

**5. THE VAUGHAN METROPOLITAN CENTRE STUDY
DRAFT SECONDARY PLAN
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Recommendation

The Commissioner of Planning recommends:

1. THAT the draft Vaughan Metropolitan Centre (VMC) Secondary Plan (Attachment #9), prepared by Urban Strategies Inc. BE RECEIVED; and, that any issues raised at the public meeting, be addressed by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.
2. THAT the Policy Planning Department prepare a draft Terms of Reference and a budget for a City Public Art Policy Study, and bring this item forward to Council as part of the 2011 Capital Budget deliberations.

Contribution to Sustainability

Consistent with Green Directions Vaughan, the City's Sustainability and Environmental Master Plan, the Vaughan Metropolitan Centre (VMC) created by this 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 draft VMC Secondary Plan addresses the following goals outlined by Green Directions Vaughan:

- Goal 2: Ensures sustainable development and redevelopment.
- Goal 3: Ensures that the VMC is easy to get around with low environmental impact.

Economic Impact

Development of the lands subject to the VMC Secondary Plan will have a positive impact upon the City of Vaughan in terms of new development, and tax assessment and job opportunities. It will also fulfill the City's obligations to conform with Provincial policies and meet regionally imposed targets for residential and employment intensification, with respect to policies specific to Regional Centres.

Communications Plan

The draft VMC Secondary Plan was posted on the City's web site on May 25, 2010, to allow for public review and comment. On May 20, 2010, a notice of Public Hearing was sent to all residents/landowners within, and to 150 m of the study area boundary; to ratepayer associations; and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal; the Vaughan Citizen; all City libraries and community centres; and, posted on both the City Page and Vaughan Tomorrow websites.

Purpose

The purpose of this report is to introduce the draft Secondary Plan for the Vaughan Metropolitan Centre (the Secondary Plan), which will replace the existing Official Plan documents that apply to this area. It will establish a comprehensive framework of planning policies to guide and manage growth and development to 2031. This report presents a summary of the draft Secondary Plan and the process followed for its preparation. Copies of the draft Secondary Plan have been

provided to Council and are available on the City's website and at the Planning Department. A final report will be prepared with recommendations, which takes into consideration input from the public hearing, comments in writing thereafter, and any additional comments from public agencies. It is anticipated that the report will be presented at the August 31, 2010, special evening, Committee of the Whole meeting. The draft Secondary Plan is not final and may be subject to change with respect to its content and format.

Background - Analysis and Options

Location

The VMC is generally 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 arterial road, 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, low-density use buildings in the VMC Secondary Plan area; however, much of the VMC Plan area remains vacant.

City of Vaughan Official Plan

- i) The final City of Vaughan Official Plan document will be produced in two volumes. Volume 1 will introduce policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, including the draft VMC Secondary Plan, resulting from focused area studies that are applicable to a number of areas which require detailed planning analyses and policies. Volume 2 will also include a limited number of site-specific policies applicable to individual properties and small collections of properties in some parts of Vaughan.

Official Plan Designations

- ii) The Secondary Plan introduces a set of land use designations applicable throughout the Plan area as shown on Attachments #3 and #4, including detailed land use information related to the maximum permitted building heights and densities.

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 Official Plan including this Secondary Plan. Following approval of the Secondary Plan, it is anticipated that work will begin on the preparation of a new zoning by-law.

The Planning Context

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

- (i) The Provincial Policy Statement (PPS)

The PPS supports efficient use of land, resources and infrastructure. It promotes land use patterns, densities and mixes of uses that minimize vehicular trips, and supports the development of plans 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 a focal area 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 density which was approximately 20 people and jobs per hectare in 2006, 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 convergence for two rapid transit lines; the Spadina Subway Extension and VIVA's Highway 7 Bus Rapid Transit line will intersect and converge with the regional bus network. Anchor Mobility Hubs are envisioned as the "anchors" 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 Draft Vaughan Official Plan (VOP)

The draft VOP 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. 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 also calls for the development of tall building guidelines, and the creation of a Design Review Panel, to advise on development applications for the VMC.

The Study Process

The Terms of Reference for the VMC Study was approved by Council on May 12, 2008. The Study which was initiated in November of 2008, with the lead consultant, Urban Strategies Inc. involved three phases of work:

- Review of Background materials and analysis of issues and opportunities;
- Development of a long-term vision, principles and structural framework; and,
- Preparation of the Secondary Plan.

Community Consultation

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

Key Principles and Objectives of the Study

The long-term vision for the Vaughan Metropolitan Centre is described below under seven general principles:

- (i) **Transit-oriented:** The highest development densities will be concentrated around the future subway and VIVA stations.
- (ii) **Walkable:** A fine-grain network of streets and pathways will minimize walking distances and provide route options for vehicular traffic.
- (iii) **Accessible:** The road network and transit system will facilitate easy access to and from the downtown by transit, car, bicycle, and other modes of active transportation.
- (iv) **Diverse:** The VMC will accommodate a variety of housing forms and display a diversity of architecture.

- (v) **Vibrant:** Key streets and open spaces will be lined with commercial and other active ground floor uses, and civic and cultural facilities will enliven the area and attract people from across the City and Region.
- (vi) **Green:** The downtown will be a model of sustainable development served by efficient energy systems through a Community Energy Plan. Civic buildings will utilize the highest green building standards and private development will be encouraged to do the same.
- (vii) **Beautiful:** The architecture of buildings, and the design of streetscapes will be of a high standard and complement the planned surroundings.

In accordance with the principles for the VMC the draft Secondary Plan seeks to achieve the following primary objectives:

- (i) **Establish a distinct downtown for Vaughan by 2031,** containing a mix of uses, civic attractions and a critical mass of people.
- (ii) **Employment Diversity:** The VMC is slated to be a central business district containing a range of employment types including corporate and government offices, retail and services, and businesses of all sizes.
- (iii) **University or College Presence:** The presence of a university, college or other institution of higher learning has beneficial economic spin-offs, giving a downtown a competitive and cultural advantage.
- (iv) **High Transit Usage:** Use of the Spadina Subway Line Extension, and the Region's bus network must be optimized. Greater development densities close to subway and VIVA stations, and the careful design of these facilities for user comfort are essential in this respect.
- (v) **Grid of Streets:** The establishment of a hierarchical, fine-grain network of streets and pathways linked to the larger road system will be fundamental to encouraging walking, which in turn promotes transit use. A hierarchy of interconnected arterial, collector and local streets will disperse traffic and help ensure it moves efficiently.
- (vi) **Neighbourhoods:** Establish complete neighbourhoods containing a variety of housing.
- (vii) **Generous Open Space System:** Develop a generous and remarkable open space system that includes gathering places, neighbourhood parks, naturalized spaces, public squares and private amenity spaces.
- (viii) **Natural Features:** Make natural features and functions a prominent part of development.
- (ix) **Green Development:** Ensure development incorporates green infrastructure and green building technologies.
- (x) **Design Excellence:** Ensure all development exhibits a high quality of urbanity, materials, and design.

