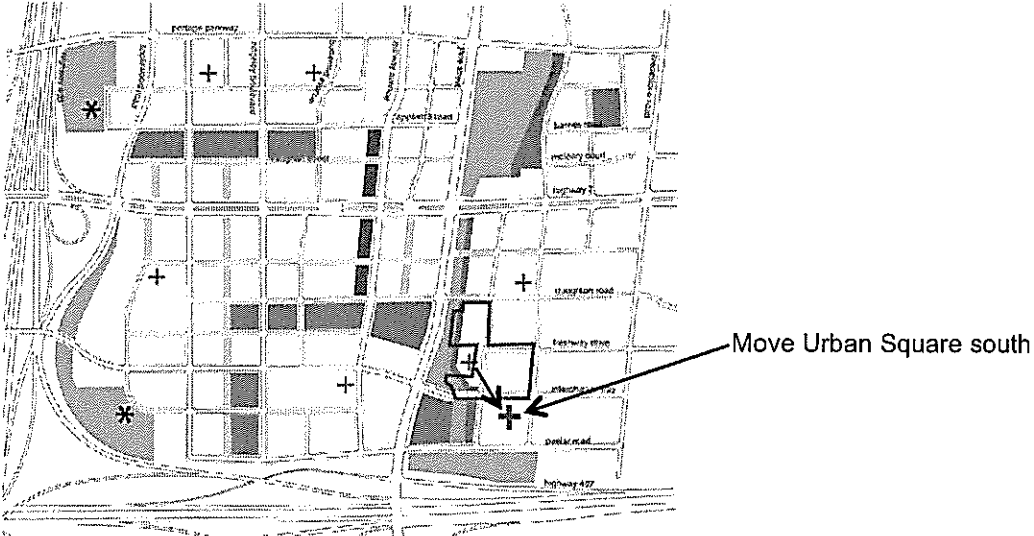
**“Notwithstanding 5.6.5 and 5.6.8, ...”**

## Major Parks and Open Spaces – Schedule D

## The Urban Square

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

## Schedule D



## The Black Creek Greenway

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

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

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

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

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

#### **Concluding Remarks**

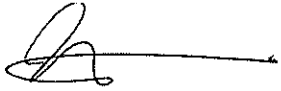
On behalf of the landowner, we are pleased to offer the above comments and look forward to working with staff towards a final policy framework that will achieve the vision of the Vaughan Metropolitan Centre.

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

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

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

Yours truly,  
**Bousfields Inc.**



Michael Bissett, MCIP, RPP

c. Joe Pandolfo  
Quinto Annibale

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

The Commissioner of Planning recommends:

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

**Contribution to Sustainability**

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

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

**Economic Impact**

The new Vaughan Official Plan (VOP) 2010, which includes the VMC Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, when approved will have a positive impact on the City of Vaughan in terms of encouraging and managing growth and fostering employment opportunities. It will also fulfill the City's

obligations to conform to Provincial policies and meet regionally imposed targets for residential and employment intensification specific to Regional Centres.

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

### **Communications Plan**

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

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

### **Purpose**

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

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

#### **Location**

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

#### **Existing Uses**

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

#### **Zoning**

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

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

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

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

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

The VMC Study involved extensive consultation. The City, Region of York, transit agencies, School Boards and Toronto and Region Conservation Authority (TRCA) were engaged throughout the process. Landowners in the study area were involved through a series of interviews at the beginning of the study process and again in November and December of 2009 as the structural framework and policy direction were taking shape. In addition to the consultation which occurred at the City Official Plan Open Houses of May 28, and November 18, 2009, the following meetings and workshops were held:

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### The Policy Context

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

(i) The Provincial Policy Statement (PPS)

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

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

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

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

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

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

The ROP identifies the VMC as one of four Regional Centres, which are to "contain a wide range of uses and activities and be the primary focal points of intensive development, including residential, employment, live-work, mobility, investment, and

cultural and government functions”. The Region’s Official Plan calls for the preparation of secondary plans for Regional Centres that include, but are not limited to:

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

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

(v) The Vaughan Official Plan (VOP) 2010

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

Overview of the VMC Secondary Plan as Adopted

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

The Precincts

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

(i) The Station Precinct

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

commercial streets are located within this precinct. The greatest densities are proposed within the central area of the Station Precinct, with a minimum and maximum floor space index (FSI) ranging from 3.5 - 6.0, and heights ranging from a minimum of 6 to a maximum of 35 storeys, to take advantage of the close proximity of the planned subway/VIVA stations.

(ii) The South Precinct

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

(iii) The Neighbourhood Precincts

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

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

(iv) The Technology/Office Precincts

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

The Urban Design Framework

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

(i) Built Form

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

- The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs of the upper floors.

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

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

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

At the time of Council's adoption of VOP 2010, the landowners for this quadrant had requested modifications to the VMC Secondary Plan to permit a central park as opposed to the more dispersed arrangement of parks in the adopted Plan, and an alternative resolution to the Highway 400 ramp connections. As a starting point for the review of this portion of the Plan, the landowners were requested to submit an alternative concept plan for consideration by the City. Staff set-out the parameters for proposed modifications to the subject area, including the submission of a justification report to accompany the alternative concept. Subsequently, staff and the City's Consultant met with the landowners and their representatives several times to discuss alternative proposals. The common themes of each of the alternatives have been the central park feature and the location of the YRT Bus Station at the southwest corner of Portage Parkway and Millway Avenue. The revised VMC Secondary Plan incorporates both these elements as well as the following modifications to the northwest quadrant:

- (i) Highway 400 and Highway 7 Connections

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

for egress, provision of an additional lane of storage and subject to maintaining certain levels of operation.

(ii) Local Street Modifications

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

(iii) Land Use Changes

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

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

The primary commercial area in the northwest quadrant remains focused around the subway station, with secondary retail areas located around the other VIVA stations. Staff has been advised by VivaNext that the potential Highway 7 rapidway stop proposed at Maplecrete Road is to be re-located to Creditstone Road. As a result of this change, the secondary commercial retail areas have been removed at the intersection of Maplecrete and Highway 7, and are now proposed at the northwest and southwest corners of Creditstone Road and Highway 7 (see Attachment 9).

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

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

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

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

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

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

(i) Black Creek Channel Re-alignment

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

(ii) Modifications to Density and Phasing of Development

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

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

- The subject property on which redevelopment is proposed is contiguous to property within the VMC UGC, or the property is otherwise part of a draft plan of subdivision that includes land in the UGC. In either case, the proposed development shall be part of a planned phased redevelopment of the larger property or combined properties, and the first phase of development shall occur within the UGC.

- The proposed development will replace an existing use that is not consistent with the long-term vision and policy objectives for the VMC.
- Convenient pedestrian and cycling connections between the proposed development and the planned subway station and nearest VIVA station in the VMC, either exist or will be built in conjunction with the development.
- The proposed development will not prevent or unreasonably delay the planning and construction of neighbouring development within the VMC UGC.

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

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

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

The preliminary findings of the Municipal Class EA (Stages 3 and 4) for the channel have determined that almost the entire width of the environmental land reflected in the adopted VMC Plan is within the 100 year flood level. In order to permit the pedestrian trail system and complementary parkland which is envisioned for this part of the VMC Secondary Plan, there will be a need for an additional open space area adjacent to the east side of the channel environmental lands. The parkland will be in addition to the required TRCA 10 m. buffer on either side of the channel. The final EA results will help confirm the specific extent of the environmental area needed to accommodate the new naturalized creek channel, associated buffer and pedestrian trail/parkland. Since the Secondary Plan will precede the completion of the EA, the revised Secondary Plan contains a policy (sections 6.3.2 and 6.3.3), which refers to the need for the Black Creek Renewal (EA) and Streetscape and Open Space Plan to more specifically define the limits of the open space/park feature.

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

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

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



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

(5) General Modifications to VMC Secondary Plan

(i) Precincts

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

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

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

The Technology Precincts remain sited at the easterly and westerly boundaries of the VMC Secondary Plan. The configuration and area of the Technology Precincts at the westerly boundary have been modified and increased as a result of changes to the street connections to Highway 400, a decrease in the environmental open space (n/w quadrant), and adjustments to the local street network in both the northwest and southwest quadrants. The name of the Technology Precincts in the proposed modified Plan has also been changed to “Technology/Office Precincts”. Adding the office component to the name is thought to better convey that this designation permits a broad mix of office and other non-noxious employment uses.

(ii) Density/Height Classifications

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

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

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

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

(iii) Other Street and Open Space Network Modifications

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

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

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

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

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

(iv) School Sites and other Community Facilities

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

In the first draft of the revised Plan, school sites of approximately 2.5 acres had been located adjacent to public parks to encourage the school use of the public parks as the

outdoor play areas. This proposed arrangement would also have required a joint maintenance agreement between the School Boards and the City of Vaughan. The School Boards' representatives however, expressed serious concerns with this proposal. They explained that school outdoor play area design and facilities needs, are very different from those that would be provided in a typical public park. They also predicted conflicts with the general public at times when the school would need exclusive use of the park.

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

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

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

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

(v) Revisions to Section 37-Bonusing Policies

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

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

The proposed list is as follows:

- Subway entrances in buildings adjacent to Millway Avenue;

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

(6) Review of Submitted Modification Requests

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

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

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

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

Staff Response:

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

A policy has now been added (section 8.6.1) which permits alternatives to the podium and tower form, where the City is satisfied that the desired streetscape condition will be achieved. Section 8.6.15 has also been added to the built form policies. This policy encourages a variety of building heights in the maximum

permitted height classifications of 6-35 storeys and 5-25 storeys. Individual towers within these height classifications may now exceed the maximum limits by up to 7 storeys, where an adjacent tower subject to the same development application, and located on the same block, has a corresponding lower height.

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

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

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

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

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

Staff Response:

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

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

"The City may permit parking, including access to parking, under a Local Street or Mews, provided the intended purpose, function and character of the

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

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

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

- a. Due to extreme hydrogeological and/or geotechnical conditions, it is unreasonable to accommodate all of the required parking or utilities for the adjacent use under a building, private amenity space and/or local street;
- b. All of the required parking cannot be accommodated in an above, and/or below-ground structure without compromising the vision, principles and objectives of this plan; and,
- c. The proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park or square.

Parking generally will not be appropriate under Neighbourhood Parks where trees are intended to grow to their full potential and above-grade elements of underground parking would significantly compromise the design and programming of the park. Underground parking will generally be more appropriate under parks and Urban Squares designed predominantly for intense daily use and/or civic events and where mature trees and a significant tree canopy are not envisioned.

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

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

Staff Response:

A number of the landowners in the VMC have requested changes to the street grid provided in the adopted Secondary Plan. They have cited reasons such as the avoidance of fragmenting landownership parcels with new local streets, or in some instances, questioned the necessity of a local street connection. Every effort has been made to avoid fragmenting landownership parcels. City staff have met with landowners for the southwest quadrant and have accommodated property boundaries wherever possible (note modifications made to the southwest quadrant street network – Attachment 6). However, when dealing with

the limitations imposed by the extensions of existing streets and buildings, and the creation of a new finer street grid pattern typical of successful downtowns, it is unavoidable that some parcels will become fragmented or have streets super-imposed on existing buildings. In terms of the latter occurrence, the few street connections interrupted by existing buildings will only be necessary when the respective parcels containing these buildings re-develop.

In a number of cases landowners have requested that local streets either be removed or become private streets. It is important that the principle of a public street network be maintained in the Vaughan Metropolitan Centre. The VMC street grid was carefully studied and designed to accommodate pedestrian, cycling and vehicular traffic, as well as public amenity space for social life. All together, the “street” is one of the most important building blocks of a successful downtown, as it is the most used and multi-purpose element of the public realm. City block sizes should be pedestrian in scale in terms of both the perception and experience of distance and walkability. Smaller blocks provide more exposure to street frontages, increase walkability, accommodate servicing and parking; and, access to fire and police services. The most acclaimed cities of the world are those with well designed, porous, walkable and vibrantly active public streets.

