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COMMUNICATION
CW (WORKING SESSION)
September 3/14
ITEM - 1

September 3, 2014

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

Dear City Clerk:

REQUEST FOR DEFERRAL BY TOROMONT INDUSTRIES LTD.: FINAL DRAFT VAUGHAN CITY-WIDE STREETScape IMPLEMENTATION MANUAL AND FINANCIAL STRATEGY PLAN

Toromont Industries Ltd. has considerable landholdings within the Vaughan Metropolitan Centre (i.e. 12 hectares). On behalf of our client, IBI Group submitted written comments to the City's Parks Development department on July 31, 2014 on the partial *Draft City-Wide Streetscape Implementation Manual and Financial Strategy Plan* (June 2014) and the *Draft Vaughan Metropolitan Centre Streetscape and Open Space Plan* (July 2014). This letter is attached.

It was not until very recently, with the uploading of the Committee of the Whole (COW) Agenda, that the outstanding sections of the *Draft City-Wide Streetscape Implementation Manual and Financial Strategy Plan* pertaining to the funding model, financial strategy and capital unit costs were made publically available. Appendix I - Streetscape Component Breakdown Chart still appears to be incomplete, showing error signs (#Div/0!) for unit cost per linear meter and amounts of \$0.00 showing for total costs per component. We do understand from City staff that the Finance Department is working on finalizing the tables.

Toromont generally agrees with the goals and objectives identified for streetscapes and open space, and looks forward to participating in a mutually supportive implementation strategy. However, many of the previously raised concerns and questions concerning capital costs and funding mechanisms remain unanswered, particularly as they apply to the Vaughan Metropolitan Centre (VMC).

Capital costs totaling \$59.7 million for the VMC have been identified for streetscapes, with the suggestion that at least \$36.5 million will be developer funded (i.e. development charges and developer contributions for roads). It is also the City's expectation that increased developer contributions will help cover the \$17.0 million of capital costs for which no funding source is currently available/identified.

There are many other significant costs developers face within the VMC, such as the construction of mandatory below-grade or structured parking, parkland dedication and architectural/design requirements. It is critical that the full range of costs to be borne by the developer is recognized when recommending level of service (LOS) for streetscapes and funding sources. It should not be addressed on a piecemeal basis. Furthermore, the VMC is unique as it is intended to be a City-wide landmark and core and it is also a regionally and provincially identified growth centre.

Our client would like to stress the need for financial contribution to the development of the VMC be recognized and shared.

We ask that the Committee defer approving in principle the *Final Draft City-Wide Streetscape Implementation Manual and Financial Strategy Plan* (August 2014) so that:

1. City Staff may complete Appendix I and allow Toromont (and other stakeholders) to review this important capital cost information; and
2. City Staff and its consultants may complete a Revised-Final Draft of the *Vaughan Metropolitan Centre Streetscape and Open Space Plan* and circulate it to stakeholders for review and comment, to ensure a comprehensive approach is taken for streetscape planning in the VMC.

Yours truly

IBI GROUP



Amy Shepherd
Associate

cc: David Wetherald, Toromont Industries Ltd.
Moira Wilson, City of Vaughan – Parks Development
Anna Sicilia, City of Vaughan - Policy Planning



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July 31, 2014

Moira Willson
Acting Manager, Parks + Open Space Planning
Parks Development
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Ms. Willson:

**COMMENTS ON DRAFT VAUGHAN CITYWIDE STREETSCAPE IMPLEMENTATION
MANUAL AND DRAFT VAUGHAN METROPOLITAN CENTRE STREETSCAPE AND OPEN
SPACE PLAN**

On behalf of Toromont Industries Ltd., please find attached our initial comments on the City of Vaughan's *Draft Citywide Streetscape Implementation Manual* (June 2014) and the *Draft Vaughan Metropolitan Centre Streetscape and Open Space Plan* (June 2014).