General Land Use and Urban Design Policies

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. 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).

To achieve the critical mass of a downtown and meet the density target of 200 people and jobs per hectare, a population of approximately 17,000 residents and total of 6,500 jobs are planned for the Urban Growth Centre within the larger VMC boundary area, as identified on Attachment #2. The population target for the larger VMC area, including the Urban Growth Centre, is 25,000 residents and 11,500 jobs by 2031. Residential uses shall not be permitted outside the Urban Growth Centre until 8,000 residential units have been built or are under construction in the Urban Growth Centre, or until the City is otherwise satisfied the density target will be achieved. While the density targets for the VMC, and larger VMC area, are 200 people and jobs/ha by 2031, the plan's flexible land use, density, and height policies allow for a density of 400-500 people and jobs in the fullness of time.

Provisions for bonusing, in addition to those included in the VOP, are also provided in the draft Secondary Plan to secure a range of public benefits in the VMC, such as a secondary subway entrance in Millway Park, emergency service facilities, and below-grade public parking.

The Precincts

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

(i) The Station Precinct

A broad mix of uses are 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 shall also be encouraged. The primary commercial streets and majority of the secondary and tertiary commercial streets are located within this precinct. The greatest densities are proposed in the Station Precinct, with a minimum and maximum floor space index (FSI) ranging from 2.5 - 6.0, and heights ranging from a minimum of 5 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 are encouraged in the South Precinct shown on Attachment #3, with 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 shall be encouraged in the South Precinct, as well as high-rise buildings up to a potential 15 storeys. The minimum and maximum densities within this precinct range from 1.5 - 3.0 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 are encouraged. The density and building height ranges proposed for the Neighbourhood Precincts are 1.5 - 3.0 FSI, and 4 - 10 storeys. However, for the lands in close proximity to Highway 7, the density and height ranges are greater at 2.5 - 4.5 FSI, and 5 - 25 storeys.

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 in the bases of apartment buildings, or in the form of town houses or stacked townhouses.

Development is not be permitted in Special Study Area A (west) on Attachment 3, located in Neighbourhood 1, until the final road alignments in the area have been determined. The area shown as Special Study Area B (east), located partially within Neighbourhood 4, includes sites within the Black Creek floodplain. Special policies will be needed to permit development in the floodplain.

(iv) The Technology 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 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

The urban design and architecture of the VMC lands must be of the highest quality. In addition to the design policies which follow, to ensure that high design standards for the area are achieved, the draft VMC Secondary Plan includes a policy that all development in the VMC shall be subject to review by a City Design Review Panel prior to Council approval. Any proposed development that may proceed prior to the establishment of the Design Review Panel shall be the subject of a peer review process to be defined by the City.

(i) Built Form

- A wide variety of building types are encouraged across the VMC including low-rise (2 - 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 should 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.
- Longer buildings shall break up their perceived mass 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.
- 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.

(ii) Parking and Servicing Facilities

Parking policies included in the Secondary Plan speak primarily to location and integration of parking lots and structures with their surroundings. The policies are summarized as follows:

- Entrances to parking and servicing areas generally shall be on local streets and/or laneways and should be consolidated.
- Loading and service areas should be located in the interior of a block, preferably enclosed within a building.
- Parking for residential uses generally shall be located underground. Parking for public and commercial uses may be provided in above grade or below grade structures in the interior of development blocks.

Criteria to ensure that parking structures are well integrated with the VMC's built fabric are also provided within the draft Secondary Plan.

The Transportation Network

The transportation network and policies of the VMC Secondary Plan have been developed to support the growth projections and facilitate the envisioned downtown. A Traffic Impact and Mobility Study will be required for significant development submissions to ensure good access and circulation by transit users, cyclists and pedestrians. Development applications will also be required to include Travel Demand Management Plans (TDM) to reduce single occupant vehicle trips.

(i) Public Transit

The draft VMC Secondary Plan is predicated on the extension of the Spadina Subway Line and on planned improvements to York Region Rapid Transit facilities along Highway 7. Attachment #7 identifies the general alignment of the Spadina Subway Extension through the VMC, and the proposed subway and VIVA stations. Direct underground pedestrian connections to the subway station from adjacent development shall be encouraged. The central pedestrian entrance to the subway station will be located within an open space adjacent to Millway Avenue, north of Highway 7.

The Station Block which is to be located on the east side of Millway Avenue, north of Highway 7 (identified on Attachment #7), is intended to be the location for a York Region Transit bus station directly linked to the planned subway station and integrated with high-density development. Prior to development on the Station Block, including development of transit facilities, a Station Block Master Plan shall be prepared that satisfies specific site plan criteria including, but not limited to, location of a bus station, phasing conditions, bus access to the station, a direct underground connection to the subway, integration with adjacent development, provision of an east-west midblock connection, and required design elements. In addition, a VIVA Bus Rapid Transit Station is planned for the centre of Highway 7 at Millway Avenue, with a direct connection to the subway.

(ii) Street Network

A fine-grain grid of streets is fundamental to this draft Secondary Plan. Attachment #6 identifies the public street network planned for the VMC. The hierarchy of streets identified on the Public Street Network Plan includes the following classifications and standard right-of-way widths:

- Highway 7 - 55-65 metres (varies)
- Jane Street (arterial road) - varies
- Minor arterial street - 33 metres
- Millway Avenue (special collector) - 33 metres
- Major collector street - 28-33 metres
- Minor collector street - 23-26 metres
- Local street - 20-22 metres
- Mews street - 20 metres (includes 6.0 – 7.5 m roadway, and boulevards with sidewalks on either side of roadway)

Highway 7 should be designed to evolve into a grand avenue that accommodates rapid transit, vehicular, and pedestrian functions. Millway Avenue will function as a special collector recognizing its role as a primary commercial street.

A bypass route to permit cars and trucks travelling through the VMC to divert from Highway 7 and Jane Street before entering the area, is proposed along the north and east edges of the VMC. Creditstone Road and Portage Parkway shall be linked to each other and to Highway 7 and Jane Street as shown on Attachment #6 to establish the bypass.

In addition to the public streets identified on Attachment #6, public or private laneways and / or private streets may be required to service development within a block. The draft Secondary Plan directs that the need and location of these laneways and/or private streets shall be determined during the preparation and review of Block Master Plans.

