

COMMITTEE OF THE WHOLE MAY 5, 2008

VAUGHAN CORPORATE CENTRE PLAN REVIEW FILE #25.5

Recommendation

The Commissioner of Planning recommends:

1. That the attached Terms of Reference for a Focused Area Review of lands located within the Vaughan Corporate Centre Secondary Plan Area (OPA 500) BE APPROVED.
2. That the Policy Planning Department initiate the process to retain the consulting services to undertake the required work.

Economic Impact

The budget for this study (upset limit of \$300,000) has been included and approved in the Capital Budget for the New Vaughan Official Plan project (#PL-2003-07) for 2008.

Communications Plan

Upon approval of the Study Terms of Reference and consultant selection, the Study's consultation program includes information and workshop meetings with landowners, ratepayer groups, the business and the development community, public agencies, the Vaughan Corporate Centre Advisory Committee and other special interest groups. A Stakeholder Consultation Group and a Technical Advisory Committee will be established to provide input throughout the Study process. A Public Hearing will be required to consider amendments to the Official Plan and Zoning By-law. Communications and consultation for the Vaughan Corporate Centre Review will be done in coordination with the new Official Plan process. Further details of the communications and consultation approach will be identified in the consultants' work plan.

Purpose

The purpose of this report is to provide an overview of the Study requirements which are outlined in greater detail in the attached Terms of Reference.

Background - Analysis and Options

Location and Description of the Study Area

The area of focus for the Review are the lands designated "Corporate Centre Node" (the future "downtown") and the adjacent lands within the Vaughan Corporate Centre Secondary Plan Area (OPA 500, as amended). The scope of the study entails examining the entire Secondary Plan Area within the broader context of the surrounding area and in recognition of its Regional and Provincial significance. The Vaughan Corporate Centre (VCC) Secondary Plan Area (Study Area) is shown on Attachment 1.

The western portion of the VCC Secondary Plan Area (west of Highway 400) is significantly built-up with commercial development; areas referred to as namely the Colossus Centre, Seven & 400 Power Centre, Woodbridge Square and the Westridge Shopping Centre, all of which are centered around the intersection of Highway 7 and Weston Road.

East of Highway 400 consists of an older industrial/employment area located southeast of Jane & Highway 7 and recently built commercial development that includes offices, retail and eating establishments, entertainment uses and hotels. Most of this development is outside of the "Node"

- the planned "downtown". As a result, much of the planned road network is not yet built. There is also a naturalized storm water management pond located northeast of Highway 7 and Jane Street. This is a significant natural feature created by Black Creek, a tributary of the Humber River Watershed, which channels further south along the east side of Jane Street.

Purpose of the Study

The purpose of the Review is to establish an updated Official Plan for the Vaughan Corporate Centre.

Need and Justification for the Study

On May 7, 2007, Vaughan Council approved Terms of Reference for the New Vaughan (city-wide) Official Plan, which is a component of the Vaughan Consolidated Growth Management Strategy – 2031. When finalized, the New Official Plan will be a contemporary, state-of-the art Official Plan that will represent an update to the City's community planning policies in a manner consistent with the principles of sustainability. Work on the New Official Plan began in October 2007.

The Vaughan Corporate Centre Plan Update is one of four Focused Area Studies to be undertaken as part of the New Official Plan process. The approved Terms of Reference for the New Vaughan Official Plan identifies the need for an update of the Vaughan Corporate Centre Secondary Plan in that the existing Plan "requires a thorough review of its policy framework to take into consideration the changing development context engendered by the Provincial, Regional and City commitment to the Spadina subway extension".

The Planning Act requires Official Plans be updated every five years. The VCC Secondary Plan has not undergone a comprehensive update since it was initially approved in 1998. The context of the area has changed, particularly in light of the March 2006 provincial funding announcement of the Spadina subway extension. Update targets for employment and housing are required. Various aspects of the Plan require re-examination or enhancement, such as policies on height, densities, built form, urban design, sustainability and implementation.

There have been a number of Amendments and initiatives made to the VCC Plan, including OPA 528 (Transportation Improvements), OPA 529 (Higher Order Transit & Corporate Centre Redevelopment), OPA 663 (Highway 7 Land Use Futures Study), and the VCC Streetscape & Open Space Master Plan. Having one consolidated and contemporary document in a concise and illustrative package would be beneficial in promoting the Corporate Centre to other authorities, the public and potential development interests.

The New Vaughan Official Plan process is scheduled for completion by the fall 2010. The VCC Plan Review is expected to begin in the Summer of 2008 and should be completed within 16 months. The Study will result in a comprehensive Amendment to the Corporate Centre Secondary Plan and will be incorporated into the City-wide Official Plan.

Provincial Policy Context and Initiatives

Recent Provincial policy initiatives and legislation (*The Greenbelt Act*, *The Oak Ridges Moraine Conservation Act* and *The Places to Grow Act*) have established a number of new policy imperatives. The recently enacted Bill 51 (*an Act to amend the Planning Act and the Conservation Land Act*) requires that a municipal council's decisions on planning matters be in conformity with the provincial plans enabled by the above noted legislation. Therefore, these policies will be part of the new policy framework which will regulate how the City of Vaughan grows and evolves for the foreseeable future, including the expansion of the City's "Urban Area" boundary.

The Focused Area Review will be required to address a number of Provincial policies and initiatives. This includes the policy framework provided by the Growth Plan for the Greater Golden Horseshoe, in terms of meeting intensification targets and achieving compact, transit-supportive development. The VCC is identified in the Growth Plan as an "Urban Growth Centre" and the Review will be required to address its policies, such as delineating the growth centre boundary in the Official Plan and achieving a minimum density target of 200 residents and jobs combined per hectare. The Review should take into consideration the Growth Plan's policies for Major Transit Stations and Intensification Corridors.

The Growth Plan also identifies a GTA West (Transportation) Corridor as part of the policies for infrastructure to support growth. The Provincial Policy Statement (2005) contains policies which are relevant to the planning of the Vaughan Corporate Centre, such as those which support efficient land use, making provision for medium and high densities as part of a range and mix of housing densities and intensification and public transit.

Regional Policy Context and Initiatives

The Region of York has a number of initiatives to promote intensification and development in Regional Centres. The VCC Review will require consideration of these initiatives in developing an updated Secondary Plan for the Corporate Centre.

- The Region of York's Official Plan (2004) identifies the Corporate Centre as one of four "Regional Centres" in the Region and the only Regional Centre in the City of Vaughan. Regional Centres are intended to have the highest concentration of uses in the Region and will be the focus of business, government, entertainment and culture within the Region with complementary medium and high density residential development.

Highway 7 is also identified as a "Regional Corridor" which is expected to develop with higher density land uses that will support planned transit. Highway 7 is viewed with great potential for intensive mixed-use development supported by frequent and efficient rapid transit service. In the long-term, Highway 7 is envisioned to transition from a "highway" to a multi-purpose transit supportive urban street that is both a corridor and an urban place.

- Regional Official Plan Amendment 43 (ROPA 43) was approved in 2005 to implement the findings of the Region's Centres and Corridors Study. The strategy includes financial policies and tools, infrastructure investment programs, and other programs to promote the intended visions. ROPA 43 provides a policy framework and support for higher-order transit and land use in Regional Centres such as the VCC and will help guide the Focused Area Review.
- Transit Oriented Design Guidelines were adopted by the Region in September 2006. The Guidelines are a tool to help implement transit-supportive development across the Region.
- Regional Official Plan Amendment 60 (ROPA 60) was approved in February 2008 and enables the Region to adopt Regional Community Improvement Plans and to participate in local Community Improvement Plans.
- In March 2008, Regional Council adopted a plan to implement a policy to provide a 20-35% increase in servicing allocation for development proposals that meet LEED criteria in the Regional Centres and Corridors and Local Centres.
- In April 2008, Regional Council endorsed the preliminary draft, "Enhancing York Region's Urban Structure: A Guide to Developing Area Municipal Intensification Strategies" for review and comment by the local municipalities.

- The Region of York is now engaged in a review of its Growth Management Plan, followed by the updating of its Official Plan based on the principles of sustainable development.

In preparing the New Vaughan Official Plan and the Official Plans implementing the Focused Study Areas, it will be necessary to take into account the Region's growth management initiatives and its approach to sustainability. This will help to ensure that the Region's and City's environmental/sustainability programs are complimentary and supportive. For example, York Region's *New Communities Strategy* will result in the establishment of criteria for sustainable new community development. It is anticipated that once this initiative has been completed, together with a series of other initiatives that the Region is undertaking related to its Growth Management Plan, an Amendment to the Region's Official Plan will be introduced in the fall of 2008. The City is obliged to amend its Official Plan in conformity with Provincial Policy and the Region of York Official Plan.

