

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

The Commissioner of Planning recommends:

1. THAT this report on the proposed modifications to the Council Adopted VMC Secondary Plan BE RECEIVED for input and discussion.
2. THAT the comments from this meeting of the VMC Sub-Committee be addressed in a future report to Committee of the Whole meeting in the fall of 2012.

Contribution to Sustainability

Consistent with Green Directions Vaughan, the City's Sustainability and Environmental Master Plan, the Vaughan Metropolitan Centre (VMC) Secondary Plan will conform to the Region of York's policies for complete communities, providing policies that reflect the application of 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 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

The Policy Planning Department has been in on-going consultation with VMC landowners, specifically with respect to the modifications which are the subject of this report, and the modifications have also been presented for comment to the VMC Implementation Team (an inter-agency committee established to facilitate development of the VMC). In addition, in the spring of 2012 a presentation was provided to the VMC Sub-Committee outlining major directions towards finalization of the VMC Secondary Plan. All VMC landowners were notified by mail/email of today's VMC Sub-Committee meeting, and advised that this report would form part of the agenda. The Policy Planning Department anticipates bringing forward a report to a Committee of the

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Whole on the proposed modifications to the adopted Secondary Plan, in the fall of 2012, which will invite input from all residents of Vaughan.

Purpose

The purpose of this report is to present proposed modifications to the adopted Secondary Plan for the Vaughan Metropolitan Centre to the VMC Sub-Committee for discussion, prior to bringing a more detailed report back to the Committee of the Whole. A statutory public hearing under the Planning Act was held on June 14, 2010. In addition several community meetings and meetings of the VMC Sub-Committee have occurred as part of the development of this plan. The revised Plan is 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.

Background - Analysis and Options

Approval Process

The VMC Secondary Plan was adopted by Council on September 7, 2010, as part of Volume 2 of the VOP 2010. Staff are currently addressing modification requests to both Volumes 1 and 2 of the Official Plan, which have been received since the time of adoption. As a result of appeals which have been received to the VOP 2010 (Volumes 1 and 2), Regional Council has recommended that the Ontario Municipal Board approve the final modified version.

It is anticipated that the revised VMC Secondary Plan will be brought forward to a Committee of the Whole meeting this fall, and subsequently be considered for adoption by Vaughan Council by the end of this year. The modified Plan will then be sent to the Region of York for Council comment and endorsement, and then to the OMB for final approval if appeals still remain after the City and Regional processes. Timely approval of the plan would be of assistance in assessing a number of development proposals within the VMC Secondary Plan area.

Consultation Process for the Review of Adopted VMC Secondary Plan

The consultation process respecting the 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 area specific reviews; and meetings with other landowners requesting modifications to the Plan since its adoption on September 7, 2010.

In addition, a 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 staff (TRCA), has been meeting on a monthly basis, since September of 2011. The VMC Sub-Committee was formed in the Fall of 2011. The status of and proposed changes to the Secondary Plan are discussed at the meetings of this Sub-Committee.

Overview of the VMC Secondary Plan

The VMC larger 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 4,800 new residential units (a population of approximately 10,000 people).

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The Precincts

4.3

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 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 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 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 shadow impacts, high-rise buildings generally shall take a podium and 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 the VOP 2010 Council adoption, the landowners for this quadrant had requested modifications to the VMC Secondary Plan to permit a central park and an alternative resolution to the Highway 400 connections. As a starting point to 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 required submission of a justification report to accompany the alternative concept plan. Subsequently, staff and the City's Consultant met with the landowners and their representatives several times to discuss alternative concept plans. 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 of 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 staff are of the opinion that Option 2 better accommodates the future urban context for pedestrians and cyclists, and provides for superior urban design at this important gateway to the VMC.

(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 north-south local street between the two major collector streets, reducing the porosity of the block structure.

(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. The modifications will also 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).

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 need for potentially two schools in this quadrant, and the sites are sized to meet their land requirements (4-5 acres) to the extent possible. The City and landowners are pursuing discussions with the School Boards on 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.

- (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 preliminary 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, 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 5th, 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 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, will permit an additional portion of the 7601 Jane Street property to be developed. This would be subject to the phasing policies applicable to the remediation area (emerging from the EA).

(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 classification (see Attachment # 4), a larger proportion of the subject lot will now fall into this greater intensification area. In addition, a policy has been added to the Secondary Plan (section 8.1.7), 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:

- The subject property on which redevelopment is proposed is contiguous to property within the VMC UGC, or the property is otherwise part of a coordinated master plan 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 constitutes redevelopment of 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.