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

Staff Response:

A report to the Finance and Administration Committee of June 18, 2012, recommended that a review of appropriate parkland credits within the intensification areas of the VMC, the Yonge/Steeles Secondary Plan and other intensification areas be completed. A further report was provided to the Finance and Administration Committee on November 12, 2012 on the unit rate to be used in the calculation of cash-in-lieu of parkland dedication. The Committee referred the report back to staff to address Council’s comments; and, to a future Finance and Administration Committee meeting.

Zoning

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

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

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

- Support and co-ordinate land use planning for high capacity transit at strategic locations in the City.
- Review the Vaughan Corporate Centre Vision.

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow).
- Conduct the 5 – year review of the Official Plan as part of the Growth Management Strategy 2031.

### **Regional Implications**

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

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

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

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

### **Conclusion**

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

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

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

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



### **Attachments**

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

### **Report prepared by:**

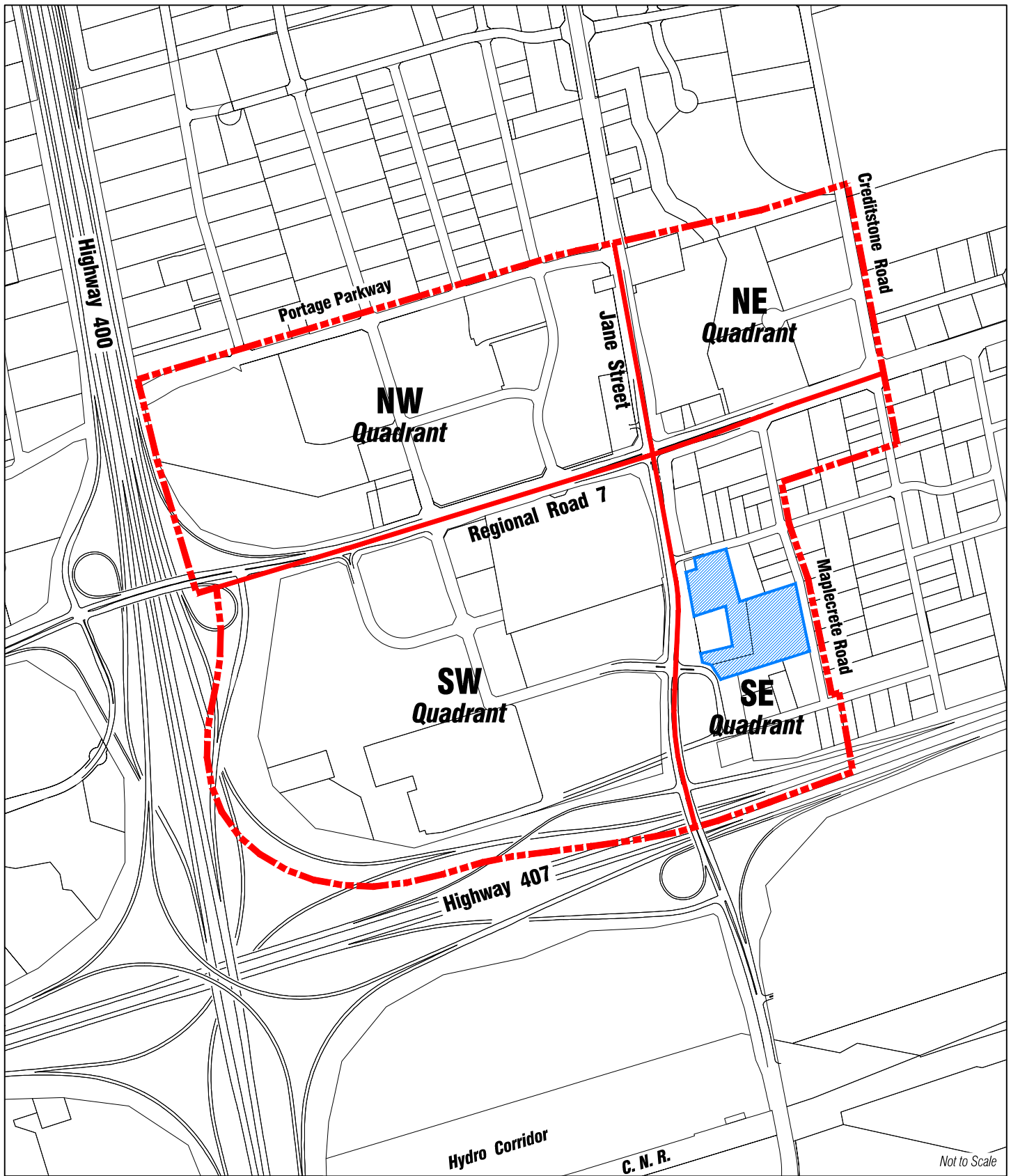
Anna Sicilia, Senior Planner, ext. 8063  
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

DIANA BIRCHALL  
Director of Policy Planning

/lm



Not to Scale

### Legend

- - - Vaughan Metropolitan Centre Boundary
- 7601 Jane Street

## Location Map Attachment No. 1

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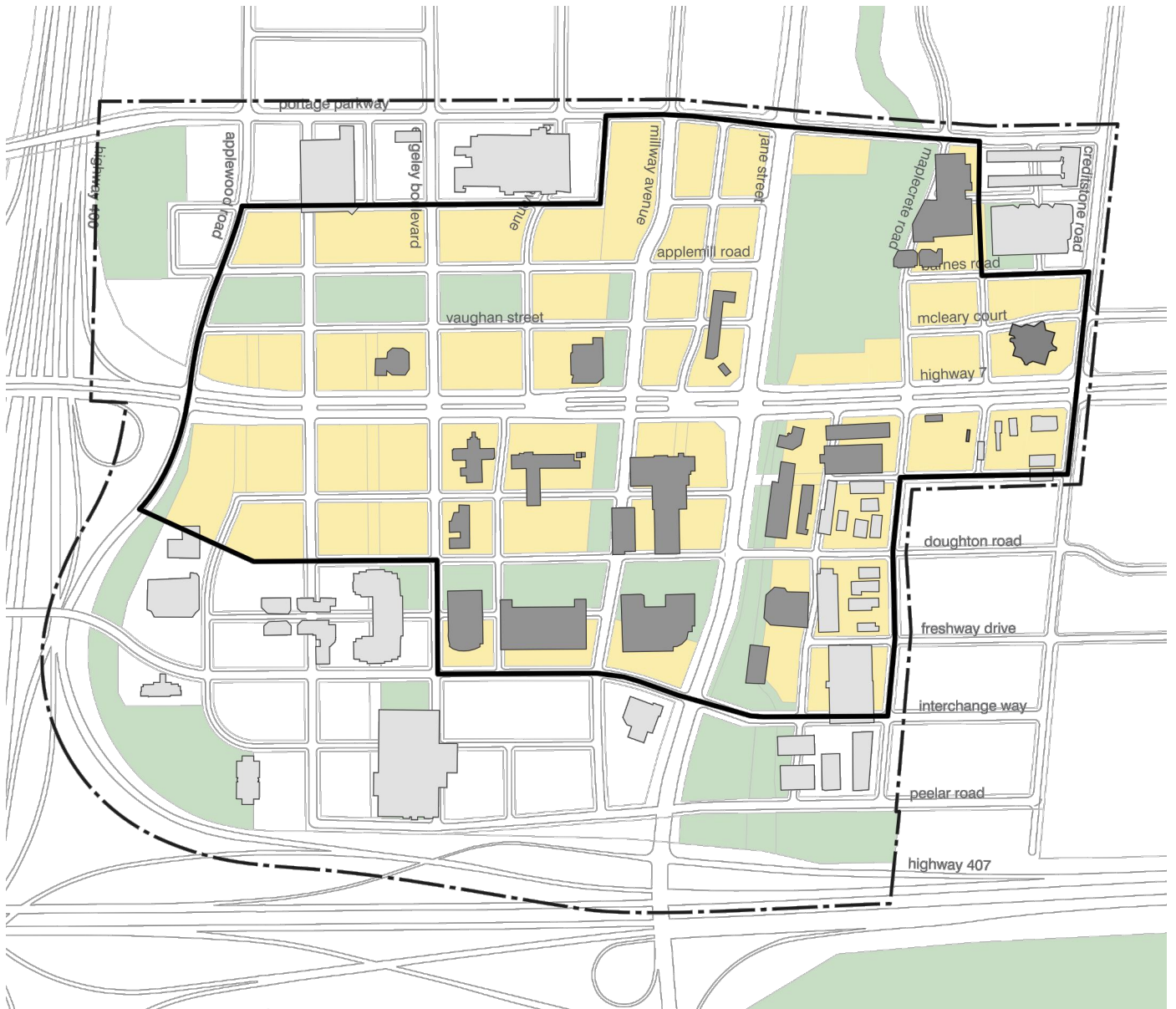
FILE: 25.5.12.1  
November 27, 2012

DRAFT REVISIONS NOVEMBER 5 2012

SCHEDULE A > VAUGHAN METROPOLITAN CENTRE BOUNDARIES

LEGEND

-  vaughan metropolitan centre boundary
-  urban growth centre boundary
-  existing buildings
-  existing and planned streets
-  major parks and open spaces



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November 27, 2012

# Vaughan Metropolitan Centre Boundaries Attachment No. 2

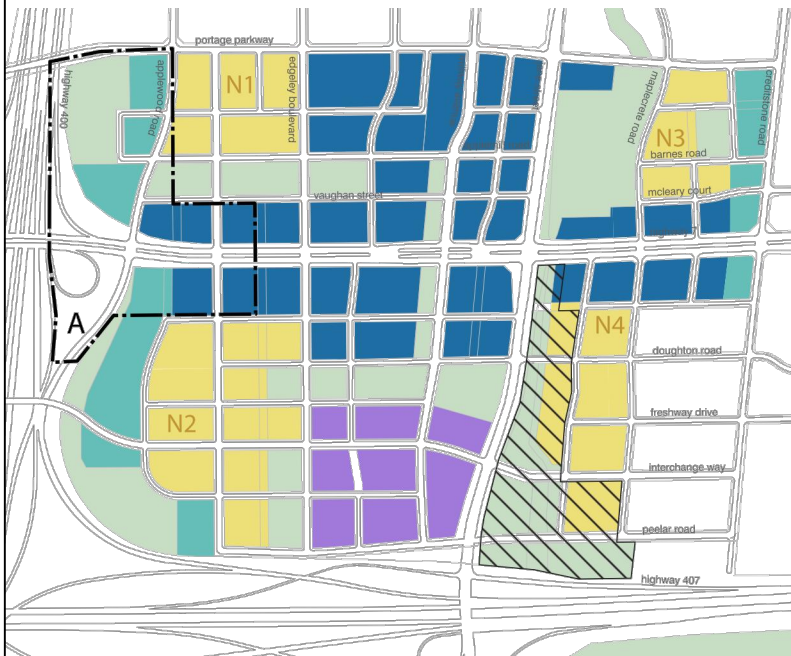
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## Proposed VMC Secondary Plan

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SCHEDULE F > LAND USE PRECINCTS

### LEGEND

- station precinct
- south precinct
- neighbourhood precincts
- technology / office precincts
- major parks and open spaces
- special study area A (See Policies 4.3.10 and 8.1.15)
- land use designations subject to results of the VMC Black Creek Renewal EA (Stages 3 & 4) and final results of the VMC Servicing and Stormwater Management Master Plan