- The Region of York completed a Transportation Master Plan in 2002 that recommended rapid transit improvements in four corridor locations through the Region, including Highway 7 and a "north-south link".

York Region and its York Consortium partner are in the midst of implementing this plan. The Environmental Assessment for the "Highway 7 Corridor & Vaughan North-South Links Public Transit Improvements" was recently approved by the Ministry of Environment. The Toronto Transit Commission (TTC) is now engaged in the initial process/stages of implementing the Spadina Subway extension to the VCC. TTC has prepared a draft protocol for conducting development review for applications in proximity to the subway alignment and station sites, which will have to be adhered to.

- The Region is conducting an Environmental Assessment (E.A.) for the Highway 400 and Highway 7 Interchange Improvements. The E.A. study is looking at a number of options for improvements to the road network in support of the Corporate Centre.

The consultants that will be working on the City's Transportation Master Plan and the VCC Review will need to be informed by the findings and outcome of E.A. process, which is scheduled for completion and submission to the Ministry of Environment by the fall of this year.

Relevant City of Vaughan Official Plans and Initiatives

The City's policy framework was established in 1998 by OPA 500. The Plan defines the limits of the Secondary Plan area and contains policies to guide the City in its consideration of implementing development applications. The Plan established two main designations for development, including the "Corporate Centre Node" (the future downtown core) and the "Corporate Centre District" which surrounds the Node.

The City of Vaughan has undertaken a number of Amendments and initiatives in the Corporate Centre, including:

- adoption of Urban Design Guidelines in 1998, which provides the framework for preparing implementing zoning by-laws and the review of site development applications;
- amending the City's Comprehensive Zoning By-law 1-88 in 1998 by incorporating Corporate Centre Zones and site specific standards and provisions that implemented the intent of the Official Plan;
- approval in 2001 of OPA 528, the Corporate Centre Transportation update, which incorporated road network improvements and supporting policies;

- approval in 2001 of OPA 529, Higher Order Transit and Corporate Centre Redevelopment Plan, which defined a right-of-way connecting the VCC to the planned Yonge-Spadina Subway Station near York University and provide land use policies supporting the future service;
- Council approval of OPA 663 in June 2007 (approval from York Region pending), implementing the recommendations from the Highway 7 Land Use Futures Study, which introduced a new "Corporate Centre Corridor" designation, community improvement policies and additional urban design policies;
- the draft VCC Streetscape and Open Space Master Plan prescribes a layout and design of open spaces in the Node (including streets, parks, public squares, bicycle and pedestrian connections, etc.) together with an implementation strategy;
- the undertaking of the Corporate Centre Servicing Strategy Master Plan to identify the water and waste water servicing needs for the Secondary Plan Area, scheduled for completion in the Spring 2008. Servicing will not be a component of this study. However, the Servicing Strategy will serve to inform the VCC Review.

City-wide initiatives that will need to be taken into consideration by the consultants working on the VCC Review include:

- the City's Transportation Master Plan study will evaluate in detail the local road network and identify the infrastructure that will be needed to efficiently accommodate the population and employment growth that will result from the implementation of the Growth Management Strategy. The study will be undertaken as a component of the New Vaughan Official Plan Review and the related Focused Areas Studies. The consultant for the City's Transportation Master Plan will provide the analysis and be working with the consulting team for the Focused Area Review on transportation-related matters both within and surrounding the study area.
- the Vaughan Parking Standards Review has commenced with the purpose of determining City-wide parking needs and will be recommending appropriate standards to be included in the City's Comprehensive Zoning By-law 1-88. The study is expected to be completed this Spring.
- the Vaughan Pedestrian and Bicycle Master Plan Study, which was approved by Vaughan Council in April 2007, identifies a wide range of on and off-road facilities. The Region of York is undertaking its own Pedestrian and Cycle Master Plan Study. The VCC Review will need to recognize and reflect the work done in this regard by both Vaughan and York Region.
- Vaughan's "Active Together" Master Plan consists of two separate but related plans, being: the Parks, Recreation, Culture and Libraries Master Plan; and, a Sports and Physical Activity Strategy. The purpose of the former plan is to develop a strategy for meeting the current and future parks, recreation, culture and library facility and service needs of Vaughan to enhance the overall quality of life of its residents. The Sports and Physical Activity Strategy is intended to establish various strategies encouraging people to increase their level of fitness. The Master Plan is expected to be finalized in June 2008. The VCC Plan Review will be responsive to and incorporate the recommendations made in the Active Together Master Plan.

Components of the Study

The draft Terms of Reference for the Focused Area Review requires the consulting team to conduct the following work, including:

1. Background review and analysis of existing Provincial, Regional and local policies, regulations and initiatives, as described above, that are applicable within and surrounding the Study Area. This will provide the regulatory basis for the Review.
2. Review and analysis of existing conditions and planned facilities and initiatives within and surrounding the Study Area will be required, such as land use, natural resources, infrastructure, recent developments, etc. Special consideration will be given to including/determining:
 - a) the work completed on parks, streetscaping, urban design, servicing, the Pedestrian and Bicycle Master Plan and the "Active Together" Master Plan;
 - b) recommendations for stormwater management from the Black Creek Drainage Study
 - c) a re-examination of the role and boundaries of the "District" and the "Node" relative to each other
 - d) revised targets for population and employment
 - e) a review of the Plan's permitted uses and determination of other community service use requirements
 - f) a development framework based on a built form and block analysis which sets out a range of development densities and heights, estimated residential and commercial development capacity, built form guidelines, tall building guidelines and urban design guidelines update;
 - g) consideration of the planned servicing and transportation network conditions/improvements and identifying opportunities for improvement
 - h) appropriate mechanisms to ensure transit-related facilities are provided in a timely and efficient manner and incorporating transit and subway related facility requirements, such as station entrances, at-grade and below-grade pedestrian walkway connections and parking facilities, passenger pick-up and drop-off facilities, etc.
 - i) alternative development tools and strategies including implementing initiatives enabled by Community Improvement legislation
 - j) any necessary revisions to the Plan's implementation strategy, zoning provisions and parking standards
 - k) sustainability policies with emphasis on the triple bottom line concept and special consideration to natural systems and green space, energy conservation and climate protection, water conservation and water quality, pedestrian and cycling opportunities, transit-friendly design and waste reduction improvements
 - l) establishing (a range of) sustainable development considerations and criteria, such as LEED-NC program, project specific checklist and performance measures and a sustainability framework to achieve an integrated sustainable community
 - m) impact on, integration of and connectivity with existing and planned uses within the surrounding area.
3. Development of planning principles, goals and objectives (to be consistent with the New Vaughan Official Plan).
4. Preparation of land use/development alternatives.
5. Transportation and servicing analysis and alternatives (input provided by the City's Transportation Master Plan and the VCC Master Servicing Strategy)

6. Evaluate alternatives based on defined evaluation criteria.
7. Recommendation of preferred land use/development alternatives and supporting policy framework.
8. Develop a comprehensive implementation strategy and policy framework.
9. Develop a policy framework/strategy for the provision of transit and subway-related facilities.
10. Preparation of a comprehensive and consolidated Official Plan, incorporating previous Amendments/initiatives and new policies.
11. Preparation of urban design framework and built form guidelines, urban design guidelines update document, and tall building guidelines (e.g. such as Toronto's Guidelines for Tall Buildings), possibly as a stand-alone document, which may be used as a model elsewhere in the City.
12. Preparation of a Community Improvement Plan/Strategy.
13. Preparation of an amendment to Zoning By-law 1-88 that reflect any recommended implementation measures from the Review.
14. Presentation to one or more Committee of the Whole meetings/public hearing and attendance at a Council meeting(s).

As indicated in Item 5 above, the analysis and recommendations respecting the provision of suitable transportation will be addressed by the consultants preparing the City's Transportation Master Plan, in coordination with the consultants conducting the Focused Area Review. Analysis for servicing will be provided by the consultants working on the VCC Servicing Strategy Master Plan Study, which is scheduled for completion by the end of 2008.

Public Consultation Requirements

The consultation process will involve all of those individuals and interests having a stake in the future of the Corporate Centre – landowners, the business community, the development community, public agencies, the Vaughan Corporate Centre Advisory Committee and other special interest groups. The process will include meetings, open houses, workshops and presentations and requires participation from the community to succeed. A Technical Advisory Committee will be established as well as a Stakeholder Consultation Group (SCG) to represent interests in the area and provide ongoing input throughout the process. A statutory public meeting(s) will be held for an Official Plan Amendment and a Zoning Amendment. Details of the proposed consultation process will be provided in the submissions of candidate consulting teams.