(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/urban amenity areas which have been envisioned for this part of the VMC Secondary Plan, there is a need for an additional (approximately 25 m wide) linear park adjacent to the east side of the channel environmental lands. This additional park area is shown in Attachment # 5. The final EA results will confirm the specific extent of the environmental area and linear park width. Since the Secondary Plan will precede the completion of the EA, the Secondary Plan will contain a policy which refers to the final EA document as setting the specific widths of both the environmental land and linear park.

It is noted that the entire extent of the Black Creek study area was not captured in Schedule "G" of the adopted VMC Plan. This schedule has now been revised to reflect lands north and south of Highway 7, and adjacent to Jane Street which are subject to the Special Study Area B (see Attachment # 3). Section 10.2.9 - Black Creek Remediation Strategy (see Attachment # 13) has 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 "K" (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 section 10.2.9.

(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.
- (ii) It has also been recommended that Section 6.2.2 – Neighbourhood Parks, be revised to permit neighbourhood parks with "street frontage on at least 2 sides" rather than the City standard requirement of "street frontage on at least 3 sides", because of the more urban context of the VMC. This recommendation is currently under review by City staff and the City Consultant for the VMC Secondary 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).

(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 street alignments are permitted at the development application stage without amendment to the VMC Secondary Plan (section 4.3.1- Street Network).

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 in the adopted Plan; however, policies are being considered to provide for parkettes/public squares (approximately 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 and landscaping. 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 concept reports and draft plans of subdivision.

(iv) School Sites

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 the urban format. 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 proposed VMC Secondary Plan provides for 4-6 acre school sites; anticipating that all efforts will be made to reduce the school site areas at the draft plan of subdivision stage.

(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 Policies 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:

4-10

- Additional 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;
- Public amenities within identified environmental open spaces, including but not limited to permanent pathways, recreational trails and bridges, that 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 9 written submissions have been received requesting modifications to the VMC Secondary Plan, since the cut-off date of August 12, 2010, for the Committee of the Whole meeting of August 31, 2010. The majority of the modification requests address land use designations and policies relating to specific properties while other responses pertain to general policy issues.

The submissions will be considered on the basis of conformity with VOP 2010 principles, Provincial and Regional policy frameworks, and on sound planning principles. They will be addressed in a matrix format in the comprehensive staff report projected for a Committee of the Whole meeting in the fall of 2012.

Some 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, of the VMC Secondary Plan in consultation with the City's Consultant for this project, and have revised the wording to add flexibility where it was considered appropriate. Staff and the VMC Consultant will also be meeting with members of the City's Urban Design Review Panel to review the urban design policies; subsequent revisions may be proposed in the comprehensive report to a Committee of the Whole meeting projected for the fall of 2012.

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

4-11

Staff Response:

The City commissioned a study on Strata Parking and is developing principles and guidelines for such arrangements in primary intensification areas of the City. 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 4.3.5:

- The City may permit private 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 compromised. In such cases, a strata title agreement arrangement that outlines in detail issues such as access, maintenance, liability, and monetary contributions, shall be required. Alternatively, where underground parking is proposed, the City may consider a permanent public easement on private land to accommodate a street or mews.

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

- Parks in the VMC shall not contain surface parking areas, other than those required for service vehicles. Generally, parks shall be unencumbered by underground parking, utility easements, or utility structures located above or below grade. The City may permit parking or utilities under a park only where it is satisfied that the intended purpose, function and character of the park are not materially compromised. In such cases, a strata title agreement arrangement that outlines in detail issues such as access, maintenance, liability, and monetary contributions, shall be required. Structures associated with below grade uses, such as ramps, pedestrian entrances/exits, emergency access, and vents shall be integrated into the adjacent buildings. Where unavoidable, structures associated with below grade uses, shall be integrated into the design of the open space. The area occupied by such structures shall not count toward the parkland dedication.

(iii) 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 and the Yonge/Steeles Secondary Plan be completed. A further report is to be delivered to the Finance and Administration Committee in September of 2012 on the unit rate to be used in the calculation of cash-in-lieu of parkland dedication, and may contain further recommendations with respect to this matter.

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:

4.12

- 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 direction that the northwest quadrant 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 notice of 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 written requests for modifications. In addition, there has been on-going consultation with the VMC Implementation Team, the VMC Sub-Committee of Council, 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.

Comments on the proposed modifications received from this meeting of the VMC Sub-Committee will be considered prior to the preparation of a comprehensive report for a Committee of the Whole meeting in the fall of 2012.