(iii) Bicycle Network

All streets in the VMC will be designed for the safety and convenience of cyclists. Attachment #8 identifies the bicycle network for the VMC. The bicycle network is intended to link directly to the planned City-wide Bicycle and Pedestrian Network. Policies within the Plan provide that Highway 7, Jane Street, Creditstone Road, and all major collector streets should include on-street bicycle lanes. In addition, major parks and open spaces are to include multi-use recreational trails linked to the street network to increase connectivity for cyclists. Policies are also included in the VMC Secondary Plan requiring bike lock-up facilities at transit stations, parks, schools, community centres, cultural facilities, public institutions, retail streets, and at all office and apartment buildings.

(iv) Streetscaping

All streets within the VMC are to be built with pedestrian zones on both sides, street trees, and vehicular and pedestrian scale lighting. Street furnishings and lighting should be low maintenance and of a family of furnishings/lighting to be consistent in distinguishing the VMC as a special place. The Secondary Plan provides that detailed streetscape standards and guidelines shall be developed to address the design of streets in the VMC.

Trees are intended to be a distinguishing visual element in the VMC's identity. All streets in the VMC should generally be lined with native trees resistant to salt, disease, drought

and pests. Public art will also be an important element of the VMC's public realm, adding beauty and interest to streetscapes as well as parks, open spaces and buildings.

The Parks and Open Space Framework

Attachment #5 identifies the major parks proposed to be developed in the VMC. It is the goal of the Secondary Plan to develop a minimum of 20 hectares of parkland in the VMC. Outdoor amenity spaces associated with major office or institutional developments shall generally be located and designed to complement the public park system and be publicly accessible. All parks in the VMC shall be designed to high standards and built with high quality materials. Parks should also provide locations for permanent or temporary public art installations and the designs should consider opportunities to incorporate public art in landscaping elements such as benches, bicycle parking facilities, and paving. Parks in the VMC should provide for a range of recreational activities and passive enjoyment, including central neighbourhood gathering and recreational spaces, civic open spaces capable of accommodating city-wide events, public squares, courtyards, gardens and naturalized spaces.

Millway Park, adjacent to Millway Avenue, and the major public squares or green spaces north and south of Highway 7 will form the VMC central gathering places.

(i) Environmental Open Spaces

The environmental open spaces identified on Attachment #5, are intended to be developed and managed as naturalized open spaces that perform four primary functions:

- protect existing natural heritage features and functions;
- accommodate additional vegetation and landscaping that support ecological functions and enhance the setting and image of the VMC;
- accommodate stormwater management facilities; and,
- accommodate municipal parkland where appropriate.

The environmental open space proposed adjacent to Black Creek, north and south of Highway 7, and on the east side of Jane Street, will require a further design study to ensure that it functions effectively as both a stormwater management pond and an open space amenity.

Sustainable Development Policies

Environmental sustainability is a core principle of the vision for the VMC and therefore policies in the Secondary Plan are formulated to ensure the VMC is serviced by highly efficient energy, water, and wastewater infrastructure. The City has undertaken three important studies related to energy and water servicing infrastructure:

- (i) VMC Servicing and Stormwater Management Master Plan Class EA Study;
- (ii) Black Creek Stormwater Optimization Master Plan Class Environmental Assessment Study; and
- (iii) the Vaughan District Energy Feasibility Study.

The draft VMC Secondary Plan provides that the City study the feasibility of a district energy system for the Plan area. In the absence of a district energy system, or to complement district energy, the generation and use of on-site renewable energy, such as solar, wind and geo-thermal energy is encouraged. The Secondary Plan also provides policies that all new development shall include or make provision for the installation of solar capture equipment, that public buildings in the VMC, with the exception of schools, shall be designed to achieve at least a LEED Gold rating, and that all private development shall be encouraged to do the same. The draft Secondary Plan

also provides for green roofs, and the requirement for Sustainable Development Reports with all new development applications in the VMC.

Community Services, Cultural Facilities and Public Art

The timing and development of most community services will be dependent on the pace and nature of development within the VMC. A landowners' agreement among property owners in the VMC, the City, and public agencies regarding community services, including schools, will be required to ensure that the land costs for community facilities are equitably distributed. The Secondary Plan provides policies encouraging School Boards to develop alternative standards for new schools in high density neighbourhoods which optimize the use of land such as multi-storey buildings, minimized parking and pick-up/drop off areas, and arrangements between School Boards and developers that result in compact schools, and integrate school parking with adjacent developments. To implement the facility objectives of the City's Active Together Master Plan, the VMC will include a resource library of approximately 3,300 m².

The VMC Secondary Plan policies require that the City undertake a Cultural Facilities and Public Art Plan to:

- (i) identify appropriate cultural facilities for the VMC;
- (ii) develop an implementation strategy for priority cultural facilities;
- (iii) identify sites for major public art installations; and,
- (iv) inform the development of a city-wide Public Art Program.

Implementation

The draft VMC Secondary Plan acknowledges the need for ongoing co-ordination among the City, Region of York, TRCA, Provinces and the relevant transit providers, as well as landowners to successfully implement the plan. The Secondary Plan also requires the preparation of an Economic Development and Marketing Plan to promote office, institutional, educational and other development. A fiscal impact analysis of planned development within the VMC to inform capital planning, and the preparation of a Community Improvement Plan, is recommended. The following implementation policies are proposed to ensure orderly development of the VMC:

- (i) development applications for properties comprising one or more planned city blocks shall include a Development Concept Report.
- (ii) development shall be phased based on the existence of, or commitment to construct planned transit facilities, components of the road network and community services.
- (iii) A legal agreement among all property owners in the VMC will be required to co-ordinate development and equitably distribute the costs of shared infrastructure, including but not limited to roads and road improvements, water and wastewater services, parkland, stormwater management facilities, and land for schools and other community services. Development agreements among property owners, the City, and potentially other public agencies, shall be required to ensure that the necessary approvals, and the required contributions of funds, lands, and commitments for services will be in place and operative as required.
- (iv) Following completion of the Spadina Subway Line Extension, the Secondary Plan provides that the City, in partnership with the Region of York, will establish a biennial program to monitor and report on the level of development in the Secondary Plan. In addition, the VMC Secondary Plan shall be reviewed and updated every five years.

Relationship to Vaughan Vision 2020/Strategic Plan

The draft 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 components of the Vaughan Vision 2020 Plan relate directly to the VMC Secondary Plan:

- (i) "Support and co-ordinate land use planning for high capacity transit at strategic locations in the City"; and,
- (ii) "Review the Vaughan Corporate Centre Vision".

