



THE VMC PLAN

secondary plan for the vaughan metropolitan centre

Prepared for **City of Vaughan**
Prepared by **Urban Strategies Inc**
with assistance from AECOM

September 2015 Draft Consolidation
Proposed Modifications
WITHOUT PREJUDICE



TABLE OF CONTENTS

INTRODUCTION	1
--------------------	---

PART A: THE PLANNING CONTEXT

1.0 > VAUGHAN METROPOLITAN CENTRE FOCUS AREA STUDY AND PUBLIC CONSULTATION	4
2.0 > POLICY CONTEXT	6
3.0 > EXISTING CONDITIONS AND OPPORTUNITIES	11

PART B: THE SECONDARY PLAN

1.0 > INTRODUCTION	15
2.0 > VISION AND PRINCIPLES	16
3.0 > OBJECTIVES	19
3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and a critical mass of people.	19
3.2 Establish complete neighbourhoods containing a variety of housing	20
3.3 Attract and accommodate a variety of employment uses	20
3.4 Attract a major institution of higher learning.	20
3.5 Optimize existing and planned investments in rapid transit	21
3.6 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system.	21
3.7 Develop a generous and remarkable open space system.	21
3.8 Make natural features and functions a prominent part of development.	22
3.9 Ensure development incorporates green infrastructure and green building technologies. ...	22
3.10 Ensure all development exhibits a high quality of urbanity, materials and design.	22
4.0 > STREETS AND TRANSPORTATION	23
4.1 General Policies	23
4.2 Public Transit	24
4.3 Street Network	27
4.4 Streetscaping	32
4.5 Bicycle Network	34
4.6 Parking	34
5.0 > ENERGY, WATER AND THE NATURAL ENVIRONMENT	36
5.1 General Policies	36
5.2 Energy Infrastructure	37
5.3 Water and Wastewater Services	37
5.4 Stormwater Management	37
5.5 Environmental Site Design	38
5.6 Natural Heritage	39
6.0 > PARKS AND OPEN SPACES	42
6.1 General Policies	42
6.2 Parks and Urban Squares	43
6.3 Environmental Open Spaces and the Black Creek Greenway	46

7.0 > COMMUNITY SERVICES, CULTURAL FACILITIES AND PUBLIC ART	50
7.1 General Policies.....	50
7.2 Schools	52
7.3 Library	53
7.4 Cultural Facilities and Public Art.....	54
8.0 > LAND USE, DENSITY AND BUILT FORM.....	55
8.1 General Land Use and Density Policies	55
8.2 Retail.....	61
8.3 Station Precinct.....	62
8.4 South Precinct	64
8.5 Neighbourhood Precincts	65
8.6 East and West Employment Precincts	65
8.7 Built Form.....	66
8.8 Parking and Servicing Facilities.....	70
9.0 > ADMINISTRATION AND INTERPRETATION	74
9.1 Application	74
9.2 Status of Uses Permitted Under Previous Official Plans	74
9.3 Interpretation.....	75
10.0 > IMPLEMENTATION	76
10.1 General	76
10.2 Infrastructure.....	77
10.3 Plans of Subdivision	78
10.4 Zoning By-law	78
10.5 Site Plan and Design Review	79
10.6 Development Applications	80
10.7 Community Improvement.....	84
10.8 Monitoring	85

SCHEDULES

- Schedule A: VMC boundaries
- Schedule B: transit network
- Schedule C: street network
- Schedule D: major parks and open spaces
- Schedule E: community and cultural facilities
- Schedule F: land use precincts
- Schedule G: areas for office uses
- Schedule H: areas for retail uses
- Schedule I: height and density parameters
- Schedule J: Black Creek remediation area

APPENDIX A: STREET CROSS SECTIONS

- Figure A: highway 7
- Figure B: highway 7
- Figure C: jane street
- Figure D: millway avenue
- Figure E: major collector with median
- Figure F: major collector
- Figure G: minor collector with bike lanes
- Figure H: minor collector
- Figure I: local street a
- Figure J: local street b
- Figure K: mews street a
- Figure L: mews street b

GUIDE TO PROPOSED MODIFICATIONS

Draft revisions to the VMC Secondary Plan that have been developed through further review and consultation with stakeholders following the December 11, 2012 adopted modifications to the VMC Secondary Plan include proposed new text underlined in blue and text proposed to be deleted, which has been ~~struck out in red~~.

Introduction

Purpose

This document was prepared under the provisions of the Ontario Planning Act and, together with Volume 1 of the Vaughan Official Plan, constitutes the Official Plan for the Vaughan Metropolitan Centre (VMC). Its purpose is to establish the context, planning framework and policies that will guide development of the Vaughan Metropolitan Centre (VMC) over the next 20-25 years. It will be used by the City, the Region of York and various public agencies as the basis for planning and designing infrastructure, community facilities and services, and other public projects in the VMC. It will also inform the planning of these matters at the scales of the city, the region and the Greater Toronto Area. Finally, this plan will be the primary tool used in the review of development proposals and applications in the VMC, including plan of subdivision, rezoning and site plan applications. It is the City's intent that all public and private development in the VMC will comply with this plan.

Document Structure

This document comprises two parts. Part A sets the planning context for the Secondary Plan. It describes the process that led to the plan and provides an overview of existing policy documents, physical conditions and planned initiatives to which the Secondary Plan responds. Part B constitutes the actual Secondary Plan. It begins with a description and illustrations of the long-term vision and general principles behind the plan before setting out the objectives for the VMC. The bulk of Part B describes the intended structural framework for the VMC, in terms of public transit, streets, open spaces and land use, and contains policies regarding all aspects of development. Part B concludes with a description of the actions and tools required to implement the plan.

The Schedules ~~appended-attached~~ to this document ~~(Appendix A)~~ form part of the Secondary Plan. Appendixes ~~B and C~~ A contains figures illustrating streetscape ~~cross-sections and urban design guidelines~~ and ~~are~~ is technically not part of the plan; however, ~~they~~ it will be referred to during the review of development applications and capital projects to implement the intent of the Secondary Plan policies. ~~Appendix D, which contains concepts illustrating the long-term vision for the VMC, also is not part of the plan.~~ All other images in this document, apart from the Schedules, including diagrams and photographs, are for illustration purposes ~~of illustration~~ and are not intended to be prescriptive.

Part A

The Planning Context

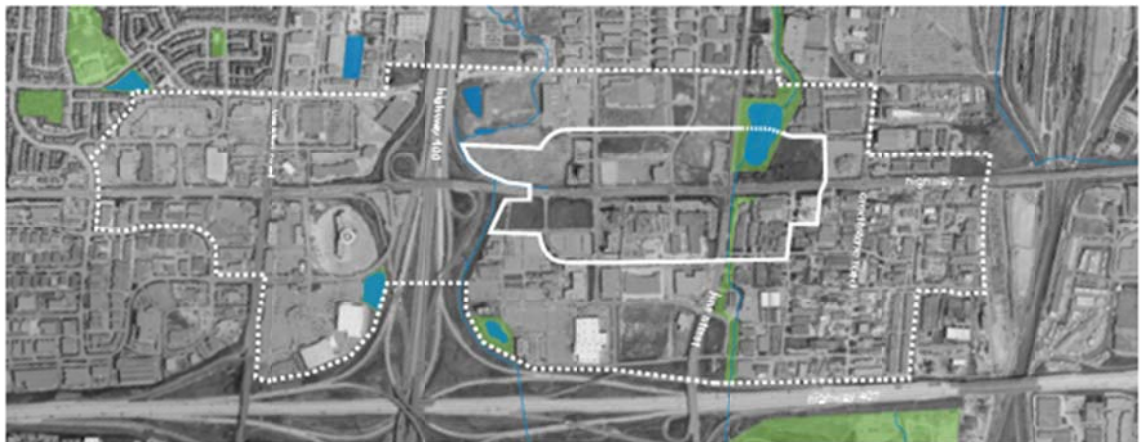
1.0 > VAUGHAN METROPOLITAN CENTRE FOCUS AREA STUDY AND PUBLIC CONSULTATION

The Vaughan Metropolitan Centre Secondary Plan was produced through a Focus Area Study conducted as part of the City's Growth Management Strategy, called Vaughan Tomorrow. The original study area included the entirety of the former Vaughan Corporate Centre (see Figure below). The study, led by Urban Strategies Inc. with City staff, 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;
- Preparation of the Secondary Plan.

The study commenced in November 2008 and involved extensive consultations from the outset. Staff members from the City, the Region of York, transit agencies, the School Boards and the Toronto and Region Conservation Authority were engaged throughout the process. Landowners in the area were engaged early through a series of interviews and again in November and December 2009 as the structural framework and policy directions were taking shape. A public visioning workshop was held in May 2009, and public open houses were held in September 2009, March 2010 and April 2010, at project milestones. The study concluded with a public meeting held in June 2010. All materials presented at the public events were posted on the City's web site.

The first phase of the study concluded that the lands west of Highway 400 within the former Vaughan Corporate Centre should be addressed by Volume 1 of the Official Plan and be subject to a future Secondary Plan. The study team also recommended that the bulk of the active industrial uses east of Jane Street, along and south of Highway 7, within the VCC, remain an Employment Area and also be addressed by Volume 1. The area between these two areas is considered to have the greatest potential for change over the next 20-25 years and contains sufficient land to achieve the City's overarching objective for the area - to develop a "downtown".



AERIAL OF THE STUDY AREA - VCC DISTRICT [- - -] VCC NODE [-----]

The Revised Secondary Plan

The VMC Secondary Plan was adopted by Vaughan Council on September 7, 2010, as part of Volume 2 of the Vaughan Official Plan 2010. The revised Secondary Plan is the result of a Council-directed review of two specific areas of the adopted VMC Secondary Plan, consideration of various modification requests from landowners within the VMC planning area, and general refinements to the Secondary Plan as a result of ongoing related studies.

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

The City's Policy Planning Department was involved in on-going consultation with VMC landowners throughout the VMC Secondary Plan Review. In addition, the VMC Sub-Committee of Council and the VMC Implementation Team were formed in the fall of 2011 to help facilitate projects related to development of the VMC.

2.0 > POLICY CONTEXT

Provincial Policy Statement

The Provincial Policy Statement (PPS), enacted in March 2005, provides policy direction on matters of provincial interest related to land use planning and development. The PPS supports efficient use of land, resources and infrastructure. It encourages development patterns that support strong, livable and healthy communities by endorsing intensification as a means to accommodate growth and increase urban vitality. 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. It addresses public health and safety through policies that direct development away from natural and human-made hazards where there is an unacceptable risk to public health or safety or of property damage. The Planning Act requires that Official Plans be consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe (Places to Grow)

Places to Grow, enacted on June 15, 2006, is a Provincial plan that directs how long-term growth and development should be managed in the Greater Golden Horseshoe. Looking holistically at the municipalities around the west end of Lake Ontario, Places to Grow has created policies addressing transportation, infrastructure, land use planning, urban form, housing and natural heritage protection on a regional scale. One of its main objectives is to protect greenfields and reduce development sprawl through the intensification of the built-out area.

Places to Grow identifies 25 Urban Growth Centres (UGCs) as strategic focal points for growth and intensification. The VMC is among them. UGCs will be planned as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses. UGCs like the VMC have been assigned a growth target of 200 people and jobs per hectare by 2031. The VMC's density in 2006 was approximately 20 people and jobs per hectare.

The VMC UGC is unique amongst the 25 designated urban growth centres as it has the greatest potential and is the least developed of all the UGCs. It is one of only two UGCs outside of Toronto that is planned to be served by a subway; it has excellent highway access; and it is not adjacent to existing low-density residential fabric.

Regional Transportation Plan (The Big Move)

Metrolinx is an agency of the Ontario government focused on developing and delivering improved regional transportation for the Greater Toronto and Hamilton Area. In the fall of 2008, Metrolinx released its Regional Transportation Plan. The RTP builds upon the MoveOntario 2020 initiative and works in conjunction with Places to Grow by describing transit-specific policy direction for future growth in the region.

Complementary to the VMC's status as an Urban Growth Centre is its designation as an Anchor Mobility Hub in the RTP. This designation reflects the fact that the VMC will be the place where two rapid transit lines—the Spadina subway extension and VIVA's Highway 7 line—will intersect and converge with the regional bus network. Anchor Mobility Hubs are envisaged as the “anchors” of a successful regional transportation network and are recommended to achieve a density of 200-400 people and jobs per hectare. Mobility hubs are ideal locations to develop transit supportive residential and employment densities and should evolve as vibrant places of activity and major regional destinations.

Region of York Official Plan

The Region of York adopted a new Official Plan in December 2009. It identified the VMC as one of four Regional Centres, which are intended to “contain a wide range of uses and activities, and be the primary focal points for intensive development that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions.” The Region's Official Plan calls for the preparation and implementation of secondary plans for Regional Centres that include:

- 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 schools sites to be constructed to an urban standard; and,
- provisions for human services.

The Region's Official Plan also includes policies for Centres dealing with, among other matters: minimum and maximum parking standards; innovative approaches for the delivery of infrastructure; density and height bonusing; minimum densities; community energy plans; and parking management.

Vaughan Tomorrow and the New Official Plan

Vaughan Tomorrow is the City's growth management strategy, which has led to a new city-wide Official Plan and this Secondary Plan for the VMC. The Vaughan Tomorrow process, which involved extensive public outreach over two years, confirmed the objective to develop the Vaughan Metropolitan Centre as a vibrant and thriving downtown for the city.

The new Official Plan for the city establishes the boundaries for the VMC and, in doing so, divides the former Vaughan Corporate Centre area into three distinct places within the overall city structure. Lands west of Highway 400 within the former VCC, centred at Weston Road and Highway 7, are identified as a Primary Centre. The VMC extends from Highway 400 to Creditstone Road at its most easterly edge, with Portage Parkway and Highway 407 remaining the northern and southern boundaries, respectively. And lands east of Creditstone (and on both sides south of Highway 7) are designated an Employment Area.

The Official Plan states that the VMC will comprise distinct development precincts including residential neighbourhoods, office districts, employment areas and mixed-use areas, all linked by a robust system of parks, squares and open spaces and a fine grain grid pattern of streets. It establishes growth targets for the VMC of 12,000 residential units and 6,500 new jobs by 2031. And it states as a policy that the City shall encourage and facilitate the establishment of the following in the VMC:

- major offices;
- government offices;
- post-secondary educational institutions;
- cultural facilities;
- public institutions;
- major civic public spaces and parks;
- socially diverse residential neighbourhoods that contain a mix of housing types, including housing suitable for seniors and families with children;
- an open space and natural heritage system along the Black Creek corridor.

To ensure a high standard of design in the VMC, the Official Plan calls for a detailed Secondary Plan, excellence in public infrastructure design, tall and mid-rise building guidelines and a Design Review Panel to advise on development applications.

Community Sustainability and Environmental Master Plan (Green Directions Vaughan)

Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, is a comprehensive document that outlines a series of goals and many supportive actions with implications for the future of the VMC, including the following:

- Initiate a feasibility study to examine the opportunities for development of a district energy system in the VMC;

- Through the Official Plan, create a Vaughan in 2031 that has more intensification with increased height and density and mixed use in thoughtfully development nodes and along transit corridors;
- Develop sustainable development evaluation criteria;
- Ensure that a mix of housing types are provided in Vaughan and that affordability is a consideration in planning;
- Continue to apply energy efficient building standard options for new developments in the city;
- Through Official Plan policies, develop a more walkable and transit-friendly community with adequate public spaces and a finer grain network of streets;
- Through creative urban design, enhance social cohesion by creating more common indoor and outdoor public spaces, public art, parks and open space, and central hubs for arts, culture, and recreation.

Previous Official Plans for the VMC

The first complete Secondary Plan for the former Vaughan Corporate Centre was Official Plan Amendment 500, approved in 1998. The Plan envisioned a new central focus for higher intensity land uses with an identifiable core and a mix of uses. In particular, the VMC was envisioned as a focal point of business activity and major commercial development. The Plan identified two major land use designations, the Corporate Centre Node and the Corporate Centre District.

The Node was identified as the focus of higher order uses. A wide range of land uses were permitted in the Node, including offices, hotels, institutional, civic, cultural, retail, medium and high density residential, and community facilities. A block pattern was identified on a 100-metre by 100-metre grid. The maximum building height was 25 metres, except on designated Gateway Sites, where there was no maximum height limit. The overall density target for the Node was 5.0 FSI.

The Corporate Centre District was intended to be significantly less dense than the Node. OPA 500 encouraged land uses that require visual exposure, good vehicular accessibility and large development parcels. A range of uses was permitted in the District, including industrial uses and major entertainment facilities, but residential uses were not permitted. The road block pattern was adjustable and called for a grid of 100-metre by 200-metre blocks. The maximum building height was 15 metres, except for theatre or office uses. The density limit was 0.6 FSI (0.75 FSI where density is transferred), significantly lower than inside the Node.

A central feature of OPA 500 was a ring road encircling the Node that was intended to divert truck and other through traffic from Highway 7, allowing it to become an urban, pedestrian-friendly avenue. OPAs 528 and 529 added important elements to the original transportation network of OPA 500, specifically a bridge over Highway 400 at Portage Parkway, more direct road links between the ring road and Highway 400 (Links 4 and 5), and a 23-metre wide transit right-of-way that would allow for a rapid transit link to the Spadina Subway Line.

OPA 663, which was approved in 2008, responded to rapid transit service on Highway 7 and introduced the Corridor designation, applied to former District areas straddling Highway 7 and

Jane Street. A range of land uses was permitted in the Corridor, similar to those permitted in the Node, and transit-oriented minimum and maximum densities were established.

Draft Streetscape and Open Space Master Plan

In 2006, the City completed a Draft Streetscape and Open Space Plan for the former Vaughan Corporate Centre Node. It recommended an integrated streetscape and open space hierarchy based on the planned grid of streets. The network included parks, squares, esplanades and three types of streetscapes. Guidelines for Highway 7 (Avenue 7) were intended to guide its transformation into a grand avenue. The ring road was designed as primarily a through traffic road with less pedestrian emphasis. A greenway and transit square was envisioned on Millway Avenue, in conjunction with the future subway station. Jane Street was seen as a wide green corridor with a strong parkway character. Guidelines were also included for local streets and mews streets.

In 2012, the City initiated preparation of a new VMC Streetscape and Open Space Plan based on the new Secondary Plan.

3.0 >

EXISTING CONDITIONS AND OPPORTUNITIES

As Vaughan enters the second decade of the 21st century, it faces a unique opportunity to create a transit-oriented downtown by leveraging planned growth and the VMC's strategic location within the GTA. While there are many positive attributes about the VMC, the area's surroundings lack the characteristics found in typical and successful downtowns, notably a strong natural feature or waterfront, stable neighbourhoods and visible cultural heritage. The VMC Secondary Plan seeks to overcome the many challenges posed by existing conditions.

The Industrial Setting

The VMC is embedded in the heart of a major regional industrial area located within a multi-modal transportation network, and the oldest uses within the VMC are industrial. The lands east of Jane are made up of small, individually owned properties with low-scale manufacturing and industrial service uses. This area is close to the MacMillan Rail Yard and has contributed to Vaughan's industrial economy for decades. While portions of the area east of Jane may transition to other uses over time, particularly along Jane Street, a fundamental change in land use over much of the area, particularly west of Creditstone Road, would require a great deal of land assembly and environmental clean-up and therefore is not likely in the foreseeable future. The industrial uses in the southwest quadrant of Highway 7 and Jane Street, on the other hand, are expected to relocate in the short to medium term to make way for transit-oriented development.

To overcome the VMC's industrial and highway setting, the Secondary Plan proposes naturalized open spaces, parks and streetscapes that will establish an attractive setting for development. It calls for the creation of complete neighbourhoods within the VMC to support vitality in the future downtown core. Appropriate land use transitions at the highway and industrial edges of the VMC are also planned.