Consulting Requirements

The Study requires the services of a multi-disciplinary team with knowledge and expertise in land use planning and implementation, urban design, environmental planning, sustainable development, implementation of community improvement legislation and public consultation. The consulting team will be required to be informed by and collaborate with the consultants working on the City's Transportation Master Plan, the Environmental Master Plan, the VCC Servicing Master Strategy and the new Vaughan Official Plan.

Products of the Study

The following deliverables will be provided by the consulting team:

1. Reports on each of the following components:
 - a) Background on existing conditions and context
 - b) Land use and development options and evaluation
 - c) Urban design framework, urban design guidelines and tall building guidelines
 - d) Implementation - Options and Strategy
 - e) Transit Facility requirements
2. Final report with recommendations
3. Draft Official Plan Amendment, Zoning Amendment and Urban Design Guidelines.
4. Final Official Plan Amendment, Zoning Amendment and Urban Design Guidelines.

Project Administration

The project will be managed by the Policy Planning Department with the input and participation from the core consulting team for the New Vaughan Official Plan, the consultants for the City's Transportation Master Plan and the Environmental Master Plan, Development Planning, Parks, and Engineering Departments, other City departments and external agencies as required.

Timing

The Study is expected to begin in the Summer 2008 and completed in approximately 16 months.

Budget

An upset limit of \$300,000 has been included in the Capital Budget for the New Vaughan Official Plan project approved by Council in 2008.

Relationship to Vaughan Vision 2020

This Study is consistent with the Vaughan Vision Strategic Plan 2020 in terms of implementing a component of the Growth Management Strategy. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

The Official Plan Amendment resulting from the Study will conform with Regional and Provincial Policy requirements and establish the ground rules for future development. The Plan will accommodate the Region's forecast growth estimates for Vaughan and will have implications for Regional servicing, transportation and community infrastructure.

Conclusion

The Terms of Reference provide the basis for carrying out a detailed land use analysis that will result in updated land use, urban design and development policies for the Vaughan Corporate Centre Secondary Plan. Similar to the approach taken for the New Official Plan, this work will be forward-looking, state-of-the-art and reflective of the principles of sustainability.

The Terms of Reference have been prepared in consultation with other key City departments.

Should Council concur with the Terms of Reference, the recommendation should be approved to enable staff to proceed with the consultant assignment.

Attachments

1. Study Area
2. The Draft Terms of Reference for the Vaughan Corporate Centre Plan Review

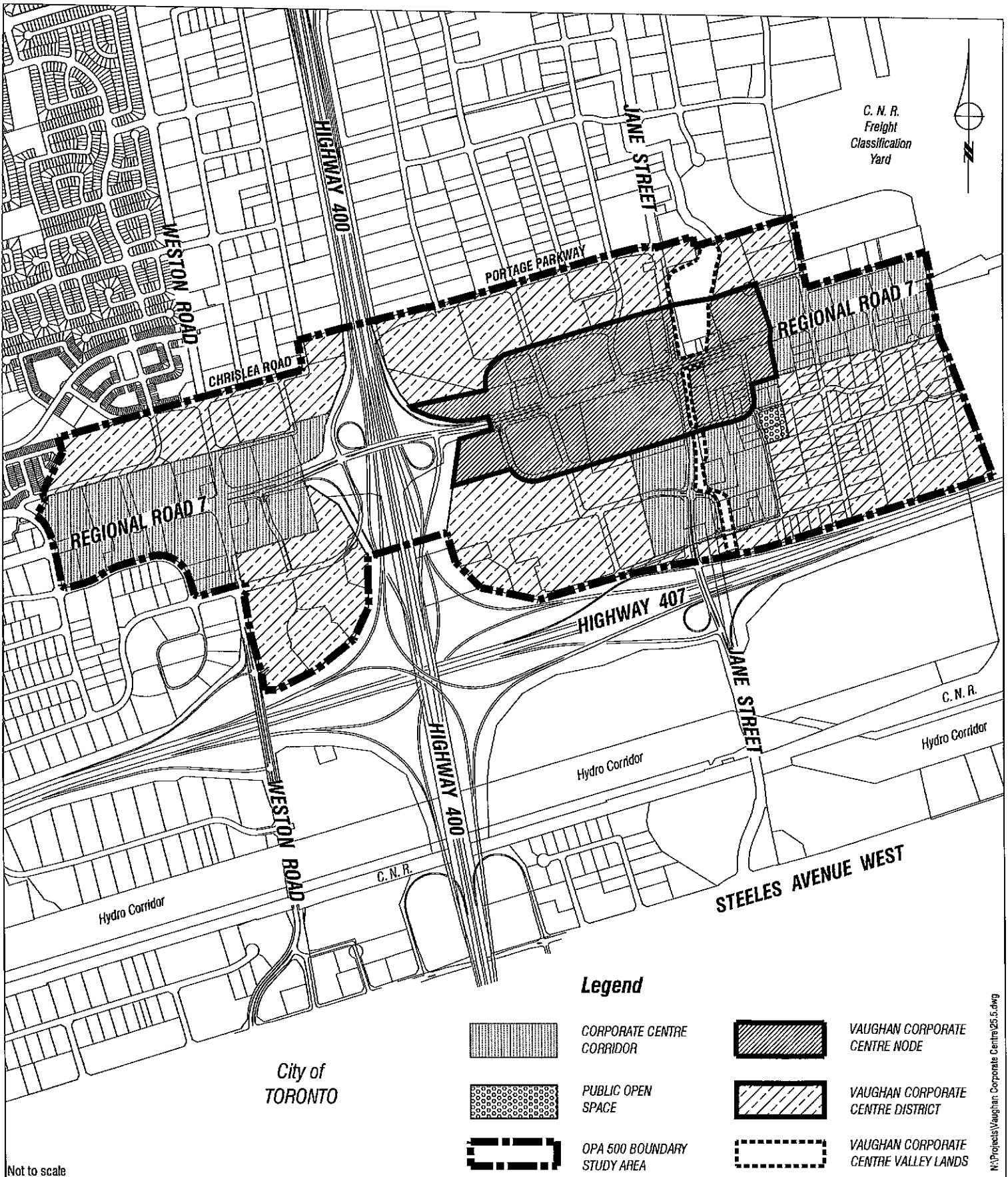
Report prepared by:

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Respectfully submitted,

John Zipay
Commissioner of Planning

Diana Birchall
Director of Policy Planning



Not to scale

Vaughan Corporate Centre Plan Review

File No.: 25.5



Policy Planning Department

Attachment 1

Location:
Part Lots 4, 5, 6
Concessions 4, 5, 6
Date: April 23, 2008

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Terms of Reference

Vaughan Corporate Centre Plan Review

1. Introduction

On May 7, 2007, Vaughan Council approved the Terms of Reference for the New Vaughan (city-wide) Official Plan. Within the approved Terms of Reference for the new Official Plan project, the Vaughan Corporate Centre Plan Review/Update is identified as one of four Focused Area Studies to be undertaken.

The central Node, the “future downtown” portion, of the Vaughan Corporate Centre (VCC) Secondary Plan Area (Official Plan Amendment No. 500) is recognized by the Provincial government as an Urban Growth Centre. The Growth Plan for the Greater Golden Horseshoe (2006) requires Urban Growth Centres to be planned: as focal areas for investment of various services and uses; to accommodate major transit infrastructure; to serve as high density major employment centres; and, to accommodate a significant share of population and employment growth. The VCC is also identified by the Region of York as one of four regional centres within the Region.

The current VCC Secondary Plan has not been reviewed comprehensively since its approval in March 1998. There have been a number of planning and planning-related initiatives and events that have occurred over the past 10 years that affect the Corporate Centre Plan, including the Growth Plan for the Greater Golden Horseshoe, the Region of York Rapid Transit Plan E.A., the Highway 7 Land Use Futures Study, the VCC Streetscape and Open Space Master Plan Study, Vaughan’s Master Servicing Strategy Study for the VCC, the announcement of the Spadina Subway extension to the VCC and proposals for high density residential development.

The March 23, 2006 provincial funding announcement for the extension of the Spadina Subway to Highway 7 in Vaughan has stimulated renewed development interest in the VCC. It has become clear that OPA 500 is in need of an immediate update to properly address anticipated development proposals. Updated land use, urban design and development policies are required that will satisfy recent changes to the Provincial and Regional policy context and the opportunities presented by the subway’s construction. Additional or enhanced policy framework will be required on subway-related requirements, sustainability, built form, tall building guidelines, updated density projections, etc. This work is intended to be completed in advance of the conclusion of the New Vaughan Official Plan process.

Full build-out of Vaughan’s future downtown will take time and relies on a continued strong economy and initiative from both the public and the private sectors. The City of Vaughan has been proactive and committed to establishing the framework to accommodate a new downtown consisting of a high density mix of uses contributing to a vibrant, pedestrian friendly, transit supportive and environmentally sustainable.