Regional Implications

The draft VMC Secondary Plan has been prepared pursuant to the policy requirements and provisions of the draft Vaughan Official Plan and 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.

Next Steps

Comments on this Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be preparing a report for consideration by the Committee of the Whole in response to comments received at this Public Hearing, or in writing. It is anticipated that the August 31, 2010 Committee of the Whole report agenda will include a report with a recommendation to adopt the VMC Secondary Plan. With the direction of the Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of this Secondary Plan.

The Official Plan will be produced in two volumes. Volume I will include the City-wide policies. The Vaughan Metropolitan Centre Secondary Plan will form part of Volume 2 of the VOP, which includes other secondary plans resulting from various focused area review studies and site-specific policies.

Conclusion

The draft VMC Secondary Plan is the result of a comprehensive review of current Provincial, Regional, and City land use policy, the study of the natural and built features of the Plan area and surrounding lands, and an interactive public consultation process. It provides the framework and policies intended to result in a downtown for Vaughan within the next 20 years. Comments on the Plan received from the Public and Council at this Public Hearing or in writing, will be addressed in a comprehensive report to the August 31, 2010 Committee of the Whole meeting.

Both the Vaughan Metropolitan Centre Study and the Cultural Built Heritage And Public Art Study/Plan have strongly recommended that a Public Art Policy be developed for the City of Vaughan. Given that development within the VMC is expected to begin in the near future following the approvals of the VMC Secondary Plan and co-corresponding zoning by-law, it is important to ensure that the Public Art Policy be in place to address this aspect of development in the City Centre. It is therefore a recommendation of this report that the Public Art Policy Study be initiated in the coming year.

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. The Bicycle Network
9. Draft Vaughan Metropolitan Centre Secondary Plan (Mayor and Members of Council Only.)

Report prepared by:

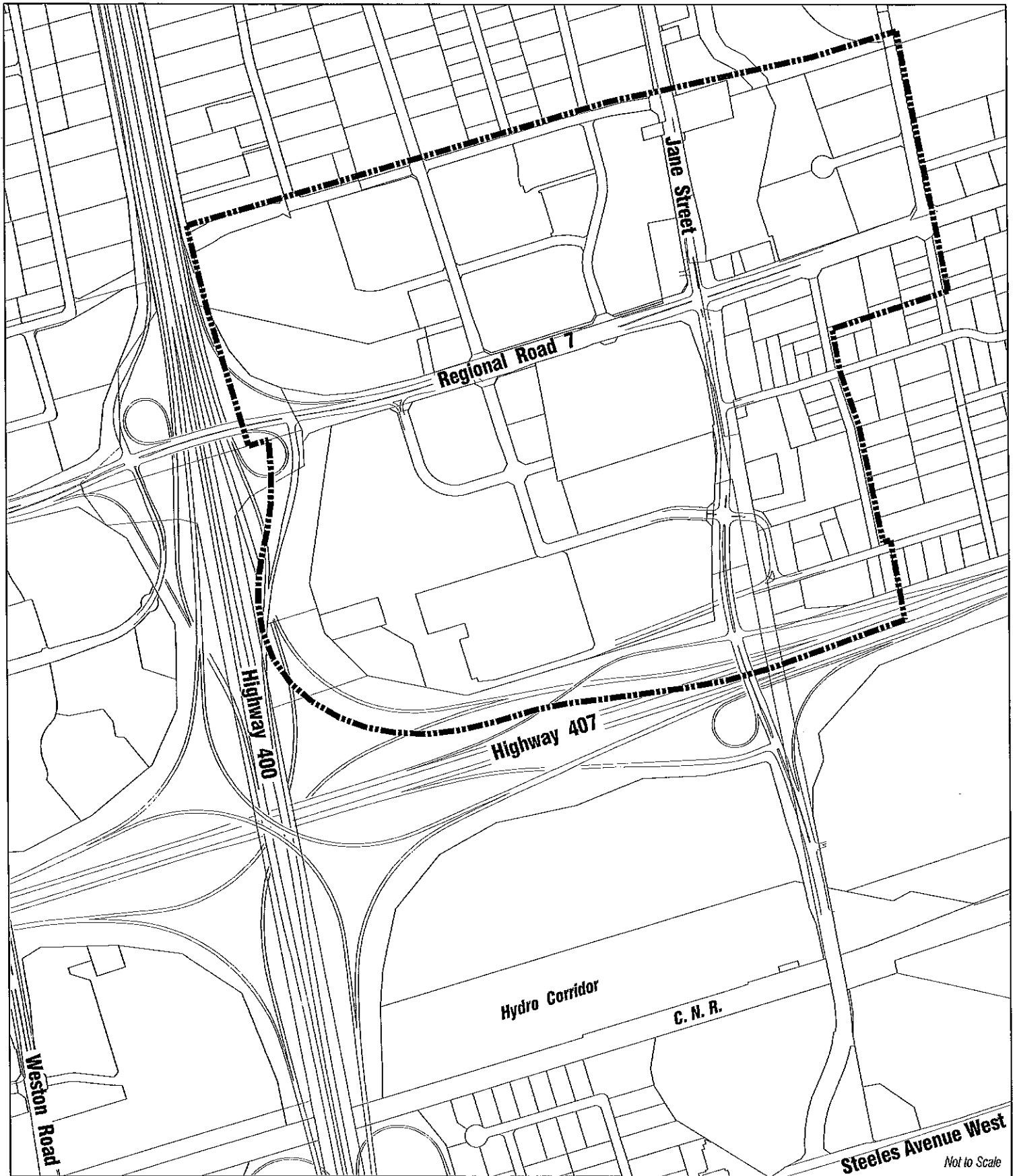
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Respectfully submitted,