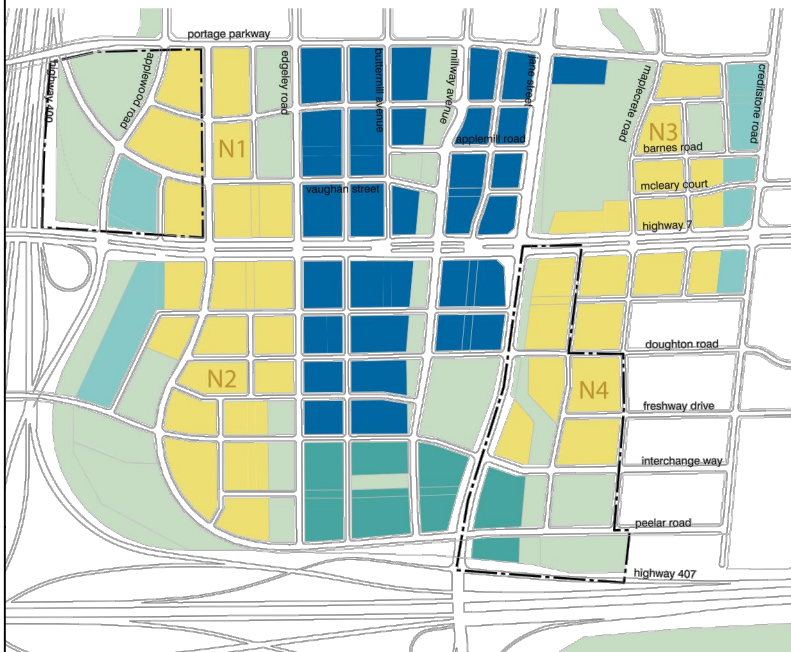


## Adopted VMC Secondary Plan

SCHEDULE G > LAND USE PRECINCTS

### LEGEND

- station precinct
- south precinct
- neighbourhood precincts
- technology precincts
- special study areas A (west) and B (east) (See Policies 4.3.9, 8.1.14 and 8.4.4)
- major parks and open spaces



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November 27, 2012

## Land Use Precincts Attachment No. 3

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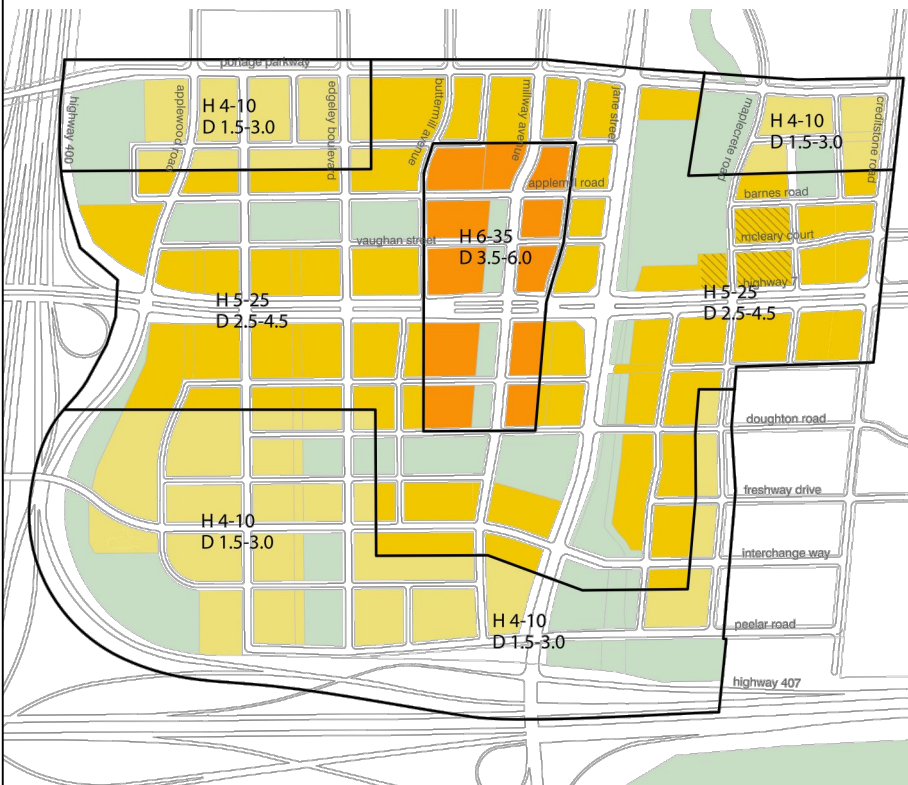


## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE I > HEIGHT AND DENSITY PARAMETERS

### LEGEND

- H 6 storey minimum - 35 storey maximum  
D 3.5 minimum fsi - 6.0 maximum fsi
- H 5 storey minimum - 25 storey maximum  
D 2.5 minimum fsi - 4.5 maximum fsi
- H 4 storey minimum - 10 storey maximum  
(up to 15 storeys may be permitted subject to Policy 8.6.14)  
D 1.5 minimum fsi - 3.0 maximum fsi
- major parks and open spaces
- see Policy 9.2.3

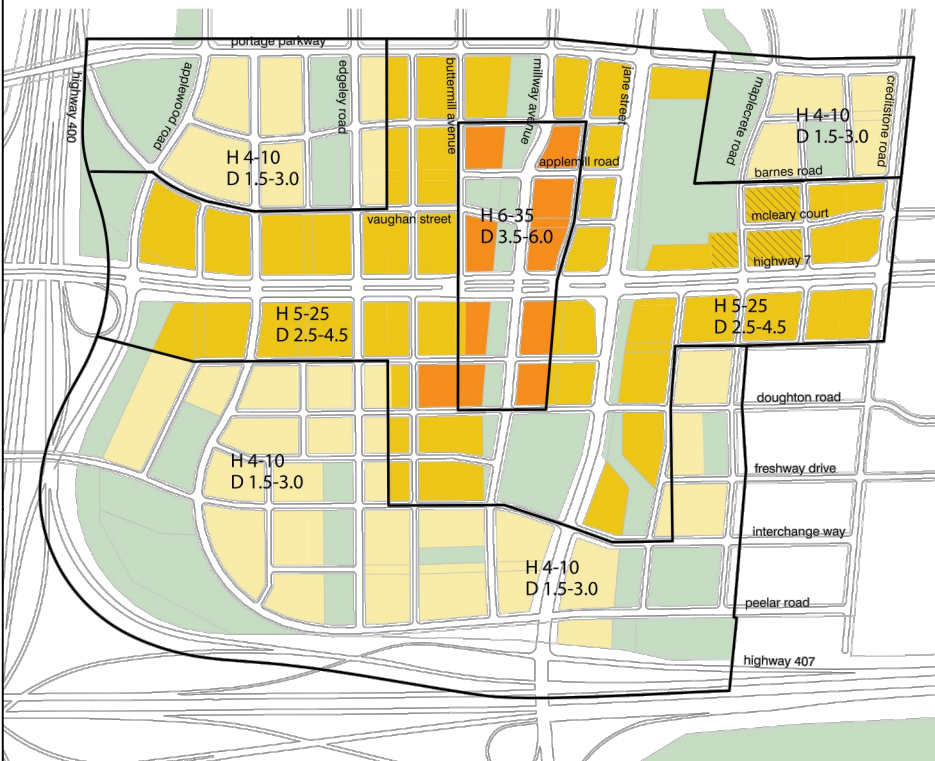


## Adopted VMC Secondary Plan

SCHEDULE J > HEIGHT AND DENSITY PARAMETERS

### LEGEND

- H 6 storey minimum - 35 storey maximum  
D 3.5 minimum fsi - 6.0 maximum fsi
- H 5 storey minimum - 25 storey maximum  
D 2.5 minimum fsi - 4.5 maximum fsi
- H 4 storey minimum - 10 storey maximum  
(up to 15 storeys may be permitted subject to Policy 8.6.14)  
D 1.5 minimum fsi - 3.0 maximum fsi
- major parks and open spaces
- see Policy 9.2.3



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FILE: 25.5.12.1  
November 27, 2012

## Height and Density Parameters Attachment No. 4

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## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012

SCHEDULE D > MAJOR PARKS AND OPEN SPACES

### LEGEND

- environmental open spaces
- neighbourhood parks
- Millway Avenue linear open space
- Black Creek greenway
- mews or local street
- + urban squares (see Policies 6.2.3-6.2.4)
- \* parkland associated with environmental open spaces

## Adopted VMC Secondary Plan

SCHEDULE E > MAJOR PARKS AND OPEN SPACES

### LEGEND

- environmental open spaces
- neighbourhood parks
- public squares
- mews or local street
- \* parkland associated with environmental open spaces

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November 27, 2012

## Parks and Open Spaces Attachment No. 5

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## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE C > STREET NETWORK

### LEGEND

- arterials (54m+ row)
- minor arterial (33m row)
- major collectors (28-33m row)
- special collector (33m row)
- minor collectors (23-26m row)
- local streets (20-22m row)
- mews (15-17m row)
- special study area A (see Policy 4.3.10)
- major parks and open spaces
- \* see policy 4.3.17

## Adopted VMC Secondary Plan

SCHEDULE C > STREET NETWORK

### LEGEND

- arterials (54m+ row)
- minor arterial (33m row)
- major collectors and special collector (28-33m row)
- minor collectors (23-26m row)
- local streets (20-22m row)
- local street or mews (20m row)
- special study area A (see Policy 4.3.9)
- major parks and open spaces

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November 27, 2012

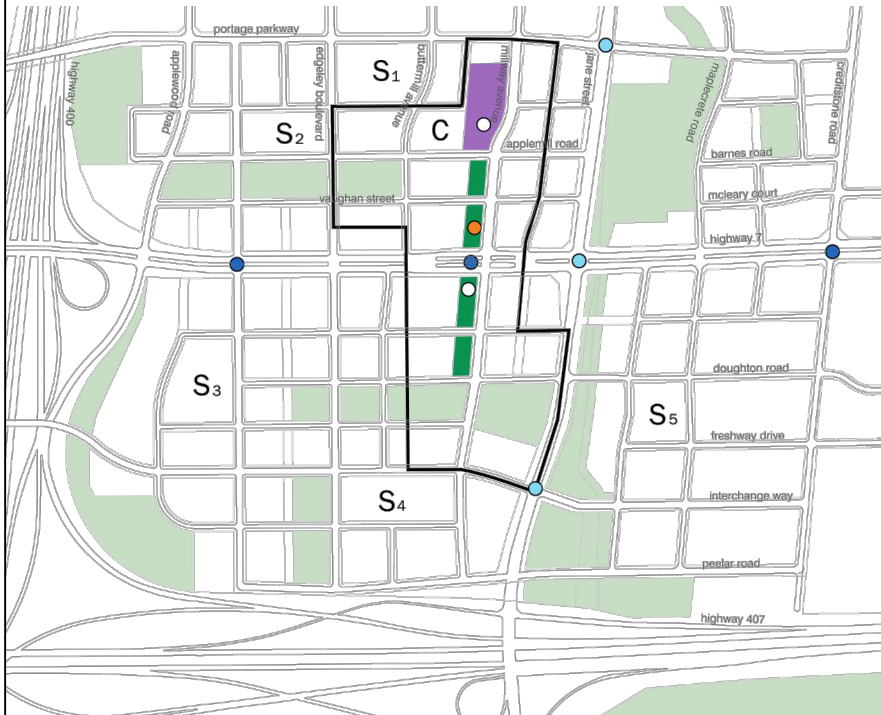
## The Street Network Attachment No. 6

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## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE E > COMMUNITY SERVICES AND CULTURAL FACILITIES

### LEGEND

- S potential school sites
- C potential community facility
- sites for community and cultural amenities
- Millway Avenue linear open space
- other major parks and open spaces
- bus station
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations

## Adopted VMC Secondary Plan

SCHEDULE F > COMMUNITY SERVICES AND CULTURAL FACILITIES

### LEGEND

- potential school sites
- sites for community and cultural amenities
- public squares
- other major parks and open spaces
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations

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November 27, 2012

# Community Services and Cultural Facilities Attachment No. 8

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## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE H > AREAS FOR RETAIL USES

### LEGEND

- primary commercial area - retail uses required
- secondary commercial area - retail uses required
- secondary commercial area - retail uses permitted
- Millway Avenue linear open space
- other major parks and open spaces
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations

## Adopted VMC Secondary Plan

SCHEDULE I > AREAS FOR RETAIL USES

### LEGEND

- primary commercial street - retail uses required
- secondary commercial street - retail uses required
- tertiary commercial areas - retail uses permitted
- public squares
- other major parks and open spaces
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations

Not to Scale



**VAUGHAN**

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November 27, 2012

## Areas for Retail Uses Attachment No. 9

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## Proposed VMC Secondary Plan

DRAFT REVISIONS NOVEMBER 5 2012  
SCHEDULE G > AREAS FOR OFFICE USES

### LEGEND

- office uses required (see Policy 8.2.3)
- office or other prestige employment uses required
- office uses permitted
- major parks and open spaces

## Adopted VMC Secondary Plan

SCHEDULE H > AREAS FOR OFFICE USES

### LEGEND

- office uses required (see Policy 8.2.3)
- office or other prestige employment uses required
- office uses permitted
- major parks and open spaces

Not to Scale



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FILE: 25.5.12.1  
November 27, 2012

## Areas for Office Uses Attachment No. 10

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DRAFT REVISIONS NOVEMBER 5 2012

SCHEDULE J > BLACK CREEK REMEDIATION AREA

LEGEND

- major parks and open spaces
- Black Creek remediation area (see Policies 5.6.4-5.6.8, 8.2.7 and 8.4.3)



Not to Scale



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November 27, 2012

## Black Creek Remediation Area Attachment No. 11

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Option 1



Option 2

Not to Scale



FILE: 25.5.12.1  
November 27, 2012

## Highways 400 & 7 Connections (Options 1 & 2)

### Attachment No. 12

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### Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item       | Submission  | Issue   | Comment  | Recommendation  |
|------------|---|---|--|---|
| <b>202</b> | <p>DATE: February 15, 2011</p> <p>RESPONDENT: IBI Group (Jay Claggett)</p> <p>FOR: Norak Steel Construction Limited</p> <p>LOCATION: 44 Creditstone Road (s/e quadrant, west of Credit Stone Road, north of Peeler Road, and east of Maplecrete Road)</p> | 1) The Proponent is requesting that the subject lands either be included within the VMC boundary or that alternatively the existing general employment uses be recognized, including outdoor storage. | 1) The lands are situated outside of the VMC Secondary Plan Boundary. The VMC Plan is not introducing any restrictions on the "General Employment" use of the lands. The applicable policies are those of the General Employment designation of Volume 1 of the VOP 2010. These policies permit General Employment uses, with the exception of outside storage on corner lots. City By-law 1-88 places a similar restriction on outside storage on corner lots, so therefore the restriction with respect to outside storage on this property has not changed. | 1) No change is recommended.                                      |
| <b>440</b> | <p>Date: December 13, 2010</p> <p>Respondent: Mario Cortellucci</p> <p>Location: VMC</p>  | 1) Proponent is requesting the inclusion of a policy in the VMC Secondary Plan to permit strata parking arrangements.   | 1) Strata parking arrangements are now permitted under certain circumstances, in the revised VMC Secondary Plan.   | 1) See sections 4.3.5. and 6.2.5 in track changes, Attachment 16. |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item                 | Submission  | Issue  | Comment   | Recommendation   |
|----------------------|---|--|---|--|
| <b>28<br/>YR/T-9</b> | <p>Date: October 1, 2012<br/>(February 25, 2011, July 5, 2010/)</p> <p>Respondent:<br/>Weston Consulting Group Inc.</p> <p>For: Zzen Group/Gold Park Group</p> <p>Location:<br/>2966,2978, and 2986 Highway 7</p> | <p>1) Proponent requests that subject lands be granted exemptions from policies pertaining to the Station Precinct. (lands were placed within this precinct through current proposed modifications; they were designated Neighbourhood Precinct in the adopted VMC Secondary Plan).</p> <p>2) Requesting that subject lands be granted exemptions from development standards/design policies of the VMC Secondary Plan, including height, density.</p> <p>3) Requesting that the subject lands be considered through development applications submitted to the City.</p> | <p>1) – 3) The proponents have submitted development applications: OP.11.014 &amp; Z.11.046; and, OP.11.015 &amp; Z.11.047. The applications were received at a Public Hearing on April 3, 2012.</p>  | <p>1) – 3) The proposed developments will be evaluated through the development review process.</p> |
| <b>T-1</b>           | <p>Date: October 9, 2012</p> <p>Respondent:<br/>Tony Di Benedetto</p> <p>Location: Plan 8070 Lot 14 (Peelar Rd. South)</p>  | <p>Proponent requesting the retention of development rights on his property; opposes any open space use or stormwater management use of property. Note that lands are designated Environmental Open Space on Schedule E of proposed Secondary Plan.</p>  | <p>Proponent's lands are partially within the area subject to the results of the Black Creek Renewal EA (stages 3 &amp; 4). The easterly portion of the lands is subject to the final results of the VMC Master Servicing Plan. Should any portion of the lands be necessary for the servicing requirements of the VMC, the land owner would be compensated at fair market value.</p> | <p>No change is recommended.</p>   |

### Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item       | Submission   | Issue  | Comment   | Recommendation   |
|------------|--|--|---|--|
| <b>T-2</b> | <p>Date: October 10, 2012</p> <p>Respondent: Malone Given Parsons LTD.</p> <p>For: Liberty Developments (1834371 Ontario Inc.)</p> <p>Location: south/west corner of Hwy. 7 and Maplecrete Rd.</p> | <p>1) Proponent requesting that subject lands be permitted higher density range of 3.5-6.0 FSI, and heights of 6-35 storeys; and, that southerly portion of lands also be included in the Station Precinct.</p> <p>2) That entirety of lands be included within the UGC boundary.</p> <p>3) That the local streets shown on the subject lands in the proposed Secondary Plan, be permitted to be private with public easements; and, that all local streets be permitted to be private as well.</p> <p>4) Proponent requesting that streets be permitted to be narrower than that shown in the Secondary Plan.</p> | <p>1) The VMC Secondary Plan was prepared by the City Consultants and staff, and involved significant community consultation. The designations, including height and density standards, the UGC boundary, and the boundaries of the designations were derived to ensure the development of a vibrant downtown with an appropriate mix of residential and employment over the 21 year time horizon; and, to ensure the highest densities are built close to the subway. Some minor modifications have been made to specific boundaries as explained in the report, however the changes were made with appropriate justification and the integrity of the vision has been maintained.</p> <p>2) An expansion to the UGC in the southeast quadrant to Maplecrete Road is proposed.</p> <p>3) &amp; 4) The street network for the VMC was carefully studied and designed to achieve optimum connectivity, considering each mode of transportation, and should not be subject to significant change. Local streets are an important part of the public realm as well as a critical component of a City's transportation infrastructure. Local streets ensure efficient movement of vehicles, cyclists, and pedestrians. They</p> | <p>1) No change is recommended.</p> <p>2) See Schedule A in track changes, Attachment 16.</p> <p>3) &amp; 4) No change is recommended.</p> |



# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue   | Comment   | Recommendation  |
|------|------------|---|---|---|
|      |            | <p>5) Requesting flexibility to policy 10.3.1, requirement for development to proceed by way of draft plan of subdivision.</p> <p>6) Requesting modification to policy 5.4.6 – Stormwater Management requires agreements among landowners in the VMC to equitably distribute the cost of stormwater management. Proponents do not want this policy to apply.</p> <p>7) Proponent opposes the requirement for a landowner group agreement or suggests limiting the affected area of the agreement.</p> | <p>must remain under municipal control in order to ensure the integrity of the transportation infrastructure and the vitality of the public realm.</p> <p>5) The draft plan of subdivision is the preferred planning tool to ensure that all necessary conditions for approval are addressed. However, should a development application not require the creation of public streets, parks or infrastructure a site development application process may be permitted in lieu of the draft plan of subdivision process. A modification is proposed to this policy to permit the flexibility to proceed by way of site plan application, where public mews are to be dedicated to the City for walkway purposes.</p> <p>6) Stormwater management will occur on a collective basis in the VMC and therefore the use of a landowner agreement to ensure equitable distribution of the cost for this service infrastructure, is appropriate.</p> <p>7) The Development Group Agreement (DGA) has worked well in the past for Greenfield areas; however it is recognized that Regional Centres present challenges to the typical DGA process. Cost sharing arrangements of some form</p> | <p>5) A modification has been made to section 10.3.1- see track changes (Attachment 16).</p> <p>6) &amp; 7) No change is recommended.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item       | Submission   | Issue   | Comment   | Recommendation  |
|------------|--|---|---|---|
|            |  |   | <p>will be necessary and beneficial in the development of the VMC. They will facilitate fair and equitable financial distribution of the costs of infrastructure, facilities and support services amongst both initially participating owners and owners of lands which are to be developed later.</p> <p>The City has initiated steps to facilitate the development of cost sharing agreements in the VMC through consultation with landowners.</p> <p>The policy does permit for some flexibility with respect to the nature of the development agreement in that it states "Alternatively, the City may implement other arrangements to address cost sharing."</p> |   |
| <b>T-3</b> | <p>Date: October 10, 2012</p> <p>Respondent: Bousfields Inc.</p> <p>For: Royal 7 Developments Ltd. &amp; Hollywood Princess Convention &amp;</p> | <p>1) Proponent requesting that private streets approved through the development application process be reflected on VMC schedules.</p> <p>2) Request that Tertiary Commercial area on Hwy. 7 between Maplecrete Rd. and Creditstone Rd. be permitted to remain as reflected in adopted Secondary Plan, Schedule "I".</p> | <p>1) &amp; 2) City staff concur with the recommendations.</p>  | <p>1) &amp; 2) Modifications have been made. See section 9.2.3 and Schedules "H" and "C" in track changes, Attachment 16.</p> |

### Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item       | Submission   | Issue  | Comment                             | Recommendation                    |
|------------|--|--|-------------------------------------|-----------------------------------|
|            | Banquet Centre Ltd.<br><br>Location: 2900 and 2800 Highway 7                 |  |                                     |                                   |
| <b>T-4</b> | Date: October 4, 2012<br><br>Respondent: York Catholic District School Board | 1) Proponent re-confirms need for 2 elementary school sites (5 acres each in area) in the VMC based on full build-out estimate of 24,000 residential units.<br><br>2) Proponent in agreement with siting of schools as proposed on Schedule "E" of track changes- Attachment 16. | 1) & 2) No modifications requested. | 1) & 2) No change is recommended. |
| <b>T-5</b> | Date: October 4, 2012<br><br>Respondent: York Region District School Board   | 1) Proponent re-confirms need for 3 elementary school sites (5 acres each in area) in the VMC, based on full build-out estimate of 24,000 residential units.<br><br>2) Proponent in agreement with siting of schools as proposed on Schedule "E" of track changes-Attachment 16. | 1) & 2) No modifications requested. | 1) & 2) No change is recommended. |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission  | Issue   | Comment  | Recommendation  |
|------|---|---|--|---|
| T-6  | <p>Date: October 4, 2012</p> <p>Respondent:<br/>Bousfields Inc.</p> <p>For: 785345 Ontario Ltd. And L &amp; M Pandolfo Holdings</p> <p>Location: 7601 Jane Street</p> | <p>1) Proponent requests the following modifications to proposed VMC Schedules:</p> <p>(i) Schedule "A" – shift UGC boundary east to Maplecrete Rd. to include subject site in its entirety.</p> <p>(ii) Schedule "J" – shift higher density/height classification boundary of maximum 4.5 FSI and Maximum 25 storey height, east to Maplecrete Rd.</p> <p>(iii) Schedule "C" – show a private street between Freshway Drive and Interchange Way where there is currently a "local street" shown.</p> <p>(iv) Modify policy 4.3.5 to clarify that dedication of land for new public streets should be shared between property owners where appropriate and possible.</p> <p>(v) Modify boundary line of Special Study Area B to reflect that of Schedule K.</p> <p>(vi) Modify policy 10.2.9 to provide</p> | <p>1) (i) See comments for Item T-2, 2).</p> <p>(ii) Boundary of higher density/height classification has been shifted farther east than was originally reflected in adopted Plan. It is important to have a transition in height/density mid-block to avoid significant incongruities on streets where they are much more visible.</p> <p>(iii) See comments for T-2, 3) &amp; 4).</p> <p>(iv) City staff concur with recommendation.</p> <p>(v) The Special Study Area "B" boundary has been removed. Schedule F now reflects the area of the study lands where the designations are subject to the results of the VMC Black Creek Renewal EA (stages 3 &amp; 4), and the final results of the VMC Servicing and Stormwater Management Plan. It is noted that the development phasing policies apply to the lands outlined within the flood-plain on Schedule "J".</p> <p>(vi) City Staff concurs with requested modification.</p> | <p>1) (i) See Schedule A in track changes, Attachment 16.</p> <p>(ii) See modified schedule I in track changes, Attachment 16.</p> <p>(iii) No change is recommended.</p> <p>(iv) Modification made, see section 4.3.1 in track changes, Attachment 16.</p> <p>(v) See revised Schedule F in track changes, Attachment 16.</p> <p>(vi) See modified section 5.6.8, 6.3.3 and 6.3.4 in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item        | Submission   | Issue  | Comment  | Recommendation                            |
|-------------|--|--|--|---|
|             |  | that the width and location of the linear park east of Jane St. will be defined at such time as the location and buffers of Black Creek are determined.  |  |   |
| <b>T- 7</b> | <p>Date: October 16, 2012</p> <p>Respondent: Labreche Patterson &amp; Associates Inc.</p>  | 1) Proponents object to sections 8.1.3 and 8.1.18 prohibiting drive-through uses in the VMC. Also objecting to sections 9.2.1 Existing Land Uses, and 9.2.2 Minor expansions of previously approved uses.  | 1) Discussions are currently underway between the City and the proponent respecting their issues. If the issues can be resolved through a policy in Volume 1 of the VOP 2010, the policies respecting drive-throughs in Volume 2 of the VOP 2010, Secondary Plans, will be deleted.  | 1) No change is recommended at this time. |
| <b>T-8</b>  | <p>Date: October 16, 2012</p> <p>Respondent: Davies Howe Partners LLP</p> <p>For: 1042710 Ontario Limited (Royal Centre)</p> <p>Location: 3200 Hwy. 7 West</p> | <p>1) Proponent does not support the modifications to the street network in the northwest quadrant (specifically east/west street identified as Vaughan Rd.).</p> <p>2) Proponent not supportive of large central park proposed in northwest quadrant.</p> | 1) & 2) The proposed modifications to the northwest quadrant are the results of a consultative and comprehensive process involving the landowner group for the surrounding lands, other VMC landowners, public agencies, the Region of York, City staff, the City's Consultant for the VMC Secondary Plan project, and the VMC Sub-Committee of Council. The modifications are considered appropriate and beneficial with respect to achieving the objectives of the Secondary Plan. | 1) & 2) No change is recommended.         |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item              | Submission   | Issue   | Comment  | Recommendation  |
|-------------------|--|---|--|---|
| <b>105D/T-483</b> | <p>Date: August 31, 2012</p> <p>Respondent: IBI Group</p> <p>For: Bentall Kennedy (Canada), Toromont Industries Ltd., and SmartCentres</p> <p>Location: Southwest and northwest quadrants of VMC</p> | <p>The proponents note issues with the following sections of the proposed VMC Secondary Plan:</p> <ol style="list-style-type: none"> <li>1) Section 4.1.4- submission of Traffic Impact Study. Proponents requesting deletion of this requirement.</li> <li>2) Section 4.2.3 Public Transit – reference to subway right-of-way being adjacent to public open space. Proponents are pointing out that given that the YRT Bus Station now immediately abuts a portion of Millway Avenue on the westerly side, it is not possible to have a continuous stretch of public open space adjacent to the subway right-of-way.</li> <li>3) Section 4.2.10- Public Transit-requirement for Station Block Master Plan.</li> <li>4) Section 4.3.1-Street Network- i.e. Edgeley Road through IKEA, streets not consistent with land ownership parcels.</li> <li>5) Section 4.3.5- Street Network-issue with respect to payment for lands/construction of Colossus</li> </ol> | <ol style="list-style-type: none"> <li>1) City Staff concurs that a modification to this policy is appropriate.</li> <li>2) City Staff concurs that this policy requires modification due to the new location of the York Region Transit Bus Station.</li> <li>3) Given the progress which has been made in the planning of the Transit Bus Station since the VMC policy was introduced, section 4.2.10 does require revisions.</li> <li>4) The connection of Edgeley Boulevard south of Interchange Way to Peelar Road will not be required until such time as the IKEA property develops. Efforts have been made to accommodate property boundaries where ever possible.</li> </ol> <p>Note that when dealing with limitations imposed by extensions of existing streets, creation of a new finer street grid pattern, and a number of landowners, it is unavoidable that some landowner parcels will become fragmented.</p> <ol style="list-style-type: none"> <li>5) Although it is too early in the process to confirm specifically the structure of compensation for new/extensions to/or</li> </ol> | <ol style="list-style-type: none"> <li>1) See revised wording for section 4.1.4 in track changes, Attachment 16.</li> <li>2) See revised wording for section 4.2.3 in track changes, Attachment 16.</li> <li>3) See revised wording for Section 4.2.10 in track changes, Attachment 16.</li> <li>4) See revised Schedule "C" in track changes, Attachment 16.</li> <li>5) See revised section 4.3.4 in track changes, Attachment 16.</li> </ol> |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue  | Comment   | Recommendation   |
|------|------------|--|---|--|
|      |            | <p>Drive Flyover/major collector streets. Requests revised wording to recognize payment for purchase/construction of special collector streets/new major collectors as responsibility of City.</p> <p>6) Section 4.3.10 Street Network-requesting set time frame for City purchase of lands for the construction of the Colossus Drive Highway 400 Flyover (2017).</p> <p>7) Section 4.3.13 Street Network-dedicated right turn lanes on collector roads/double left turn lanes should not be prohibited.</p> <p>8) Section 4.4.1 Streetscaping-Appendix B Street Cross-Sections should not constitute part of the Secondary Plan.</p> | <p>widenings for streets in the VMC, typically the City will offer compensation for new collectors, including special collectors; or their extensions. Street widenings are typically conveyed to the City at no cost through the development/re-development process.</p> <p>6) The future need of the Colossus Drive Highway 400 Flyover has been confirmed by the Joint Transportation Study for the VMC and Surrounding Area. An EA, which is projected to begin in 2013, must be completed. The EA will determine the protection area required for the overpass. A modification is proposed to section 4.3.10 which acknowledges that the EA should commence as soon as possible.</p> <p>7) The wording in this policy allows some flexibility should any of the mentioned roadway features be considered necessary through the phrase "generally shall be prohibited".</p> <p>8) Appendix B reflects City standards set for the streets in the VMC. It is provided as a guide to development in the form of an appendix. It is understood that the street sections are general guides and are not meant to detail boulevard landscape requirements in every situation, but are</p> | <p>6) See modified section 4.3.10 in track changes, Attachment 16.</p> <p>7) No change is recommended.</p> <p>8) No change is recommended.</p> |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue  | Comment  | Recommendation  |
|------|------------|--|--|---|
|      |            | <p>9) Section 4.4.2 Streetscaping-issue with requirement for streetscape standards and guidelines for streets in the VMC because of possible delays to development should these guidelines not be completed prior to time of acceptance of development applications for VMC under policies of this Secondary Plan.</p> <p>10) Section 4.5.5 Bicycle Network-question of responsibility for the provision of bike lock-up facilities at public destinations.</p> <p>11) Section 4.5.5 Bicycle Network-question of responsibility for the provision of bike lock-up facilities at subway stations.</p> <p>12) Section 4.6.1 Parking- requesting that surface and above-grade structured parking be permitted in initial phases of development in VMC.</p> <p>13) Section 4.6.3 Parking- requesting that a cash-in-lieu parking by-law should be based on reduced parking requirements (TOD).</p> | <p>there to describe the dimensions and character of the street, and to guide the placement of the streetscape elements.</p> <p>9) The VMC Streetscape and Open Space Plan Study is well under way and should be completed by spring 2013. The final approval of the VMC Secondary Plan is at best expected for the spring of 2013, given the timing of OMB proceedings.</p> <p>10) Bicycle lock-up facilities in the public right-of-ways, and in public facilities will be the responsibility of the City. Bicycle lock-up facilities required on private lands, will be identified through the development process and the review of By-law 1-88 in accordance with the City's Parking Standards Review Study.</p> <p>11) Bicycle lock-up facilities at subway stations will be the responsibility of the TTC.</p> <p>12) Some flexibility has been permitted with respect to surface lots, and off-site parking through revisions to section 8.7.1 c., d. and e.</p> <p>13) The City is undertaking a review of By-law 1-88 with respect to introducing transit supportive parking standards for the VMC. The requested modification</p> | <p>9) No change is recommended.</p> <p>10) No change is recommended.</p> <p>11) No change is recommended.</p> <p>12) See modifications to wording of section 8.7.1 in track changes, Attachment 16.</p> <p>13) See modifications to wording of section 4.6.4 in track changes, Attachment 16.</p> |



# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue  | Comment   | Recommendation   |
|------|------------|--|---|--|
|      |            | <p>14) Section 4.6.4 Parking- a portion of parking provided for office uses be available for public parking-this policy should be less prescriptive and be clarified with respect to how this parking might operate, i.e. pay parking for land owner.</p> <p>15) Section 4.6.5 Parking- transit supportive parking policy should be clarified.</p> <p>16) Section 5.2.4 Energy Infrastructure- requesting that requirement for solar capture equipment be removed.</p> <p>17) Section 5.4.2 Stormwater Management-request that a policy be included to the effect that the area for stormwater management would be defined once the Master Servicing Plan for the City is finalized.</p> | <p>has been proposed by City staff as part of this process.</p> <p>14) City Staff concur with request; policy modification proposed accordingly.</p> <p>15) City Staff concur with request; policy modification proposed accordingly.</p> <p>16) The provision for the future installation of solar capture equipment is a policy requirement of the York Regional Official Plan. A minor word revision is proposed.</p> <p>17) The environmental open space (for swm/open space parkland) reflected in the proposed modified Plan is much reduced from that shown in the adopted VMC Secondary Plan. This is the result of consulting a preliminary schedule contained in the draft Stormwater Master Servicing Plan for the VMC. However, a modification is proposed to section 6.3.4 which would permit further refinements to pond location and size, subject to the finalization of EAs and servicing plans, and applicable justification criteria.</p> <p>While the pond size within the Environmental Open Space designation</p> | <p>14) See modifications to section 4.6.5 in track changes, Attachment 16.</p> <p>15) See modifications to section 4.6.3 in track changes, Attachment 16.</p> <p>16) See revised wording section 5.2.4 in track changes, Attachment 16.</p> <p>17) See proposed new section 6.3.1 and 5.4.2 in track changes, Attachment 16.</p> |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue  | Comment  | Recommendation   |
|------|------------|--|--|--|
|      |            | <p>18) Section 5.4.5 Stormwater Management- requesting that requirement for on-site Low Impact Development (LID) measures be encouraged rather than required.</p> <p>19) Section 5.5.2 Environmental Site Design- requesting that City not mandate a specific standard such as LEED (TM).</p> <p>20) Section 6.1.1 Environmental Open Spaces-requesting that public parks and open spaces not be specifically sited in the VMC Secondary Plan.</p> | <p>is subject to refinements, the total area shown within this designation should remain as shown in Plan, as the open space is required for re-forestation, trails, and grassed areas for recreational use. Lands within this designation required solely for parkland purposes will be counted towards the parkland dedication requirements of the respective development as determined by Community Services through subsequent development processes.</p> <p>18) Rainwater harvesting is a requirement of the York Region Official Plan for residential developments. The word "shall" in Section 5.4.5 of the VMC Plan refers only to residential buildings.</p> <p>19) City Staff concurs with request; a modification to this section is proposed.</p> <p>20) The VMC park system is considered a critical component of the VMC vision and Plan. The following is a principle of the VMC "vision": "Beautiful-Naturalized open spaces will frame downtown, major parks will define neighbourhoods, and plazas and intimate green spaces will be found throughout the area; and, "Civic buildings and parks will be held to the highest standards of design". See also</p> | <p>18) No change is recommended.</p> <p>19) See modifications to section 5.5.2 in track changes, Attachment 16.</p> <p>20) No change is recommended.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment   | Recommendation   |
|------|------------|--|---|--|
|      |            | <p>21) Section 6.1.3 General Policies- issue taken with Parkland Dedication policies; requesting that specific parkland dedication policies be developed for the VMC.</p> <p>22) Section 6.1.4 General Policies; Parkland - developers group agreement to distribute cost of parkland considered too challenging; proponents also questioning whether original contribution to parkland cash-in-lieu will be considered.</p> <p>23) Section 6.1.5 General Policies- requesting that private parks be counted towards required parkland dedication.</p> | <p>T-8, 1) and 2).</p> <p>21) Changes to the Parkland Dedication policies would require careful study and consideration. A review of parkland dedication with respect to the VMC and other intensification areas has been recommended, but has yet to be approved. A subsequent report to the Finance and Administrative Committee is projected for 2013.</p> <p>22) To clarify, parkland/cash in lieu of parkland will be calculated through the draft plan of subdivision/site plan application process at the rate set-out in the Parkland Dedication policies. Property which must be purchased from a landowner for parkland purposes, and which is in addition to that which would otherwise be required in parkland dedication, will be purchased at market value.</p> <p>Previously collected parkland contribution for the same lands, will be credited towards the new development parkland dedication requirements.</p> <p>23) Private parks are not counted towards parkland dedication in current Parkland Dedication policies- see comment 21) above.</p> | <p>21) No change is recommended.</p> <p>22) No change is recommended.</p> <p>23) No change is recommended.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue   | Comment   | Recommendation   |
|------|------------|---|---|--|
|      |            | <p>24) Section 6.2.1 Public Squares and Neighbourhood Parks – requesting that reference to timing for the development of the Millway Public Squares be deleted.</p> <p>25) Section 6.2.2 Public Squares and Neighbourhood Parks- issue taken with requirement that neighbourhood parks should have frontage on at least three sides.</p> <p>26) Section 6.2.3 Public Squares and Neighbourhood Parks-request for clarifications respecting reference to areas of public squares requirement of 1 hectare or larger.</p> <p>27) Section 6.2.5 Public Squares and Neighbourhood Parks- request that policy prohibiting parking below parks and public squares be deleted.</p> <p>28) Section 6.3.1 Environmental Open Spaces – request that environmental open spaces sited adjacent to east side of Hwy. 400 be reduced/removed.</p> <p>29) Section 6.3.2 Environmental Open Spaces- request that reference to “naturalistic quality of open space</p> | <p>24) City Staff concurs with request; modifications are proposed to this policy.</p> <p>25) Neighbourhood parks are located within the Neighbourhood Precincts; all neighbourhood parks in the proposed modified VMC Secondary Plan are flanked by at least 3 streets.</p> <p>26) &amp; 27) City Staff concur in part, with requests; modifications are proposed to these sections.</p> <p>28) See comment 17) above.</p> <p>29) See comment 17) above.</p> | <p>24) See modifications to section 6.2.1 in track changes, Attachment 16.</p> <p>25) No change is recommended.</p> <p>26) See modifications to section 6.2.3 in track changes, Attachment 16.</p> <p>27) See modifications to sections 4.3.5 and 6.2.5 in track changes, Attachment 16.</p> <p>28) &amp;</p> <p>29) See sections 6.3.1 and 6.3.2 in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment   | Recommendation  |
|------|------------|--|---|---|
|      |            | <p>and inclusion of trails and benches" be removed with respect to environmental lands abutting the east side of Hwy. 400.</p> <p>30) Section 7.1.2 General Policies- Landowners Development Agreement- issue taken with respect to requirement for landowner agreement as it is considered not feasible for use in the VMC.</p> <p>31) Section 7.1.5 General Policies- Proponents are requesting deletion of policy reference to institutional buildings being permitted to deviate from policies contained in Section 8 of Plan in order to accommodate a particular functional program and/or establish an architectural landmark.</p> <p>32) Section 7.2.1 Schools- requesting that only 2 school sites be reflected on VMC Plan and reference to first school site location be deleted.</p> <p>33) Section 7.2.2 Schools- requesting that schools be required to utilize a more urban standard for their sites.</p> | <p>30) See Item T-2, 7).</p> <p>31) Institutional buildings are different from residential or office buildings in that they serve specific needs in the community, and the timing of their construction permits much less flexibility. It is for this reason that they are exempt from certain height/density and built form policies.</p> <p>32) Altogether, the two School Boards have requested a total of 5 elementary schools within the VMC based on an estimated full build-out of the Plan.</p> <p>Section 7.2 has been revised to reflect up-dates to the VMC Secondary Plan policies and Schedules.</p> <p>33) Additional policies have been proposed in the modified VMC Secondary Plan to strongly encourage the School Boards to adopt a more urban format. City Staff are also facilitating the development of new urban standards through workshops and dialogue with urban design consultants, School Boards, and other stakeholders. The number of schools required in the VMC is dictated by the calculated needs of the School Boards.</p> | <p>30) No change is recommended.</p> <p>31) No change is recommended.</p> <p>32) See modifications to section 7.2 in track changes, Attachment 16.</p> <p>33) See modifications to section 7.2 in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment  | Recommendation  |
|------|------------|--|--|---|
|      |            | <p>34) Section 8.1.2 General Land Use and Density Policies-issue taken respecting requirement for office uses as reflected on Schedule "H" of VMC Plan.</p> <p>35) Section 8.1.3 General Land Use and Density Policies- issue taken respecting requirement for ground floor retail as reflected on Schedule "I" of VMC Plan. Proponents also requesting that single storey retail and re-purposing of existing single-storey buildings be permitted.</p> | <p>34) The VMC Plan defines a limited area surrounding the mobility hub where office use is required. See Item T-2, 1) and 2).</p> <p>35) It is important to strategically plan for retail to ensure its viability and the vibrancy of planned social hubs within the larger VMC area. The City may undertake a retail study to provide more detail and confirmation of the retail strategy. This study may result in further modification to the VMC Plan. With respect to repurposing of existing one-storey buildings a modification is proposed.</p> | <p>34) No change is recommended.</p> <p>35) No change is recommended. With respect to repurposing of existing buildings see section 9.2.2 a. in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue   | Comment   | Recommendation  |
|------|------------|---|---|---|
|      |            | <p>36) Section 8.1.7 General Land Use and Density Policies- issue taken with requirement for 8,000 residential units to be built within the UGC prior to development of residential outside of UGC is permitted.</p> <p>37) Section 8.1.8 General Land Use and Density Policies- issue taken with calculation of permitted density.</p> | <p>36) This policy is directed at the objective of creating a critical mass within the mobility hub area in the early stages of development of the VMC, to ensure success of the office/retail uses and to support rapid transit infrastructure. The creation of a critical mass is also considered effective as a catalyst to further development in the VMC, as it helps establish the urban identity of the downtown. Also, see Item T-2, 1).</p> <p>Note that an additional policy has been proposed which would permit limited development outside the UGC boundary provided certain criteria are met.</p> <p>37) The definition of net developable area is defined in Volume 1 of the Vaughan Official Plan 2010 (see Floor Space Index-pg. 320). Note that exceptions have been made in the VMC Secondary Plan to include the area of local streets/minor collectors, public mews; and, land conveyances to the City for the purposes of constructing or improving a special collector, major collector or minor arterial street, for the area beyond the land required for a 23-metre right-of-way.</p> | <p>36) See additional policy section 8.1.9 in track changes, Attachment 16.</p> <p>37) See modifications to section 8.1.11 in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment   | Recommendation  |
|------|------------|--|---|---|
|      |            | <p>38) Section 8.1.10 General Land Use and Density Policies- requesting that this policy which speaks to the use of the maximum height to justify extra density, the use of the maximum density to justify extra height, or use of either to deviate from the other built form policies, not meeting the intent of the Plan, be deleted.</p> <p>39) Section 8.1.11 General Land Use and Density Policies- requesting that special collectors be added to the list of specified streets to be included in the permitted density calculation.</p> <p>40) Section 8.1.14 General Land Use and Density Policies- requesting that Schedule "G" be revised to reflect a more defined Study Area "A".</p> <p>41) Section 8.1.19 General Land Use and Density Policies- Permanent pole-mounted, billboard and pylon signs as well as mobile signs shall be prohibited- requesting that language be revised to permit some flexibility.</p> | <p>38) See Item T-2, 1) and 2).</p> <p>39) Special collectors have been added to the list of specified streets for which the area over 23 m right-of-way will be permitted to count towards the permitted density calculation.</p> <p>40) The study area for the connections from Hwy. 7 to Hwy. 400 has been refined in accordance with the protection area identified by the Joint Transportation Study for the VMC and Surrounding Area to date. The policy "section 4.3.9" which applies to the study area, permits development within this area, provided it does not compromise any of the options to be considered by the Environmental Assessment for the Hwy. 400 connections.</p> <p>41) A modification to exclude existing signage from the restrictions of this policy, has been added.</p> | <p>38) No change is recommended.</p> <p>39) See modifications to section 8.1.11 in track changes, Attachment 16.</p> <p>40) See modifications to section 4.3.9 in track changes, Attachment 16.</p> <p>41) See modified section 8.1.22 in track changes, Attachment 16.</p> |



# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue  | Comment  | Recommendation  |
|------|------------|--|--|---|
|      |            | <p>42) Section 8.2.2 Station Precinct-request that major retail be included as a permitted use in this designation.</p> <p>43) Section 8.2.3 Station Precinct-issue taken with respect to minimum 35% of GFA on each development block being devoted to office where office is required.</p> <p>44) Section 8.2.4 Station Precinct-issue taken with requirement for active commercial uses at grade specified on Schedule "I".</p> <p>45) Section 8.2.5 Station Precinct-issue taken with restriction on below grade retail and service commercial uses, other than a limited amount permissible in buildings adjacent and connected to the subway station.</p> <p>46) Section 8.3.1 South Precinct- issue taken with this precinct being the preferred location for a post-secondary institution.</p> <p>47) 8.4.1 Neighbourhood Precincts-requesting that commercial uses be permitted throughout the Neighbourhood Precincts.</p> | <p>42) City Staff concur with requested modification.</p> <p>43) See Item T-2, 1) and 2).</p> <p>44) See comment 35) above.</p> <p>45) Below- grade retail and commercial at this early phase of development of a downtown is considered to detract from the desired vibrancy of the public realm.</p> <p>46) The policy does not restrict a future post-secondary institution from locating elsewhere, but rather encourages this precinct because of its ideal location close to public transit, but yet outside of the primary business/high density residential area.</p> <p>47) The Neighbourhood Precincts are envisioned to be the quieter family-oriented residential areas of the VMC; to permit unrestricted commercial uses throughout would not achieve this objective. A wide range of commercial uses is permitted in some areas of neighbourhood precincts as identified on Schedule H; and, neighbourhood oriented commercial uses are also permitted at corner locations throughout the Neighbourhood</p> | <p>42) See modification section 8.2.2 in track changes, Attachment 16.</p> <p>43) No change is recommended.</p> <p>44) No change is recommended.</p> <p>45) No change is recommended.</p> <p>46) No change is recommended.</p> <p>47) See section 8.4.2 and Schedule H in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment   | Recommendation   |
|------|------------|--|---|--|
|      |            | <p>48) Section 8.4.2 Neighbourhood Precincts-requesting that live-work units be permitted in Neighbourhood Precincts.</p> <p>49) Section 8.4.3 Neighbourhood Precincts-requesting that office buildings be permitted in Neighbourhood precincts.</p> <p>50) Section 8.5.1 Technology Precincts- requesting that hotel and conference facilities be permitted throughout the technology Precincts.</p> <p>51) Sections 8.6.1c) Built form-consider policy too prescriptive.</p> <p>52) 8.6.3 Setbacks – consider policy too prescriptive.</p> | <p>Precincts.</p> <p>48) City Staff concurs with requested modification.</p> <p>49) See comment 47) above.</p> <p>50) A modification has been proposed which would permit hotel and conference facilities in blocks adjacent to Highways 400 and 407, in addition to Highway 7, where they are already permitted by the adopted VMC Secondary Plan.</p> <p>51) A modification has been proposed which permits alternatives to the podium and tower form to be considered where the City is satisfied that the desired streetscape condition will be achieved.</p> <p>52) The required setbacks permit for the accommodation of retail displays, street furniture and restaurant patios. In residential areas they also permit additional landscaping and appropriate separation between the private and public realm.</p> <p>It is also noted that section 9.3.4 does permit minor variations from numerical requirements in the plan, with the</p> | <p>48) See section 8.4.1 in track changes, Attachment 16.</p> <p>49) No change is recommended.</p> <p>50) See modified section 8.5.1 in track changes, Attachment 16.</p> <p>51) See modified section 8.6.1 c) in track changes, Attachment 16.</p> <p>52) No change is recommended.</p> |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue   | Comment   | Recommendation  |
|------|------------|---|---|---|
|      |            | <p>53) 8.6.5 Setbacks-encroachments- proponents consider policy too prescriptive.</p> <p>54) Section 8.6.6 Ground Floors- request that policy respecting character of ground floor commercial be deleted because it is too vague.</p> <p>55) Section 8.6.7 Ground Floors- requesting clarification of policy with respect to well articulated street level facades and avoidance of blank walls.</p> <p>56) Section 8.6.8 Ground Floors- issue taken with requirement that generally, a minimum of approximately 75% of the street-facing ground floor wall of a mixed-use building shall be glazed. Also, issue taken with requirement that where retail is permitted on second and third floors, they shall be substantially glazed.</p> <p>57) Section 8.6.9 Ground Floors- issue taken with requirement that ground floors occupied by uses other than retail not be raised more than 1 metre above ground level elevation. Proponents raise concern with</p> | <p>exception of minimum/maximum heights and densities, provided these variations are demonstrated through a site planning process to be appropriate and to meet the general intent of the plan.</p> <p>53) See comment 52) above.</p> <p>54) City Staff concurs; policy has been modified for clarify purposes.</p> <p>55) City Staff concurs; policy has been modified for clarity purposes.</p> <p>56) This policy is considered to provide some flexibility. It is important to create a lively pedestrian environment on public streets, and also permits "eyes on the street" for safety reasons.</p> <p>57) This policy is important to the creation of an inviting pedestrian street and also assists in achieving City accessibility objectives.</p> <p>A modification is proposed which addresses the grading concern.</p> | <p>53) No change is recommended.</p> <p>54) See modified section 8.6.6 in track changes, Attachment 16.</p> <p>55) See modified section 8.6.7 in track changes, Attachment 16.</p> <p>56) No change is recommended.</p> <p>57) No change is recommended. See additional policy respecting grading issue, section 8.6.9 in track changes, Attachment 16.</p> |

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**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue   | Comment   | Recommendation   |
|------|------------|---|---|--|
|      |            | <p>respect to policy recognizing potential grading issues.</p> <p>58) Section 8.6.10 Ground Floors- issue taken with restriction of colonnades and fixed soft awnings along the street.</p> <p>59) Section 8.6.13 Ground Floors- issue taken with requirement that front patios for ground-floor residential units be elevated from the street.</p> <p>60) Section 8.6.14 Height- issue taken with minimum and maximum height restrictions.</p> <p>61) Section 8.6.15 Height- issue taken with flexibility provided to institutional buildings lower than the minimum heights in schedule "J".</p> <p>62) Section 8.6.19 Massing- issue taken with step-back requirement for Mid-rise buildings from the walls of the building facing a street or open space.</p> <p>63) Section 8.6.20 Massing- issue taken with podium and tower design policies for high-rise buildings.</p> | <p>58) Modifications are proposed to address the proponents' concerns.</p> <p>59) This policy is considered important in that it provides for some separation of the residential use from the public sidewalk.</p> <p>60) See Item T-2, 1).</p> <p>61) Institutional buildings such as schools and community centres are encouraged to locate in multi-storey buildings, however, this is not always possible, especially in the case of schools which have outdoor facility requirements and development phasing restrictions.</p> <p>62) Modifications which permit greater flexibility are proposed.</p> <p>63) A modification is proposed which more generally indicates that podiums should have a minimum height of 10 m. or 3 storeys. Also, greater flexibility is provided for other building forms.</p> | <p>58) See modified section 8.6.10 in track changes, Attachment 16.</p> <p>59) No change is recommended.</p> <p>60) No change is recommended.</p> <p>61) No change is recommended.</p> <p>62) See modified section 8.6.20 in track changes, Attachment 16.</p> <p>63) See modified section 8.6.21 in track changes, Attachment 16.</p> |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item | Submission | Issue  | Comment  | Recommendation   |
|------|------------|--|--|--|
|      |            | <p>64) Section 8.6.21 Massing- issue taken with requirements respecting the characteristics of tower elements of high-rise residential buildings.</p> <p>65) Section 8.6.26 Building Exteriors- issue taken with design requirements for balconies.</p> <p>66) Section 8.6.27 Building Exteriors- issue taken with restrictions on use of stucco, vinyl, EIFS and brightly coloured glass as building materials in VMC.</p> <p>67) Section 8.6.28 Building Exteriors – issue taken with reference to green roofs being strongly encouraged for mid-rise buildings.</p> <p>68) Section 8.7.1 b Parking and Servicing Facilities- issue taken with restrictions on siting of loading and service areas.</p> <p>69) Section 8.7.1 c Parking and Servicing Facilities-requesting that policy only apply to major residential developments.</p> | <p>64) This design policy is considered important for many reasons, including minimizing shadow impacts, loss of sky views, privacy, and to contribute to an interesting skyline.</p> <p>65) Modification permitting greater flexibility is proposed.</p> <p>66) An important objective of the VMC vision is design excellence. The building materials which are restricted are considered inappropriate in the VMC.</p> <p>67) Green roofs are considered to contribute to 2 important objectives of the VMC vision: sustainability, and design excellence. Mid-rise buildings will be over-looked by high-rise buildings and therefore constitute an important visual element within the public/private realm.</p> <p>68) Modification is proposed to permit greater flexibility.</p> <p>69) Modification is proposed to permit greater flexibility.</p> | <p>64) No change is recommended.</p> <p>65) See modified section 8.6.27 in track changes, Attachment 16.</p> <p>66) No change is recommended.</p> <p>67) No change is recommended.</p> <p>68) See modified section 8.7.1 b. in track changes, Attachment 16.</p> <p>69) See modified section 8.7.1 c. in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment  | Recommendation   |
|------|------------|--|--|--|
|      |            | <p>70) Section 8.7.1 d Parking and Servicing Facilities- issue taken with requirements for siting of parking in the South and Neighbourhood Precincts.</p> <p>71) Section 8.7.1 e Parking and Servicing Facilities- requesting that off-site parking be permitted up to 400 m from the development.</p> <p>72) Section 8.7.2 a Parking and Servicing Facilities- requesting that above-grade parking structures be permitted within Neighbourhood Precincts.</p> <p>73) Section 8.7.2 b Parking and Servicing Facilities- issue taken with access/siting requirements for above-grade parking structures; and, requirements for façade treatment of same on arterial or major or minor collector street.</p> <p>74) Section 9.2.2 Status of Uses Permitted Under Previous Plans- requesting a clarification respecting additional GFA being introduced in an existing building, i.e. through modification to a floor plan in a high ceiling 1 storey building.</p> | <p>70) Modifications are proposed to permit greater flexibility.</p> <p>71) City Staff concurs with requested modification.</p> <p>72) Proponents concerns addressed in modification to section 8.7.1 c. Section 8.7.2 a. of the adopted Plan has now been deleted; modifications permit above-grade parking structures for high-rise residential buildings, subject to design criteria.</p> <p>73) These policies are considered important to achieve the design objectives for the VMC.</p> <p>74) City Staff concurs with requested modification.</p> | <p>70) See modified section 8.7.1 d. in track changes, Attachment 16.</p> <p>71) See modified section 8.7.1 e. in track changes, Attachment 16.</p> <p>72) See modified section 8.7.1 c. in track changes, Attachment 16.</p> <p>73) No change is recommended.</p> <p>74) See modified section 9.2.2 a. in track changes, Attachment 16.</p> |