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

4.13

10. Areas for Office Uses
11. Black Creek Remediation Area
12. Highway 400/Highway 7 Connections (Options 1 and 2)
13. Proposed New Section 10.2.9- Black Creek Remediation Strategy

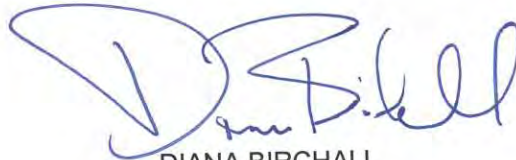
Report prepared by:

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

Respectfully submitted,

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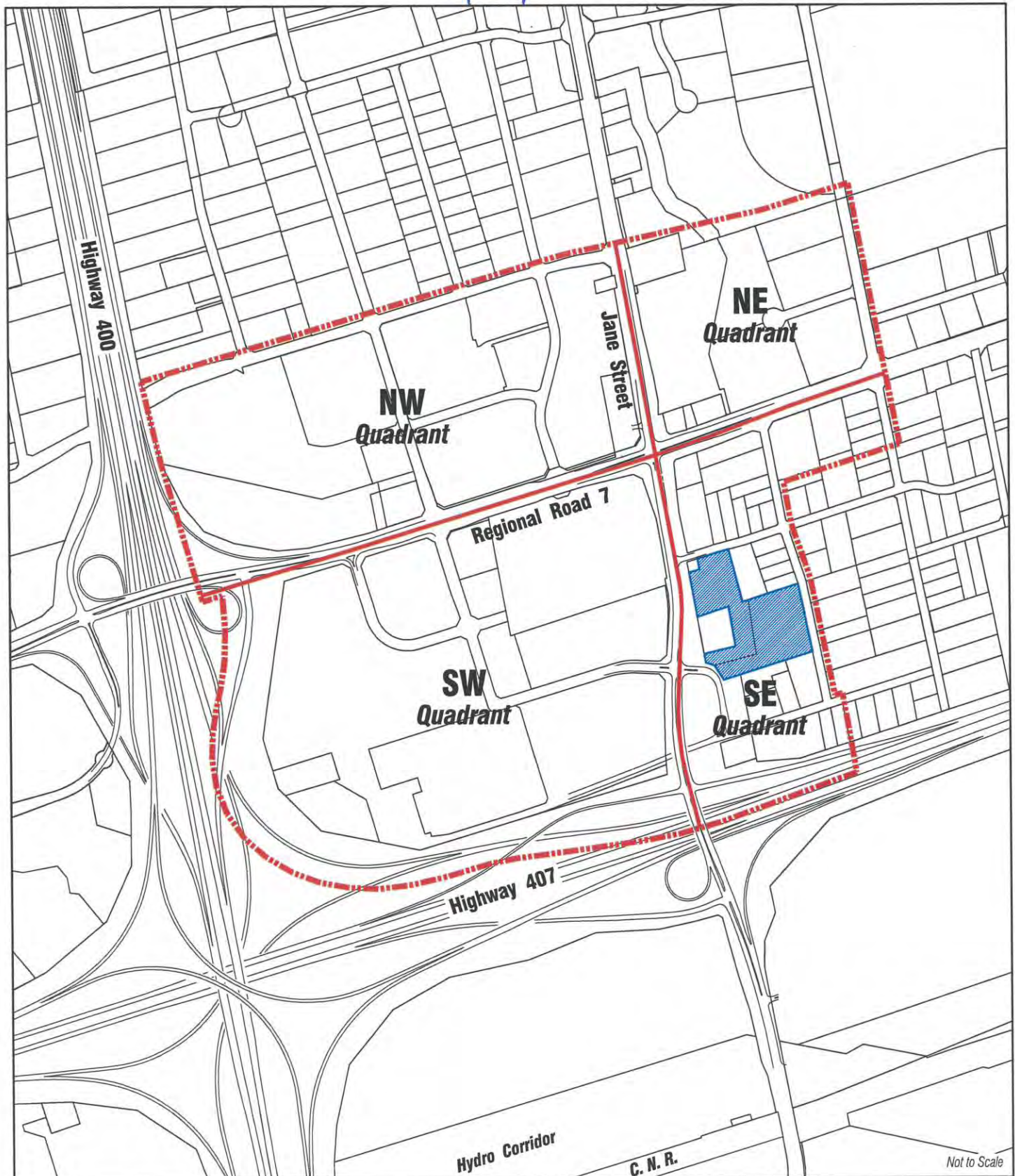
JOHN MACKENZIE
Commissioner of Planning

A handwritten signature in blue ink, appearing to read 'D. Birchall', with a large loop at the beginning and a long horizontal stroke at the end.