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/LM



Legend

-  Vaughan Metropolitan Centre Boundary

Location Map

Vaughan Metropolitan Centre Study
Attachment No. 1

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




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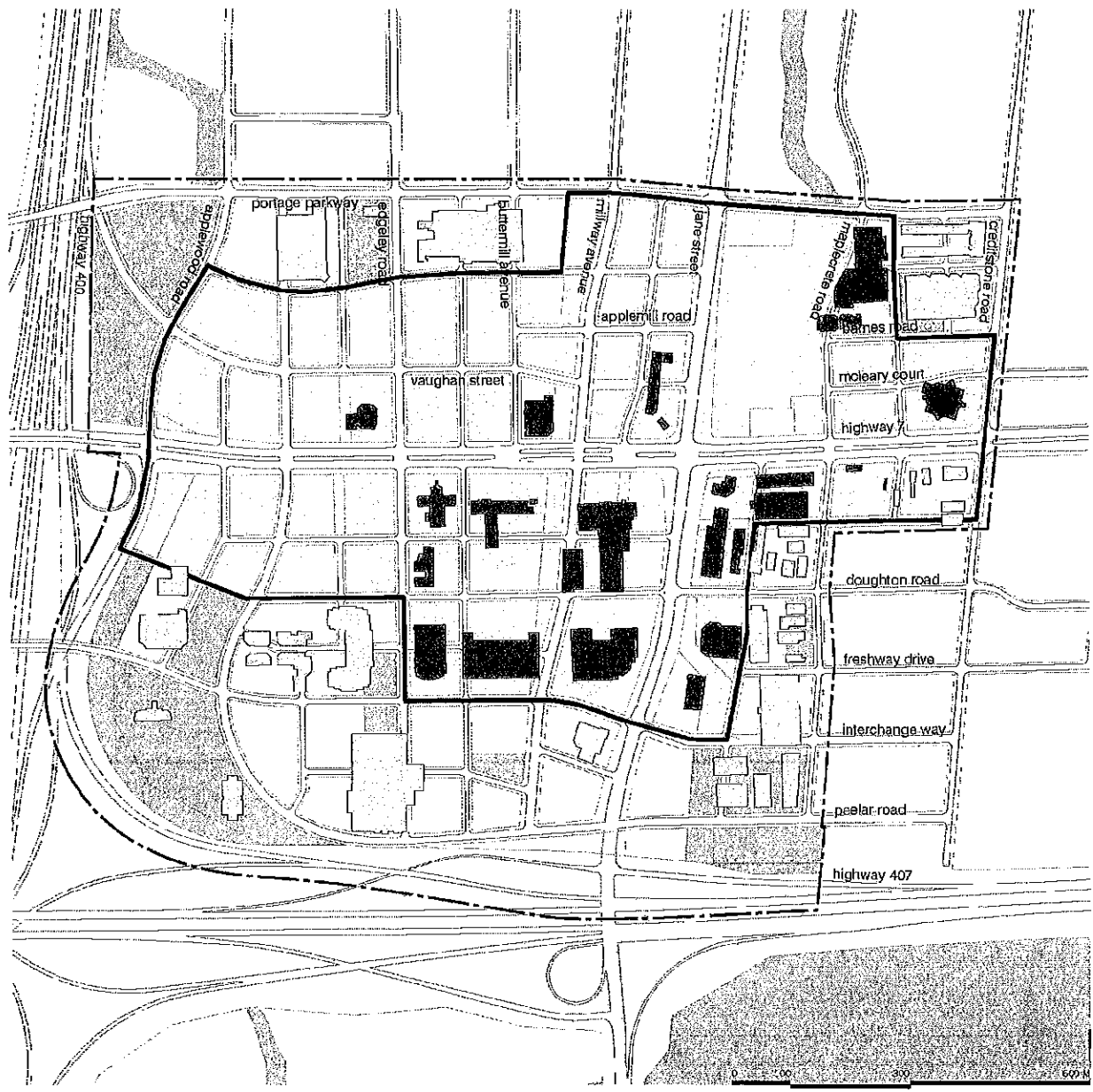
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SCHEDULE A > VAUGHAN METROPOLITAN CENTRE BOUNDARIES

LEGEND


-  vaughan metropolitan centre boundary (VMC area: approximately 179 hectares)
-  urban growth centre boundary (UGC area: approximately 110 hectares)
-  existing buildings
-  existing and planned streets
-  major parks and open spaces



VMC Boundaries

Vaughan Metropolitan Centre Study
Attachment No. 2

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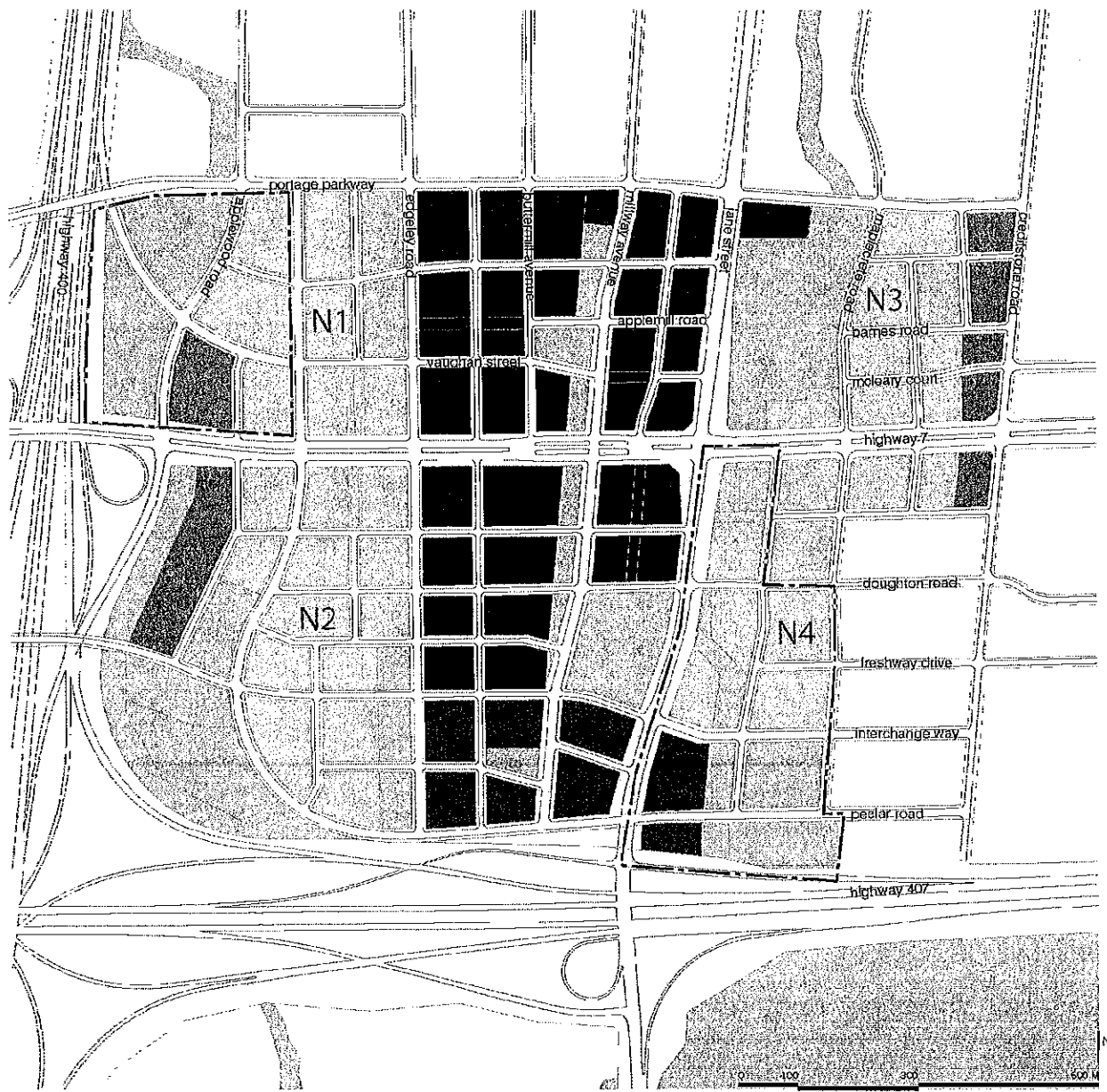
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June 14, 2010