The Review will result in an amendment to the Vaughan Corporate Centre Plan (OPA 500) that will be consistent with the principles, goals and objectives identified in the process leading to the New Vaughan Official Plan. In order to achieve this, it will be imperative that the consulting team chosen for this Review collaborate with the consulting team working on the New Vaughan Official Plan. The Official Plan Amendment for the VCC will be incorporated into the city-wide Official Plan when it is completed.

2. Scope and Focus of Study

The scope of the study entails examining the entire Secondary Plan Area within the broader context of the surrounding area and in recognition of its Regional and Provincial significance. The

focus of the Review will be within the area designated “Corporate Centre Node” (the future downtown portion) and the surrounding lands designated “Corporate Centre District” in the Vaughan Corporate Centre Secondary Plan Area (OPA 500, as amended). The Corporate Centre’s Secondary Plan Area (Study Area) is shown on Map 1.

3. Background/Context

3.1 Provincial Policy Statement

The new Provincial Policy Statement (PPS) was approved in 2005. In planning for future development of the VCC, a number of PPS policies are relevant, including those which support efficient land use, a range and mix of housing densities and intensification and public transit. The PPS recognizes that the official plan is the most important vehicle for implementing the Policy Statement. Decisions of Council of a municipality in respect of exercising authority on planning related matters shall be consistent with the PPS.

3.2 The Growth Plan

Approved in 2006, the Provincial “Growth Plan for the Greater Golden Horseshoe” establishes a policy framework for compact urban growth; sets intensification targets, directs growth to existing urban areas and transit corridors; limits Greenfield development; and promotes compact, transit-supportive development patterns. The VCC is identified in the Growth Plan as an “Urban Growth Centre” and is subject to its policies. The Focused Area Review will be required to address the framework provided by the Growth Plan, including, but not limited to, delineating the Urban Growth Centre boundary in the Official Plan where achieving a minimum density target of 200 residents and jobs combined per hectare is a requirement. The Review must also take into consideration the Growth Plan’s policies for Major Transit Stations and Intensification Corridors.

A GTA West (Transportation) Corridor is identified in the Growth Plan as part of the policies for future provincial infrastructure to support growth. An Environmental Assessment Study is now underway to examine the long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to providing linkages between Urban Growth Centres in the GTA West Area (between Guelph and Vaughan).

3.3 Region of York Official Plan

The Region of York’s Official Plan (2004) identifies the VCC as one of four “Regional Centres” that are intended to become the focus for business, government, entertainment and culture within the Region with complementary medium and high density residential development. Highway 7 is also identified as a “Regional Corridor” which is expected to develop with higher density land uses that will support planned transit. Highway 7 is viewed with great potential for intensive mixed-use development supported by frequent and efficient rapid transit service. In the long-term, Highway 7 is envisioned to transition from a “highway” to a multi-purpose transit supportive urban street.

Regional Official Plan Amendment 43 (ROPA 43) was approved in 2005 to implement the findings of the Region’s Centres and Corridors Study. ROPA 43 is the land use component of the Regional Centres and Corridors Strategy. The strategy includes financial policies and tools, infrastructure investment programs, and other programs to promote the intended vision. ROPA 43 provides a policy framework and support for higher-order transit and land use in Regional Centres such as the VCC and will help guide the Focused Area Review.

Regional Official Plan Amendment 60 (ROPA 60) was approved in February 2008 and enables the Region to adopt Regional Community Improvement Plans and to participate in local Community Improvement Plans. ROPA 60 will need to be considered in the preparation of a Community Improvement Plan/Strategy for the VCC.

The Region of York is now engaged in a review of its Growth Management Plan, followed by the updating of its Official Plan based on the principles of sustainable development. In preparing the New Vaughan Official Plan and the new Official Plan implementing the Focused Area Studies, it will be necessary to take into account the Region's growth management initiatives and its approach to sustainability. This will help to ensure that the Region's and City's environmental/sustainability programs are complementary and supportive. For example, York Region's *New Communities Strategy* will result in the establishment of criteria for sustainable new community development. It is anticipated that once this initiative has been completed, together with a series of other initiatives that the Region is undertaking related to its Growth Management Plan, an Amendment to the Region's Official Plan will be introduced in the fall of 2008. The City is obliged to amend its Official Plan in conformity with Provincial Policy and the Region of York Official Plan.

3.4 The Vaughan Corporate Centre Secondary Plan/Area

The Corporate Centre has an important function in the urban structure established by both the City of Vaughan and Region of York Official Plans. York Region's Official Plan identifies the Vaughan Corporate Centre as one of four primary centres in the Region and the only Regional Centre in the City of Vaughan. Regional Centres are intended to have the highest concentration of uses in the Region and will be the focus of business, government, entertainment and culture with complementary medium and high density development.

The City's policy framework for the Corporate Centre was established in 1998 by OPA 500. The Plan defines the limits of the VCC Secondary Plan Area and sets out policies to guide the City in its consideration of implementing development applications. When the Plan was developed its purpose was to:

- establish a mix of land uses and to ensure a compact urban form and community structure that recognizes its strategic location in Vaughan, the Region and the broader geographic area;
- ensure appropriate policies and urban design guidelines are in place to stimulate and guide both private and public sector development over the long term, and;
- ensure that adequate and efficient transportation networks are possible with potential to become a major transportation gateway that is supported by densities.

At the time the Secondary Plan was developed, the VCC was expected to provide over 30,000 employment opportunities and places of residence for 5000 people (approximately 2200 units). The Secondary Plan Area covers an area of approximately 400 hectares and consists of two main designations for development, as follows:

The "Corporate Centre Node" straddles both sides of Highway 7 between Highway 400 and (just west of) Creditstone Road and consists of approximately 50 ha. The Node is to be recognized as a higher order transit hub and its function as the City's future "downtown". When the Secondary Plan was being developed, the Node was seen as having the potential to accommodate between 5.5 and 6.0 million square feet of development and a wide range of commercial and residential uses. The Plan calls for a compact urban form of development based on 100m x 100 m development blocks. The Node is surrounded by a planned ring road that is intended to divert traffic from Highway 7, allowing it to become a more pedestrian and transit oriented urban street.

The "Corporate Centre District" surrounds the Node and includes lands east and west of Highway 400, and north and south of Highway 7 (outside the Node). The District is intended to provide opportunities for land uses requiring visual exposure, good vehicular access and large development sites. Unlike the Node, residential uses are not permitted but larger retail facilities are allowed along with employment uses.

The "Corporate Centre Corridor" designation was recently added to the Secondary Plan by OPA 663, pending final approval by the Region of York. This designation applies to lands located on

both sides of Highway 7, east and west of the Node and on both sides of Jane Street, south of Highway 7. The Corridor designation permits similar uses to the Node with the addition of employment uses and contains a number of development and urban design policies in support of transit ridership.

The VCC Secondary Plan has not undergone a comprehensive update since it was initially approved in 1998. The context of the area has also changed, particularly in light of the March 2006 Provincial funding announcement of the Spadina subway extension. There have been a number of design and policy initiatives applied and Amendments made to the VCC Plan. Having one consolidated and contemporary document in a concise and illustrative package would be beneficial in promoting the Corporate Centre to other authorities, the public and potential development interests.

The current VCC Plan lacks solid contemporary policy to determine the appropriate scale of development, such as built form and tall building guidelines, massing, density and building height (outside of the gateway sites), policies and strategies for parkland and open space acquisition/implementation, public art, environmental sustainability, and bonusing provisions.

The notion of sustainability needs to be addressed in every dimension when developing a new Plan for the VCC to provide increased emphasis on the triple bottom line concept during implementation. Special consideration is required on sustainability issues such as the natural systems and green space, energy conservation and climate protection, water conservation and quality and pedestrian and cycling opportunities. The potential for district energy and waste disposal through co-generation, geothermal, wind, solar, etc., needs to be explored. Sustainable development considerations and criteria, such as LEED-NC, project-specific checklists and performance measures and other frameworks need to be established.

3.5 Recent and Proposed Major Development

A considerable amount of development has taken place in the Corporate Centre area since the inception of the Secondary Plan. As expected, most of the initial development occurred in the outer area of the Plan within the "Corporate Centre District" designation, in the form of large scale retail uses, theatres, restaurants and hotels. Development within the Node began in 2005, including a relatively small amount of retail development and two hotel complexes.