Barriers

The VMC is bordered by two 400 series highways. These, together with Highway 7 and Jane Street, provide excellent road access and visibility to the VMC. As important as this access is to the surrounding industrial uses, the infrastructure and the traffic it accommodates create significant barriers and an inhospitable environment for pedestrians and cyclists. The rail yard to the east and hydro corridor to the south create additional barriers that compound the VMC's isolation.

The street and open space networks, land use and built form policies, and design guidelines of the Secondary Plan seek to mitigate the impacts of the highways and traffic generally and help turn Highway 7 and Jane Street into transit-oriented and pedestrian-friendly streetscapes over time.

Natural Heritage

Given the lack of natural features in the VMC, the Black Creek corridor has the potential to become a prominent naturalized feature. Black Creek and storm sewers to the north drain into two online storm water management ponds northeast of Highway 7 and Jane Street. The two ponds are connected in two separate locations via a small stream corridor and a large Cattail Marsh. The ponds are encompassed by landscaped slopes. The Black Creek corridor has several features not commonly found in highly urbanized areas, including a small swamp dominated by native Bur Oak and Green Ash. A small ravine parallel to Jane Street supports mature native Red Oak and Sugar Maple with associated American Beech.

The Secondary Plan capitalizes on and enhances the environment of the stormwater retention ponds and Black Creek tributary, through policies that describe an environmental open space system, making them an anchor within a comprehensive network of open spaces extending across the VMC.

Land Use

The VMC in 2010 contains an 8-storey office building, three mid-rise hotels and a number of low-rise, low-density uses, including large-format retail and heavy industrial facilities, all served by surface parking and suburban in their site organization. Although most of the development west of Jane Street was built this century and may remain for the foreseeable future, much of the VMC remains vacant, creating the opportunity for significant intensification and the development of destinations and places befitting a downtown.

Transit Initiatives

Major rapid transit initiatives are sparking development interest in the VMC and are the primary impetuses for the VMC Secondary Plan. The extension of the Spadina Subway Line to the VMC is expected to be completed and operational by 2016. VIVA service on Avenue 7 will be upgraded as the corridor intensifies, with long-term plans for dedicated transit lanes and upgrading from busses to light rail vehicles. A planned bus terminal linked to the subway station will contribute to the creation of a major multi-modal transit hub at Highway 7 and Millway Avenue. The 407 bus transitway being planned will have a stop just south of the 407, one subway stop from the VMC.

The planned investments in rapid transit set the stage for significant growth in the VMC. The Secondary Plan seeks to focus population and job growth so that the critical mass of a downtown can be established in the next 20-25 years. The plan also sets out a framework and policies intended to lead to an attractive public realm, distinct and diverse neighbourhoods, and beautiful architectural and cultural legacies.

Part B

The Secondary Plan

1.0 > INTRODUCTION

This Secondary Plan constitutes a part of the City of Vaughan Official Plan and as such is intended to guide and regulate development of the Vaughan Metropolitan Centre (henceforth, “VMC”), as identified in Schedule A. It replaces all previous Official Plan Amendments applicable to the VMC, including OPAs 500, 528, 529 and 663.

Users of this Secondary Plan should refer to the comprehensive Official Plan (Volume 1) for general policies applicable to the VMC. Volume 1 of the Official Plan and Part A of this document also provide context and background to planning and development in the VMC. This plan is intended to build upon Volume 1, providing elaboration and details on a range of planning matters specific to the VMC. Where the policies of this Secondary Plan conflict with those in Volume 1 of the Official Plan, the policies of this plan shall prevail.

Italicized terms in this plan are defined in Volume 1 of the Official Plan. The term “development block”, as used in this plan, refers in all cases to land intended for development and surrounded on all sides by existing or planned public streets or public open spaces.

refer to
schedule A

2.0 > VISION AND PRINCIPLES

The City of Vaughan plans to create a downtown—an intense, dynamic community that in time will become the heart of the city, economically, culturally and physically. Downtowns take many forms and evolve in many different ways. Successful contemporary city centres share these basic traits:

- They contain a range of uses and activities, providing diverse opportunities for working, living, learning, shopping, recreation and culture.
- They can be fully experienced on foot.
- They are highly accessible by all other modes of urban transportation, including transit, bicycle and automobile, and are hubs for local transit.
- They have the greatest density of buildings and people in the city.
- Their public realms are rich and generous, are built to a high standard, and comprise a variety of spaces and institutions, including places for civic gatherings and celebrations.

Increasingly, downtowns are also the focus for a range of sustainability initiatives supported by their density and form, such as district energy systems, green roofs, and bike share and auto share programs.

The long-term vision for the VMC that underlies this secondary plan was developed in consultation with Vaughan citizens. The vision is described below under seven general principles that summarize what the VMC should strive to be. ~~It is also illustrated by the model images in Appendix D. The illustrations are generally consistent with the framework and policies of this plan; however, they are not intended to be in any way prescriptive.~~

The following principles describe the long-term vision for the Vaughan Metropolitan Centre:

Transit-oriented

- The highest development densities will be concentrated around the future subway station, VIVA stations and regional bus stations.
- Transit stations will be attractive and contain passenger amenities.
- Direct connections to the subway station will be provided from adjacent development.
- A regional bus station will be linked to the subway station and integrated with transit-oriented development.

Walkable

- A fine-grain network of streets and pathways will minimize walking distances and provide route options for vehicular traffic.

- A broad mix of uses will be provided within short walking distance of homes and workplaces.
- Buildings that frame the street and streetscape elements will support a safe, comfortable and interesting pedestrian environment.
- A diversity of interconnected parks and open spaces will further contribute to enjoyable walking experiences.

Accessible

- The street network and transit system will facilitate easy access to and from the downtown by transit, car, bicycle and other modes of active transportation.
- A network of bicycle lanes and paths, linked to the city-wide bicycle network, will be established.
- The VMC will remain accessible to and from Highways 400 and 407.
- Strategic public parking structures will provide convenient parking for workers, shoppers and visitors.
- New planned and long-term street connections will better link the downtown to Woodbridge.

Diverse

- The VMC will accommodate a variety of housing forms and display a diversity of architecture.
- A range of jobs will be accommodated.
- Housing will be provided for families at all income levels, and more than a third of new housing units will satisfy criteria for affordability.
- There will be a variety of open space types offering a range of amenities and experiences.

Vibrant

- Key streets and open spaces will be lined with commercial and other active ground-floor uses to enliven the downtown.
- Civic and cultural facilities, and other destinations, will attract people from across the city and region.
- Institutional uses and community centres will provide focal points for social interaction and civic life.

Green

- Downtown will be a model of sustainable development.
- Existing significant natural features will be maintained and/or enhanced, and the natural functions of the Black Creek corridor will be enhanced.
- Areas containing stormwater management facilities will be naturalized and may also contain park amenities where appropriate.
- Efficient energy systems, including district energy, will be explored and developed, and a Community Energy Plan will be prepared.

- The local hydrological system will be designed to minimize waste and run-off and maximize positive impacts on the natural environment.
- Low Impact Development (LID) measures will be encouraged for all future development/redevelopment.
- Civic buildings will demonstrate the highest green building standards, and private development will be encouraged to do the same.

Beautiful

- The architecture of buildings will be of a high standard and complement their planned surroundings.
- Naturalized open spaces will frame downtown, major parks will define neighbourhoods, and plazas and intimate green spaces will be found throughout the area.
- Civic buildings and parks will be held to the highest standards of design.
- Public art will be prominent in all civic spaces and along key streets.
- Trees will line all streets and in time become a defining feature of the downtown.

3.0 > OBJECTIVES

In keeping with the vision and principles for the Vaughan Metropolitan Centre, this Secondary Plan shall seek to achieve the following primary objectives. The elements and policies in subsequent sections of the plan articulate how these objectives are intended to be satisfied.

A DOWNTOWN

3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and a critical mass of people.

The creation of a downtown in the VMC will require the cooperation and coordinated actions of many parties, including the City of Vaughan, York Region, transit authorities, other public bodies, and private landowners and developers. This plan is intended to result in orderly, rational development that achieves the critical mass of a downtown. To establish the built fabric, open space amenities and high population density befitting a downtown for a city the size of Vaughan, by 2031, it will be critical to concentrate development around the defined centre of the downtown.

The future subway station at Highway 7 and Millway Avenue, together with the planned civic space adjacent to the station entrance, will be the geographic centre of the downtown. High density employment and residential uses, and new retail and entertainment establishments, will be strongly encouraged in the area within a 5-minute walk of the station. Furthermore, this area will also be a focus for public infrastructure and public realm improvements intended to attract and support private development. The density and built form policies of the plan reinforce this area as the core of downtown. These policies also recognize that high density development is appropriate in other areas of the VMC and that the downtown will continue to grow and evolve well beyond 2031.

Successful downtowns have a strong identity, sense of place and civic attractions. To these ends, it is an objective of this plan to establish civic uses and spaces in the VMC that serve residents from across the city and to realize a high quality of development and public realm initiatives. To reinforce the VMC's and the city's identity, the plan anticipates one or more major civic facilities, including a landmark cultural facility.

To achieve the critical mass of a downtown and meet the density target of 200 people and jobs per hectare established in the Province's Growth Plan for the Greater Golden Horseshoe, a population of approximately 17,000 residents and 6,500 jobs by 2031 are planned for the Urban Growth Centre within the VMC, as identified in Schedule A. The population target for the larger VMC area, including the Urban Growth Centre, is 25,000 residents and 11,500 jobs by 2031.

see Sections
4 - 8 for
supporting
policies

GROWTH
TARGETS
refer to
schedule A

see Sections
6 - 8 for
supporting
policies

NEIGHBOURHOODS

3.2 Establish complete neighbourhoods containing a variety of housing.

Residential neighbourhoods play an important role in the vibrancy of a downtown by augmenting the population in the core. It is an objective of this plan to establish distinct, transit-oriented neighbourhoods providing a range of housing forms intended to attract a variety of household types at varying income levels. While condominium and rental apartments will be the dominant unit type, each neighbourhood shall contain a significant proportion of grade-related housing, principally townhouses. To accommodate households with children, a significant proportion of all housing units should be designed to accommodate families, and, in keeping with York Region's target, a minimum of 35% of housing units will satisfy the definition of affordable.

To be attractive and complete, neighbourhoods should contain substantial parkland and have easy access to a full range of community amenities supported by the population, including schools, daycare facilities, a library, indoor and outdoor recreational facilities and basic commercial amenities.

EMPLOYMENT DIVERSITY

3.3 Attract and accommodate a variety of employment uses.

In time, the VMC should fulfill the role of a central business district containing a range of employment types, including corporate and government offices, retail and services, and businesses of all sizes. Offices for departments of the Federal, Provincial, Regional and municipal governments will be encouraged to locate in the VMC. To ensure housing is complemented by employment uses, office space should be included in initial phases of intensification. The industrial and highway surroundings also create the opportunity to accommodate a mix of innovative businesses with varying space requirements.

UNIVERSITY OR COLLEGE PRESENCE

3.4 Attract a major institution of higher learning.

The presence of a university, college or other institution of higher learning can be extremely beneficial to the vitality and sustainability of a downtown. The innovation, creativity and youthfulness captured by an institution, and the resulting economic spin-offs, give a downtown a competitive and cultural advantage. The plan can accommodate a significant educational institution in the VMC and anticipates that the City, in partnership with others, will seek to attract one.

see Section
8 for
supporting
policies

see Section
8 for
supporting
policies

HIGH TRANSIT USAGE

3.5 Optimize existing and planned investments in rapid transit.

The extension of the Spadina Subway Line and the VIVA rapid transit system, complemented by the Region's bus network, make the creation of a high-density downtown possible. If the VMC is to realize its full potential, transit and walking will need to be the preferred modes of daily travel for most people living and working there. Development densities within short walking distances from VIVA stations should be high, and at the subway station, where two rapid transit lines will intersect and many bus routes will terminate, densities should be highest. Transit facilities should be inviting, comfortable and integrated as seamlessly as possible with development and the overall network of streets and open spaces.

see Sections 4 and 8 for supporting policies

GRID OF STREETS

3.6 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system.

The role of streets in the success of a downtown cannot be underestimated. They not only facilitate movement by walking, cycling, transit, car and truck; they also provide valuable frontage for development and the setting for the range of activities that define a downtown. A fine-grain grid of streets in the VMC will be fundamental to encouraging walking, which in turn promotes transit use.

see Section 4 for supporting policies

A hierarchy of interconnected arterial, collector and local streets will disperse traffic and help ensure it moves to, through and around the VMC without having an adverse impact on land uses. Trucks and other vehicles moving through the VMC should have alternatives to Highway 7 and Jane Street. Street linkages to Highway 400 should encourage the use of Portage Parkway for through movements.

Over time, Highway 7 should become an urbanized avenue that balances the movement of transit vehicles, pedestrians, cyclists and cars—a beautiful, green street framed by commercial, residential and mixed use buildings. Millway Avenue should be a special street—the VMC's principal north-south civic spine and central retail street. All streets in the VMC should be designed to be safe, attractive and pedestrian-friendly, to complement and support adjacent development and open spaces. Streets will also deliver underground infrastructure, and some local streets may provide opportunities for underground parking.

GENEROUS OPEN SPACE SYSTEM

3.7 Develop a generous and remarkable open space system.

A diversity of open spaces will be just as important as vibrant streets and beautiful buildings in defining and distinguishing the VMC and ensuring it is attractive and livable. These spaces should include civic gathering places, neighbourhood parks, naturalized spaces, public squares and private amenity spaces. A linked system of parks along Millway Avenue will provide the setting for civic events, public art and commercial activity. Black Creek should form a central open space corridor and be enhanced as a natural feature. Everyone who lives in the VMC should be within

see Section 6 for supporting policies

a 5-minute walk of a park. Squares, gardens and other smaller open spaces should provide intimate spaces for passive enjoyment. Parks and open spaces should be accessible by people of all ages and abilities.

NATURAL FEATURES

3.8 Make natural features and functions a prominent part of development.

Cities exist within nature, and nature should be prominent within cities. As the VMC becomes more dense and urban with development, natural features, systems and functions should become more apparent. Stormwater features should be heavily vegetated and water courses should be visible and accessible. Trees, so essential to the health, comfort and beauty of urban places, should line both sides of every street and be clustered in parks and other open spaces.

GREEN DEVELOPMENT

3.9 Ensure development incorporates green infrastructure and green building technologies.

Building cities for energy efficiency and to help reduce impacts on climate change is the right thing to do both environmentally and economically. Cities at the leading edge of green policies, practices and development attract people and investments. To distinguish itself and reduce operating and maintenance costs, the VMC should become a showcase for sustainable development. Individual buildings, sites, precincts and the entire VMC should employ high-efficiency, low-impact systems for energy, water and waste. District energy should provide economic and environmental benefits to all participating users.

DESIGN EXCELLENCE

3.10 Ensure all development exhibits a high quality of urbanity, materials and design.

The most interesting and attractive downtowns contain a variety of building types and architecture. They are the place for a city's finest buildings, and the overall quality of the built environment should be outstanding. First and foremost, development in the VMC should be urban: buildings should frame and address streets and open spaces; streets should encourage walking and social interaction; public open spaces should be accessible and inviting. Buildings, streets and open spaces should be designed and built for permanence and elegance. Public art should be integrated into the planning and design of infrastructure and public spaces.

see Sections
5 - 6 for
supporting
policies

see Section
5 for
supporting
policies

see Sections
4 and 6 - 8 for
supporting
policies

4.0 > STREETS AND TRANSPORTATION

The transportation network and policies of this Secondary Plan have been developed to support the growth projections for the VMC and facilitate the establishment of a downtown, as described in Section 3.1. The physical barriers within and adjacent to the VMC, including Highways 400, 407 and 7, pose challenges for movement to and within the VMC, which the network and policies below seek to address. The important and complex issue of how to most effectively manage and reduce through traffic in the VMC, particularly truck traffic, is partly addressed by the plan but will require further detailed study that considers a range of potential network improvements beyond the VMC as well as other traffic management strategies.

At the centre of the planned transportation network will be the Vaughan Metropolitan Centre Subway Station at Highway 7 and Millway Avenue, which will establish the VMC as a mobility hub and be vital to creating a high density downtown.

The policies in this section support the objectives set out in Section 3.0 of this plan, specifically Objectives 3.1, 3.5 and 3.6. The further general intent of the policies in this section is to:

- Develop a multi-modal transportation system in the VMC that is efficient, safe and convenient and supports planned land uses.
- Encourage routine use of existing and planned transit services by residents and workers in the VMC and Vaughan citizens generally.
- Encourage walking or cycling for most daily trips within the VMC.
- Establish and maintain logical and direct connections to the surrounding network of streets and highways.
- Encourage the diversion of through traffic, particularly truck traffic, to peripheral streets.
- Ensure the provision and efficient use of parking facilities, including parking structures and on-street parking, required to support the planned land uses.
- Ensure planned and appropriate transportation infrastructure, including public transit facilities and streets, is coordinated with development and supports the urban design objectives for the VMC.

4.1 General Policies

4.1.1 Street life is central to the vision for the VMC, and all development in the VMC, including infrastructure and buildings, should promote walking. Some areas within the VMC shall be considered pedestrian priority zones, including areas immediately surrounding the subway station, VIVA stations, schools, community and cultural facilities, civic and neighbourhood parks, and streets with a concentration of retail or entertainment uses. In

This is the first of seven sections containing the policies of the Secondary Plan.

The policies of this section build upon those in Sections 4 and 9.1.1 of Volume 1 of the Official Plan.

pedestrian priority zones, sidewalks and areas for pedestrians shall be generous, streets shall be designed for slow speeds and on-street parking, and streetscapes shall include pedestrian amenities and wayfinding elements. As the planned heart of the VMC, the area surrounding the subway station, from the outset, shall be treated as a pedestrian priority zone.

- 4.1.2 The transportation system developed for the VMC, including public transit facilities, the street network and other elements of the pedestrian realm, shall be planned and designed for universal accessibility.
- 4.1.3 Public streets are intended to be the arteries for pedestrian movement in the VMC and the setting for retail uses. Direct underground pedestrian connections to the subway station from adjacent development shall be encouraged; however, the development of an underground network of paths lined with retail and other commercial uses, linking multiple buildings to one another, shall be discouraged.
- 4.1.4 The City may require with applications for development, the submission of a traffic impact study and pedestrian and bicycle circulation plan that assess the impacts of the proposal on the street network and how it facilitates access and circulation by transit users, cyclists and pedestrians.
- 4.1.5 Travel demand management (TDM) will be critical to achieving a balanced transportation system in the VMC, one that provides and promotes attractive alternatives to the automobile. The City shall work with the Region of York and transit agencies, and with developers and businesses in the VMC, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development generally shall be required to include TDM plans prepared by a qualified consultant that describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

4.2 Public Transit

- 4.2.1 This plan is predicated on the extension of the Spadina Subway Line to the VMC and on planned improvements to York Region Rapid Transit facilities along Highway 7. A major objective of the City is to facilitate and achieve the Anchor Mobility Hub vision outlined for the area in the Regional Transportation Plan. The City of Vaughan will continue to cooperate with York Region and the relevant transit agencies to expedite the planning, design and construction of proposed transit infrastructure.
- 4.2.2 The subway station planned at Highway 7 and Millway Avenue is intended to support the establishment of a high density, mixed use community and facilitate intermodal transit, linking directly to the York Region transit system. Unlike planned stations at Highway 407 and Steeles Avenue to the south, the VMC station will not include a public commuter parking lot associated with transit facilities.