DIANA BIRCHALL
Director of Policy Planning

/LM

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Legend

-  Vaughan Metropolitan Centre Boundary
-  7601 Jane Street

Location Map Attachment No. 1

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September 13, 2012

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DRAFT REVISIONS AUGUST 31 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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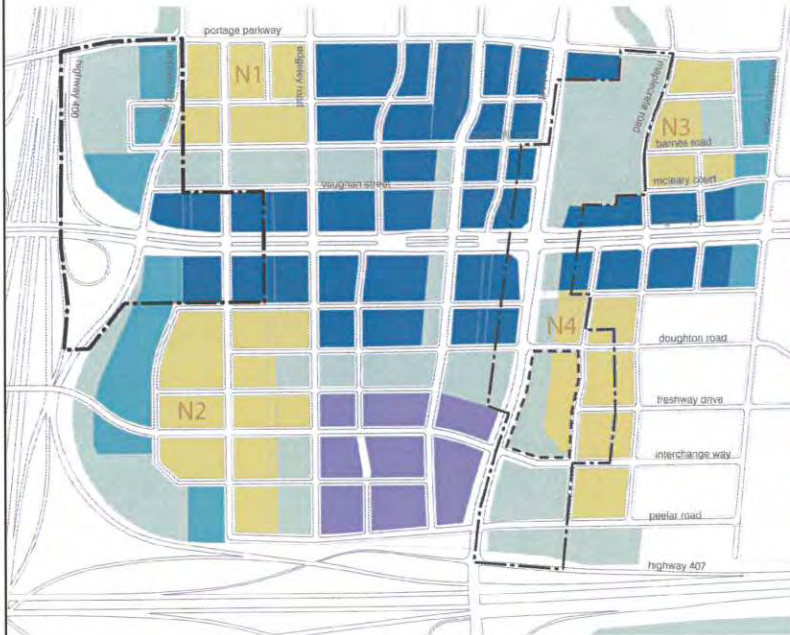
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September 13, 2012

Vaughan Metropolitan Centre Boundaries Attachment No. 2

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Proposed VMC Secondary Plan



DRAFT REVISIONS AUGUST 31 2012
SCHEDULE G > LAND USE PRECINCTS

LEGEND

- station precinct
- south precinct
- neighbourhood precincts
- technology / office precincts
- major parks and open spaces
- special study areas A (west) and B (east) (See Policies X.X.X, X.X.X and X.X.X)
- land use designation subject to results of the VMC Black Creek Renewal EA (Stages 3 & 4)

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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FILE: 25.5.12.1
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Land Use Precincts Attachment No. 3

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Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012
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

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
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Height and Density Parameters Attachment No. 4

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Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012
SCHEDULE E > MAJOR PARKS AND OPEN SPACES

LEGEND

- environmental open spaces
- neighbourhood parks
- millway avenue linear park
- mews or local street
- urban squares (see Policy X.X.X)
- parkland associated with environmental open spaces
- Black Creek remediation area



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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September 13, 2012

Parks and Open Spaces Attachment No. 5

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Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012
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 (18-20m row)
- - - special study area A (see Policy 4.3.9)
- major parks and open spaces

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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The Street Network Attachment No. 6

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Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012
SCHEDULE B > TRANSIT NETWORK

LEGEND

- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations
- 5 minute walking radii
- blocks adjacent to subway
- on-street passenger pick-up and drop-off
- spadina subway alignment
- future spadina subway extension
- spadina subway station box
- highway 7 rapidway
- potential jane street rapidway
- potential viva stations
- bus station
- major parks and open spaces

Adopted VMC Secondary Plan

SCHEDULE B > TRANSIT NETWORK

LEGEND

- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations
- 5 minute walking radii
- blocks adjacent to subway
- on-street passenger pick-up and drop-off (long term)
- spadina subway alignment
- future spadina subway extension
- spadina subway station box
- highway 7 rapidway
- potential jane street rapidway
- station block
- potential viva stations
- major parks and open spaces

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September 13, 2012

The Transit Network Attachment No. 7

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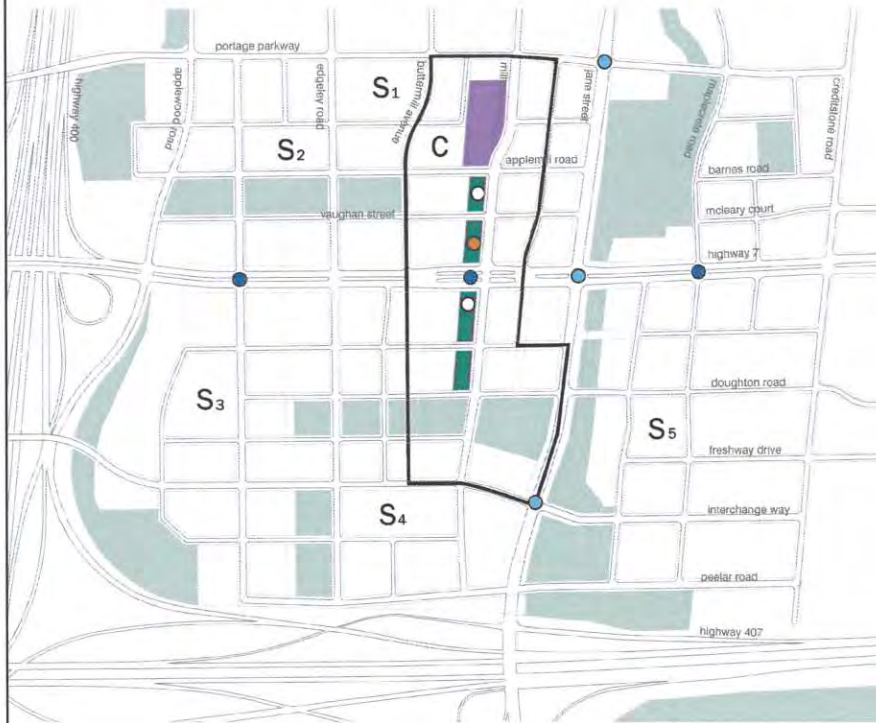
Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012