Our client generally agrees with the goals and objectives identified for streetscapes and open space within the Vaughan Metropolitan Centre (VMC) and looks forward to participating in a mutually supportive implementation strategy. However, as per our conversation yesterday and the comments provided at the July 23, 2014 Stakeholder Presentation, Toromont does have a number of concerns with the Draft Plan and Draft Manual, in particular costs and funding mechanisms. The VMC is unique, as it is intended to be a City-wide landmark and core and it is also a regionally and provincially identified growth centre. As such, our client would like to stress the need for financial contribution to the development of the VMC be recognized and shared, given the overall contribution the VMC will make to the municipality, region and province.

Proposed Level of Service for Mews – Enhanced LOS

Mews will contribute to creating a fine grain of connectivity and should be pedestrian friendly, however in some circumstances the primary function of a mews may be to provide access to service areas of a building(s) or access to parking. It should not be assumed that all mews will require Enhanced LOS.

Section 4 of the Draft Manual describes how the importance of the LOS concept is the ability to categorize a response to the adjacent land while maintaining design versatility. We understand the benefits of having a consistent approach to streetscape design, in terms of guiding the planning and budget process and achieving efficiency through implementation, but until it is known exactly what types of land uses are going to be built adjacent to the various mews in the VMC, it should not be assumed that all mews (or other street categories) will require the same level of LOS.

The Draft Manual and Draft Plan should further acknowledge the functional role a mews may play, such as:

- The concept figure on page 59 of the Draft Manual lists through traffic and pedestrian pick-up/drop-off as road functions for a mews but it should also list 'access to service area', and 'access to parking'. These functions should also be added to the description of the purpose of a mews in Section 5.3 of the Draft Plan.

- Mews is missing from the list of road classifications on page 50 of the Draft Manual, but it is listed on page 49.

Strata Parking

Section 4.3 of the Draft Plan suggests that strata parking under parks will significantly compromise the long term growth and survival of trees to their natural mature size and is not appropriate under parkland where trees are intended to grow to their full maturity. Allowing strata parking under parks is a critical to achieving the City's built form and density goals and objectives for the VMC. Where minimum soil depth of 1.5 metres cannot be achieved for larger sized mature trees alternative landscaping treatments should be explored before simply determining strata parking is not appropriate.

Capital Costs and Developer Contribution

As noted in Section 4 of the Draft Manual, 'streetscapes cannot be realized without knowing the capital construction cost and where funding will come from'. In order for Toromont to fully understand and comment on the City's plans for streetscapes and open space they will need to review the proposed financial strategy (i.e. Chapter 6) and the appendices of the Draft Manual – which are not yet complete.

Toromont has significant concerns with the allocations of capital costs shown in the Stakeholder Presentation, and not only the costs assumed to be covered by local contributions and additional developer funding, but also the substantial amount shown to be unfunded. We understand that the developer contributions shown at the Stakeholder Presentation were intended to be hypothetical, for the purposes of developing a financial modeling tool, but we are still concerned with the proportions shown (i.e. Arterial Roads = 25%, Collector Roads = 50% and Local Roads = 100%). The model must also take into consideration special circumstances such as the future Colossus Overpass, where a much lower proportion of the total capital cost will be covered by developer contributions.

The Draft Manual suggests that streetscape investment will lead to growth in pedestrian traffic, retail sales, achievable rents and area demand. While it is true high quality streetscapes can result in economic development, it cannot be assumed as a given, especially in the early stages of VMC. There are many other significant costs developers face within the VMC which will impact the financial feasibility of development (e.g. mandatory below-grade or structured parking, architectural/design requirements, parkland dedication, etc.). The City must recognize the aggregate of these costs when establishing the capital costs and funding mechanisms for streetscapes.

We look forward to the opportunity to review and comment on the outstanding portions of the Draft Manual.

Yours truly

IBI GROUP



Amy Shepherd
Associate

cc: David Wetherald, Toromont Industries Ltd.
Anna Sicilia, City of Vaughan – Policy Planning