- 4.2.3 Schedule B identifies the general alignment of the Spadina Subway Line Extension through the VMC. The subway right-of-way extends to Portage Parkway to protect for a future extension of the subway beyond the VMC. Future development within and adjacent to the right-of-way shall protect for a future subway extension.
- 4.2.4 The subway station and track facilities extending south from the station box, shall be located within and below a north-south open space reserved primarily for subway entrance and exit facilities, streets, utilities and municipal services, and park amenities, as generally identified in Schedule B. The location and design of the cross-over facilities and track tunnel generally shall permit the planting of mature trees in the open spaces above. Other than structures associated with the subway or park uses, buildings generally shall not be permitted within the subway right-of-way.
- 4.2.5 Public transit facilities, including but not limited to right-of-ways, stations, station entrances, stops and utilities shall be integrated into the design of adjacent streets and open spaces. Utilities that are not required to be accommodated within the subway right-of-way, such as electrical substations and service buildings, shall be well integrated with adjacent development as unobtrusively and attractively as possible.
- 4.2.6 The central pedestrian entrance to the subway station shall be located within an open space adjacent to Millway Avenue, north of Highway 7. The entrance building shall include a waiting area visible from adjacent sidewalks and Millway Avenue and shall include sheltered bicycle parking facilities. The entrance building shall be set back from the Millway roadway to the east and buildings to the west to accommodate high pedestrian volumes around the entrance and in the open space.
- 4.2.7 Additional pedestrian entrances to the subway are planned south of Highway 7, in Millway Park and/or within buildings adjacent to the park, as generally indicated in Schedule B. The City and the Region of York shall coordinate the design and construction of each of these entrances with development on adjacent blocks.
- 4.2.8 The walls of the subway station at the concourse level shall include knock-out panels to allow future direct pedestrian connections to adjacent development and the planned bus station.
- 4.2.9 The Station Block identified on Schedule B is intended to be the location for a York Region Transit bus station directly linked to the planned subway station. York Region shall negotiate and secure appropriate land arrangements with the landowner and the City of Vaughan for such purpose, either through dedication, purchase, lease or expropriation.
- 4.2.10 As a civic building in the heart of the VMC, the bus station should achieve design excellence and relate positively to surrounding land uses and the public realm. Its design shall consider the guidance provided by the Metrolinx Mobility Hub Guidelines, and it shall be subject to the following:

- a. The bus station shall be enclosed within a building, with a roof, to the greatest practical extent, to help define the adjacent public realm and to minimize the noise, visual and other environmental impacts of bus traffic on the surrounding area;
- b. The main pedestrian entrance to the bus station on Applemill Road should have a strong civic presence within the public realm. The entrance should be set back from the planned streetwall on Applemill Road to provide ample space for high pedestrian volumes and meeting and gathering. Small-scale commercial uses, such as a newsstand and cafe, should be incorporated into the front of the station;
- c. The station should also have a strong presence along Millway Avenue, lending visual interest to the streetscape and helping to enliven the public realm. The building should be built close to the street right-of-way and be designed to accommodate small-scale retail or public uses to the greatest extent possible along its eastern frontage;
- d. Blank exterior walls should represent a small percentage of the overall facade and should be designed to lend visual interest to the adjacent streetscape;
- e. A high standard of landscaping and streetscaping shall be provided on the open spaces and streets that abut the station;
- f. The integration of public art into the design of the station and/or the adjacent public realm shall be strongly encouraged;
- g. The bus station shall not be subject to the density and height provisions of this plan;
- h. A direct underground tunnel connection shall be provided from the bus station to the subway station.

4.2.11 Passenger pick-up and drop-off (PPUDO) facilities associated with the subway station shall be located within the right-of-ways of local streets west and east of Millway Avenue and may be located on Applemill Road. To ensure Millway Avenue functions as intended for vehicular and bicycle movement and parking, PPUDO facilities shall not be located in the Millway Avenue right-of-way. Any plans for a temporary off-street PPUDO shall include plans for the site's future development with uses consistent with the vision, principles and objectives for the VMC.

4.2.12 A York Region Rapid Transit (VIVA) station is planned in the middle of Highway 7 at Millway Avenue. The VIVA station shall provide direct access to the subway station and allow for safe, efficient movement by embarking and disembarking passengers. The design of the station shall enhance the Highway 7 streetscape, protect for the future undergrounding of utilities and achieve Mobility Hub design objectives.

- 4.2.13 Schedule B also identifies preferred locations for future YRRT/VIVA stations west and east of the planned station at Millway Avenue. The timing and precise locations for these stations will be dependent on the timing of construction of the Highway 7 Rapidway. The locations may vary from those shown on Schedule B without amendment to this plan.
- 4.2.14 In addition to rapid transit stations, bus stops shall be established at appropriate locations.
- 4.2.15 The City shall cooperate with the Region of York on the planning for future rapid transit facilities on Jane Street.

4.3 Street Network

- 4.3.1 A fine-grain grid of streets is fundamental to this plan. Schedule C identifies the public street network planned for the VMC. It is intended to optimize connectivity while providing flexibility for a range of development scenarios. Minor modifications to the location and alignment of planned streets are permitted without amendment to this plan, provided the intersections in Schedule C that include a major or minor collector street or arterial street are maintained in their general location. ~~Where practical, the alignment of local streets and mews should align with existing property boundaries to optimize the use of individual properties for development and more equitably distribute the costs of local streets and mews.~~ Generally local streets shall straddle property lines where they appear on Schedule C to be located between two properties, to the satisfaction of the City.

The precise location, alignment and design of the streets and mews identified on Schedule C shall be determined by the City through a municipal class Environmental Assessment and/or the development application process, as appropriate, with consideration for matters such as the equitable distribution of costs and land consumption, development phasing and traffic management and access requirements.

- 4.3.2 Notwithstanding Policy 4.3.1 and as per Policy 7.2.2, where a school cannot be accommodated on a block identified as a potential school site on Schedule E, one or more of the local streets and mews or portion thereof highlighted on Schedule E may be deleted as a requirement of this plan without amendment to accommodate the land required.

- ~~4.3.24.3.3~~ 4.3.3 The hierarchy of streets identified in Schedule C includes the following classifications and standard right-of-way widths:

- Highway 7 – Up to 45 metres east of Jane Street; Up to 60 metres west of Jane Street
- Jane Street (arterial road) – Up to 45 metres
- 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 – 15-17 metres
- [Laneway – 8-12 metres](#)

~~4.3.3~~[4.3.4](#) The figures in Appendix B illustrate the generally intended cross-sections for each type of street. These guidelines may be modified without amendment to this plan. Final right-of-way requirements will be determined during the review of development applications or through Environmental Assessment processes where necessary.

~~4.3.4~~[4.3.5](#) New streets identified in Schedule C and streets to be widened shall be identified in all approved plans within the VMC and shall be conveyed to the municipality as a condition of approval of draft plans of subdivision. Where the City and the applicant agree that a plan of subdivision is not required for an initial phase of development, the City may permit a street to be conveyed through the rezoning and/or site plan approval process. Where the proposed subdivision abuts or includes an existing street, the dedication of land unencumbered by buildings or structures may be required to provide for the widening of the street to achieve its planned width, at no cost to the City.

~~4.3.5~~[4.3.6](#) The City may permit parking, including access to parking, under a new ~~L~~[local S](#)street, ~~or public M~~[mews, or laneway](#) provided the intended purpose, function and character of the street /mews are not materially or qualitatively compromised, and subject to a strata title agreement and the following conditions:

- a. The development proposal related to the strata parking request, includes an office component of greater than 10,000 square metres.
- b. The strata title arrangement shall be based on City strata ownership of the public street/mews over the privately owned underground structure.
- c. Where a new street/mews will entail the inclusion of significant sub-surface infrastructure, the strata title arrangement shall be limited to under the boulevards of the new street/mews. If there is no significant infrastructure required under the new local road/mews, the strata title arrangement may be permitted underneath the full road width.
- d. The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (roads), including but not limited to required standards and provisions for the construction and maintenance of the subsurface structure, and liability issues, to the satisfaction of the City.

~~4.3.6~~[4.3.7](#) To allow cars and trucks travelling through the VMC to divert from Highway 7 and Jane Street before entering the area, a bypass route shall be developed 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 Schedule C, to establish the bypass (henceforth, the Creditstone-Portage-Applewood Bypass). A southerly extension of Applewood Road to Highway 7, at the Highway 400 off ramp, will be required. An

extension of Interchange Way, from Jane Street to Creditstone Road, will also be required; however, until the right-of-way for this extension can be secured, Peelar Road will provide the link between Jane and Creditstone.

~~4.3.7~~4.3.8 The Creditstone-Portage-Applewood Bypass will help to mitigate through-traffic on Highway 7 and Jane Street. However, to realize the long-term plan for these streets, additional transportation improvements and strategies beyond the VMC will need to be planned and implemented over time. The City will work with the Region of York, the Ministry of Transportation and major industrial employers on other measures aimed at significantly reducing truck traffic and other through-traffic in the VMC. These measures may include new streets and other network improvements beyond the VMC.

~~4.3.8~~4.3.9 It shall be a priority of the City to acquire the right-of-way for the future extension of Portage Road east from Jane Street to Creditstone Road through a land dedication as a condition of development approvals or outright purchase.

~~4.3.9~~4.3.10 Special Study Area 'A' identified on Schedule C recognizes the outcome of the joint transportation study conducted by the York Region and the City, and involving the Province. It further recognizes the need for a more detailed Environmental Assessment and design study to determine how the future VMC street network will be linked to Highway 400 and how to facilitate the Creditstone-Portage-Applewood By-pass and other objectives in the area. The final approval of the proposed street configuration within Special Study Area 'A' will involve the City of Vaughan, the Region of York, Provincial ministries and the affected landowners. Development within Special Study Area 'A' may be permitted prior to finalization of the street configuration provided it does not compromise any of the options to be considered by the Environmental Assessment. Modifications to street alignments in Special Study Area 'A' may be made without amendment to this plan.

~~4.3.10~~4.3.11 As identified on Schedule C, a street over Highway 400 linking Colossus Drive and Interchange Way is proposed. This street will provide an important connection between the VMC and lands west of the 400 planned for mixed-use intensification and will generally help to distribute east-west traffic in the area. Schedule C identifies a A right-of-way corridor protection area for the street ~~shall be secured by the City, and where~~ no new buildings shall be permitted ~~within the protected right-of-way~~. The City will expedite the ~~process for the Colossus Overpass~~ Environmental Assessment for the Colossus overpass that will ~~to~~ identify the preferred vertical location, configuration and horizontal alignment of the overpass and the necessary right-of-way requirement, ~~as soon as possible. Existing and future highway crossings should include wide sidewalks and separated facilities for cyclists.~~

No development will be permitted in this corridor protection area; however, as the Environmental Assessment study advances, the City will formally notify the Region and landowner in writing when specific lands in the protection area are released for possible development, without requirement for amendment to this Plan.

~~4.3.11~~4.3.12 Millway Avenue has been classified in Schedule C as a Special Collector Road to recognize its location and function vis-à-vis the future subway station and its intended role as the VMC's primary commercial streets. As illustrated in Figure D in Appendix B, it is intended to have a right-of-way width of 33 metres, as measured from the right-of-way for the subway. This is to accommodate appropriate travel lanes for vehicular and bicycle movement as well as a generous pedestrian realm on both sides. To support ground-floor commercial uses on Millway and provide a buffer between pedestrians and moving traffic, on-street parking may be permitted.

~~4.3.12~~4.3.13 Highway 7 through the VMC is intended to evolve into a grand avenue that balances its higher order function to accommodate rapid transit and vehicular traffic with its additional intended role as a pedestrian-friendly street that provides an attractive setting for residential and commercial development. The City shall work with the Region of York, the Province of Ontario and landowners to implement the vision for Highway 7, as illustrated in Figures A and B, and:

- a. Achieve a right-of-way width of up to 45 metres east of Jane Street and up to 60 metres west of Jane Street for Highway 7 ~~that varies from 55 to 65 metres~~ to accommodate rapid transit facilities in the centre of the street, three travel lanes on each side, left turn lanes where required, protection for the undergrounding of hydro lines and other utilities, and a generous pedestrian realm;
- b. Provide for off-peak or lay-by parking in the future, the potential for which would be assessed once the Rapidway is operational and primary elements of the street infrastructure have been constructed;
- c. Ensure the design of Highway 7 is guided by Section 4.4 of this plan and includes double rows of trees in the median and on both sides, except at VIVA station locations, where the right-of-way requirement may only permit a single row of trees in each boulevard;
- d. Ensure the planned development of bus rapid transit facilities initiates the transformation of Highway 7 into an urban avenue;
- e. Ensure future development on both sides of Highway 7 frames the street and contributes to an attractive and active pedestrian realm; and,
- f. Facilitate implementation of road improvements within and potentially beyond the VMC intended to relieve traffic on Highway 7, including the Creditstone-Portage-Applewood Bypass described in Policy 4.3.7.

~~4.3.13~~4.3.14 To establish a pedestrian-friendly environment, major intersections within the VMC should be signalized. Moreover, dedicated right-turn lanes generally shall be prohibited on major and minor collector streets and minimized on arterial roads. Double left turn lanes generally shall be prohibited in the VMC.

~~4.3.14~~4.3.15 Streets and intersections shall incorporate design standards and features intended to facilitate walking and street life.

~~4.3.15~~4.3.16 In addition to the public streets identified in Schedule C, the City may encourage and permit other Local Streets, Mews and laneways to serve development and support the establishment of a fine-grain network of streets in the VMC. Additional Local Streets, Mews and laneways may be public or private. The need for them, and their location, function and character, shall be determined during the preparation and review of Block Master Plans and development applications.

~~4.3.16~~4.3.17 The Mews identified in Schedule C may be designed, built and operated as a Local Street or a Mews. ~~As a Mews, they may accommodate a vehicular laneway or be designed for pedestrians and cyclists only, but in either case shall include a generous pedestrian zone, lighting and trees.~~ The appropriate classification shall be determined during the preparation and review of the Development Concept Report or development application for the affected blocks and supported by an access and circulation plan and a traffic impact study, both prepared to the City's satisfaction, in consultation with the Region of York where the local street or mews connects to a Regional Road. As illustrated in Figures K-L, Mews streets shall have a minimum width of 15 metres. They may accommodate a narrow roadway for vehicles and bicycles or be designed for pedestrians and cyclists only, but in either case shall include a generous pedestrian zone, lighting and trees. Generally, a Mews shall not accommodate on-street parking. ~~They~~ A mews may be privately owned but shall be fully publicly accessible via an easement agreement. In addition to Mews streets, Laneways intended primarily for parking access and servicing ~~and not incorporated within a Mews~~ shall be permitted throughout the VMC and shall have a minimum width of 8 metres. Laneways may be privately owned or public.

4.3.18 The two Mews immediately east of Applewood Road, on either side of Highway 7 are intended primarily for pedestrian connectivity and might be required for vehicular access to development. However, the proximity of the Mews to Applewood Road and grade changes in the area may affect the feasibility of one or both of the Mews. If, at the time of a development application for the adjacent lands, the City is satisfied that a Mews is not feasible or appropriate, then they may be substituted for a publicly-accessible pedestrian pathway designed to the City's satisfaction.

~~4.3.17~~ ~~In order to protect for a fine-grain street network, the Mews identified on Schedule C that extends Buttermill Avenue south of Applemill Road, or any development preceding it, shall be designed and constructed to accommodate the loading requirements of a local street.~~

~~4.3.18~~4.3.19 In general, vehicular access to development for parking, servicing and pick-up/drop-off shall be provided from local streets and laneways.

~~4.3.19~~4.3.20 Notwithstanding the planned extension of Edgeley Boulevard, as illustrated in Schedule C, the City may consider terminating Edgeley Boulevard at Interchange Way

and instead permit a Local Street connecting Interchange Way to Peelar Road aligned with the east property line of the IKEA site. This alternative will be considered at the time of draft plan of subdivision approval for either of the affected properties and shall be subject to the support of the School Boards and satisfactory to the Vaughan Development / Transportation Engineering Department.

4.4 Streetscaping

- 4.4.1 The VMC Streetscape and Open Space Plan shall guide the design of all new streets in the VMC, and the improvement of existing streets. In the interim, Figures A-L, which illustrate typical general streetscape conditions for the different street types planned in the VMC, shall guide the placement of the streetscape elements addressed in the following policies. Generally, all streets shall be built with pedestrian zones on both sides, street trees, and vehicular and pedestrian scale lighting. Pedestrian zones include sidewalks and other hardscaping intended for pedestrians.
- 4.4.2 Guidelines for Millway Avenue shall be developed in conjunction with the design of the subway right-of-way and station. The City shall work with the Region of York to prepare streetscape guidelines for Highway 7 and Jane Street. The City shall prepare special guidelines for Edgeley Road and general guidelines for other collector and local streets in the VMC.

Furnishings

- 4.4.3 Street furnishings, which include benches, bike racks, bollards, bus shelters, kiosks, newspaper vending machines, trash and recycling bins, banners and special lighting, should be used as unifying landscape elements. Because of their prevalence, their style, image and colour will be important to the overall visual environment of the VMC. Street furnishing should consist of materials utilitarian in character and function. A low maintenance, vandal resistant, easily replaceable and recognizable family of furnishings with common themes and colour palettes shall be identified for the VMC. These furnishings should be contemporary and elegant. This will not only minimize visual clutter but also help to distinguish distinct precincts and establish an attractive identity for the VMC.

Lighting

- 4.4.4 Street lighting performs a number of important functions and light standards will have an impact on the visual environment. Due to the prevalence of lighting fixtures on all streets, lighting should be used as a unifying streetscape element. In addressing issues of sustainability, identity, aesthetics, safety and security, equal consideration shall be given to illumination, levels, lighting pattern and colour. In designing the overall lighting system, energy conservation and light pollution also shall be considered.
- 4.4.5 Street lighting shall consist of a coordinated family of poles and fixtures for both pedestrian and vehicular lighting. They shall be made of durable materials provide illumination levels that minimize glare while providing adequate levels of light for safety

and security. Generally, light poles shall be capable of incorporating pedestrian-scale lights and banners. In keeping with the image of a new downtown, their style should be contemporary.

Paving

4.4.6 The design and construction standards for paving shall add interest and coherency to the public realm through pattern, colour and texture. To ensure physical unity, a common palette of paving materials shall be developed for the VMC. Special paving with a distinct colour and texture shall be considered at street corners. Where paving stones are appropriate, they should be large and durable. Generally, crosswalks shall have a paving treatment distinct from the roadway to highlight the pedestrian network. All streets shall be accessible for the disabled through curb ramps, surface textures and clear passage ways.

Trees

4.4.7 Trees, and street trees in particular, are intended to be a distinguishing visual element in the VMC's identity. The urban tree canopy provides shade, beauty and wildlife habitats; moderates microclimates for human comfort and buildings; mitigates wind; reduces glare and reflection; and helps to unify a streetscape. All streets in the VMC should be lined with appropriate trees resistant to salt, disease, drought and pests. Street trees shall be consistently spaced, generally 6-8 metres apart on centre. Generous tree and planting pits/trenches should be provided for maximum soil area to allow roots to spread and water and air to penetrate. Drip or other water-conserving systems should be installed in planting pits. Attractive grates or covers over tree pits or low, decorative tree guards should be used in high pedestrian areas. Other plants in planting pits or raised planters may be considered.

Public Art

4.4.8 Public art will be an important element of the VMC's public realm, adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings. Several streetscape elements present opportunities for the integration of art, including building canopies, storefronts, furnishings, lighting, paving, fencing, tree guards, information displays and utility elements such as manhole covers. The installation of public art projects within streetscapes generally shall be encouraged, and the City shall incorporate streetscape elements in a public art plan for the VMC.

see also
Section 9.1.1 of
Volume 1 of the
Official Plan

Utilities

4.4.9 Generally, all electrical and telecommunication cabling within right-of-ways, including proposed piping for district energy, shall be located underground. The integration of required above ground utility infrastructure in adjacent buildings shall be encouraged. Any utility boxes required within the right-of-way shall be well integrated with the design of the streetscape.

- 4.4.10 The Region will be requested to provide space to accommodate the undergrounding of utilities along Highway 7 and Jane Street, and to protect for such an opportunity in the planning and design of new infrastructure.