SCHEDULE F > COMMUNITY SERVICES AND CULTURAL FACILITIES

LEGEND

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

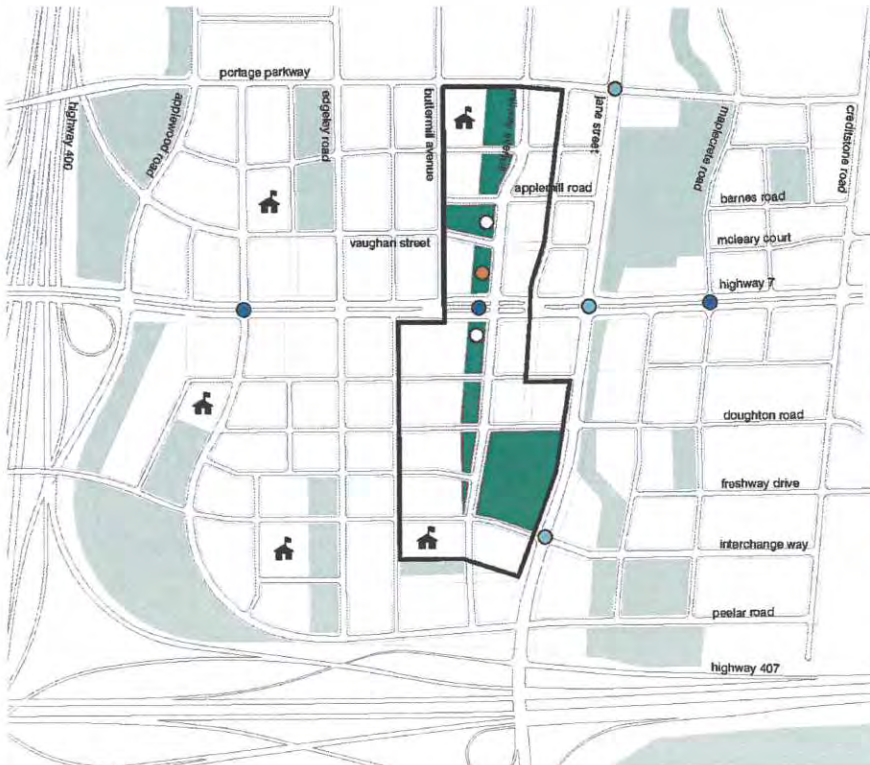


Adopted VMC Secondary Plan

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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September 13, 2012

Community Services and Cultural Facilities Attachment No. 8

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Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012
SCHEDULE I > AREAS FOR RETAIL USES

LEGEND

- primary commercial area - retail uses required
- secondary commercial area - 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

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

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FILE: 25.5.12.1
September 13, 2012

Areas for Retail Uses Attachment No. 9

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Proposed VMC Secondary Plan

DRAFT REVISIONS AUGUST 31 2012
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

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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Areas for Office Uses Attachment No. 10

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DRAFT REVISIONS AUGUST 31 2012

SCHEDULE K > BLACK CREEK REMEDIATION AREA

LEGEND

- major parks and open spaces
- Black Creek remediation area



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September 13, 2012

Black Creek Remediation Area Attachment No. 11

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Option 1



Option 2

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September 13, 2012

Highways 400 & 7 Connections (Options 1 & 2) Attachment No. 12

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Draft Black Creek Remediation Strategy Secondary Plan Policies**Add the following new section to Section 10.0 Implementation****10.2.9 Black Creek Remediation Strategy**

Black Creek provides the only opportunity in the VMC to create a vibrant community amenity space in conjunction with ecological restoration of select ecological functions of a natural feature. It is an important environmental asset and currently flows through the VMC in a highly urbanized condition. Historically the Creek has been altered and developed around in the absence of stormwater quality and quantity measures. As a result, the Creek is highly degraded and subject to flooding during Regional storm events beyond the existing channel onto abutting properties and streets.