In July 2001, the Ontario Municipal Board (Board Order 1124) granted approval of a Draft Plan of Subdivision and Zoning By-law Amendment that permits mixed-use development on a 3.47 ha parcel of land, with potential for development of 1071 residential units in a high density format, at the east end of the Node (2900 Highway 7). In June 2006, the owner (Royal Empress Gardens) submitted an Official Plan Amendment Application (File: OP.06.019) followed by a submission in July 2006 of a Zoning By-law Amendment Application (File: Z.06.051) and a revised Draft Plan of Subdivision Application (19T-00V21) to permit, among others, an increase to the maximum number of residential units (from 1071 units to 1935 units) in the form of five high rise towers and a public park. These applications have been referred to the Ontario Municipal Board for a decision. A full hearing is scheduled to begin on May 26, 2008.

In January 2004, the owner of lands located at 7601 Jane Street (I. and M. Pandolfo Inc.; east side of Jane Street, south of Highway 7) submitted an Official Plan Amendment Application (File OP.04.001) to permit a mixed-use development consisting of office, commercial, hotel, performing arts use and high density residential in the form of three, 20 storey towers with a total gross floor area of approximately 74,000 sq.m. The application was received by Council at a Public Hearing in February 2004. Although the file remains open, the proposal has not been actively pursued through the planning process. At the time the application was submitted, the lands were designated "Corporate Centre District" by OPA 500. OPA 663, which upon final approval, will amend OPA 500 (as described below) and re-designate these lands and others to "Corporate Centre Corridor", permitting high density residential use.

In February 2008, the owner of lands located at 7895 Jane Street (Berkley Developments Inc.; east side of Jane Street, north of Highway 7) submitted a Zoning Amendment Application to rezone lands to a C10 Corporate Centre District Zone to permit a 7-storey office building with ground floor retail as a first phase development. The application was received by Council at a Public Hearing in April 2008 with direction to staff to provide a comprehensive report to the Committee of the Whole in the future.

The outcome of these development proposals remains to be determined. However, these proposals give rise to the need to re-examine the population/total number of residential units planned/projected for the Node. This will be a crucial component of the Focused Area Review.

3.6 Urban Design Guidelines and Zoning By-law

In 1998, urban design guidelines for the Corporate Centre were adopted by Council, which provides the framework for preparing implementing zoning by-laws and in the review of site development applications. The City's Comprehensive Zoning By-law (By-law 1-88) was amended at the time the Secondary Plan was approved, by incorporating Corporate Centre Zones (C9 Corporate Centre Node Zone and C10 Corporate Centre District Zone) and specific standards and provisions that implemented the intent of the Official Plan.

Both of the urban design guidelines and the zoning provisions that apply to the VCC will require re-examination through the Focussed Area Review. In particular, the urban design guidelines are outdated in terms of illustrating the treatment of the Corporate Centre's planned road network given the work done to date for the pending rapid transit service along Highway 7 and the VCC Streetscape & Open Space Master Plan Study. Updated urban design guidelines will also require incorporating the work done on the Vaughan Pedestrian and Bicycle Master Plan and the addition of built form guidelines, including tall building guidelines. A development framework should be explored and developed based on a built form and block analysis which sets out a range of development densities and heights, estimated residential and commercial development capacity. Both the development framework and the revised urban design guidelines would build upon and be complimentary to the York Region Transit-Oriented Development (TOD) Guidelines.

3.7 Amendments to the Corporate Centre Plan

Since the adoption of the Corporate Centre Plan, additional policies have been implemented that further develop and support certain aspects of the Secondary Plan, as follows:

3.7.1 *Official Plan Amendment No. 528 (Corporate Centre Transportation Plan Update)*

In July 2001 OPA 528 was approved by the Ontario Municipal Board. The Amendment identified and incorporated into OPA 500, road network improvements and supporting policies. The "Vaughan Corporate Centre Node – Transportation/Transit Planning and Functional Design Study" (File:15.66.4) formed the basis for the Amendment to OPA 500. Examples of improvements to the road network included a two-way bridge link between Portage Parkway on the east side of Highway 400 to Chrislea Road on the west side of Highway 400, the extension of Barnes Court to Highway 7 and connections between Highway 400 and the planned ring road (known as Links 4 and 5). Road network improvement policies included: providing flexibility to the development of the road network within the ring road; the reconstruction of Highway 7 within the Node; the identification, timing and implementation of priority improvements to the road network, and; implementation of traffic control/design features at the east and west entrances to the Node along Highway 7.

3.7.2 *Official Plan Amendment No. 529 (Higher Order Transit and Corporate Centre Redevelopment)*

In July 2001, OPA 529 was approved by the Ontario Municipal Board. The Amendment defined a right-of-way for the use of higher order transit vehicles north of Steeles Avenue connecting the Corporate Centre to the Toronto Transit Commission's planned Yonge-Spadina Subway Station

near York University. The Plan also provided land use policies which support the extension of the future rapid transit service to the VCC. The Amendment was based on the recommendations of the "City of Vaughan Higher Order Transit Corridor Protection Study – York University to the Vaughan Corporate Centre" (File:15.66.5).

Policies in OPA 529 recognize that the facilities associated with public transit, such as stations, bus terminals, commuter parking, passenger pick-up/drop offs, pedestrian entrances, and vent shafts, are essential to system operations and that it may be necessary to acquire lands outside the defined limits of the public transit right-of-way. Clause e) in Section 4.2.3 "Transit" of OPA 500, as amended by OPA 529, provides the policy to enable Vaughan to conduct a study or studies to establish the appropriate mechanisms to ensure that these facilities can be provided in a timely and economical fashion. Study objectives include:

- that the development potential around stations and terminal sites may be achieved;
- assess the impact on public and private interests of acquiring the required land and constructing the facility, and;
- protect to the extent possible, for surface transit facilities.

The study is to examine a number of items identified in Section 4.2.3 e) OPA 500, as amended, such as examining:

- the range of facilities required to support the transit service;
- measures to minimize the impact on the density of development resulting from landowners' conveyance of transit right-of-way;
- the required facilities expected to come into public ownership through purchase or expropriation, as well as exploring other options, such as development charge mechanisms, public-private partnerships, transfer of development rights between parcels, and enactment of by-laws and entering into agreements under Section 37 of the Planning Act authorizing increases in height and density in return for public benefits in the form of facilities and services;
- the implications of any inter-jurisdictional issues;
- implementation measures, including implementation strategies for parks and open space, and;
- measures to minimize the potential for the VCC being used for inappropriate commuter parking, particularly for high-order transit use.

These items will be examined in the Focused Area Review.

Policies in OPA 529 also recognized the need to examine a prime redevelopment area in the VCC located between Jane Street and the CN Rail Yard and between Highway 7 and Highway 407. This area consists of first generation employment uses that were developed in the 1960's. OPA 529 identified the need to support and encourage the redevelopment of this portion of the VCC. The Amendment provided the policy to enable Vaughan to conduct a land use study for the purpose of establishing the policies and standards necessary to facilitate the redevelopment of this older area. To this end, the Jane/7 Employment Area Redevelopment Study examined the needs of existing users, identification of constraints to redevelopment and incentives and other measures to encourage redevelopment. This study was done through the preparation of demonstration plans that identified how particular sites could be redeveloped to meet the objectives of the VCC.

3.7.3 Official Plan Amendment No. 663 (Highway 7 Land Use Futures Study)

In June 2007, Vaughan Council adopted a series of Official Plan Amendments for lands along the entire length of Highway 7 in Vaughan. The Amendments were based on the recommendations of the "Highway 7 Land Use Futures Study", which was a comprehensive evaluation of planning and development opportunities along Highway 7, from Brampton on the west and Richmond Hill on the east. The study also considered the previous work done on the Jane/7 Employment Area

Redevelopment Study. OPA 663 amends the Corporate Centre Plan (OPA 500) and is currently being considered for final approval by the Region of York.

This recent Amendment enables more intensive development to occur at preferred locations within the VCC in support of transit ridership. It does this by providing development policies and a new "Corporate Centre Corridor" designation that allows increased intensification/density and includes Community Improvement Plan policies to allow Vaughan to implement financial incentive packages. The Amendment also provides for additional urban design policies requiring street-related development to help create an attractive and comfortable environment for pedestrians. The VCC Focused Area Review will need to explore and further develop these policies as well as built form, streetscape and open space guidelines in order to ensure that the vision for the Corporate Centre is achieved.

3.8 Other Initiatives

3.8.1 *Vaughan's Consolidated Growth Management Strategy*

In February 2007, Vaughan Council approved a detailed work plan and time-line for proceeding with the Consolidated Growth Management Strategy and its components, the Environmental Master Plan, other component Master Plans and a new Vaughan Official Plan. In May 2007, the Terms of Reference for the New Vaughan Official Plan was approved. The Plan will provide the City with a comprehensive, contemporary policy framework to guide the City's future growth and to achieve sustainable community development to the year 2031. The lead consulting team led by (Urban Strategies Inc.) has commenced work on the project, which is expected for completion (Council adoption of the draft new Official Plan) by the fall 2010.