SCHEDULE G > LAND USE PRECINCTS

LEGEND

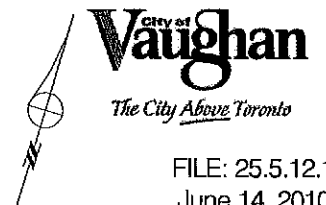
-  station precinct
-  south precinct
-  neighbourhood precincts
-  technology precincts
-  special study areas A (west) and B (east) (See Policies 4.3.9, 8.1.13 and 8.4.3)
-  major parks and open spaces



Land Use Precincts

Vaughan Metropolitan Centre Study
Attachment No. 3


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




FILE: 25.5.12.1
June 14, 2010

SCHEDULE J > HEIGHT AND DENSITY PARAMETERS

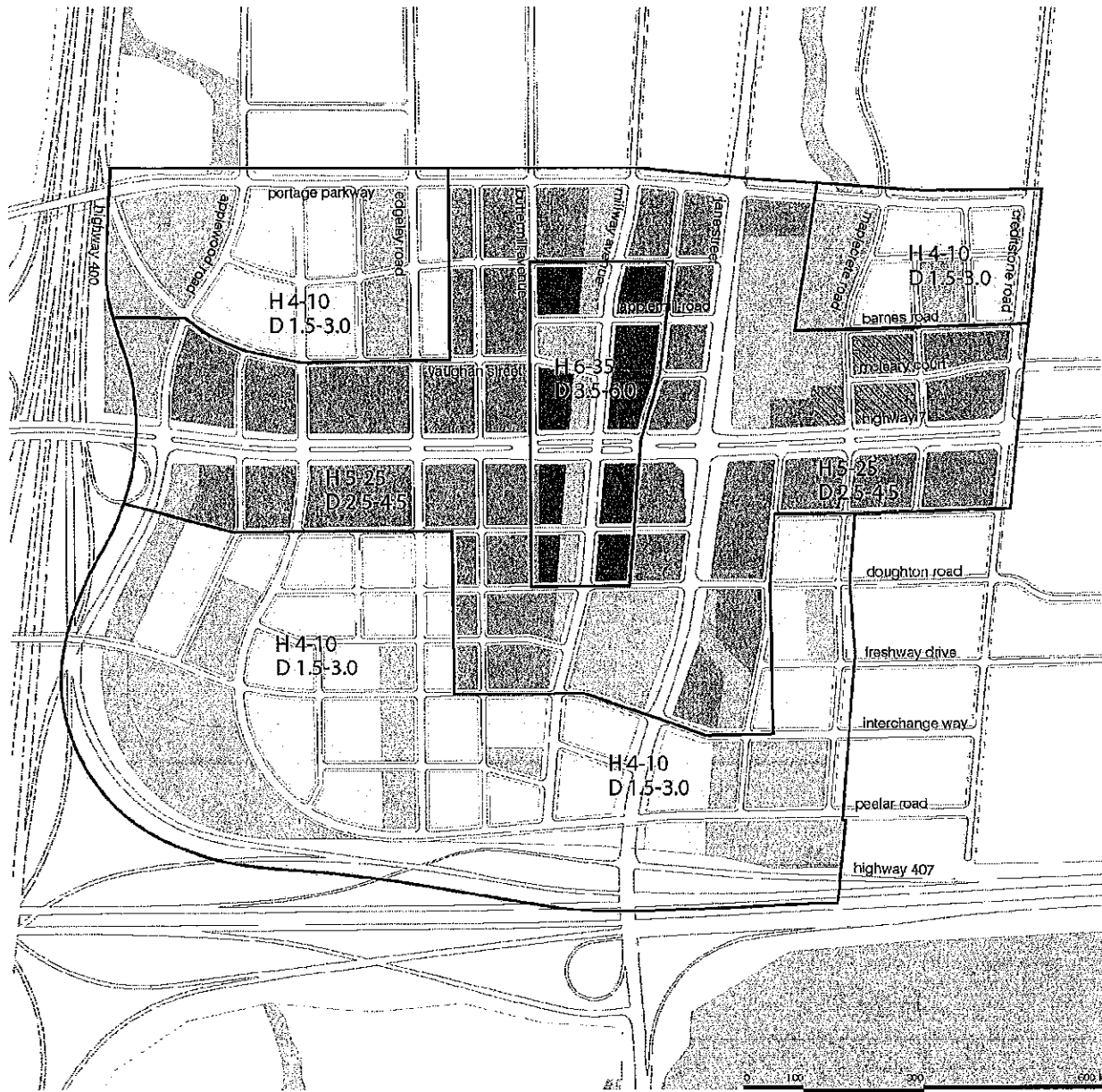
LEGEND

 H 6 storey minimum - 35 storey maximum
 D 3.5 minimum fsi - 6.0 maximum fsi

 major parks and open spaces
 see Policy 9.2.3

 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 8.6.15)
 D 1.5 minimum fsi - 3.0 maximum fsi