The City has developed a strategy to improve the ecological and infrastructure value of Black Creek in order to: accommodate the scale of anticipated development; restore ecological services of the riparian corridor; provide community amenity space; and improve water quality and quantity controls within and around the VMC. The Black Creek Optimization Study Municipal Class Environmental Assessment (Phases 1 and 2) and VMC Black Creek Renewal EA (Phases 3 and 4) provide for the naturalization of the Creek channel and the improvement of related open space and stormwater facilities. Improvements include the removal of infrastructure that create impediments to flow, improved quality and quantity controls, and the creation of a naturalized channel and open space system. As a by-product of these improvements, the flood plain for this segment of Black Creek will be reduced in area which will improve the opportunity for intensification within the entire VMC.

This approach is in keeping with Section 1.1.3.3 of the Provincial Policy Statement (PPS), which provides that "Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety". Furthermore it is consistent with Section 1.1.3.4 of the PPS wherein the implementation of the flood remediation strategy will maintain an appropriate level of public safety and will facilitate an appropriate form of intensification and redevelopment.

1. The flood remediation strategy for Black Creek will result from the Black Creek Optimization Study Municipal Class Environmental Assessment (Phases 1 and 2), the VMC Black Creek Renewal EA (Phases 3 and 4), and the Streetscape and Open Space Master Plan.
2. Schedule K shows the anticipated area of flood remediation that will result from the implementation of the measures outlined in the Black Creek Optimization Study Municipal Class Environmental Assessment (Phases 1 and 2) and will be refined further through the VMC Black Creek Renewal EA (Phases 3 and 4).

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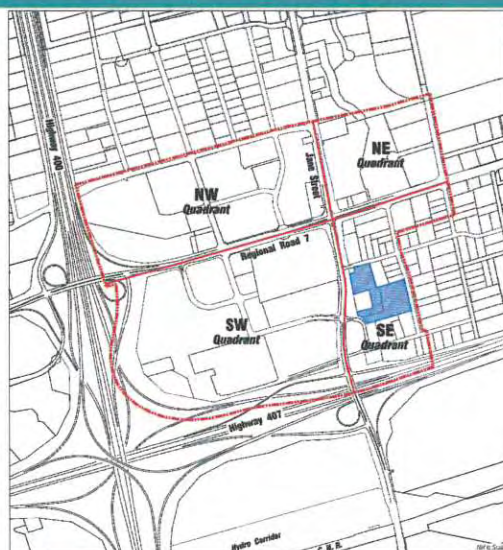
3. Until remediation is complete, development, excluding the construction of servicing and infrastructure forming part of the remedial works, shall not be permitted until all of the following are satisfied:
 - a) the remedial flood protection works approved for Black Creek are complete. These works shall include the upgraded pond and associated public park/open space, culvert replacement, and the new naturalized creek channel, associated buffer and public park/open space;
 - b) updated flood line mapping has been prepared and approved by TRCA; and
 - c) the development meets the program, regulatory and policy requirements of the TRCA.
4. Notwithstanding the above, development is permitted in accordance with the phased implementation of the remediation strategy as specified in the approved Environmental Assessments noted in 2., subject to the following:
 - a) The development phase meeting all flood plain management requirements with respect to ecological management, naturalization and flood remediation (including safe ingress and egress and flood proofing to the level of the regulatory flood and no significant off-site impacts to flooding) to the satisfaction of the TRCA and the City;
 - b) The development phase does not compromise the implementation of future phases of the remediation strategy;
 - c) Updated flood line mapping being prepared and approved by the TRCA recognizing the proposed development phase and that it is protected to the level of the regulatory flood.
5. Detailed consideration of the design of the channel, open space, and related infrastructure, shall recognize the prominence and significance of the VMC as well as the ecological significance of Black Creek. The upgraded pond and new naturalized creek channel will be integrated in design to a high urban design standard and as complimentary landscapes.
6. Existing uses and structures within the flood remediation area (i.e. floodplain), shown on Schedule K, are not permitted to expand or redevelop until such time as the limit of the upgraded pond and associated public park/open space and the new naturalized creek channel, associated buffer and public park/open space have been defined within the approved flood remediation strategy, including the approved EAs. Once the limit is defined, such expansions or redevelopment will contribute toward, or not inhibit, the implementation of the approved remediation strategy. Such works are subject to meeting the program, regulatory and policy requirements of the TRCA.