4.5 Bicycle Network

- 4.5.1 All streets in the VMC shall be designed for the safety, comfort and convenience of cyclists.
- 4.5.2 The Bicycle Network for the VMC shall be identified in the Vaughan Metropolitan Centre Streetscape and Open Space Plan. It is intended to link directly to the planned city-wide Bicycle and Pedestrian Network. Future cycling facilities are intended to be built as existing streets and open spaces are improved and new streets and open spaces are built. Temporary facilities may also be considered where the timing of permanent facilities to create key linkages is long term or uncertain.
- 4.5.3 Highway 7, Jane Street, Creditstone Road and all major collector streets should include bicycle lanes, within either the boulevard or the roadway. Figures B-K illustrate where bicycle facilities should be accommodated within the right-of-way for each type of street.
- 4.5.4 Major parks and open spaces generally shall include multi-use recreational trails linked to the street network to enhance connectivity for cyclists.
- 4.5.5 Bike lock-up facilities shall be provided at all public destinations within the VMC, including but not limited to transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail streets.
- 4.5.6 Sheltered bike lock-up facilities shall be provided at subway station entrances.
- 4.5.7 Development adjacent to the subway station and bus station shall be encouraged to include public bicycle parking in accessible, secure indoor facilities.
- 4.5.8 All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The Zoning By-law shall establish minimum requirements for bicycle parking. Major office developments shall be encouraged to include change rooms, showers, bike share programs and lockers for bicycle commuters.

4.6 Parking

- 4.6.1 It is expected that vehicular parking facilities will take multiple forms in the VMC, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking. Where surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

- 4.6.2 The City shall monitor the need for public parking in the VMC and may prepare a public parking strategy that considers:
- The amount of parking required to support planned retail, entertainment and institutional uses;
 - The amount of on-street parking that can be provided to support planned commercial, entertainment and institutional uses;
 - The amount of office parking that could be made available to the public in the evenings and on weekends;
 - The potential for public and commercial parking facilities to be used by subway commuters;
 - Appropriate locations and sizes for off-street public parking facilities;
 - Appropriate parking standards for commercial uses in the VMC based on the ability to complement private parking with public facilities;
 - The role of a municipal parking authority, to be considered as per Policy 4.3.2.1 of Volume 1 of the Official Plan.
- 4.6.3 Transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development of the VMC and encourage non-automobile travel.
- 4.6.4 Further to Policy 4.3.2.3 of Volume 1 of the Official Plan, the City shall consider adopting a cash-in-lieu-of-parking by-law for the VMC that would permit development applicants proposing office or retail-commercial uses to contribute funds toward public parking facilities in lieu of some or all of the on-site parking spaces required for commercial uses. The cash-in-lieu shall be based on the parking requirements established for the VMC.
- 4.6.5 The City shall encourage a portion of the parking provided for office uses in the Station Precinct to be available for public parking for visitors who neither live nor work in the VMC. Generally, these shall be parking spaces used by office tenants during the day but not in the evening and on weekends. The number of parking spaces for public use and their location will be determined when applications for development are reviewed. These public parking spaces may be owned and operated by the building owner or, if procured by the City, be operated by a municipal authority.
- 4.6.6 The design of off-street parking facilities shall be encouraged to accommodate spaces for car-share programs and include reserved spaces for drivers of car-share vehicles.
- 4.6.7 On-street parking shall be encouraged on minor collector and local streets throughout the VMC, and on higher order streets where appropriate and provided for.

The policies of this section build upon those in Sections 3, 8 and 9.1.1 of Volume 1 of the Official Plan.

5.0 > ENERGY, WATER AND THE NATURAL ENVIRONMENT

Environmental sustainability is a core principle behind the vision for the VMC and the policies of this plan. Implementing efficient, low impact systems for energy and water, including wastewater and stormwater, and other utilities will be critical to establishing a truly green downtown. This section contains policies regarding municipal servicing infrastructure for the entire VMC and environmental design at the scale of individual sites.

The policies in this section support the objectives set out in Section 3.0, specifically Objectives 3.7, 3.8 and 3.9. The further intent of the policies in this section is to:

- Ensure the VMC is supported and serviced by highly efficient energy, water and wastewater infrastructure.
- Promote the use of renewable energy sources.
- Promote site planning, architecture, landscape architecture and stormwater management that demonstrates best practices in environmental design.
- Facilitate enhancements to the ecological and stormwater functions, and the aesthetic qualities, of the Black Creek corridor.
- Ensure development in the VMC is supported and complemented by open spaces containing significant natural features.
- Ensure development in the VMC both anticipates impacts from and mitigates potential impacts on climate change.
- Ensure the VMC is protected from riverine and urban flooding and that it will not contribute to flooding downstream.

5.1 General Policies

5.1.1 All development in the VMC shall have regard for the goals and objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan).

5.1.2 The City has undertaken three important studies that will have a bearing on issues and opportunities related to energy and water in the VMC and will help to guide the planning of infrastructure:

- VMC Municipal Servicing Class Environmental Assessment Master Plan;
- Black Creek Optimization Study Municipal Class Environmental Assessment (Phases 1 and 2) and the VMC Black Creek Renewal EA (Phases 3 and 4); and
- Vaughan District Energy Feasibility Study.

5.2 Energy Infrastructure

- 5.2.1 The City shall work with landowners to implement a district energy system to serve public and private development.
- 5.2.2 If and when a district energy system is established in the VMC, public institutional uses shall utilize the system where possible. All private development shall be encouraged to utilize the district energy system. For public and private projects proceeding prior to construction of the system, development plans shall demonstrate how they may link into the system in the future.
- 5.2.3 The preferred location for a district energy plant is at the periphery of the VMC or in an adjacent industrial area. Alternatively, a district energy plant could be integrated with other development, either within the podium of a building or as a stand-alone facility. The design of the facility shall be sensitive to and enhance its planned surroundings. The integration of the facility with another compatible use, such as a parking structure, shall be considered.
- 5.2.4 In the absence of a district energy system or to complement and support district energy, the generation and use of on-site renewable energy, such as solar, wind and geothermal, shall be encouraged. All new development shall include or make provision for the future installation of solar capture equipment.
- 5.2.5 The York Region Official Plan requires utilities to be installed underground, where feasible, in Regional Centres. The City shall work with the Region and Powerstream on plans to relocate or bury the existing hydro lines along Highway 7 and Jane Street.
- 5.2.6 Required transformers and utility boxes shall be located underground or within buildings wherever possible.

5.3 Water and Wastewater Services

- 5.3.1 Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis, having regard for the long-term development potential of the VMC. The VMC Servicing and Stormwater Management Master Plan Strategies and more detailed EA studies shall guide the design and phasing of municipal services.
- 5.3.2 The phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, as identified by the Region of York and distributed/allocated by the City.

5.4 Stormwater Management

- 5.4.1 Stormwater management practices and facilities shall be guided by the Vaughan Metropolitan Centre Municipal Servicing Class Environmental Assessment Master Plan

and designed and implemented to the satisfaction of the City and the Toronto and Region Conservation Authority.

- 5.4.2 Stormwater management facilities create opportunities for natural heritage restoration, recreational trails and passive open space, all of which can enhance the qualities and amenities of adjacent parkland. Schedule D identifies Environmental Open Spaces, which are intended to accommodate stormwater management facilities within naturalized settings. The size and design of each stormwater management facility shall be determined based on the VMC Servicing and Stormwater Management Master Plan and confirmed during the ~~plan of subdivision~~[development](#) process. Refinements to the location and size of stormwater management ponds requested by landowners will be required to be supported by detailed designs and appropriate technical studies completed to the satisfaction of the TRCA, the City and, where provincial regulatory requirements are triggered, the Province of Ontario.
- 5.4.3 The forms and slopes of stormwater ponds shall be designed to replicate natural landforms in the area, where appropriate. The perimeter of ponds should be planted with native and flood-tolerant plants to stabilize banks, improve water quality, create wildlife habitats and add visual interest. Ponds shall not be fenced, as per the City's Engineering Standards. Barrier planting should be used where public access is discouraged. Trails should encircle ponds, and bridges, boardwalks and overlooks shall be considered.
- 5.4.4 While Environmental Open Spaces are intended to include stormwater management ponds, the City may consider alternative approaches to managing stormwater to optimize the landscaping and amenities of these open spaces and contribute to sustainability.
- 5.4.5 On-site Low Impact Development (LID) measures and streetscape elements intended to minimize stormwater run-off, ~~including such as~~ rainwater harvesting and reuse systems, bio-swales or water features, permeable paving materials and green roofs, shall be encouraged. All new residential buildings shall be required to install rainwater harvesting and recirculation/ reuse systems for outdoor irrigation and outdoor water uses.
- 5.4.6 Environmental Open Spaces and the stormwater management facilities within them shall be planned holistically and secured through the ~~plan of subdivision~~[development](#) process. An agreement among landowners in the VMC, [in accordance with Policy 10.6.3](#), will be ~~required~~[encouraged](#) to equitably distribute the cost of stormwater management.

5.5 Environmental Site Design

- 5.5.1 The policies below are intended to augment the policies of Section 9.1.3 of Volume 1 of the Official Plan and the policies regarding Sustainable Buildings in Section 5.2 of the York Region Official Plan.
- 5.5.2 All public buildings in the VMC, with the exception of schools, shall be designed to achieve a LEED™ Gold or higher rating or a comparable industry standard for excellence

See also
Section 9.1.3
of Volume 1 of
the Official
Plan and
Section 5.2 of
the York
Region Official
Plan.

in environmental design. All private development shall be encouraged to strive for a LEED™ Gold or higher rating.

5.5.3 To mitigate the urban heat island effect, increase the energy efficiency of buildings and reduce stormwater run-off, green roofs and/or cool roofing materials as well as soft landscaping shall be encouraged on the flat portion of rooftops. All commercial, institutional, multi-unit residential buildings, excluding townhouses and stacked townhouses, and mixed use buildings shall be encouraged to:

- have a green roof with a minimum 50% coverage or,
- contain solar capture equipment over a minimum of 60% of the roof or,
- use cool roofing materials for a minimum of 80% of the roof or,
- use a combination of the above for a minimum of 70% of the roof.

5.5.4 A significant portion of non-roof hardscapes shall use high-albedo surface materials and/or be heavily shaded by trees.

5.5.5 Development shall be designed to maximize opportunities for solar gain while respecting the urban design objectives and policies of this plan.

5.5.6 Consistent with Policy 9.1.3.3 of Volume 1 of the Official Plan, applications for development in the VMC shall include a Sustainable Development Report that describes how the proposed development supports this plan's objectives regarding environmental sustainability and the requirements of any subsequently approved Community Energy Plan. Sustainable Development Reports shall address at a minimum the following:

- energy efficiency;
- water conservation;
- renewable energy use;
- heat island mitigation;
- stormwater management; and,
- solid waste management.

5.6 Natural Heritage

5.6.1 The City shall work with the Toronto and Region Conservation Authority and landowners to enhance existing natural heritage and establish new areas for active naturalization in conjunction with the development or improvement of stormwater management facilities.

5.6.2 The Environmental Open Spaces identified in Schedule D are intended to accommodate wooded areas and other natural features planned in conjunction with stormwater ponds and adjacent parkland. The City shall work with the Toronto and Region Conservation Authority and private landowners on the holistic and coordinated design of these open spaces as development occurs. Existing significant natural heritage within Environmental Open Spaces generally shall be protected.

- 5.6.3 The City shall establish a target for the number of trees to be planted in the VMC by 2031 and through the development review process shall seek to ensure that trees proposed in public and private open spaces and streetscapes support achieving the target.
- 5.6.4 The Black Creek provides the best opportunity in the VMC to create a community amenity space in conjunction with stormwater management and the restoration of ecological functions of the creek. Historically the Creek has been altered and developed around in the absence of stormwater quality and quantity measures. As a result, the Creek is highly degraded and subject to flooding during regional storm events beyond the existing channel onto abutting properties and streets.
- 5.6.5 The City has developed a strategy (the “Black Creek Remediation Strategy”) to improve the ecological and infrastructure value of Black Creek in order to: accommodate the scale of anticipated development; restore ecological services of the riparian corridor; provide community amenity space; and improve water quality and quantity controls within and around the VMC. The Black Creek Optimization Study Municipal Class Environmental Assessment (Phases 1 and 2) and VMC Black Creek Renewal EA (Phases 3 and 4) provide for the reconstruction and renewal of the Creek channel and the improvement of related open space and stormwater facilities. Improvements include the removal of infrastructure that create impediments to flow, improved quality and quantity controls, and the creation of a more naturalized channel and open space system. As a product of these improvements, the flood plain for this segment of Black Creek will be reduced in area which will protect transit investments from flooding and improve the opportunity for intensification within the entire VMC.
- 5.6.6 The Black Creek Remediation Strategy will result from the Black Creek Optimization Study Municipal Class Environmental Assessment (Phases 1 and 2), the VMC Black Creek Renewal EA (Phases 3 and 4), and the Streetscape and Open Space Master Plan. Schedule J shows the anticipated area of flood remediation that will result from the implementation of the measures outlined in the Optimization Study EA and will be refined further through the Renewal EA. Development and site alterations, excluding the construction of servicing and infrastructure forming part of the remedial works, shall not be permitted within the Remediation Area identified on Schedule J until all of the following are satisfied:
- a. The remedial flood protection works approved for Black Creek are complete. These works shall include the upgraded pond, culvert replacement, and the new naturalized creek channel and associated buffer;
 - b. Updated flood line mapping has been prepared and approved by TRCA; and,
 - c. The development meets the program, regulatory and policy requirements of the TRCA.

5.6.7 Notwithstanding 5.6.5, development may be permitted within the Black Creek Remediation Area identified on Schedule J in accordance with the phased implementation of the Black Creek Remediation Strategy, subject to the following:

- a. The development phase meeting all flood plain management requirements with respect to ecological management, naturalization and flood remediation (including safe ingress and egress and flood proofing to the level of the regulatory flood and no significant off-site impacts to flooding) to the satisfaction of the TRCA and the City;
- b. The development phase does not compromise the implementation of future phases of the remediation strategy and associated parkland;
- c. Updated flood line mapping being prepared and approved by the TRCA recognizing the proposed development phase and that it is protected to the level of the regulatory flood.

5.6.8 Detailed consideration of the design of the Black Creek channel, open space and related infrastructure shall recognize the prominence and significance of the VMC as well as the ecological significance of Black Creek. The upgraded pond and new naturalized creek channel will be integrated in design to a high urban design and sustainability standard and as complementary landscapes.

5.6.9 Existing uses and structures within the Black Creek Remediation Area shown on Schedule J are not permitted to expand or redevelop until such time as the limit of the upgraded pond and associated public park/open space, and the new naturalized creek channel, associated TRCA buffer and public park/open space, have been defined within the approved flood remediation strategy, including the approved EAs. Once the limit is defined, such expansions or redevelopment will contribute toward, or not inhibit, the implementation of the approved remediation strategy. Such works are subject to meeting the program, regulatory and policy requirements of the TRCA.

The policies of this section build upon those in Sections 7 and 9.1.1 of Volume 1 of the Official Plan.

6.0 > PARKS AND OPEN SPACES

The development of parks and other open spaces in the VMC will be as important as the development of buildings. They will not only provide places for recreation choices and natural features but will also contribute to the character and identity for the downtown that is more complex and appealing than one comprising only high density buildings. A rich and diverse open space network will be vital to attracting a diverse population and employment to the VMC and making it a civic and tourist destination.

The policies in this section support the objectives set out in Section 3.0, specifically Objectives 3.1 - 3.3, 3.7 - 3.8 and 3.10. The further general intent of the policies in this section is to:

- Ensure there are parkland and other open spaces adequate for a range of recreational activities and passive enjoyment within walking distance of VMC residents and workers.
- Provide central neighbourhood gathering and recreation spaces.
- Provide civic open spaces capable of accommodating events with city-wide appeal.
- Ensure the VMC develops with a variety of public open spaces, including neighbourhood parks and urban squares, as well as courtyards, gardens and naturalized spaces.
- Significantly enhance the image of the VMC.
- Integrate natural features and open space with development.
- Enhance the pedestrian network with paths and trails.

6.1 General Policies

6.1.1 Schedule D identifies the major parks to be developed in the VMC. These include Neighbourhood Parks intended primarily for use by local residents, and [Urban Parks](#), Public Squares [and the Transit Square](#) intended for use by local residents and workers, all Vaughan citizens and other visitors to the VMC. The Environmental Open Spaces identified on Schedule D are intended to accommodate stormwater management facilities and associated naturalized open space as well as complementary parkland.

6.1.2 It is a goal of this plan to develop a minimum of 20 hectares of parkland in the VMC. The City shall monitor the use and demand for parkland as the VMC develops and may adjust the target without amendment to this plan. To meet or exceed the target, the City may require the dedication of additional parkland to that identified in Schedule D, in accordance with the Planning Act. The additional parkland may constitute additions to the parks in Schedule D or may take the form of a Neighbourhood [Park](#), Urban [Park or Public](#) Square or other usable, accessible open space. Alternatively, or in addition, the City may seek to acquire parkland in areas adjacent to the VMC, accessible to residents.

- 6.1.3 As set out in Section 7.3.3 of Volume 1 of the Official Plan, parkland shall be dedicated on the basis of 5% of the gross land area for residential areas and 2% for commercial and employment areas, or 1.0 hectare for each 300 dwelling units, or a combination thereof, whichever yields the most favourable supply of parkland at the City's discretion, as provided for in Section 42 of the Planning Act. Parkland dedication may also be provided via payment of cash-in-lieu at the discretion of Council. Funds generated from cash-in-lieu contributions shall be used by the municipality to acquire parkland.
- 6.1.4 Notwithstanding Policy 6.1.3, the City may establish an alternative parkland dedication requirement for the VMC without amendment to this plan.
- 6.1.5 Generally, parkland shall be secured through the plan of subdivision and site plan processes. An agreement among landowners in the VMC and the City, in accordance with Policy 10.6.3, will be required ~~is encouraged~~ to equitably distribute the cost of all parkland.
- 6.1.6 Residential developments shall include private outdoor amenity space. Outdoor amenity spaces associated with major office or institutional developments generally shall be located and designed to complement the public park system and shall be publicly accessible. Private amenity space shall not count toward parkland dedication.
- 6.1.7 Parks and open spaces provide critical connections within the larger pedestrian and bicycle network. They should be designed with movement desire lines in mind and generally should accommodate pedestrian through-traffic and, where appropriate, cycling.
- 6.1.8 The design of all parks and other open spaces in the VMC shall be guided by the VMC Streetscape and Open Space Plan. Befitting the desired image and character for the VMC, all parks shall exemplify design excellence and high levels of sustainability and be constructed with high quality materials.

6.2 Parks and Urban Squares

- 6.2.1 The Millway Avenue Linear Open Space identified on Schedule D, to be built over the underground subway station and tunnel, will be a central civic gathering space in the VMC. The space should contain design elements that link and unify the four segments of the park, a range of amenities for residents, workers and visitors in the area, and public art, in addition to facilities associated with the subway station. Such facilities should be integrated into the design of the open space, which shall be guided by the VMC Streetscape and Open Space Plan.
- 6.2.2 Further to Policy 7.3.1.2(c) of Volume 1 of the Official Plan, Neighbourhood Parks identified in Schedule D should have the following characteristics or features:
- Street frontage on at least three sides
 - Convenient pedestrian access points

- An accessible playground
- A splash pad, where warranted
- Open, grassed areas for casual recreation
- Shade trees and other plantings
- A pavilion or shade structure
- Lighted walking and cycling paths
- Site furnishings including benches
- Trash and recycling receptacles
- Intimate hard surface areas for gathering
- Public art
- Outdoor recreation facilities that can be accommodated in the park and meet the needs of area residents, such as a mini soccer pitch, basketball court, skateboarding facility, tennis courts and/or skating rink

6.2.3 Urban Parks, identified on Schedule D, are envisioned to become iconic civic gathering spaces for the VMC. These parks are meant to be highly programed outdoor spaces that provide for year-round urban recreational activities, City-wide entertainment, and cultural events for all Vaughan residents and outside visitors.