The Focused Area Review of the Vaughan Corporate Centre is one of four focused study areas to be undertaken. The Review will result in an Amendment to the Vaughan Corporate Centre Secondary Plan that will be consistent with the principles, goals and objectives identified in the process leading to the new Vaughan Official Plan. The Review will also be informed by the Environmental Master Plan (the City's Sustainability Plan), which will provide an overall environmental ethic for the City and contain policies identifying how the City can move toward sustainability in all aspects of its operations. The Environmental Master Plan is scheduled for completion in the third quarter of 2008. The Amendment to the VCC Secondary Plan will be incorporated into the new Vaughan (city-wide) Official Plan.

3.8.2 *Vaughan's Transportation Master Plan*

The City's Transportation Master Plan will evaluate in detail the local road network and identify the infrastructure that will be needed to efficiently accommodate the population and employment growth that will result from the implementation of the Growth Management Strategy. It will address both current and future transportation needs in an integrated and comprehensive fashion. Given the relationship between transportation and land use, the Transportation Master Plan study will be undertaken as a component of the new Vaughan Official Plan Review and the Focused Area Studies.

3.8.3 *York Region Rapid Transit*

In 2002, the Region of York completed a Transportation Master Plan that recommended rapid transit improvements in four corridor locations through the Region, including Highway 7 and a "north-south link". York Region and its York Consortium partner are in the midst of implementing this plan. The Environmental Assessment for the "Highway 7 Corridor & Vaughan North-South Links Public Transit Improvements" was recently approved by the Ministry of Environment.

The Toronto Transit Commission (TTC) is now engaged in the initial process/stages of implementing the Spadina Subway extension to the VCC. TTC has prepared a draft protocol for conducting development review for applications in proximity to the subway alignment and station sites, which will have to be adhered to.

3.8.4 Other Relevant Regional Initiatives

Transit-Oriented Design (TOD) Guidelines were adopted by the Region in 2006. The Guidelines are a tool to help implement transit-supportive development across the Region. Updated urban design guidelines for the VCC will build upon the Region's TOD Guidelines.

In March 2008, Regional Council adopted a plan to implement a policy to provide a 20-35% increase in servicing allocation for development proposals that meet LEED criteria in the Regional Centres and Corridors and Local Centres. In April 2008, the Region endorsed the preliminary draft, "Enhancing York Region's Urban Structure: A Guide to Developing Area Municipal Intensification Strategies" for review and comment by the local municipalities. The VCC Review will develop an updated, comprehensive implementation strategy for the VCC based on a wide variety of tools to achieve its vision.

3.8.5 Highway 400 & Highway 7 Interchange Improvements Environmental Assessment Study (Region of York)

The Region of York's Environmental Assessment (E.A.) for the Highway 400 and Highway 7 interchange improvements is well underway. The E.A. study is looking at a number of options for improvements to the road network in support of the Corporate Centre.

Links 4 and 5 are future roads identified in the VCC Secondary Plan, as amended by OPA 528 (Transportation Plan Update) in the northeast quadrant of Highway 400 and Highway 7. Link 4 is a planned one-way northbound link running north from the northbound off-ramp at Highway 7 to the extension of the ring road (Link 5). Link 4 extends north from this point as a two-way road to Portage Parkway. Link 5 is a two-way, westerly extension of the ring road that intersects with Link 4 and extends beyond the intersection as a one-way, northbound on-ramp to Highway 400. These links are critical to the success of the VCC, particularly in helping to relieve traffic congestion from Highway 7 and transforming it to a more pedestrian oriented place.

The consultants that will be working on the City's Transportation Master Plan and the VCC Review will need to be informed by the findings and outcome of E.A. process.

3.8.6 Corporate Centre Servicing Strategy Master Plan

The City of Vaughan is currently undertaking a Servicing Strategy Master Plan for the Corporate Centre to identify the water and waste water servicing needs for the area. This study is scheduled for completion by the end of 2008. Servicing will not be a component of the VCC Review. However, the Servicing Strategy Master Plan Strategy will serve to inform the VCC Review.

3.8.7 Vaughan Parking Standards Review

The City of Vaughan is undertaking a City-wide parking standards review. The study objectives include: a review of existing parking standards across Vaughan; determining actual parking needs; determining if and how parking standards should vary by location, and; recommending appropriate standards to be included in the City's Comprehensive Zoning By-law 1-88. Work on the study has commenced and is scheduled for completion in the Spring 2008.

3.8.8 VCC Streetscape & Open Space Master Plan

The "Corporate Centre Streetscape & Open Space Master Plan Study" is nearing completion. It is intended that the Master Plan will prescribe the layout and design of public spaces in the Node (including streets, parks, public squares, pedestrian and bicycle connections, etc.), as well as providing criteria for assessing development applications. An implementation strategy was presented at a Working Session of the Committee of the Whole on June 13, 2006. Staff is

currently awaiting comments from external agencies/departments and are awaiting the findings and conclusions of the VCC Master Servicing Strategy prior to finalization of the Plan.

The Master Plan document and the implementation of it is an important component of the VCC Plan update.

3.8.9 *Vaughan Pedestrian and Bicycle Master Plan*

The purpose of the Vaughan Pedestrian and Bicycle Master Plan Study is to create a comprehensive pedestrian and cycling network that when implemented, will accommodate a wide range of users and add to the existing on and off-road facilities. The final Master Plan Strategy was approved by Vaughan Council on April 2, 2007. The Region of York is currently undertaking its own Pedestrian and Cycle Master Plan Study. The VCC Plan Review will need to recognize and reflect the work done in this regard by both the City of Vaughan and the Region of York.

All of these initiatives/studies will continue on their own merits and schedule. While they play an important role to inform the Review, the progress or schedule of any one such study should not deter the schedule and priority of this Review.

3.8.10 *Vaughan's "Active Together" Master Plan*

The Master Plan consists of two separate but related plans, being: the Parks, Recreation, Culture and Libraries Master Plan; and, a Sports and Physical Activity Strategy. The purpose of the former plan is to develop a strategy for meeting the current and future parks, recreation, culture and library facility and service needs of Vaughan to enhance the overall quality of life of its residents – socially, physically and culturally. The Sports and Physical Activity Strategy is intended to establish various strategies encouraging people to increase their level of fitness. The Master Plan is expected to be finalized in June 2008. The VCC Plan Review will be responsive to and incorporate the recommendations made in the Active Together Master Plan.

4. Purpose of the Review

The purpose of the Review is to establish an updated Official Plan for the Vaughan Corporate Centre.

5. Components of the Review

The major components of the review will include the following:

5.1 Background Review and Analysis:

This includes the review and consideration of existing Provincial, Regional and local policies, regulations and studies applicable to the subject lands, including the Provincial Growth Plan (*Places to Grow*), Region of York Official Plan/Amendments (e.g. ROPA 43 and ROPA 60), York Region's Sustainability Strategy and Transit Oriented Development Guidelines, Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Environmental Assessment, Vaughan Corporate Centre Secondary Plan (OPA 500, as amended) together with approved Urban Design Guidelines and the draft Streetscape and Open Space Master Plan/Study, Vaughan Transportation Master Plan Study and the VCC Master Servicing Strategy, Toronto and Region Conservation Authority Regulation(s) and the draft Terrestrial Natural Heritage Strategy, Toronto Transit Commission's Development Review Protocol for the Spadina Subway Extension, the Highway 400/Highway 7 Interchange Improvements Environmental Assessment, Official Plan/Amendments and zoning provisions. This background information will provide the regulatory basis/framework for the Study.

5.2 Issue Identification, Review and Analysis:

A review and analysis of existing conditions within and surrounding the Study Area and assembly of relevant information will be required, including but not limited to, existing land use, natural resources, infrastructure and services, recent developments, planning context/structure, and applications for proposed development. The review and analysis of existing transportation networks, including roads/traffic and CN rail requirements, as well as servicing will be undertaken by the consultants working on the City's Transportation Master Plan and the Servicing Master Plan Study for the Vaughan Corporate Centre, respectively.