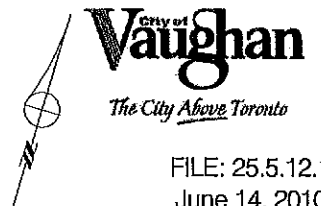


Height & Density Parameters

Vaughan Metropolitan Centre Study

Attachment No. 4






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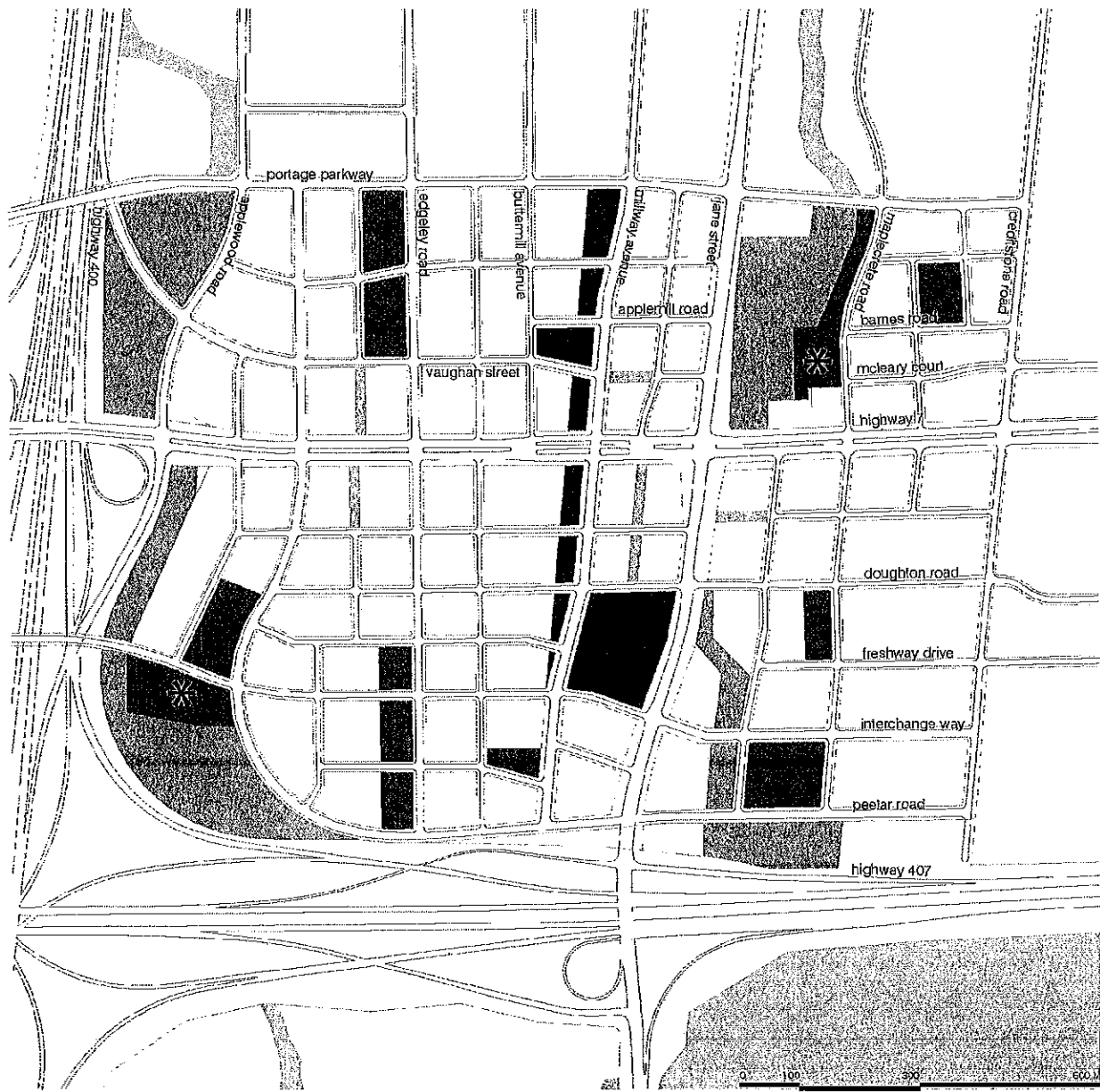


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SCHEDULE E > MAJOR PARKS AND OPEN SPACES

LEGEND

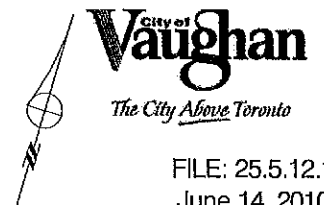
-  environmental open spaces
-  neighbourhood parks
-  public squares
-  pedestrian mews or local street
-  parkland associated with environmental open spaces



Major Parks & Open Spaces

Vaughan Metropolitan Centre Study
Attachment No. 5









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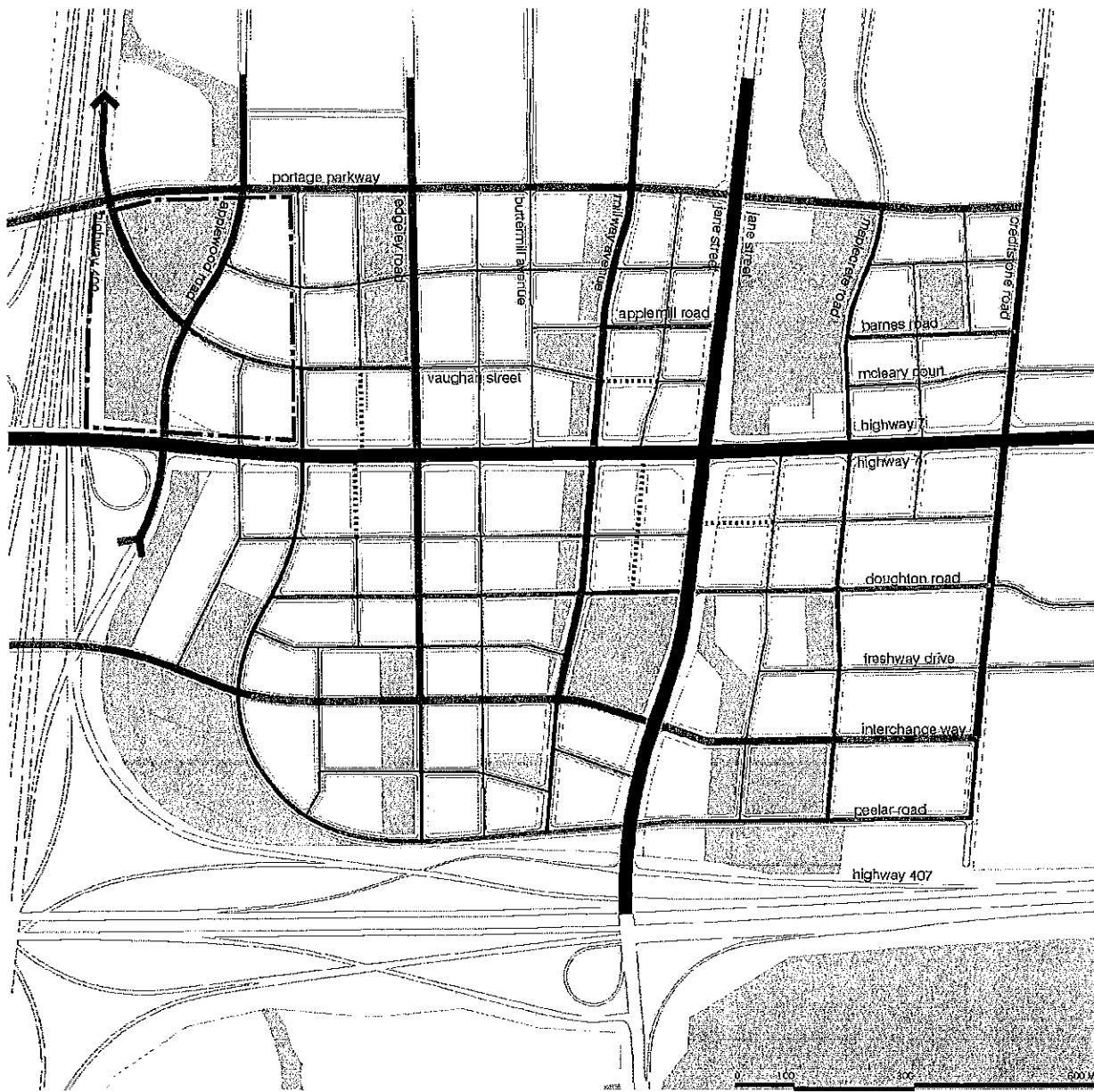