In addition to the characteristics and features of Neighbourhood Parks identified in Policy 6.2.2, and further to Policy 7.3.1.2.d of Volume 1 of the Official Plan, Urban Parks identified on Schedule D should also include the following characteristics or features:

- Designed to frame view corridors
- Accommodate day-to-day uses and special events
- Flexible spaces for cultural programming and large gatherings, where warranted
- Utilities and infrastructure to facilitate a wide variety of events
- Consider public access to washrooms
- Year-round adaptability for seasonal festivals, events and landscape themes
- Large-scale canopy trees and ornamental planting

6.2.4 Notwithstanding the land use policies of this plan, small-scale park supporting uses (cafes, vendors, kiosks, etc.) may be permitted within VMC parks but shall not be located within the flood plain, except where permitted by the TRCA. Their program, size and final location will be determined through Site Plan Review, and they shall be subject to urban design guidelines and applicable by-laws and regulations, to the satisfaction of the City.

~~6.2.3~~6.2.5 In addition to the parks identified in Schedule D, smaller ~~Urban-Public~~ Squares will provide an important complementary function as places for gathering, passive recreation and landscaping. Schedule D identifies the general locations for ~~Urban-Public~~ Squares. The precise location, size, shape and characteristics of ~~Urban-Public~~ Squares shall be determined to the satisfaction of the City during the review of development applications. Generally, an ~~Urban Public~~ Square shall have a minimum area of 0.2 hectares and have at least 50% of its edges fronting a street or mews. Private amenity spaces shall not be considered ~~Urban-Public~~ Squares.

~~6.2.4~~6.2.6 Parks and ~~Urban~~Public Squares in the VMC shall not contain surface parking areas, other than those required for service vehicles. Generally, parks shall be unencumbered by underground parking, utility easements, or utility structures located above or below grade.

~~6.2.5~~6.2.7 Notwithstanding Policy 6.2.6, the City may permit parking or utilities under a park or square, for a use adjacent to the open space, where the following have been demonstrated to the City's satisfaction:

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

~~6.2.6~~6.2.8 Parking generally will not be appropriate under Neighbourhood Parks where trees are intended to grow to their full potential and above-grade elements of underground parking would significantly compromise the design and programming of the park. Underground parking will generally be more appropriate under parks and ~~Urban~~Public Squares designed predominantly for intense daily use and/or civic events and where mature trees and a significant tree canopy are not envisioned.

~~6.2.7~~6.2.9 Where underground parking is appropriate, a strata title agreement to the satisfaction of the City, describing such matters as access, maintenance, liability and monetary contributions, shall be required. Vehicular ramps and other accesses shall be located within adjacent buildings wherever possible. Structures within parks associated with below grade uses, such as pedestrian entrances/exits, emergency access, and vents, where required, shall be integrated into the design of the open space. The area occupied by such structures shall not count toward parkland dedication. In addition, encumbered parkland will not receive equal credit and any parkland credit shall be valued to the satisfaction of the City.

~~6.2.8~~6.2.10 The appropriateness of any proposed strata park will be considered through the development application process, supported by a justification report submitted by the applicant. Should the park be approved such arrangements shall be reflected in an agreement(s) satisfactory to the City. Generally, the following ~~P~~principles will guide the consideration of proposals for Strata Park Arrangements with the outcome reflected in the implementing agreement(s):

- a. Strata arrangements for parks shall only be considered where the parkland is provided at grade, is publically accessible, and meets all other requirements of its respective park classification as per section 7.3.2 of the VOP 2010.
- b. The park, together with the air rights above it, shall be in public ownership as dedicated parkland.
- c. The City will retain sole and unencumbered control of the surface lands above the strata title ~~underground parking facility~~, and operate the park as part of the City's public parkland network system.
- d. All surface strata to be conveyed to the City for use as public parkland should be free of all surface easements, structures and systems that would have a negative impact on the design, construction and use of the proposed public park facilities.
- e. The parkland credits for a strata park will be based on a partial parkland credit formula which takes into account the potential additional costs of the development and maintenance of a strata park block, liabilities and the limited uses that are inherent with this type of land development.
- f. The strata park will be designed in a manner commensurate with the planned function of the park and be structurally designed to accommodate the required facilities and landscaping. Such matters will be addressed through the ~~development site plan~~ review process.
- g. The City shall develop implementation guidelines to further detail the required legal agreements and protocol for entering into Strata Park Arrangements; and may develop guidelines for any other matters related to strata parks as deemed appropriate.

6.3 Environmental Open Spaces and the Black Creek Greenway

- 6.3.1 The Environmental Open Spaces identified in Schedules D and J will play a vital role in greening the VMC and enhancing the functions and health of the environment. They are intended to be developed and managed as mostly naturalized open spaces that perform the following functions:
 - a. To protect and enhance existing natural heritage features and functions;
 - b. To provide for managed reforestation and other re-naturalization initiatives on municipal parkland that support ecological functions, enhance the urban tree canopy and improve the setting, image and liveability of the VMC;
 - c. To accommodate stormwater management facilities and reduce stormwater run-off;

- d. To accommodate open space and recreation amenities that are compatible with the above primary functions;
- e. To create physical connections within the VMC and to the larger regional landscape;
- f. To increase biodiversity within the VMC;
- g. To reduce the urban heat island effect.

The stormwater management and natural heritage functions are addressed in Section 5.4 and 5.6 of this plan.

6.3.2 The final size and location of the environmental open space and the Black Creek tributary and associated flood plain, and the environmental open space designation north and south of Highway 7 immediately east of Highway 400, and any possible re-designation to that of the adjacent land uses to the east, are to be determined pursuant to the following: a Flood Plain Analysis, detailed design of the Highway 7 ramp re-alignment, detailed design of the stormwater facilities and environmental considerations, to the satisfaction of the City and TRCA.

6.3.3 Regarding the parkland function, the Northwest and Southwest Environmental Open Spaces identified on Schedule D are each intended to ~~each~~ incorporate parkland, as indicated on Schedule D. The precise area and location for the parkland shall be determined as these areas are improved, or during the plan of subdivision process, and shall contribute to the open space framework described in the VMC Streetscape and Open Space Plan. Generally, a minimum of 0.8 hectares of parkland shall be provided within each of these Environmental Open Spaces, to be dedicated pursuant to Policy 6.1.3.

~~6.3.26.3.4~~ 6.3.4 In the event the other intended functions for these spaces prevent the accommodation of usable parkland in a suitable location, the City shall require the applicant to provide compensating parkland in a location not identified on Schedule D to the satisfaction of the City to ensure the target of 20 hectares of parkland for the entire VMC is achieved. If, on the other hand, the area required for stormwater management is reduced from the area defined in the VMC Servicing and Stormwater Management Master Plan based on further technical study, as provided for in Policy 5.4.2, then the excess lands may be developed in accordance with the adjacent land use designation, without amendment to this Plan, provided that parkland planned in conjunction with stormwater management facilities is provided such that the VMC's targeted parkland area is not reduced ~~then an increased area for re-naturalized parkland shall be secured through parkland dedication.~~

~~6.3.36.3.5~~ 6.3.5 Parkland contained within the Environmental Open Spaces identified in Schedule D generally should have a naturalistic quality, be heavily treed, and contain trails and benches. Open, grassed areas for casual recreation and playgrounds may also be

provided, and other active recreation facilities may be considered. In addition to trails, features such as boardwalks and bridges that provide access to creeks and stormwater management ponds shall be considered for Environmental Open Spaces. To celebrate Black Creek and sustainable approaches to stormwater management, the City shall encourage the form and function of intermittent water courses to be maintained, daylighted and integrated where possible into the design of trails, parks and open spaces. The VMC Streetscape and Open Space Plan will set out standards for parkland within environmental open spaces, and the standards applicable to parks set out in Policy 6.2.2 and 6.2.3 may not apply.

~~6.3.4~~ 6.3.6 The Black Creek Greenway identified on Schedule D, together with a reconstructed and renewed Black Creek and adjacent environmental open space, will form an important ~~open space spine~~ corridor in the VMC, providing park amenities, continuous pedestrian and cycling linkages and a unique frontage opportunity for development. The City shall prepare a detailed design for the Black Creek corridor, which includes the Black Creek Greenway and the adjacent ~~E~~ environmental ~~O~~ open ~~S~~ space, following completion of the VMC Black Creek Renewal EA (Phases 3 and 4) and the VMC Servicing and Stormwater Management Master Plan. The Greenway shall have the following characteristics and features:

- a width that varies between 10 and 35 metres, ~~including the width of the TRCA buffer along the creek;~~
- a width potentially greater than 35 metres in strategic locations to accommodate open space amenities and landscaping, to be determined during detailed design;
- an inviting and continuous pedestrian and cycling system connected to the VMC's and the City's larger pedestrian and bicycle networks;
- extensive tree planting and other vegetation that complements and reinforces the
- ecological features and functions of the creek and maximizes biodiversity;
- features that celebrate water and provide innovative approaches to stormwater management;
- benches and other public amenities;
- public art.

~~6.3.5~~ 6.3.7 Land for the Black Creek Greenway beyond the TRCA's required buffer shall be acquired through parkland dedication, direct purchase or a combination of these.

~~6.3.6~~ 6.3.8 Development may proceed on lands adjacent to the Black Creek Greenway and the eastern edge of the Black Creek corridor between Highway 7 and Interchange Way, prior to completion of the ~~master plan~~ detailed design for the ~~g~~ Greenway/corridor, provided the City is satisfied that adequate land on the subject property has been reserved for the ~~g~~ Greenway/corridor.

~~6.3.7~~ 6.3.9 Development abutting the eastern edge of the Black Creek ~~Greenway corridor~~ (Greenway and/or Black Creek environmental open space) between Highway 7 and Interchange Way shall face, and provide pedestrian access to, the environmental open space ~~corridor~~. Buildings shall be set back a minimum of 2-5 metres from the

~~Greenway~~edge of the corridor. Landscaping within the setback zone shall complement the ~~Greenway~~corridor and provide a buffer between the public and private realms. Private streets separating the ~~Greenway~~corridor from development may be considered.

~~6.3.8~~6.3.10 Lands required for stormwater management facilities shall not be considered as parkland for the purposes of calculating the parkland dedication requirement.

7.0 > COMMUNITY SERVICES, CULTURAL FACILITIES AND PUBLIC ART

Community services, such as schools, libraries, community centres, places of worship, social services and emergency services, are not expected to be included in the initial phases of downtown development in the VMC. However, it is critical to identify appropriate locations for such uses and ensure that when they are needed they are incorporated appropriately. Cultural facilities, on the other hand, may be developed as a catalyst for broader development and to establish an identity and civic role for the VMC.

The policies in this section support the objectives set out in Section 3.0, specifically Objectives 3.1 and 3.2. The further intent of the policies in this section is to:

- Create future residential neighbourhoods that are adequately served by schools, libraries, recreational facilities and emergency services.
- Assist public agencies, non-governmental organizations and other institutions responsible for community and social services to secure suitable sites and spaces for their facilities if and when required.
- Encourage the integration of spaces for community services and amenities with other uses in mixed-use buildings.
- Design institutional uses that contribute to the efficient use of land, complement planned neighbourhoods and support the urban design objectives for the VMC.
- Encourage the establishment of a major institution of higher learning in the VMC.
- Encourage the development of one or more major cultural facilities in the VMC.
- Ensure public art has a prominent role in the VMC's streetscapes and open spaces and contributes positively to its overall identity.

7.1 General Policies

7.1.1 The appropriate timing for most community services will be dependent on the pace and nature of development within the VMC. The City shall regularly monitor development trends and social conditions in the VMC. As population thresholds for major community facilities, including schools, community recreation centres and emergency services, are approached, the City shall work with the Region of York, the School Boards and other public agencies to assess the need for community facilities and determine or confirm the appropriate location(s), general configuration and program for required facilities. In the case of City services, at the appropriate time, the City shall secure the land or space for required facilities through dedication, purchase, lease, expropriation or other arrangements with affected landowners.

- 7.1.2 An agreement among landowners in the VMC, the City and public agencies regarding community services, including schools, will be ~~required~~ encouraged to ensure the land costs for community facilities are equitably distributed.
- 7.1.3 To broaden the city's educational opportunities, support economic and cultural activity, and help ensure the VMC attracts a diverse population, the City shall seek to attract a major institution of higher learning to the VMC, such as a college or satellite university campus.
- 7.1.4 Schedule E identifies appropriate sites for potential institutional uses in or close to the Anchor Mobility Hub, the Metrolinx RTP, or the VMC Subway Station, ~~to the centre of the VMC~~, including major cultural facilities, a community/recreation centre, a library and/or a university/college facility. Public buildings such as these should be accessible and located close to pedestrian, cycling and transit networks, and on sites which have sufficient frontage and are able to accommodate advertising and good visibility within the community. The area outlined in black on Schedule E is not reserved exclusively for community services and cultural facilities, but is the City's preferred location for such uses. ~~As plans for any such facilities are developed, the City shall seek to secure the necessary land or space within this area through an agreement with the relevant landowner. However, these sites are not reserved for such uses.~~ Where a development parcel within the area for potential institutional uses has not been identified for a specific institutional use, and the owner wishes to develop or redevelop his/her property for other uses permitted by this plan, the owner shall be permitted to do so.
- 7.1.5 To implement the facility objectives of the City's Active Together Master Plan, the City intends to build a multi-purpose community centre of approximately 7,000 square metres in the VMC. Community centres play an important role in communities; they create nodes where people meet, relax, play and engage in all types of activities. The future centre in the VMC should be highly visible and in the hub of activity with an animated and active street environment. It shall be sited north of Highway 7 within a 5-minute walking distance of the York Region Bus Terminal and VMC Subway Station. The community centre should be integrated with other civic or institutional uses wherever possible, and may be accommodated in the podium of a multi-storey private development. ~~The City intends to build a multi-purpose community centre in the VMC, close to the bus terminal. Schedule E identifies a potential site for such a facility. As plans for the community centre are developed, the City may seek to acquire the land required or make alternative arrangements with the landowner for development of the facility. Alternatively, or in addition, the City may seek the provision of space for community uses within a private development, in accordance with the Planning Act.~~
- 7.1.6 While institutional buildings in the VMC may deviate from the built form policies contained in Section 8.0 of this plan in order to accommodate a particular functional program and/or establish an architectural landmark, generally they should display urban characteristics. They should address and help to frame streets and open spaces, have a minimum height of 10 metres and have transparent, active ground floors.

7.2 Schools

- 7.2.1 ~~Based upon the population estimate in this Plan, the York Region District School Board and the York Catholic District School Board have identified the need for four elementary schools in the VMC to support its full build out. Schedule E identifies four potential school sites. The ultimate number of schools required will depend on size and make-up of the residential population. However, it is important at the outset of planning for the VMC that the School Boards have the ability to acquire school sites, as they are required. The York Region District School Board and the York Catholic District School Board have identified the need for as many as five elementary schools in the VMC to support its full build out. The ultimate number of schools required will depend on the size and make-up of the residential population. However, it is important at the outset of planning for the VMC that the School Boards have the ability to acquire school sites as they are required. Schedule E identifies five potential school sites.~~ The precise location, size and phasing of each school shall be determined in consultation with the School Boards prior to any planning approvals for blocks which include development within the blocks surrounding an identified school site. Subject to the approval of the School Boards, in consultation with and agreeable to the affected landowners, the school sites identified in Schedule E may be relocated or deleted without amendment to this plan. ~~When the appropriate timing for the schools has been determined, the School Boards shall pursue acquisition of the land required and coordinate the design and construction of the school with surrounding development. Should the School Boards not pursue the acquisition of lands,~~ Prior to final approval of development applications for lands identified for a potential school site, satisfactory arrangements shall be made with the appropriate School Board for the acquisition/reservation or release of the school site. Where lands are identified by a School Board as not being required for their purposes, the lands may be developed in accordance with the underlying land use designation without amendment to this plan.
- 7.2.2 The size and configuration of each school site ~~generally~~ shall be consistent with the policies or requirements of the respective School Board for urban, higher-density neighbourhoods. To this effect, the school site size shall be 2.02 hectares (5.0 acres) based on the current prototype for school design used at the time of adoption of this plan. A further reduction in site size may be permitted where executed agreements are in place to allow for alternative arrangements to accommodate the required components of a typical school site. Final site sizes and configurations shall be determined in consultation with the School Boards during the development application approvals process and the preparation of Development Concept Reports, as set out in Section 10.6, ~~for neighbourhoods. Deviations from current School Board policies and requirements, if approved by the relevant School Board, shall be permitted without amendment to this plan.~~ The deletion of planned parkland adjacent to a school site to accommodate a school shall not be permitted unless it is relocated to the satisfaction of the City.
- 7.2.3 While school grounds will play an important role in the VMC's open space network, generally they will not be considered a substitute for neighbourhood parkland. Parkland adjacent to schools is appropriate, and it is anticipated that ~~Urban Squares, i.e.,~~

~~smaller~~ primarily ~~n~~Neighbourhood ~~p~~Parks, will be located on the larger blocks identified for schools sites S1, S3 and S4 on Schedule E. The City shall work with the School Boards to optimize the relationship between neighbourhood parks and school playgrounds.

7.2.4 The site size, site layout and built form of schools shall be compatible with the planned form of development in the VMC. To ensure compatibility, the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods. ~~, and t~~The City shall collaborate with the School Boards and the Region of York to ensure the alternative standards are appropriate for the VMC. The standards should optimize the use of land by such measures as: promoting multi-storey school buildings, ~~_and-~~minimizing parking and pick-up/drop-off areas, locating within mixed use buildings, and/or other alternative measures to efficiently utilize land within the VMC.

7.2.5 The School Boards are encouraged to work with landowners to establish an alternative design that result in school site/building design compatible with the urban, higher density neighbourhoods planned for the VMC. The alternative design for a school will only be considered where funding is available. The School Boards will work collaboratively with the Province, the Region, the City and the landowners to investigate and secure any additional funding necessary to achieve alternative designs. Alternative designs and funding sources shall be to the satisfaction of the School Boards. ~~Arrangements between the School Boards and developers that result in relatively compact schools and the integration of school parking requirements in adjacent development shall be encouraged.~~

7.2.6 Notwithstanding Policy 8.7.1(d), parking for school employees and visitors may be located in interior side yards to minimize the impact of parking lots on school property. Generally, a local street with school frontage shall have a 22-metre right-of-way to allow the curb lane closest to the school to be reserved for student pick-up and drop-off.

7.2.7 To optimize the use of schools sites, shared use by the two School Boards and the integration of elementary schools and daycare facilities shall be encouraged.

7.3 Library

7.3.1 To implement the facility objectives of the City's Active Together Master Plan ~~and as a complement to other institutional uses, the VMC will include~~ a resource library of approximately 3,300 square metres will be required in the VMC. and intended to attract patrons from across the city. The City will work with the Library Board, private landowners and transit agencies to try to locate the proposed library in the vicinity of the Mobility Hub and the Millway Avenue Linear Open Space. It should be highly visible and easily identifiable from the street, with a defined presence in the VMC core. If the resource library is located at grade the provision of transparent glass walls of the main level podium is strongly encouraged to promote the activities taking place inside the library and add to the vibrancy of the street. In addition to being a library serving area residents of Vaughan, the library will also be heavily used by those working in the VMC and the larger number of Vaughan residents who are transit commuters passing through the VMC. The

library shall therefore be conveniently located adjacent to or within a 5-minute walking distance of the York Region Bus Terminal and VMC Subway Station, and preferably adjacent to a park or Public Square. The library should be integrated with other civic or institutional uses wherever possible, and may be located in the podium of a private development.

7.4 Cultural Facilities and Public Art

7.4.1 The City shall undertake a Cultural Facilities and Public Art Plan for the VMC to:

- identify appropriate and feasible cultural facilities for the VMC;
- develop an implementation strategy for priority cultural facilities;
- identify sites for major public art installations in the VMC;
- inform the development of a city-wide Public Art Program.

7.4.2 Cultural facilities that shall be considered for the VMC include but are not limited to:

- a performing arts centre;
- a visual arts centre/museum;
- a civic heritage museum;
- an outdoor amphitheatre within a park;
- a sculpture garden within a park;
- a fine arts school.