The assessment of existing conditions and relevant planning considerations, include:

- a) incorporating and possibly modifying the work completed on parks, streetscaping, urban design, servicing, the Pedestrian and Bicycle Master Plan and the "Active Together" Master Plan;
- b) incorporating recommendations for stormwater management from the Black Creek Drainage Study;
- c) re-examining the role and boundaries of the "District" and the "Node" relative to each other;
- d) establishing revised targets for population and employment;
- e) reviewing the Plan's permitted uses and determination of other community service use requirements;
- f) establishing a development framework based on a built form and block analysis which sets out development densities and heights, estimated residential and commercial development capacity, built form guidelines, and comprehensive tall building guidelines for the VCC that may be used as a model elsewhere in the City, and considers and builds upon the public realm work from the VCC Streetscape & Open Space Master Plan Study;
- g) taking into consideration and integrating the findings and outcome of the planned servicing and transportation network conditions/improvements and identifying opportunities for its improvement;
- h) establishing the appropriate mechanisms to ensure that the transit related facilities are provided in a timely and economical manner by examining a number of items identified in Section 4.2.3e) "Transit" of OPA 500, as amended; incorporating transit and subway station-related facility requirements, including but not limited to, below and/or at-grade public parking opportunities, passenger pick-up and drop-off facilities and station entrances, pedestrian pathways/shelters, on-street and/or off-street bus operations/terminal; incorporating/reflecting recommendations from the City's Parking Standards Review and bike parking and other end of trip facilities for pedestrians and cyclists as per the Pedestrian and Bicycle Master Plan; securing nearby roadways necessary to support/provide access to these facilities;
- i) examining and developing alternative development tools and strategies for the VCC's development, including implementing initiatives enabled by Community Improvement legislation;
- j) reviewing and making any necessary revisions to the Plan's current implementation strategy and zoning provisions and parking standards (e.g. setbacks for tall buildings, a new zone category and standards to implement the

“Corporate Centre Corridor” designation, revised/new parking standards based on the recent Vaughan Parking Standards Review);

- k) addressing the notion of sustainability in every dimension of the new Plan to provide increased emphasis on the triple bottom line concept during implementation (Ecology – e.g. protection and restoration of habitat, water, including storm water design, and energy conservation; Society – e.g. community needs and design and public art; and, Economy – e.g. economic spin-offs), which builds on the goals and policies of the Environmental Master Plan; emphasis on the creation of a healthy and inclusive community that supports new economic opportunities and a high quality of life with minimal impact on and potential to enhance the environment. Special consideration should be given to the following sustainability issues:
- Natural systems and green space. The VCC includes a significant stormwater pond and contiguous natural area. The significance of this natural area should be considered in an eco-regional context, and as an opportunity to create an attractive, aesthetic feature enhancing the VCC.
 - Energy conservation and climate protection. Reducing energy use in buildings and transportation is critical for greenhouse gas (GHG) reductions, while urban design and green space can mitigate climate change impacts.
 - Continued improvements in waste reduction through Vaughan’s three-stream waste reduction program.
 - Examining the potential for district energy and waste disposal through co-generation, geothermal, wind, solar and energy from waste.
 - Water conservation and water quality.
 - Pedestrian and cycling opportunities and transit-friendly design.
- l) establishing (a range of) sustainable development considerations and criteria. This may include one or more of the following:
- a LEED-NC program;
 - City sustainability checklist for site plans and neighbourhood design (currently in draft form);
 - a sustainability framework, such as that used by the Toronto Waterfront Redevelopment Corporation for an “integrated sustainable community” (green buildings, efficient power and green energy, strong sense of place, etc).
- m) the impact on and the integration of and connectivity with the existing and planned land uses within the surrounding area/community in terms of infrastructure, urban design, traffic/roads, transit, the natural heritage system, cultural, facilities, parks and identity.

5.3 Development of Planning Principles, Goals and Objectives:

These will be formulated in consideration of the prevailing Provincial, Regional and Municipal policies, the surrounding land use context and the issues identified in Section 5.2 above. The principles, goals and objectives will be consistent with the principles, goals and objectives identified in the process leading to the new Official Plan.

5.4 Preparation of Land Use/Development Alternatives:

The development and evaluation of a number of land use and development options/scenarios (at least three) for the Study Area.

5.5 Transportation and Servicing Analysis of Alternatives:

The City's Transportation Master Plan and the Master Servicing Strategy for the VCC will provide the transportation and servicing related analysis that is necessary for the successful completion of the Focused Area Review.

5.6 Evaluate Alternatives Based on Defined Evaluation Criteria:

The criteria will be developed based on the analysis of all the issues identified in the study process, and the planning principles and objectives, in order to evaluate and rank the land use alternatives/development options based on the evaluation criteria.

5.7 Recommendation of Preferred Land Use/Development Alternative and Supporting Policy Framework.

5.8 Develop a Comprehensive Implementation Strategy and Policy Framework:

The strategy and policy framework is to be based on an assessment of a wide variety of potential tools to achieve its vision, e.g. use of Section 37 of the Planning Act (increased Density), density transfers, bonusing, plan of subdivision, etc.

5.9 Develop a Policy Framework/Strategy for the provision of Transit and Subway Station-related facilities.

5.10 Preparation of a comprehensive and consolidated Official Plan, incorporating previous Amendments/initiatives and new policies, for consideration of Council.

5.11 Preparation of Urban Design Framework and Built Form Guidelines, Urban Design Guidelines Update document, as well as Tall Building Guidelines (such as Toronto's Guidelines for Tall Buildings), as possibly a stand-alone document that may be used as a model elsewhere in the City;

5.12 Preparation of a Community Improvement Plan/Strategy.

5.13 Preparation of an amendment to Zoning By-law 1-88 that reflect any recommended implementation measures from the Review, e.g. new zone categories, revised parking standard, built form/urban design standards, etc.

5.14 Presentation to one or more Committee of the Whole meetings/public hearing and attendance at a Council meeting(s) will be required.

6.0 Consultation Program

Public consultation will play a key role in this Review in order to achieve a broad level of public acceptance for recommended policies and the land use plan. A variety of illustrative techniques should be used to convey to the public an understanding of the development options, opportunities, their built form and implications.

The consultant will design and be responsible for organizing a full consultation and engagement program, including information and workshop meetings with landowners, ratepayer groups, the business community, the development community, public agencies, the Vaughan Corporate Centre Advisory Committee and other special interest groups. A Stakeholder Consultation

Groups (SCG) will be established to represent the various interests and provide ongoing input at key points in the study process. A Technical Advisory Committee should be established (comprising City staff, external agencies and other stakeholders) and statutory public meeting(s) will be required for an Official Plan and Zoning By-law Amendment. Communications and consultation for the Vaughan Corporate Centre Review will be done in coordination with the new Official Plan process.

Details of the proposed consultation process will be provided in the submission of candidate consulting teams.

7. The Consulting Team

The Study requires the services of a multi-disciplinary consulting team to address a number of issues and shall demonstrate knowledge and expertise in:

- a) Land Use Planning
- b) Urban Design
- c) Environmental Planning with expertise in a wide range of natural/ecological disciplines
- d) Sustainable Development with expertise in developing/establishing a sustainability framework/criteria
- e) Implementation of Community Improvement Legislation and Related Tools
- f) Public Consultation Facilitation

The City's consultants on the Transportation Master Plan and the Master Servicing Strategy for the VCC will provide the transportation and servicing related analysis that is necessary for the successful completion of the Focused Area Review. The Review's consulting team will be informed by these studies and collaborate with the consultants working on the transportation and servicing studies. Therefore, members of the consulting team will have, at minimum, a general knowledge and understanding of the issues and concepts related to transportation and servicing. The consulting team will also be required to coordinate with the teams working on the City's Environmental Master Plan and the new Vaughan Official Plan in areas of mutual interest.

The consulting team will be led by a firm or consortium specializing in planning, with a demonstrated record in the formulation of Official Plan policy and large-scale land use plans and Community Plan review expertise. The lead firm will identify sub-consultants as part of the proposal and indicate the specific expertise offered to the Study and the extent of their involvement in the project. Should all required areas of expertise be provided within a single firm, sub-consultants may not be required. Consulting Team members must have professional credentials in their given field of knowledge/expertise (e.g. CIP/OPPI, OAA, etc.)

The consulting team will carry out the project under the project management of the Policy Planning Department with the input and participation from the core consulting team for the new Vaughan Official Plan, Development Planning, Parks, and Engineering Departments, and other internal departments as required.

8. Schedule and Staffing

The Study is expected to begin in the Summer of 2008 and should be completed within 16 months.

The upset limit for this study is \$300,000 (including all disbursements and taxes). The successful consultant will be required to submit for approval of the Commissioner of Planning and the Director of Policy Planning, a work plan and payment schedule prior to commencing the project. The work program will detail tasks, timing, sequencing, milestones and meeting schedules. The consultant's detailed prices should identify costs for tasks, meetings, disbursements, contingencies and applicable taxes, per diems of each member of the team, plus a payment

schedule for each key stage or component of the Review. The proposal will also identify the role(s) and responsibility(ies) of each member of the consulting team, including assigned hours by task, their direct involvement and responsibilities in the Review, and their relevant experience.