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**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment  | Recommendation   |
|------|------------|--|--|--|
|      |            | <p>75) Section 10.2.3 Infrastructure-requesting time limit on when the Colossus Overpass EA must be undertaken and how long the lands within proximity to the future roadway will be frozen.</p> <p>76) Section 10.2.4; and,</p> <p>77) Section 10.2.5 Infrastructure-Requesting that a clause be added to policy acknowledging concurrence with the Planning Act.</p> <p>78) Section 10.3.2 Plans of Subdivision- requesting modification to wording deleting phrase "full extent of property ownership" be included in Plans of subdivision.</p> <p>79) Section 10.6.4 Development Applications – issue taken with requirements for draft plans of subdivision and rezoning applications to include listed studies.</p> <p>80) Schedule A- Vaughan Metropolitan Centre Boundaries – issue taken with the rationale for a UGC boundary and associated policy section 8.1.7.</p> | <p>75) See Comment 6) above.</p> <p>76) and 77) Requested word modifications are recommended.</p> <p>78) City Staff concurs with requested modification.</p> <p>79) Modifications are proposed to this policy which would only require submission of certain studies upon consideration of development proposal; and, to delete requirement for affordable housing plan. The latter requirement will be reviewed as part of the Regional implementation of the affordable housing strategy.</p> <p>80) See Item T-2, 1). Also, note that new section 8.1.9 has been added which permits development outside of UGC boundary provided certain criteria are met.</p> | <p>75) See modified section 4.3.10 in track changes, Attachment 16.</p> <p>76) and;</p> <p>77) See modified sections 10.2.4 and 10.2.5 in track changes, Attachment 16.</p> <p>78) See modified section 10.3.2 in track changes, Attachment 16.</p> <p>79) See modified section 10.6.4 in track changes, Attachment 16.</p> <p>80) No change is recommended. See also new section 8.1.9 in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment   | Recommendation   |
|------|------------|--|---|--|
|      |            | <p>81) Schedule B – Transit Network-requesting that additional information respecting walking distances (ie. 8 to 10 minute walking radius circles) be included on this schedule.</p> <p>82) Schedule C – Street Network-requesting that the transportation network be based on the findings of the Joint Transportation Study for the VMC and Surrounding Area, specifically with respect to Hwy. 400 connections.</p> <p>83) Schedule D – Bicycle Network-requesting that up-dated street network be considered in the preparation of the revised schedule.</p> <p>84) Schedule E- Major Parks and Open Spaces –requesting that parks and open spaces not be specifically sited on the schedule.</p> <p>85) Schedule F – Community Services and Cultural Facilities- requesting that only 2 schools be sited on the schedule.</p> <p>86) Schedule G – Land Use Precincts-requesting that parks and open spaces be removed from schedule.</p> | <p>81) Additional information respecting walking distances is not considered necessary and would reduce clarity of the information on this schedule.</p> <p>82) The requested modifications have been recommended.</p> <p>83) The Bicycle Network Schedule – D has been removed from the Secondary Plan. An up-dated version will be provided once the Streetscape and Open Space Plan Study is completed, and will be included in the final Streetscape and Open Space Plan.</p> <p>84) See comment 20) above, and Item T-2, 1).</p> <p>85) See comment 32) above.</p> <p>86) See comment 84) above.</p> | <p>81) No change is recommended.</p> <p>82) See revised Schedule C in track changes, Attachment 16.</p> <p>83) Schedule D has been removed from VMC Secondary Plan. An up-dated Bicycle Network Schedule will be provided in the VMC Streetscape and Open Space Plan.</p> <p>84) No change is recommended.</p> <p>85) No change is recommended.</p> <p>86) No change is recommended.</p> |



Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment  | Recommendation  |
|------|------------|--|--|---|
|      |            | <p>87) Schedule H – Areas for Office Uses- requesting that office uses not be required anywhere on schedule, but permitted throughout VMC area.</p> <p>88) Schedule I – requesting that retail uses not be required, but encouraged.</p> <p>89) Schedule J – Height and Density Parameters- requesting that height and density maximums of 40 storeys, and 7.0 FSI respectively, be permitted in Station Precinct.</p> <p>90) Appendices B- Street Cross Sections, C-Built Form Guidelines, and D-Long-term Concepts; Requesting that these Appendices be removed from Secondary Plan.</p> | <p>87) See comment 34) above and Item T-2, 1).</p> <p>88) See comment 35) above, and Item T-2, 1).</p> <p>89) See Item T-2, 1).</p> <p>90) The Street Cross Sections and Long Term Concepts are provided as appendices for guidance and illustration purposes. Both these appendices are marked in the Secondary Plan as "For Illustration Purposes Only".</p> | <p>87) No change is recommended.</p> <p>88) No change is recommended.</p> <p>89) No change is recommended.</p> <p>90) No change is recommended.</p> |

# Attachment 13

## MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

| Item         | Submission   | Issue   | Comment  | Recommendation  |
|--------------|--|---|--|---|
| <b>T- 10</b> | <p>Date: October 3, 2012</p> <p>Respondent: MHBC</p> <p>For: SmartCentres</p> <p>Location: Northwest quadrant of VMC</p> | <p>Proponents are questioning aspects of the following VMC Secondary Plan Schedules:</p> <p>1. Schedule A: VMC Boundaries</p> <p>(i) Requesting that UGC boundary be expanded westerly to include entire area south of Portage Parkway and east of Applewood Road.</p> <p>(ii) Extent of environmental lands east of Highway 400.</p> <p>(iii) Naming of local road "Vaughan Street" on Plan Schedules.</p> <p>(iv) Naming of extension of Edgeley Boulevard as "Edgeley Road" on Plan Schedules.</p> <p>(v) The extension of Vaughan Street (east/west street) through super block east of Millway Avenue to Jane Street.</p> <p>(vi) The north/south street connection, Buttermill Avenue, south of Applemill Road.</p> | <p>1) (i) See Item T-2, 1) and 2); and, Item 105D/T-483, 36).</p> <p>(ii) See Item 105D/T-483, 17).</p> <p>(iii) The name Vaughan Street was given to this new street for ease of reference purposes only. The City has a formal process in place for the naming of new streets, which would also apply to the VMC area.</p> <p>(iv) City Staff concurs with requested modification to use existing name for extension of Edgeley Boulevard on Plan Schedules.</p> <p>(v) City block sizes should be pedestrian in scale. The extension of the street will provide more porosity, exposure to street frontages, opportunity for buildings to respond positively to the streets, opportunity for on-street parking, and render block more walkable.</p> <p>(vi) A modification is proposed which replaces the street section through the central park with a mews.</p> <p>A policy has also been added which speaks to protecting for the</p> | <p>1) (i) No change is recommended.</p> <p>(ii) No change is recommended.</p> <p>(iii) No change is recommended.</p> <p>(iv) See revised name on schedules in track changes, Attachment 16.</p> <p>(v) No change is recommended.</p> <p>(vi) See modification to Schedule C and section 4.3.17 in track changes, Attachment 16.</p> |

Attachment 13

**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment  | Recommendation   |
|------|------------|--|--|--|
|      |            | <p>(vii) Local street network proposed in revised VMC Plan for the northwest quadrant.</p> <p>2) Schedule B: Transit Network</p> <p>(i) Proposed PPUDO zones for the street section of Vaughan Street between Millway Avenue and the north/south street, immediately east of Millway Avenue.</p> <p>(ii)-(vi) See issues 1) (iii)- (vii) above.</p> <p>3) Schedule C: Street Network</p> <p>(i)-(v) See issues 1) (iii) – (vii) above.</p> <p>4) Schedule D: Bicycle Network</p> <p>(i) Bicycle Network schedule is missing from the revised VMC Secondary Plan schedules.</p> | <p>accommodation of a future local street if deemed necessary in future.</p> <p>(vii) The local street network as proposed in the revised VMC Secondary Plan is considered to provide the porosity and block size necessary in a downtown area.</p> <p>2) (i) It is noted that these PPUDO zones were also on the adopted VMC Secondary Plan and will provide needed public parking for drop-off of passengers using public transit in this area of the mobility hub.</p> <p>(ii)- (vi) See comments 1) (iii)-(vii) above.</p> <p>3) (i) –(v) See comments 1) (iii) – (vii) above.</p> <p>4) (i) See Item 105D/T-483, 83).</p> | <p>(vii) No change is recommended.</p> <p>2) (i) No change is recommended.<br/>(ii) – (vi) See recommendations 1) (iii) – (vii) above.</p> <p>3) (i) –(v) See recommendations 1) (iii) – (vii) above.</p> <p>4) (i) The Bicycle Network Schedule – D has been removed from Plan.</p> |

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**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment   | Recommendation   |
|------|------------|--|---|--|
|      |            | <p>5) Schedule E: Major Parks and Open Spaces</p> <p>(i) See issue 1) (ii) above.</p> <p>(ii) Purpose for stretch of the Millway Linear Park system between Vaughan Street and Highway 7.</p> <p>(iii)-(viii) See issues 1) (iii)- (vii) above.</p> <p>6) Schedule F: Community Services and Cultural Facilities</p> <p>(i) Siting of westerly school site in this northwest quadrant; proponent asking that it be re-sited to immediately south of Parkway Drive.</p> <p>(ii) Siting of potential community facility; opposed to inclusion of potential community facility on the Secondary Plan schedule.</p> <p>(iii)-(vii) See issues 1) (iii) – (vii) above.</p> <p>7) Schedule G: Land Use Precincts</p> | <p>5) (i) See comment 1) (ii) above.</p> <p>(ii) This public square is an important part of the Millway linear park system, as further confirmed in the on-going VMC Streetscape and Open Space Plan Study. It permits the continuity of a linear park system from the northwest quadrant to the southwest quadrant, and east to the parks in the easterly quadrants of the VMC.</p> <p>(iii) –(viii) See comments 1) (iii) – (vii) above.</p> <p>6) (i) The School Boards have advised that they prefer their school sites to be located internally to the neighbourhood and off the main streets wherever possible for safety and accessibility reasons.</p> <p>(ii) The main community Centre/library facility is considered extremely important to developing the social/cultural environment in the first phases of development of the VMC. The proposed location is within the mobility hub area and across from the future public square. Identification of the facility on the Secondary Plan Schedule is seen as an essential step</p> | <p>5) (i) No change is recommended.</p> <p>(ii) No change is recommended.</p> <p>(iii) – (viii) See recommendations 1) (iii) – (vii) above.</p> <p>6) (i) No change is recommended.</p> <p>(ii) No change is recommended.</p> <p>(iii) – (vii) See recommendations 1) (iii) – (vii) above.</p> |

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**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan**  
**Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue  | Comment  | Recommendation   |
|------|------------|--|--|--|
|      |            | <p>(i) Requesting that residential uses be permitted west of Applewood Rd., in a block which is currently part of the Technology Precinct.</p> <p>(ii) See issue 1) (ii) above.</p> <p>(iii) Requesting why Avenue Precinct is showing on legend, but does not appear on mapping.</p> <p>(iv) – (viii) See issues 1) (iii) – (vii) above.</p> <p>8) Schedule I: Area for Retail Uses</p> <p>(i) Requesting that retail be permitted fronting south side of Applemill Road, between Buttermill Avenue and Millway Avenue.</p> <p>(ii) – (vi) See issues 1) (iii) - (vii) above.</p> <p>9) Schedule J: Height and Density Parameters</p> <p>(i)- (ii) Requesting that heights and densities be increased throughout VMC.</p> | <p>in securing a site for this purpose.<br/>           (iii)- (vii) See comments 1) (iii)-(vii) above.</p> <p>7) (i) See Item T-2, 1).</p> <p>(ii) See comment 1) (ii) above.</p> <p>(iii) Proponent is referring to an outdated draft; "Avenue Precinct" reference was an error on map.</p> <p>(iv) – (viii) See comments 1) (iii)-(vii) above.</p> <p>8) (i) City Staff concurs with requested modification.</p> <p>(ii) – (vi) See comments 1) (iii) – (vii) above.</p> <p>9) (i)- (ii) See T-2, 1) and 2).</p> <p>(iii) The heights and densities are meant to transition within a block so that streetscapes will be more or less congruent on each side.</p> <p>(iv) – (viii) See comments 1) (iii) – (vii) above.</p> | <p>7) (i) No change is recommended.</p> <p>(ii) See recommendation 1) (ii) above.</p> <p>(iii) No change is recommended.</p> <p>(iv) – (viii) See recommendations 1) (iii)-(vii) above.</p> <p>8) (i) See revised Schedule H in track changes, Attachment 16.</p> <p>(ii) – (vi) See recommendations 1) (iii) – (vii) above.</p> <p>9) (i)- (ii) No change is recommended.</p> <p>(iii) No change is recommended.</p> <p>(iv) - (viii) See recommendations 1) (iii) - (vii) above.</p> |

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**MODIFICATION REQUESTS TO Vaughan Metropolitan Centre Secondary Plan  
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

| Item | Submission | Issue   | Comment | Recommendation |
|------|------------|---|---------|----------------|
|      |            | <p>(iii) Requesting that height/density classification be consistent with respect to the entirety of a City block.</p> <p>(iv) – (viii) See issues 1) (iii)- (vii) above.</p> |         |                |