7.4.3 As described in Section 4.4.8, the incorporation of public art into the design of streetscape elements shall be considered.

7.4.4 As set out in Policy 5.4.6(k) of the Regional Official Plan, the inclusion of public art in all significant private developments shall be encouraged and 1% of the capital budget of all major Regional and City buildings or other facilities shall be dedicated to public art. In addition, the Public Art Program called for in Policy 9.1.1.9 of Volume 1 of the Official Plan shall give special consideration to public art opportunities in the VMC. Any amendments to the Official Plan regarding public art stemming from the Public Art Program shall supersede this policy.

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

8.0 >

LAND USE, DENSITY AND BUILT FORM

While the policies of Sections 4-7 focus on the hard and soft infrastructure needed to support a vibrant, green and livable downtown, this section focuses on how land in the VMC should be used, the appropriate intensity of development in different areas and the forms it can take. The land use and physical vision behind the policies of this section is of a high density, mixed-use downtown core centred on the subway station, flanked by neighbourhoods containing a variety of building types, with employment uses providing a transition to Highway 400 to the west and industrial lands to the east. Buildings in all areas of the VMC, and all types, have a responsibility to help define the public realm, bring vitality to streets and parks, and contribute positively to the image of Vaughan's downtown.

The policies in this section support the objectives set out in Section 3.0, specifically Objectives 3.1 - 3.5 and 3.10. The further intent of the policies in this section is to:

- Accommodate the Provincial, Regional and City growth targets for the VMC.
- Encourage a wide range of uses and built forms in the VMC.
- Capitalize on and support rapid transit infrastructure, and facilitate the establishment of a downtown, by concentrating density around the planned subway and VIVA stations.
- Promote the development of diverse neighbourhoods with a variety of housing choices, including units suitable for families and a significant proportion of affordable housing.
- Ensure future development includes office uses and supports a live-work balance in the VMC.
- Focus retail development in the downtown core, on key streets, and ensure commercial uses
- contribute to an active pedestrian realm.
- Ensure the built form of development frames streets and open spaces and supports an inviting, comfortable and active public realm.
- Promote architectural excellence and the creation of a distinctive, high quality image for the VMC.

8.1 General Land Use and Density Policies

8.1.1 Schedule F delineates the following land use precincts in the VMC:

- Station Precinct (mixed-use)
- South Precinct (mixed-use)
- Neighbourhood Precincts (primarily residential)
- ~~Technology/Office~~ West Employment and East Employment Precincts (primarily employment)

The policies of this section build upon and supersede those in Section 9 of Volume 1 of the Official Plan.

Where the boundary of a land use precinct abuts a planned street, minor modifications to the boundary shall be permitted to align it with the precise location of the street. Where the boundaries of a land use precinct abut an existing street, any modifications to the boundary shall require an amendment to this plan. As specified in the subsections below, a range of uses is permitted in each of the land use precincts identified in Schedule F.

8.1.2 As per Policy 5.6.4, the ultimate alignment of Black Creek, the extent of its floodplain and the land use impacts of both will be determined through the Black Creek Remediation Strategy. In concert with the strategy, the location and size of a stormwater management facility in the southeast area of the VMC will be finalized. The land use designations within the hatched area identified in Schedule F shall be subject to the results of the VMC Black Creek Renewal EA (Phases 3 and 4) and the VMC Servicing and Stormwater Management Master Plan Study. The land use designations within this area may be modified without amendment to this plan, provided the final designations are consistent with those established for the area. In the interim, development may be permitted in accordance with the underlying land use designations in Schedule F, subject to Policies 5.6.5 and 5.6.6.

8.1.3 The VMC is intended to accommodate a minimum of 5,000 new office jobs by 2031. Schedule G identifies areas in the VMC where office uses are ~~encouraged~~, permitted and required. A significant proportion of office uses in the immediate vicinity of the subway station is also a goal of the plan. To encourage office development within the Station Precinct, 10,000 square metres of gross floor area of office space, may be excluded from the calculation of density permitted by Schedule I, and the maximum permitted height may be exceeded by one storey for every storey of office uses, up to a maximum of five additional storeys, provided that a minimum of 10,000 square metres of office space is provided on a lot. In addition, the City intends to prepare a Community Improvement Plan (CIP) that includes financial incentives for office development. The 10,000 square metres noted above shall not be subject to a Section 37 requirement.

8.1.4 The VMC is intended to accommodate a minimum of 1,500 new retail and service jobs by 2031. Schedule H identifies areas for retail uses in the VMC where ~~street-related-retail, service~~ commercial or public uses, including retail stores, restaurants, places of entertainment, personal and business services, professional offices and public institutions, shall be required or ~~permitted~~ recommended as street-related uses on the ground floors of mixed use buildings. Single-storey commercial uses ~~and drive-through establishments~~ shall not be permitted in the VMC, except where physically connected and integrated with a larger multi-storey development.

8.1.5 The VMC is intended to accommodate a minimum of 12,000 residential units, in order to accommodate a significant proportion of Vaughan's projected population growth to 2031. A minimum of 35% of new housing units shall be affordable. The affordable housing shall comprise a range of compact housing forms and tenures and include intrinsically affordable units for low and moderate income households. As set out in Policy 7.5.1.2 of

RETAIL
see also
Section 8.2

HOUSING

Volume 1 of the Official Plan, the City shall work with York Region to develop an affordable housing implementation framework.

8.1.6 A diverse housing mix is encouraged in the VMC, including a significant number of dwelling units which accommodate households with children.

8.1.7 Notwithstanding any of the policies of this section, previously approved and existing uses in the VMC shall be permitted, subject to Section 9.2 of this plan. Nevertheless, where existing uses are not consistent with the vision and objectives of this plan, redevelopment shall be encouraged.

8.1.8 Through the policies of this plan, the City shall seek to meet or exceed an overall density target of 200 people and jobs per hectare by 2031 in the Urban Growth Centre (UGC) within the VMC, as defined in Schedule A. ~~Notwithstanding the policies of Sections 8.2-8.4, residential uses shall not be permitted within the VMC outside the Urban Growth Centre until 8,000 residential units have been built or are under construction in the UGC, or until the City is otherwise satisfied the density target will be achieved.~~

~~8.1.9 Notwithstanding Policy 8.1.7, residential development may be permitted outside the Urban Growth Centre prior to the achievement of 8,000 units within the UGC, provided the following criteria are met to the satisfaction of Council:-~~

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

~~b. The proposed development will replace an existing use that is not consistent with the long term vision and policy objectives for the VMC.~~

~~c. Convenient pedestrian and cycling connections between the proposed development and the planned subway station and nearest VIVA station in the VMC either exist or will be built in conjunction with the development.~~

~~d. The proposed development will not prevent or unreasonably delay the planning and construction of neighbouring development within the UGC.~~

~~8.1.10~~ 8.1.9 Schedule I establishes the maximum and minimum densities in the VMC, expressed as floor space indices (FSI). No development, except a public school, [a stand-alone above grade structured parking facility](#) or other institutional use, shall have a density lower than the minimum FSI identified in Schedule I or a density higher than the maximum FSI identified in Schedule I. The FSI of a development is calculated by dividing the gross floor area by the area of the lot. ~~The land area to be used for the calculation of permitted density shall include the land used for buildings, off-street parking and servicing~~

~~areas, local streets and mews, private streets and driveways, and private landscaped open space and shall exclude land for other public streets, parks and other public infrastructure. The calculation of gross floor area shall not include the floor area of underground and structured parking above ground, bicycle parking and public transit uses, such as subway entrances and bus terminals.~~

~~8.1.14~~ 8.1.10 The land area to be used for the calculation of the area of the lot for the purposes of calculating permitted density, shall include the land used for buildings, private landscaped open space, off-street parking and servicing areas, new City streets, City street widenings/extensions and mews, but excluding street widenings and land areas which are encumbered by a sub-surface transit easement that are being acquired by a public authority through expropriation or acquisition for compensation. The land area for the calculation of permitted density shall exclude land for public parks and other public infrastructure. ~~Notwithstanding Policy 8.1.10, where land is required to be conveyed to the City for the purposes of constructing or improving a special collector, major collector or minor arterial street, only the area of the land beyond the land required for a 23-metre right-of-way shall be included in the land area used to calculate permitted density.~~

~~8.1.12~~ 8.1.11 Notwithstanding Policy 8.1.10, where no compensation is taken for the use of a sub-surface transit easement, any lands that are encumbered by that sub-surface transit easement may be used for the calculation of density to the adjacent blocks regardless of the proposed land use designation.

8.1.12 The calculation of gross floor area shall not include the floor area of underground and above-ground structured parking, bicycle parking and public transit uses, such as subway entrances and bus terminals. In addition, as per Policy 8.1.3, 10,000 square metres of gross floor area devoted to office uses on lots in the Station Precinct may be excluded from the density calculation where the development contains a minimum of 10,000 square metres of office uses per lot.

8.1.13 Where Policies 8.1.10 and 8.1.11 permit density to be transferred from land to be conveyed for a public street, the portion of the right-of-way to be used in the calculation of density shall be ~~divided equally~~ assigned among the adjacent developments ~~blocks, proportionately to the lands being conveyed,~~ excluding blocks planned for public open spaces, schools, transit facilities and other public uses, and ~~excluding~~ blocks outside of the VMC.

8.1.14 Notwithstanding Policy 8.1.8, office developments with a lower density than the minimums set out in Schedule I may be permitted in the South Precinct and portions of the East and West Employment ~~Technology/Office~~ Precincts outside the Urban Growth Centre, as defined in Schedule A, provided it has been demonstrated in a Development Concept Report ~~Block Master Plan~~, to the satisfaction of the City, that the minimum density can be achieved on the block with future phases of development.

8.1.15 As per Policy 9.2.1.6 of Volume 1 of the Official Plan, the heights and densities indicated on Schedule I are independent maximums in that one maximum may be achieved without

~~achieving the other the use of the maximum FSI to justify extra height, the use of the maximum height to justify extra density, or use of either of those regulations to deviate from the other built form policies of this plan will be deemed to meet neither the intent nor spirit of this plan.~~

8.1.16 In accordance with Section 37 of the Planning Act, Council may authorize an increase in building height and/or density of development otherwise permitted in Schedule I of this Plan, in return for the provision of community benefits in the VMC.

a. In addition to the community benefits identified in Policy 10.1.2.9 of Volume 1 of the Official Plan that may qualify for bonusing, the following benefits may also qualify:

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

b. Where the bonusing of density and/or height in exchange for community benefits has been approved in accordance with Volume 1 Official Plan policies and Policy 8.1.16(a) of this Secondary Plan, an agreement will be required setting out the benefits to be provided and/or the financial contributions toward community benefits.

8.1.17 ~~All development on lands adjacent to Provincial highways, including streets and buildings, shall be set back a minimum of 14 metres from the highway right-of-way.~~ A setback of 14 metres will apply to all future developments that occur adjacent to the Ministry of Transportation right-of-way in accordance with Ministry policy and will be measured from the highway property line. If the Ministry of Transportation, based on a valid and documented technical rationale, determines that a setback of 14 metres is not required in a specific location, the Ministry may identify an alternate setback in writing to the City of Vaughan. This policy is not meant to detract from the process of obtaining necessary Ministry of Transportation permits prior to the commencement of construction.

- 8.1.18 As set out in Policy 4.3.10, development within Special Study Area 'A' (west) identified on Schedule F generally shall not be permitted until such time as the planning and required approvals for the Highway 400 connection(s) to the street network are finalized to the satisfaction of the City, the Region and the Province. Development shall only be considered where the City, the Region and the Province are satisfied that final street alignments within Special Study Area 'A' will not be compromised.
- 8.1.19 Proposed residential and other sensitive land uses close to existing industrial uses shall demonstrate compatibility and, where necessary, mitigate the impact of the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation, in general accordance with all Provincial and municipal guidelines.
- 8.1.20 Further to Policy 8.1.18, the development of residential and other noise sensitive land uses shall have regard for potential noise and vibration impacts from industry and other existing uses and major streets within and in proximity to the VMC. Applications for residential development and other noise sensitive land uses ~~within the zones defined below~~ shall include a noise and vibration study to the satisfaction of the City and in accordance with Ministry of the Environment guidelines, in consultation with GN and transit agencies, to identify any appropriate measures to mitigate adverse impacts from the source of noise and vibration as well as to ensure noise compliance for adjacent regulated industries is maintained. Should the findings of the noise and vibration study indicate difficulties in meeting the applicable sound level limits for the relevant acoustic Class environment, and upon recommendation by a qualified acoustic professional, Vaughan Council may, at their discretion and by resolution, grant a Class 4 designation for a site or area which will be implemented by way of zoning by-law, draft plan of subdivision and/or site plan, in accordance with the Ministry of the Environment guidelines and City policy.:
- ~~• within 1,000 metres of the MacMillan Rail Yard~~
 - ~~• within 300 metres of an industrial use~~
 - ~~• within 300 metres of Highways 400 and 407~~
 - ~~• within 100 metres of Highway 7, the subway or a bus station~~
- 8.1.21 Development adjacent to the subway line and station shall be subject to the policies of the Toronto Transit Commission applicable to such development.
- 8.1.22 As per Policy 5.2.3.8 of Volume 1 of the Vaughan Official Plan 2010, drive-through facilities shall only be permitted on the basis of a site-specific amendment to this plan. ~~Drive-through establishments are not consistent with the vision of a transit-oriented, pedestrian-friendly downtown and shall not be permitted in the VMC.~~
- 8.1.23 The City shall review and update its Sign By-law to support the urban design objectives of this plan. New permanent pole-mounted, billboard, ground-related monument and pylon signs ~~signs~~ as well as mobile signs generally shall be prohibited. Signage shall be incorporated into the design of buildings and landscapes.

- 8.1.24 The City acknowledges the long term potential for the VMC to expand east and north beyond the boundaries identified in Schedule A as the population targets and land use objectives of this plan are achieved. Such expansions will require a review of land use policies for the affected areas, in the context of an Official Plan Review.
- 8.1.25 Notwithstanding the maximum heights identified in Schedule I, development in the Secondary Plan area and associated construction activities are subject to height limitations based on Transport Canada criteria related to the continued operation of nearby airports.

8.2 Retail

- 8.2.1 Retail, service commercial and public uses, including retail stores, restaurants, places of entertainment, personal and business services, professional offices and public institutions, are permitted throughout the VMC subject to Policy 8.1.4 and Policies 8.2.2 to 8.2.10.
- 8.2.2 Where retail, service commercial or public uses are required along a frontage as shown on Schedule H, such uses shall be continuous along the frontage, interrupted only by building lobbies, transit station entrances or other public or institutional uses, and shall be contained in mixed-use buildings. A minimum of 70% of the frontage along the ground floor of each building in these areas shall be devoted to retail, service commercial or public uses, unless it can be demonstrated that there are functional or operational constraints that warrant relief from this requirement as determined through the development approval process.
- 8.2.3 Where retail, service commercial or public uses are recommended for the frontages shown on Schedule H, these uses are encouraged, but not required, in order to establish a long-term network of interconnected, activated retail corridors throughout the VMC. It is the intent of this Plan that these areas will develop over time to become the predominant retail frontages of the VMC, and therefore minimum ground floor heights must be provided for in accordance with Policy 8.2.3.
- 8.2.4 For frontages identified on Schedule H where retail, service commercial or public uses are required or recommended on the ground floor of buildings, ~~G~~ground floor heights ~~on retail streets, including those identified on Schedule H~~ generally shall be a minimum of 5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors.
- 8.2.5 For frontages where retail uses are required or recommended, the retail uses may occupy the second and third floors of buildings, in addition to the ground floor. Where retail uses are ~~is permitted~~ proposed ~~on~~ for the second and third floors of buildings, these portions of the buildings ~~, they are encouraged to be shall be~~ substantially glazed, where feasible, as determined through the development approval process.

8.2.6 Where retail, service commercial or public uses are proposed to be located in buildings on frontages not identified on Schedule H as required or recommended locations for retail, service commercial or public uses, such uses shall generally be restricted to small-scale, neighbourhood-oriented commercial uses such as convenience stores, dry cleaners, banks, cafes and restaurants. In Neighbourhood Precincts where frontages are not identified on Schedule H as locations where retail, service commercial or public uses are required or recommended, such uses shall generally be restricted to small-scale, neighbourhood-oriented commercial uses and are only permitted on corner lots.

8.2.7 Large scale retail uses, which are retail uses with a gross floor area greater than 5,000 square metres, including but not limited to department stores, furniture, appliance or home improvement stores, and full-size grocery stores, are permitted in the Station Precinct. To reduce the impact on the pedestrian realm resulting from the scale of such uses, large scale retail uses shall be urban in form.

To achieve this urban form, the ground floor street wall of large scale retail uses shall be animated through a high degree of articulation and fenestration including such features as large amounts of clear glazing, multiple entrances (where practical), and smaller street-oriented retail uses. Large scale retail uses shall locate the bulk of their floor area behind smaller, street-oriented retail uses and/or above the ground floor. Internal servicing areas for such uses shall be encouraged, and external servicing areas shall be located on rear laneways and screened from public view.

~~8.1.26~~8.2.8 Where ~~On~~ retail uses are located on a streets or mews, there generally shall be multiple retail units on each block, with the width of stores and the frequency of store entrances contributing to a continuously active public realm and a visual rhythm of storefronts along the street.

8.2.9 Generally, entrances to retail establishments shall be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other uses should generally be raised no higher than one metre above the average ground level elevation at the street.

8.2.10 As per Policy 8.1.4, retail activities in the VMC are intended to take place primarily at grade and along streets. Individual retail and service commercial uses generally shall not be permitted below grade, except in the basements of multi-storey buildings adjacent and connected to the subway station. Exceptions may also be made to permit one level of retail below grade for large-scale commercial uses generally greater than 1,000 square metres in size, and accessory service commercial uses, provided that they are connected to the ground-floor of multi-storey buildings.

8.2.3 Station Precinct

~~8.2.4~~8.3.1 A broad mix of uses shall be encouraged in the Station Precinct, as shown on Schedule F, with a concentration of office and retail uses around the subway station. A

mix of high-rise and mid-rise buildings, as described in Policy 8.6.1, shall also be encouraged.

~~8.2.28.3.2~~ 8.2.28.3.2 The following uses generally shall be permitted in the Station Precinct:

- Corporate, professional or government office;
- Hotel;
- Conference facility;
- College or university;
- Commercial school;
- Retail, ~~including and~~ Major Retail over 10,000 square metres;
- Place of entertainment;
- Restaurant;
- Financial institution;
- Personal or business service;
- Residential dwelling;
- Art studio;
- Place of worship;
- Daycare;
- Public school, library, cultural facility or community centre;
- Public parking;
- Park.