Vaughan Metropolitan Centre Proposed Modifications To Adopted Secondary Plan



VMC Secondary Plan – Proposed Modifications

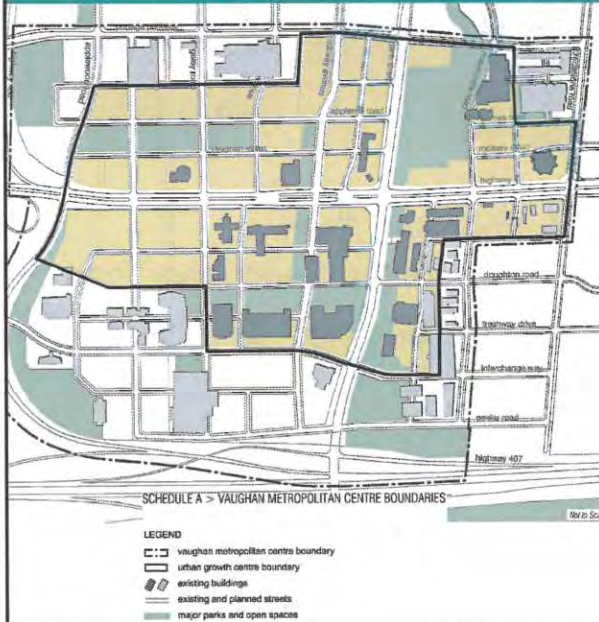


Legend
Vaughan Metropolitan Centre Boundary
7601 Jane Street

Location Map
Attachment No. 1

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FILE: 25.5.12.1
September 13, 2012

VMC Secondary Plan – Boundaries



• A policy has been added to the Secondary Plan (Section 8.1.7), permitting residential uses to be developed outside the Urban Growth Centre (UGC) provided they meet the following criteria:

- Contiguous to property within the UGC;
- Proposed development constitutes re-development of use not consistent with long term vision;
- Convenient pedestrian and cycling connections to subway station and nearest VIVA station;
- Proposal will not prevent or delay planning and construction of adjacent development in UGC.

3

Land Use Precincts - Proposed Modifications

Adopted VMC Secondary Plan



Proposed VMC Secondary Plan



- Station Precinct expanded east and west along Highway 7
- South Precinct expanded north, and two blocks previously sited on east side of Jane Street removed and replaced with Parkland/environmental land use designation
- Technology Precinct configuration and area modified and increased; name changed

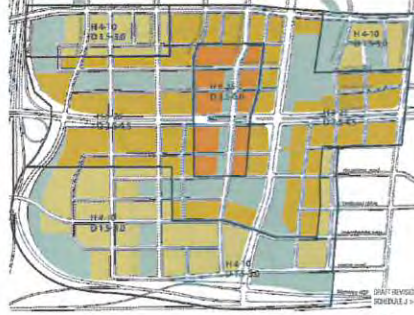
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Height and Density – Proposed Modifications

Adopted VMC
Secondary Plan



Proposed VMC
Secondary Plan



- Lands subject to 5-25 storey height and 2.5-4.5 FSI density extend further to the north, south, and west in the westerly quadrant
- This height/density classification also extends slightly farther east in the southeast quadrant

5

Major Parks & Open Space – Proposed Modifications

Adopted VMC
Secondary Plan



Proposed VMC
Secondary Plan

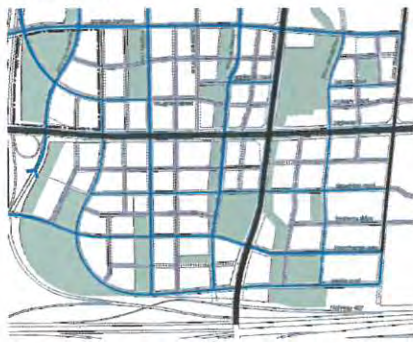


- Parks in southwest quadrant re-located
- Large neighbourhood park between Millway Avenue and Jane Street has been reduced in area
- Neighbourhood park which had been sited in southeast quadrant re-located to vacant lands between Jane Street and Black Creek Channel
- Smaller parks/public squares approx. 0.2 ha in size added for gathering, passive recreation and landscaping purposes

6

Street Network – Proposed Modifications

Adopted VMC
Secondary Plan



Proposed VMC
Secondary Plan



- Modifications made to local streets to accommodate horizontally aligned central park in northwest quadrant
- Applemill Road and Vaughan Street have been extended to Jane Street
- An east/west local street connection eliminated to accommodate the bus station
- A north/south street between Millway Avenue and Edgeley Boulevard eliminated
- North/south streets in south west and north west quadrants interrupted to accommodate school sites

7

Transit Network – Proposed Modifications

Adopted VMC
Secondary Plan



Proposed VMC
Secondary Plan



- YRT Bus Terminal site has been re-located
- Additional PPUDO parking on street through old bus site