9. Deliverables

a) Background and Final Reports

- Report(s) shall be prepared on each of the following components:
 - i) Background on Existing Conditions and Context
 - ii) Land Use and Development Options and Evaluation
 - iii) Urban Design Framework, Urban Design Guidelines and Tall Building Guidelines
 - iv) Implementation – Options and Strategy
- Final report with recommendations

The background and final reports shall be submitted as follows:

- 50 cerlox bound copies of each;
- 1 unbound copy
- 1 digital copy, in a format that can be edited.

b) Draft Official Plan Amendment, Zoning Amendment and Urban Design Guidelines

The draft Official Plan Amendment, Zoning Amendment and UDG document (3 separate documents) shall be submitted as follows for each document:

- 50 cerlox bound copies;
- 1 unbound copy;
- 1CD/DVD (PDF) of the draft document and any related photos, graphics or maps in City-compatible software (Word, Power Point, Excel)

c) Final Official Plan Amendment, Zoning Amendment and Urban Design Guidelines

The final Official Plan Amendment, Zoning Amendment and UDG document (3 separate documents) shall be submitted as follows for each document:

- 50 cerlox bound copies;
- 1 unbound copy;
- 10 CD's/DVD's (PDF) of the final document and any relevant photos, graphics or maps in City-compatible software (Word, Power Point, Excel)

All illustrations contained within the above-referenced documents must be prepared in a way that effectively conveys the information when photocopied in black and white. Notwithstanding the above, the City may require documents or portions of documents to be in colour in order to convey the information more effectively.

All illustrations provided in presentations and documents must be of high quality and easy to read/legible. There shall be a variety of illustration types/techniques, approaches and levels of detail employed throughout the study process in presentations and documents (e.g. plans, sections, charts, perspectives, photographs, etc.) to effectively convey and promote the intended concepts.

Where appropriate, digital information shall be geo-referenced in accordance with City standards (NAD 83, 6 degrees UTM, Zone 17). Acceptable City formats include jpeg photos, AutoCAD dwg

(2004 version), jpeg/bmp/tif/Adobe graphics. Specific technical information will be provided to the consultant.

d) Presentation Materials

Presentations shall be presented in PowerPoint format.

10. Content of Proposals

The consultant will be retained on the basis of a written proposal and, if necessary, interviews held by the Project Team or a sub-committee thereof. Selected Proponents may be short listed for interviews.

The written proposal shall contain the following information:

- Members of the consulting team including their qualifications and experience;
- Identification of the Consultant Team Leader
- An explanation of the approach and methodology to be used and research to be undertaken to achieve the project's goals and objectives, as outlined in the Request for Proposal;
- A Council/staff/public/stakeholder consultation strategy;
- A comprehensive work plan/project schedule, including timelines, milestones, meeting and key dates, which fulfill the requirements of the Terms of Reference;
- An upset cost for the completion of the project, which includes a breakdown of the hourly rates attributable to each of the Consulting Team members and the and the hourly time commitment by task, for each of the participants; and all other costs and related disbursements;
- Documentation of related experience;
- A list of three (3) client references in respect of projects similar to the one described in the Terms of Reference, preferably in a municipal environment.
- In the proposal the consultant shall indicate the number and type of projects it is currently undertaking which may represent a professional conflict with the conduct of this study.

In addition to the Original, fifteen (15) bound copies of the Proposal, in an 8 ½" X 11" format plus one (1) unbound print ready copy shall be submitted. The maximum length of the Proposal shall be fifteen (15) pages, exclusive of resumes, references and documentation relating to project experience.

11. Evaluation Criteria

The Proposal will be evaluated on the basis of the following criteria:

Qualification and Experience: **35%**

- Capability of the Team Leader;
- Qualifications and expertise of the team members;
- Skills consistent with the needs of the project;
- Experience in similar studies;
- Level of public sector experience;
- Demonstrated success in public/stakeholder consultation; and the quality of the proposed consultation plan;
- Demonstrated skill in communicating project proposal and products, including excellent graphic presentation.

Quality of the Proposal: **30%**

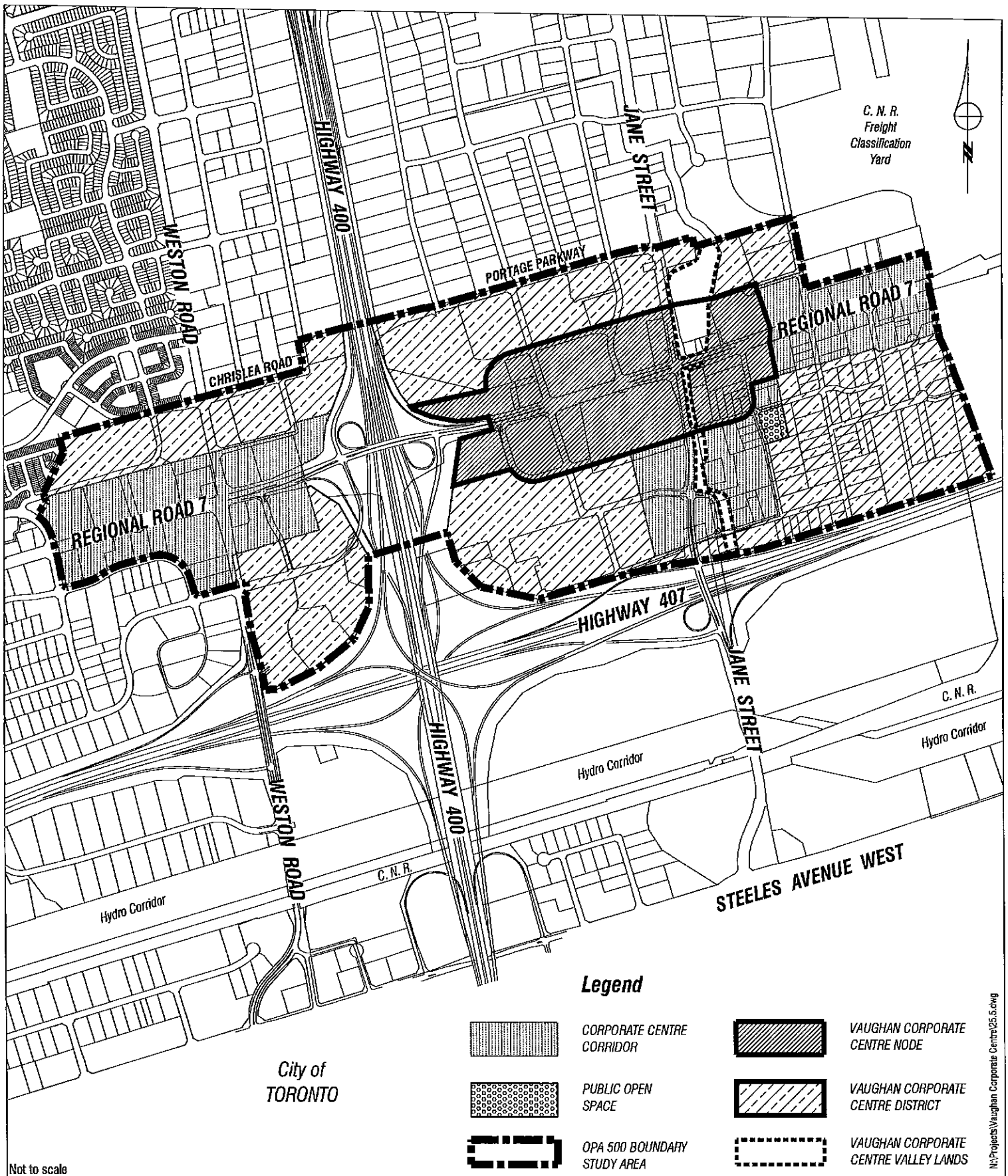
- Complete and comprehensive submission;
- Demonstrated understanding of the project requirements;
- Organization and clarity of presentation;
- Introduction of innovative ideas and concepts;
- Skill in communicating the project plan.

Project Management: **25%**

- Work Program, timelines and scheduling consistent with study requirements;
- Degree of participation of senior staff;
- Ability to commit to the timing objectives for the completion of the study.

Financial Considerations: **10%**

- Proposal Fee;
- Appropriate allocation of resources to various phases or study tasks.



Not to scale






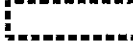
Vaughan Corporate Centre Plan Review

File No.: 25.5



Policy Planning Department

Legend

-  CORPORATE CENTRE CORRIDOR
-  PUBLIC OPEN SPACE
-  OPA 500 BOUNDARY STUDY AREA
-  VAUGHAN CORPORATE CENTRE NODE
-  VAUGHAN CORPORATE CENTRE DISTRICT
-  VAUGHAN CORPORATE CENTRE VALLEY LANDS

Map 1

Location:
Part Lots 4, 5, 6
Concessions 4, 5, 6
Date: April 23, 2008

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