FILE: 25.5.12.1
June 14, 2010

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 public pedestrian mews (20m row)
-  special study area A (see Policy 4.3.9)
-  major parks and open spaces

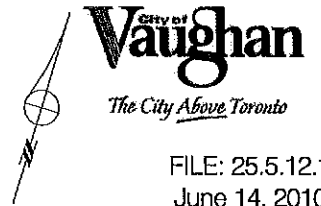


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Street Network

Vaughan Metropolitan Centre Study
Attachment No. 6

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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

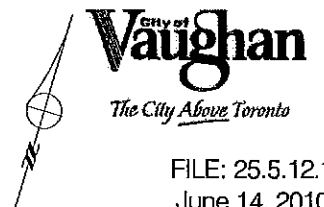


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Transit Network

Vaughan Metropolitan Centre Study
Attachment No. 7







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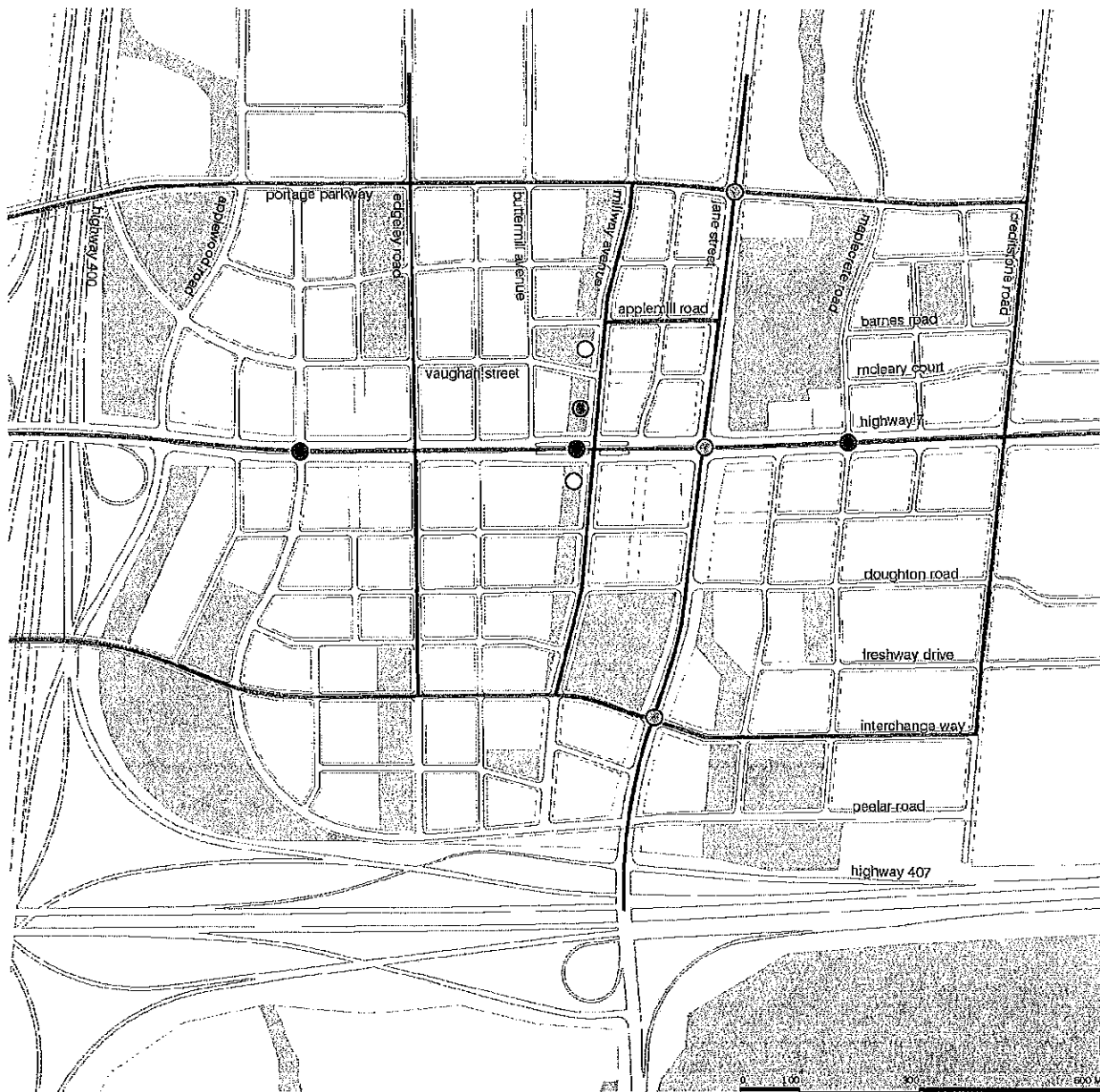


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SCHEDULE D > BICYCLE NETWORK

LEGEND

-  dedicated on-street bike lanes
-  major parks and open spaces
-  subway entrances
-  future subway entrances
-  potential Hwy7 rapidway stations
-  potential Jane Street rapidway stations

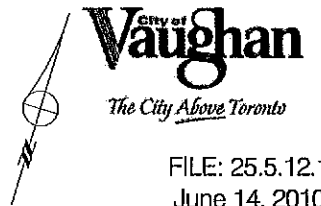


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Bicycle Network

Vaughan Metropolitan Centre Study
Attachment No. 8

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