~~8.2.38.3.3~~ 8.2.38.3.3 The City's goal is to achieve a true mixed-use downtown core that includes a significant proportion of office space that benefits from close proximity to the subway station. To that end, office uses shall be required within the "office uses required" areas identified on Schedule G. Office uses shall occupy a minimum of 15% of the planned total gross floor area of all uses on all development blocks for the "office uses required" areas north of Highway 7, and 15% of the planned total gross floor area of all uses on all development blocks for the "office uses required" areas south of Highway 7. The minimum 15% requirement may be satisfied on a single block or multiple blocks. Development Concept Reports, as described in Section 10.6, shall explain how the requirement will be met. ~~In the areas where office uses are required, as identified in Schedule G, office uses shall occupy a minimum of 35% of the gross floor area on each development block, as defined by streets or open spaces, or a minimum of 35% of the floor area on combined development blocks on each side of Highway 7, where the combined blocks are the subject of a single development application. Development Concept Reports, as described in Policy 10.6.1, shall explain how this target will be achieved.~~

~~8.2.4~~ ~~Notwithstanding Policy 8.2.2, Schedule H identifies the street frontages where commercial uses, including retail stores, restaurants, places of entertainment, personal and business services, and professional offices shall be required or permitted. Such uses shall be street related, contained in mixed use buildings and generally restricted to the streets identified in Schedule H. In addition, neighbourhood-oriented retail uses may be~~

~~permitted on other streets. On the portions of Highway 7 and Millway Avenue where street-related commercial uses are required, such uses shall be continuous, interrupted only by building lobbies, transit station entrances or other public uses. Generally, a minimum of 70% of the frontage of the ground floors of each building in these areas shall be retail frontage. Retail fronting these streets shall be permitted to occupy the second and third floors of buildings, in addition to the ground floor.~~

~~8.2.5 Major retail uses, which are retail uses with a floor area greater than 10,000 square metres, and other large format retail uses greater than 5,000 square metres, including but not limited to department stores, furniture, appliance or home improvement stores, and full-size grocery stores, are appropriate in the Station Precinct. However, the impact on the pedestrian realm resulting from the scale of such uses, the blank external walls they typically require and their servicing areas shall be minimized. Notwithstanding Policy 8.2.4, large format retail uses shall locate the bulk of their floor area behind smaller, street-oriented retail uses and/or above the ground floor. Generally, not more than 2,000 square metres of a large format retail use shall be permitted on the ground floor. Internal servicing areas for such uses shall be encouraged, and external servicing areas shall be located on rear laneways and screened from public view.~~

~~8.2.6 Retail and service commercial uses shall not be permitted below grade, except in the basements of buildings adjacent and connected to the subway station, where a limited number of such uses may be permitted.~~

~~8.2.7~~ 8.3.4 Lands within the Black Creek Remediation Area identified on Schedule J, which encompasses the Black Creek floodplain, shall be subject to Policies 5.6.4 to 5.6.9. Modifications to the boundaries of the Station Precinct, based on the Black Creek Remediation Strategy, may be made without amendment to this plan.

8.3.4 South Precinct

~~8.3.1~~ 8.4.1 A mix of uses shall be encouraged in the South Precinct, as shown on Schedule F, with a high proportion of office uses overall and retail on Interchange Way. The South Precinct is also a preferred location for a post-secondary institution. A mix of low-rise, mid-rise and low-high-rise buildings, as described in Policy 8.7.1, shall be encouraged in the South Precinct, ~~and high-rise buildings up to 15 storeys may also be appropriate subject to Policy 8.6.14.~~

~~8.3.2~~ 8.4.2 The uses permitted in the Station Precinct, as set out in Policy 8.3.2, shall also be permitted in the South Precinct.

~~8.3.3 Street-related commercial uses in the South Precinct, including retail stores, restaurants, places of entertainment, personal and business services, and professional offices shall be located on Interchange Way, as shown on Schedule H. In addition, small-scale, neighbourhood-oriented retail uses, such as convenience stores, dry cleaners, banks, cafes and restaurants, may be permitted on other streets.~~

8.4.8.5 Neighbourhood Precincts

~~8.4.1~~8.5.1 The Neighbourhood Precincts, as shown on Schedule F, shall be developed primarily with residential uses, complemented by community amenities such as schools, parks, community centres and daycare facilities, as required, and retail and service commercial uses in accordance with Section 8.2. Live-work units also shall be permitted in all Neighbourhood Precincts. A mix of high-rise, mid-rise and low-rise buildings, as described in Policy 8.6.1, and a mix of apartment dwellings and townhouses shall be encouraged in each of the four Neighbourhood Precincts identified in Schedule F (N1, N2, N3 and N4).

~~8.4.2~~ Further to Policy 8.4.1, ~~street-related commercial uses, including retail stores, restaurants, places of entertainment, personal and business services, and professional offices shall be permitted on Applemill Road within Neighbourhood Precinct N1, on Interchange Way in Neighbourhood Precinct N2, and on Edgeley Boulevard in Neighbourhood Precincts N1 and N2 as indicated on Schedule H. Small-scale, neighbourhood-oriented commercial uses, such as convenience stores and restaurants, shall also be permitted on corner lots in all Neighbourhood Precincts.~~

~~8.4.3~~8.5.2 Lands within the Black Creek Remediation Area identified on Schedule J, which encompasses the Black Creek floodplain, shall be subject to Policies 5.6.4 to 5.6.9. Modifications to the boundaries of Neighbourhood Precinct N4, based on the Black Creek Remediation Strategy, may be made without amendment to this plan.

8.5.3 Recognizing the close proximity of Highway 400/existing industrial uses to the planned residential areas reflected in the cross-hatched portions of Neighbourhood Precincts N1 and N4 on Schedule F, office uses and ancillary commercial as outlined in Policy 8.6.1 will be permitted as an alternative to residential uses in these areas for the purposes of avoiding/ mitigating possible nuisance effects on the residential development.

~~8.4.4~~8.5.4 Redevelopment in Neighbourhood Precincts N3 and N4 shall occur in an orderly manner, ensuring that future residential and other sensitive land uses have clearly defined connections to Highway 7 and/or Jane Street for pedestrians and vehicles and provide an appropriate transition to existing industrial uses within and adjacent to the VMC, to the satisfaction of the City.

8.5.8.6 Technology/Office East and West Employment Precincts

~~8.5.1~~8.6.1 A mix of office and other non-noxious employment uses shall be encouraged in the ~~Technology/Office~~East and West Employment Precincts, as shown in Schedule F. In addition to office buildings, the following may also be permitted: research and development facilities, light industrial uses and public institutions. In addition, Hhotels and ~~large-scale~~ conference facilities are also permitted, provided they are located on a development block adjacent to Highways 7, 400 or 407. Commercial uses, such as restaurants (including patios), day cares (including outdoor play areas) and convenience stores, shall also be permitted as ancillary uses where they are integrated in the building,

generally at grade. A mix of low-rise, mid-rise and ~~low~~high-rise buildings, as described in Policy 8.7.1, shall be encouraged in the ~~Technology~~ East and West Employment Precincts.

~~8.5.2~~8.6.2 All employment uses within the ~~Technology/Office~~ East and West Employment Precincts shall be wholly enclosed within a building, and no outdoor storage or display shall be permitted.

8.68.7 Built Form

The intent of the built form policies is to define principles that will help manage the physical form and character of new development in the VMC. All development applications must be accompanied by Concept Plans that demonstrate how the urban design policies below will be implemented. ~~The policies and guidelines below are illustrated by the figures in Appendix C. It is the City's intent to prepare Urban Design Guidelines that will augment the policies below.~~

Urban design guidelines will be developed by the City to reinforce and augment the Secondary Plan policies. The urban design guidelines will provide direction and guide the City's review of site specific applications within the VMC, but shall not be interpreted as additional policies to the Secondary Plan.

~~8.6.4~~8.7.1 A wide variety of building types shall be encouraged across the VMC. Notwithstanding Policy 9.2.3 of Volume 1 of the Official Plan, they shall include the following-:

- a. Low-rise buildings (~~2-3~~3-4 storeys) include townhouses, walk-up apartments and employment, institutional and mixed-use buildings. Low-rise buildings are appropriate in the Neighbourhood, ~~Technology/Office~~ East and West Employment and South Precincts.
- b. Mid-rise buildings (5-10 storeys) may contain apartments, offices, institutional uses or a mix of uses. Mid-rise apartment buildings that do not have retail on the ground floor generally shall incorporate 1-2 storey grade-related units. The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs at the upper floors or other design treatments. Mid-rise buildings are appropriate throughout the VMC.
- c. High-rise buildings (above 10 storeys) may also contain a range of uses. To establish a street wall and mitigate shadow and wind impacts, high-rise buildings generally shall take a podium and tower form. Depending on the location, podiums may contain apartments, grade-related units, office space, retail uses, parking or a mix of these. Alternatives to a podium may be considered, where the City is satisfied that the desired streetscape and micro-climatic conditions will be achieved. High-rise buildings are most appropriate in the Station Precinct and along/facing Jane Street. They may also be appropriate in other locations

adjacent to collector streets and parks, where it is demonstrated that they are compatible with the surrounding built form planned.

~~8.6.28.7.2~~ The location, massing and design of buildings shall contribute to human-scaled street walls, attractive streetscapes, a varied skyline, an active pedestrian realm and environmental sustainability by adhering to the ~~the~~ urban design criteria set out in Policies 8.7.3 to 8.7.25 below.

Setbacks

~~8.6.38.7.3~~ Buildings generally shall be built to a consistent build-to line defined in the Zoning By-law, generally 2-5 metres from the edge of the right-of-way. Maximum and minimum setbacks and build-to lines shall be guided by [urban design guidelines for the VMC Figures A-L appended to this plan](#) and shall be included in the Zoning By-law. Front setbacks of up to 5 metres may be appropriate along retail streets, including those identified in Schedule H, to provide an extension of the public realm and accommodate retail displays, street furniture and restaurant patios. In areas that are predominantly residential within each precinct, a setback of [generally](#) 3-5 metres from streets and open spaces will provide for front yards, gardens or patios and stairs. Along the [eastern edge of the Black Creek Greenway corridor between Highway 7 and Interchange Way](#), identified in Schedule D, buildings [generally](#) shall be set back a minimum of 2-5 metres from the ~~greenway~~ [corridor, with setback distance and design interface guided by the VMC Urban Design Guidelines and subject to review through the development approval process](#).

[8.7.4 Small-scale park supporting uses \(cafes, vendors, kiosks, etc.\) in parks and Public Squares are exempt from setback requirements. Their precise location will be determined through Site Plan Review and shall be subject to urban design guidelines and applicable by-laws and regulations, to the satisfaction of the City.](#)

~~8.6.48.7.5~~ Generally, mid-rise and high-rise buildings shall contribute to a consistent street wall that is at least [2 to 3](#) storeys high at the build-to line.

~~8.6.58.7.6~~ Other than [features such as balconies, bay windows, canopies, awnings, and signage, public art, patios, porticos, and](#) stairs and ramps where appropriate, no building elements above ground should be located in a setback zone. This zone should be designed to serve the ground floor uses and feature high quality landscape treatments. Front yard fencing, where appropriate, shall be low, ~~generally no higher than 0.9 metres,~~ and built of attractive, long-lasting materials. Where underground parking is located beneath a setback zone, its [design and construction](#) shall not prevent the planting of trees, where appropriate, and shall consider utility requirements.

Ground Floors

~~8.6.6~~ ~~Where retail is located on a street or mews there generally shall be multiple retail units on each block, with the width of stores and the frequency of store entrances contributing to a continuously active public realm and a visual rhythm of storefronts along the street.~~

~~Generally, store entrances shall not be spaced more than 20 metres apart where there is continuous retail along the street or mews.~~

~~8.6.7—All buildings should have detailed and well-articulated façades fronting streets with high quality materials. Where feasible, buildings fronting mews should have detailed and well-articulated facades with high quality materials. Generally, blank walls shall be avoided.~~

~~8.6.8—On streets where retail is located on the ground floor, ground floor heights generally shall be a minimum of approximately 5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, the street-facing ground floor wall of a mixed-use building shall be substantially glazed. Where retail is proposed on second and third floors, they are encouraged to be substantially glazed, where feasible as determined through the development approval process.~~

~~8.6.9—Generally, entrances to retail establishments shall be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other uses should generally be raised no higher than one metre above the average ground level elevation at the street.~~

~~8.6.10~~8.7.7 Fixed architectural awnings shall generally ~~should~~ be provided for weather protection for pedestrians. Colonnades along the street and fixed soft awnings shall be generally discouraged. Where the City considers a colonnade to be appropriate, it shall have a minimum height of two storeys ~~and a minimum height to width ratio of 3:1,~~ and it shall be consistent for the length of the block.

~~8.6.11~~8.7.8 Entrances to major transit, civic and office buildings should be architecturally distinct to signal their importance and aid wayfinding.

~~8.6.12~~8.7.9 Large residential lobby frontages, pick-up and drop-off areas and lay-bys should be located on local streets, mews and/or laneways, where feasible, and generally shall not be located on arterial or collector streets.

~~8.6.13~~8.7.10 Front stoops and porches for ground-floor residential units are encouraged to ~~shall~~ be elevated from the street.

Height

~~8.6.14~~8.7.11 Schedule I identifies the maximum building heights generally permitted and the minimum building heights required in the VMC, measured in storeys. Where a maximum height of 10 storeys is identified, buildings up to 15 storeys may be permitted on properties fronting arterial streets, major or minor collector streets, a Neighbourhood Park or a Public Square identified in Schedule D, at the discretion of the City and subject to the submission of materials (e.g., shadow study, wind study, elevation drawings, three-dimensional model) demonstrating no significant adverse impacts from taller buildings on neighbouring planned uses or the public realm.

~~8.6.15~~8.7.12 A variety of building heights is desirable within most city blocks within the VMC. Notwithstanding ~~Policy 8.6.14 and~~ Schedule I, where the maximum permitted height of a building is ~~35 storeys or~~ 25 or more storeys, individual towers within a city block may exceed this limit by up to 7 storeys where an adjacent tower subject to the same rezoning application and located on the same city block has a correspondingly lower height. For example, on a block where the maximum permitted height in Schedule I is ~~30~~ storeys, a tower of ~~42~~37 storeys and an adjacent tower of ~~28~~23 storeys may be permitted. In such cases, density shall be calculated on the basis of the land area for all buildings involved in the height exchange, and the City may require technical studies demonstrating that the taller building will have acceptable impacts. This exchange of height shall not trigger Section 37 requirements.

~~8.6.16~~8.7.13 Institutional buildings lower than the minimum heights in Schedule I, such as schools, community centres, libraries and cultural facilities, shall be permitted.

~~8.6.17~~ ~~Notwithstanding Schedule I, the minimum height for a townhouse shall be 3 storeys.~~

Massing

~~8.6.18~~8.7.14 Buildings shall be located and massed to define the edges of streets.

~~8.6.19~~8.7.15 Recognizing the VMC is to be an urban environment, Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, other public open space, private amenity space and retail streets in the spring, summer and fall.

~~8.6.20~~8.7.16 Except on Highway 7, Jane Street and Millway Avenue, the upper floors of a mid-rise building generally shall be stepped back from the walls of the building facing a street or open space. On local streets the step-back generally should occur at the fifth storey. On collector streets, or for properties fronting the Black Creek corridor, the ~~setback step-back~~ generally should occur at the sixth or seventh storey. ~~Exact heights for setbacks shall be defined in the Zoning By-law.~~

~~8.6.21~~8.7.17 As set out in Policy 8.7.1c, high-rise buildings generally shall consist of a podium and tower. Podiums throughout the VMC shall generally have a minimum height of 3 storeys ~~or 10 metres~~. The maximum height of high-rise building podiums shall generally be 6 storeys in the Station Precinct and along Highway 7 ~~and~~ Jane Street and fronting the Black Creek corridor. Elsewhere the maximum high-rise building podium height generally shall be 4 storeys. Generally, towers shall be set back ~~a minimum of 3 metres~~ from the edges of podiums.

~~8.6.22~~8.7.18 Tower elements of high-rise residential buildings shall be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline. The maximum size of a residential tower floor plate shall be approximately 750 square metres. There are no restrictions on office tower floorplates. The distance between the facing walls of two residential towers shall

generally be a minimum of 25 metres. The distance between the facing walls of a residential tower and an office tower may be reduced to a minimum of 20 metres, subject to appropriate site and building design. Lesser separation distances between office towers may be permitted. ~~, whether office or residential, shall be a minimum of approximately 30 metres.~~

~~8.6.23 Buildings generally shall not be more than 80 metres long.~~

Building Exteriors

~~8.6.24~~8.7.19 All buildings should have detailed and well-articulated façades with high quality materials fronting streets ~~with high quality materials~~. Where feasible, buildings fronting mews should have detailed and well-articulated facades with high quality materials. Generally, the street-facing ground floor wall of a mixed-use building shall be substantially glazed and blank walls shall generally be avoided.

~~8.6.25~~8.7.20 Long buildings, generally those over 40 metres long, shall break up their perceived mass with evenly spaced vertical recesses or other articulation and/or changes in material.

~~8.6.26~~8.7.21 Generally, there should be variation in the building materials and design treatments on the lower floors or podiums of buildings on a block. There should also be variation in finishing materials between the podium and tower of a high-rise building.

~~8.6.27~~8.7.22 Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.

~~8.6.28~~8.7.23 Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies shall be ~~strongly~~ discouraged.

~~8.6.29~~8.7.24 Urban design guidelines for the VMC will provide direction regarding appropriate and preferred building materials. Generally, Aall buildings in the VMC should be finished with high quality, enduring materials, such as stone, brick and glass. ~~Glass should be transparent or tinted with a neutral colour. Stucco, vinyl, EIFS and other materials that do not age well shall not be permitted.~~

~~8.6.30~~8.7.25 As per Policy 5.5.3, flat roofs are encouraged to incorporate green roofs, solar capture equipment and/or cool roof materials. Mid-rise buildings, particularly when neighbouring ~~buildings are~~ high-rise buildings, shall be strongly encouraged to incorporate green roofs to enhance the views of those living or working in neighbouring high-rise buildings.

8.7.8.8 Parking and Servicing Facilities

~~8.7.4~~8.8.1 The location of parking and servicing facilities shall adhere to the following policies to ensure they are conveniently located but do not have an adverse impact on the public realm:

- a. Entrances to parking and servicing areas generally shall be on local streets, mews and/or laneways and should be consolidated in order to maximize and accentuate building frontages and/or front yards and minimize the number of curb cuts required. Shared driveways and parking ramps between two properties shall be encouraged. Where parking or servicing areas are proposed under a park, local street or mews, Policies 4.3.6 and/or 6.2.7 shall apply.
- b. Loading and service areas generally shall be enclosed within a building and located in the interior of a development block, ~~preferably enclosed within a building~~. Where loading and servicing is visible at the rear or side of a building, it shall be screened. Underground loading and service areas shall be encouraged.
- c. Parking for residential apartment uses and residential mixed use buildings, including visitor parking, shall be located underground where feasible. Alternatively, parking for residential apartment uses may be permitted in above-ground structures where integrated within the podium of the building, subject to Policy 8.8.2. Limited short-term surface parking (e.g., taxi/delivery pick-up and drop-off) shall be permitted ~~Parking for high-rise apartment buildings may be permitted in above-ground structures within the podium of the building, subject to Policy 8.7.2(a).~~
- d. Parking for institutional, office and retail uses shall be ~~encouraged to be~~ located underground where feasible, and may be provided in above-grade structures ~~in the interior of development blocks~~ integrated within the podium of the building, subject to Policy 8.8.2. However, e Office buildings shall include at least one level of underground parking.
- ~~d.e.~~ Where two or more levels of underground parking are provided for a residential, office or mixed-use building, two levels of above-grade parking integrated within the podium of the building may be excluded from the calculation of the total height of the building, and the GFA of the parking area may be excluded from the calculation of the total density of the building. Where the frontage of an integrated parking structure contains active uses in accordance with Policy 8.8.2, the majority of the GFA of each level of the integrated above-grade parking structure must be used for parking in order for this provision to apply.
- f. Recognizing the transitional nature of the early development of the VMC, parking associated with a major office development (office uses greater than 12,500 square metres per lot as defined by VOP 2010), major civic facilities, or within Employment Precincts, may be permitted in dedicated above-grade parking structures, subject to Policy 8.8.2. In addition, where a dedicated parking structure is permitted, the City may require that parking be made available to the public in accordance with the City's parking strategy to be developed in accordance with Policy 4.6.2.

g. Where major office and civic facilities are proposed, the City may consider interim surface parking to be determined upon review of a development application. This shall require an agreement as between the applicant and the City in which triggers related to redevelopment of the surface parking lot shall be identified.

e-h. Surface parking may be permitted in the South, ~~Technology/Office~~ East and West Employment and Neighbourhood Precincts. In Neighbourhood Precincts, surface parking may be permitted for low-rise buildings only and shall be located at the rear of buildings, accessed from a rear laneway and screened by buildings. Surface parking shall be permitted at the rear or sides of buildings in the South and ~~Technology/Office~~ East and West Employment Precincts. Off-street surface parking shall not be located between the building and the street, unless it is an interim condition for a phased development.

f.i. Off-site parking may be permitted for all uses, with the exception of residential uses, provided it is located generally within 400 metres of the development. Off-site parking shall only be permitted for residential uses provided the parking and direct pedestrian connection to the residential use are located underground within the same development block.