8

Community Services & Cultural Facilities – Proposed Modifications

Adopted VMC Secondary Plan



Proposed VMC Secondary Plan



DRAFT REVISIONS AUGUST 31 2012
SCHEDULE F - COMMUNITY SERVICES AND CULTURAL FACILITIES

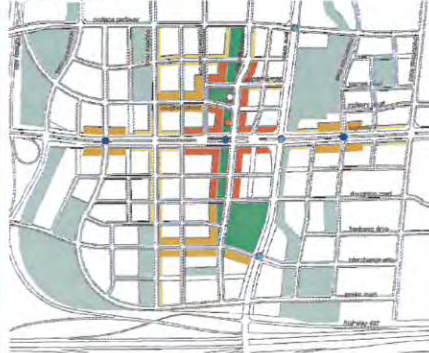
- LEGEND
- S potential school sites
 - C potential community facility
 - area for community and cultural activities
 - public squares
 - other major parks and open spaces
 - bus station
 - subway entrances
 - future subway entrances
 - potential Hwy 7 rapidway stations
 - potential Jane Street rapidway stations

- Additional school site which had been requested for northeast quadrant-sited in southeast quadrant to accommodate larger sized school block
- Potential Community Centre/Library facility site

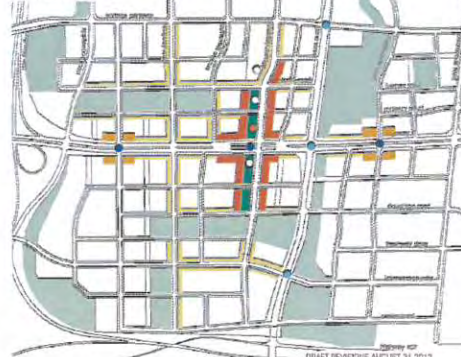
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Retail Uses – Proposed Modifications

Adopted VMC Secondary Plan



Proposed VMC Secondary Plan



DRAFT REVISIONS AUGUST 31 2012
SCHEDULE I - AREAS FOR RETAIL USES

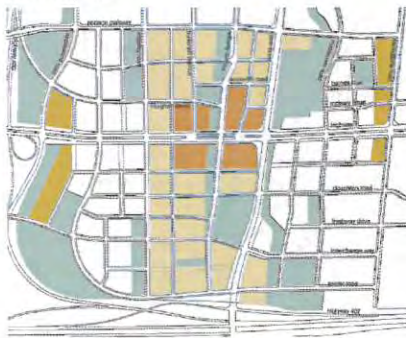
- LEGEND
- primary commercial area - retail uses required
 - secondary commercial area - retail uses required
 - tertiary commercial area - retail uses permitted
 - public squares
 - other major parks and open spaces
 - subway entrances
 - future subway entrances
 - potential Hvy 7 rapidway stations
 - potential Jane Street rapidway stations

- Retail now permitted along Applemill Road, Vaughan Street, Buttermilk Avenue and north side of Doughton Road in the southwest quadrant

10

Office Uses – Proposed Modifications

Adopted VMC
Secondary Plan



Proposed VMC
Secondary Plan



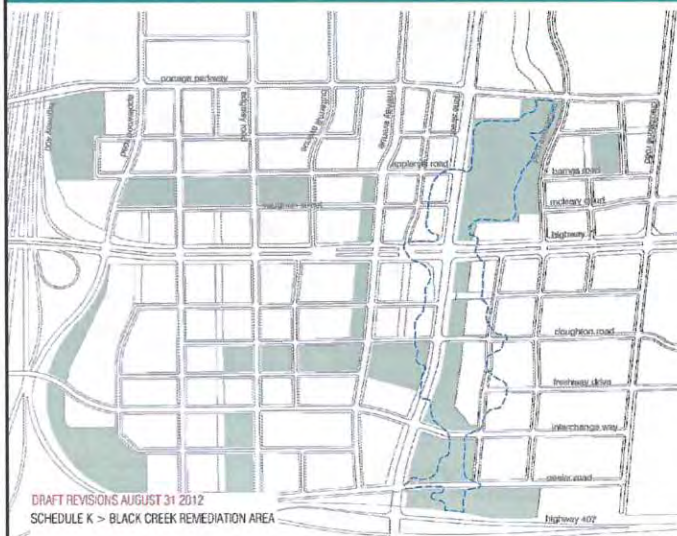
DRAFT REVISIONS AUGUST 31 2012
SCHEDULE H - AREAS FOR OFFICE USES

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

- As a result of extending the Station Precinct east and west along Highway 7, office uses now permitted along this corridor
- Overall- more office use permitted

11

Black Creek Remediation Area – Proposed Modifications



DRAFT REVISIONS AUGUST 31 2012
SCHEDULE K - BLACK CREEK REMEDIATION AREA

LEGEND
 major parks and open spaces
 Black Creek remediation area

- This schedule was added to Plan; corresponds to and helps clarify the phasing policies of newly added section 10.2.9
- Policies address how to develop in the remediation area in the interim, prior to full remediation of the channel

12