8.7.28.8.2 Parking structures shall adhere to the following additional criteria to ensure they are well integrated with the VMC's built fabric:

a. ~~Above-grade parking structures generally~~ Parking integrated within the podium of a building shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind other uses ~~to the greatest extent possible. The facade of an above-grade parking structure shall be faced with commercial, institutional or residential uses where the building faces a public street or public open space.~~

b. Where parking is integrated into the podium of a building and faces a public street/open space (excluding Highways 400 and 407), the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development approval process.

b-c. Entrances to above-grade or underground parking structures on public streets shall generally be integrated into the design of the building.

d. Pedestrian entrances to integrated parking structures shall be clearly identified and well ~~lighted~~ lit and designed with consideration for CPTED principles.

- e. Dedicated/stand-alone above-grade parking structures shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind other uses.
- f. Where a dedicated above-grade parking structure faces a public street/open space (excluding Highways 400 and 407), the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of a dedicated above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development approval process.
- g. Pedestrian entrances for dedicated above-grade parking structures shall be clearly identified and well lit and designed with consideration for CPTED principles.

9.0 > ADMINISTRATION AND INTERPRETATION

9.1 Application

9.1.1 The policies contained in this plan shall apply to the lands shown on Schedule A as the Vaughan Metropolitan Centre Secondary Plan Area. Except as otherwise provided herein, the policies of this plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this plan. Although this plan will not be in force until approved by York Region Council, or the Ontario Municipal Board in the event of an appeal, City staff will use it to guide their review of development applications and other proposals for the VMC. Therefore, until the plan is adopted, development proponents are strongly encouraged to respect the objectives and policies of the plan.

9.2 Status of Uses Permitted Under Previous Official Plans

9.2.1 Existing land uses throughout the VMC are expected to continue to exist in the near term, and some may remain for the foreseeable future.

9.2.2 Expansions of previously approved uses that are not consistent with this plan shall be permitted without amendment to the plan, provided that the intent of the plan, as it applies to adjacent properties, is not compromised and the tests prescribed below are satisfied:

- a. The proposed increase in gross floor area is accommodated within the existing building footprint and/or through an expansion that does not increase the footprint of any one building by more than 10%;
- b. The street network envisioned by this plan is not compromised or precluded in the long-term;
- c. The proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the Zoning By-law;
- d. The characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation;
- e. The neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the

proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area;

- f. In all cases where an existing use severely impacts the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

9.2.3 Notwithstanding any policies of this plan (including the schedules) that would suggest otherwise, Zoning By-law No. 287-2008, which applies to the property at 2900 Highway 7, shall be deemed to conform to this plan, as well as any site plan approved for the property ~~prior to adoption of this plan~~. Zoning By-law No. 287-2008 permits a maximum gross floor area of 182,000 square metres on the property, defines building envelopes and establishes an unlimited height for the property. A private local street has also been approved. Further, this secondary plan shall not prevent the consideration of minor variances to Zoning By-law No. 287-2008 that are in keeping with the objectives, policies and schedules of this plan.

9.3 Interpretation

- 9.3.1 This Secondary Plan is a statement of policy intended to guide the development of the Vaughan Metropolitan Centre Secondary Plan Area. The City may permit some flexibility in the interpretation of general policies, provided the intent of the principles and policies of the plan are maintained.
- 9.3.2 The schedules included in this plan are general. Minor adjustments to the boundaries of designations are permitted without amendment to the plan, except where the designations are established by fixed boundaries, such as existing street right-of-ways, or where they are specifically stated as fixed in the policies of this plan.
- 9.3.3 Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- 9.3.4 Minor variations from numerical requirements in the plan, with the exception of maximum and minimum heights and densities, may be permitted without an Official Plan Amendment where it is demonstrated through a site planning process to be appropriate and provided that the general intent of the plan is maintained.

10.0 > IMPLEMENTATION

10.1 General

10.1.1 This Secondary Plan shall be implemented using some or all of the following, as provided for under the Planning Act:

- a. the approval of individual draft plans of subdivision/condominium and part lot control exemptions;
- b. the enactment of zoning by-laws;
- c. the use of density and height bonusing provisions;
- d. the execution of Letters of Undertaking and/or registration of site plan agreements;
- e. the use of the Holding Symbol “H”;
- f. the dedication of parkland or cash-in-lieu of parkland;
- g. the use of powers and incentives enabled by a Community Improvement Plan;
- h. the use of development agreements registered on title.

10.1.2 The City shall work cooperatively with the Region of York, the Toronto and Region Conservation Authority and the relevant transit providers, in consultation with landowners, the public and developers, to facilitate and coordinate implementation of public and private development in the VMC, in accordance with this plan.

10.1.3 To attract development, businesses and people to the VMC, the City shall:

- actively promote the VMC to the Federal, Provincial and Regional governments as an appropriate location for government offices;
- prepare an Economic Development and Marketing Plan for the VMC to promote office, institutional, educational and other development;
- work with landowners and developers to facilitate the development of office space for public agencies and private tenants.

10.1.4 As an initial step to establishing the VMC as a civic destination, the City shall complete a Cultural Facilities and Public Art Plan for the VMC, as described in Section 7.4.

10.1.5 The City will undertake a fiscal impact analysis of planned development in the VMC to inform capital planning and the preparation of a community improvement plan.

10.1.6 The City may establish a Municipal Service Corporation, as permitted under the Municipal Act, to achieve City objectives for the VMC. The Municipal Service Corporation may be designated an Economic Development Corporation that reports to Council. It may be used to address existing and prospective development barriers, such as the need for land swaps and project consortia or partnerships, including public-private partnerships. In establishing a Municipal Service Corporation, the City shall consult with the public, prepare and adopt a business case study, and prepare and adopt asset transfer policies prior to the City transferring any assets to the Municipal Service Corporation.

10.2 Infrastructure

10.2.1 The City will continue to cooperate with the Region of York and transit agencies to expedite the planning, design and construction of the Spadina Line Subway Extension and regional transit improvements.

10.2.2 The City, in partnership with the Region of York and in consultation with the Ontario Ministry of Transportation, will continue to advance the findings of the Joint Transportation Study, which is a detailed study of potential street network improvements within and beyond the VMC to identify improvements that will significantly reduce truck traffic and through traffic generally in the VMC, supplementing the strategies of this plan. The study will consider alternatives to linking the planned VMC street network to Highway 400 and determine a preferred alternative. The study will include a strategy for implementing the recommended improvements.

10.2.3 The City and the Region of York, in cooperation with the Ontario Ministry of Transportation, will complete Environmental Assessments for major new or improved streets in the VMC that may be required in advance of development on affected lands, including the Creditstone-Portage-Applemill Bypass.

10.2.4 The City, through the development approval process and consistent with the Planning Act, shall assist the Region of York in protecting and obtaining lands required for right-of-ways, street widening or other facilities for the provision of public transit services through the development approval process.

10.2.5 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.

10.2.6 It is the City's intent to foster the planned and orderly development of the VMC. To that end, planned infrastructure improvements shall be implemented generally through the Plan of Subdivision process, wherever possible, as set out in Section 10.1.2.30 of Volume 1 of the Official Plan. In addition, the following shall also apply in the VMC:

- a. The City, at its discretion, may directly purchase lands for planned infrastructure improvements.

- b. Where the City and an applicant agree that a plan of subdivision is not required for an initial phase of development, the City may permit a street to be conveyed through the rezoning and/or site plan approval process.
- 10.2.7 To encourage, support and expedite development of the VMC, the City shall include planned transportation improvements in the capital works forecasts and any Development Charges By-law, in such a fashion as to permit development without delay. The City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in Section 10.8 of this plan.
- 10.2.8 The City shall complete a District Energy Feasibility Study and prepare a Community Energy Plan for the VMC.

10.3 Plans of Subdivision

- 10.3.1 To secure the related infrastructure improvements and community facilities required, all new development in the VMC that requires the conveyance of land for streets, parks and/or other public facilities, as part of its initial development application process, generally shall proceed by way of the subdivision approval process. As per Policy 10.2.6(b), where the City and an applicant agree that a plan of subdivision is not required for an initial phase of development, the City may permit a street to be conveyed through the rezoning and/or site plan approval process. Further, the conveyance of Mews streets to the City, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the City.
- 10.3.2 Plans of subdivision shall encompass an appropriate planning unit as agreed upon between the applicant and the City. Plan of subdivision applications shall include a Development Concept Report and Phasing Plan, as described in Policy 10.6.1, prepared to the City's satisfaction. The City shall approve only plans of subdivision/condominium that:
- conform with the policies and designations of this Secondary Plan;
 - can be provided with adequate services and facilities as required by this Plan; and,
 - are not premature and are in the best interest of the municipality.

10.4 Zoning By-law

- 10.4.1 To permit development in accordance with this plan and prevent development not in accordance with this plan, Council shall enact amendments to the City's Zoning By-law.
- 10.4.2 The City may, when enacting implementing zoning by-laws, apply the Holding Symbol "H" and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:

- a. A Development Concept Report has not been submitted and finalized to the City's satisfaction;
- b. Public infrastructure and community facilities, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities and schools, are insufficient to serve the proposed development;
- c. The existing street network does not have the capacity or is inadequately designed for the anticipated traffic from development and/or the access it requires;
- d. Development relies upon other matters occurring first, such as the consolidation of land ownership and/or the finalization of an agreement among landowners regarding the development and funding of community infrastructure and services [as set out in Policy 10.6.3](#);
- e. A Letter of Undertaking and/or a Site Plan Agreement is required;
- f. Technical studies are required on matters related to traffic, stormwater management, noise and vibration, and/or environmental constraints.

10.4.3 Proposed developments that do not require the dedication of land for public streets or other infrastructure may be approved through the rezoning and site plan review process. In such cases, rezoning applications shall include a Development Concept Report and other materials described in Policy 10.6.

10.5 Site Plan and Design Review

10.5.1 The VMC Secondary Plan area is subject to site plan control.

10.5.2 All development in the VMC, including private and public buildings, shall be subject to the City's design review process, including review by the City's Design Review Panel, prior to the submission of formal development applications. Submissions to the City for the purposes of design review shall generally include, but not be limited to, the following:

- Key Plan;
- Colour copies of the site plan, building elevations and landscape plan;
- Design approach to environmental sustainability;
- Photographs of surrounding lands and streetscape;
- Coloured renderings, digital perspectives or a physical massing model depicting the proposed development and its relationship to surrounding lands;
- Building elevations and materials used;
- Floor plans of ground floors;
- Brief project description and overview.

10.6 Development Applications

10.6.1 To ensure private development is co-ordinated with public infrastructure, phased appropriately, and fully conforms to this plan, [Policies 10.1.1.7-10.1.1.11 and Section 10.1.3 of Volume 1 of the Official Plan, as applicable, shall apply to](#) development applications, including Official Plan Amendment, Plan of Subdivision, Rezoning and Site Plan applications. [In addition, development applications shall generally conform to master plans directly related to the VMC Secondary Plan, such as but not limited to, the VMC Streetscape and Open Space Master Plan, the VMC Servicing and Stormwater Management Plan, and all studies related to the Black Creek Renewal Project and Master Plan Class Environmental Assessment Study.](#) ~~for properties comprising one or more planned development blocks (i.e., city blocks) shall include a Development Concept Report. The long-term solution for every phase of the development shall be described in the Development Concept Report. The Development Concept Report shall include the following:~~

- ~~a. Lotting Plan that delineates and dimensions the lots proposed on each block;~~
- ~~b. Block Master Plans that illustrate the conceptual site plans and proposed density and massing of buildings for individual blocks bounded by streets or public open spaces;~~
- ~~c. Access and Circulation Plan for pedestrians, vehicles and cyclists, including plans for structured parking above and/or below grade;~~
- ~~d. Streetscape and Open Space Plan;~~
- ~~e. Street and relevant infrastructure design demonstrating consistency with the findings of the Black Creek Stormwater Optimization Master Plan Class Environmental Assessment Study and the City-Wide Drainage and Stormwater Management Criteria Study;~~
- ~~f. Shadow and wind studies where high-rise and mid-rise buildings are proposed;~~
- ~~g. Sustainable Development Report;~~
- ~~h. Context Plan;~~
- ~~i. Phasing Plan, as described in Policy 10.6.2.~~

~~10.6.2 Development shall be phased to provide for the orderly development of the VMC, and to ensure the most efficient and economical use of existing and planned infrastructure. Phases are to be based upon the existence of, or commitment to construct planned transit facilities, components of the street network, utilities and community services. As a component of the Development Concept Report, development applications shall include a Phasing Plan that:~~

- ~~a. describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;~~
- ~~b. considers existing neighbouring uses and the potential need to buffer or stage uses;~~
- ~~c. identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, streets, transit, utilities, parks, streetscaping and other community facilities and services, and their proposed phased construction.~~

10.6.2 In order to ensure orderly development of the VMC, and to ensure the most efficient and economical use of existing and planned infrastructure, justification shall be required with a development application to demonstrate, as it relates specifically to the development proposal, to the satisfaction of the City that:

- a. Capital costs associated with the infrastructure and community facilities required for the development shall not adversely affect the City's budget.
- b. Transportation requirements, including transit and cycling facilities, both internal and external to the city block will be provided and / or available within an acceptable time frame.
- c. Local and regional water and sanitary sewer trunk services will be provided to the city block.
- d. Water and sanitary sewer allocation capacity shall be identified by York Region and allocated by the City.
- e. Adequate school capacity has been confirmed by the school boards including provision of school sites, as required, or such other alternative solution has been agreed upon with the school boards.
- f. Park and community facilities shall be developed within a time frame acceptable to the City.

10.6.3 As a condition of approval of development in the VMC, the City shall require the implementation of appropriate and reasonable measures and development agreements, which may include front ending agreements and/or cost sharing agreements, to ensure that the development in the VMC is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These measures and agreements shall ensure that the reasonable costs of the municipal and community infrastructure, land and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measures and agreements permitted by this policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and

~~the City. The following phasing criteria shall be considered in the review of all development applications:~~

- ~~a. The development contributes to, or can be appropriately integrated within, the logical sequencing of all required sewer, water, stormwater and transportation facilities, including the subway station;~~
- ~~b. The development satisfies all requirements regarding the provision of parkland and other public facilities, including streetscaping and landscaping;~~
- ~~c. Traffic from the proposed development can be accommodated on the existing and planned street network.~~

~~10.6.4 Plan of subdivision and rezoning applications shall also include the following, prepared to the City's satisfaction:~~

- ~~a. traffic impact study and pedestrian and bicycle circulation plan, if required;~~
- ~~b. travel demand management plan, if required;~~
- ~~c. stormwater management plan;~~
- ~~d. master servicing plan;~~
- ~~e. noise and vibration study, where required by this plan;~~
- ~~f. archaeological survey, if required; and,~~
- ~~g. other studies as identified in Section 10.1.3 of Volume 1 of the Official Plan, as determined to be required by the City.~~

~~The City shall establish specific requirements for the above plans/studies with development proponents. The costs for these studies shall be the responsibility of the applicant. The City at its discretion may require a peer review of any study at the cost of the applicant.~~

10.6.4 For properties comprising one or more city blocks, and/or sites within the two areas identified in Schedule G where office uses are required, the development application shall include a Development Concept Report, as described in Policy 10.1.1.7 of Volume 1 of the Official Plan. A city block shall be defined as all of the lands situated within and bounded by the most proximate streets and/or public parks, shown on Schedule C. The Development Concept Report shall contain the long-term solution for every phase of development within the block. The Development Concept Report shall include the following where not otherwise provided:

- a. Lotting Plan that delineates and dimensions the lots proposed on each City Block.

- b. Context Plan.
- c. Conceptual City Block site plan and proposed density and massing of buildings.
- d. Access and Circulation Plan for pedestrians, vehicles and cyclists, including plans for structured parking above and/or below grade as required.
- e. Phasing Plan, which will:
 - i. describe and illustrate how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
 - ii. describe and illustrate how existing and proposed development meets the requirements for office uses in the areas identified in Schedule G;
 - iii. consider existing neighbouring uses and the potential need to buffer or stage uses; and,
 - iv. identify the public infrastructure and facilities required to serve the development and their proposed phased construction.

10.6.5 ~~Each planned development block should be planned comprehensively.~~ For city blocks with multiple ~~land~~owners, applicants should coordinate neighbouring development proposals as much as possible, in a mutually complementary fashion. Non-participating lands in the city block shall be shown conceptually in the Development Concept Report and Phasing Plan.

10.6.6 Site plan applications shall include a Sustainable Development Report, as described in Policy 5.5.6.

10.7 Landowners' and Development Agreements

~~10.7.1 Prior to approving development applications in the VMC, the City shall require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, stormwater management facilities, and land for schools and other community services. Alternatively, the City may implement other arrangements to address cost sharing.~~

~~10.7.2 Development agreements among landowners, 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 prior to, or coincident with occupancy and use of land, without adverse impact on the City's financial capability. In some cases, front-ending agreements may be needed to advance the timing for required infrastructure and to address any acceleration in associated costs.~~

~~10.7.3 Where the bonusing of density and/or height in exchange for community benefits has been approved, an agreement will be required setting out the benefits to be provided and/or the financial contribution toward community benefits.~~

~~10.8~~10.7 Community Improvement

~~10.8.1~~10.7.1 The VMC is identified as a Community Improvement Area under Section 28 of the Planning Act. Further, the VMC may in whole or in part be further designated by by-law as a “Community Improvement Project Area”, for which a detailed Community Improvement Plan will be prepared. The City will identify and delineate a “Community Improvement Project Area” in areas that display any or all of the following conditions:

- a. inadequate municipal infrastructure, including piped services, streets and streetscapes, public parking facilities and/or stormwater management facilities;
- b. inadequate community services such as social services, public recreational/cultural facilities, and public parks or open spaces;
- c. building and/or property deterioration to the extent that it negatively affects the overall image of the area;
- d. development at densities that are too low to support the planned transit facilities; and,
- e. site contamination levels that require environmental site remediation prior to development.

~~10.8.2~~10.7.2 Upon adoption of a Community Improvement Plan for the VMC, the City may engage in the following activities:

- a. acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
- b. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan;
- c. sell, lease, or otherwise dispose of land and any buildings acquired or held by it in conformity with the Community Improvement Plan; and,
- d. make grants or loans to the registered owners or the assessed owners to pay for the whole or any part of the cost of developing or rehabilitating such lands and buildings in conformity with the Community Improvement Plan, and the policies of this Plan.

~~10.8.3~~10.7.3 The strategy for the application of any financial or other incentives established by the Community Improvement Plan shall be tied to achieving the density targets, mix of uses, required infrastructure and public realm improvements identified in this Plan. In the

case that any policies established through the CIP conflict with the policies of this Secondary Plan, the CIP policies shall take precedence.

~~40.9~~10.8 **Monitoring**

~~40.9.1~~10.8.1 Following completion of the Spadina Subway Line Extension, 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. The monitoring program will address:

- a. traffic volumes on key routes and at key intersections, based on periodic traffic counts in the VMC;
- b. the amount of existing and proposed floor space for which subdivision, zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
- c. travel characteristics and modal split including trends in the volumes and travel patterns of pedestrians and cyclists;
- d. population and employment generated by existing development and projected for approved but not yet occupied development;
- e. evaluation of traffic volumes and transit ridership in the context of available capacity;
- f. the effectiveness and need for Travel Demand Management strategies; and,
- g. evaluation of existing and proposed Development Concept Reports to assist in identifying and planning transportation improvements or to assist in regulating the pace of development.







~~40.9.2~~10.8.2 In addition monitoring development in the VMC and its impacts on a biennial basis, the City shall undertake a review of this plan, including its transportation components, and update it as necessary at least every five years, as required by the Ontario Planning Act.

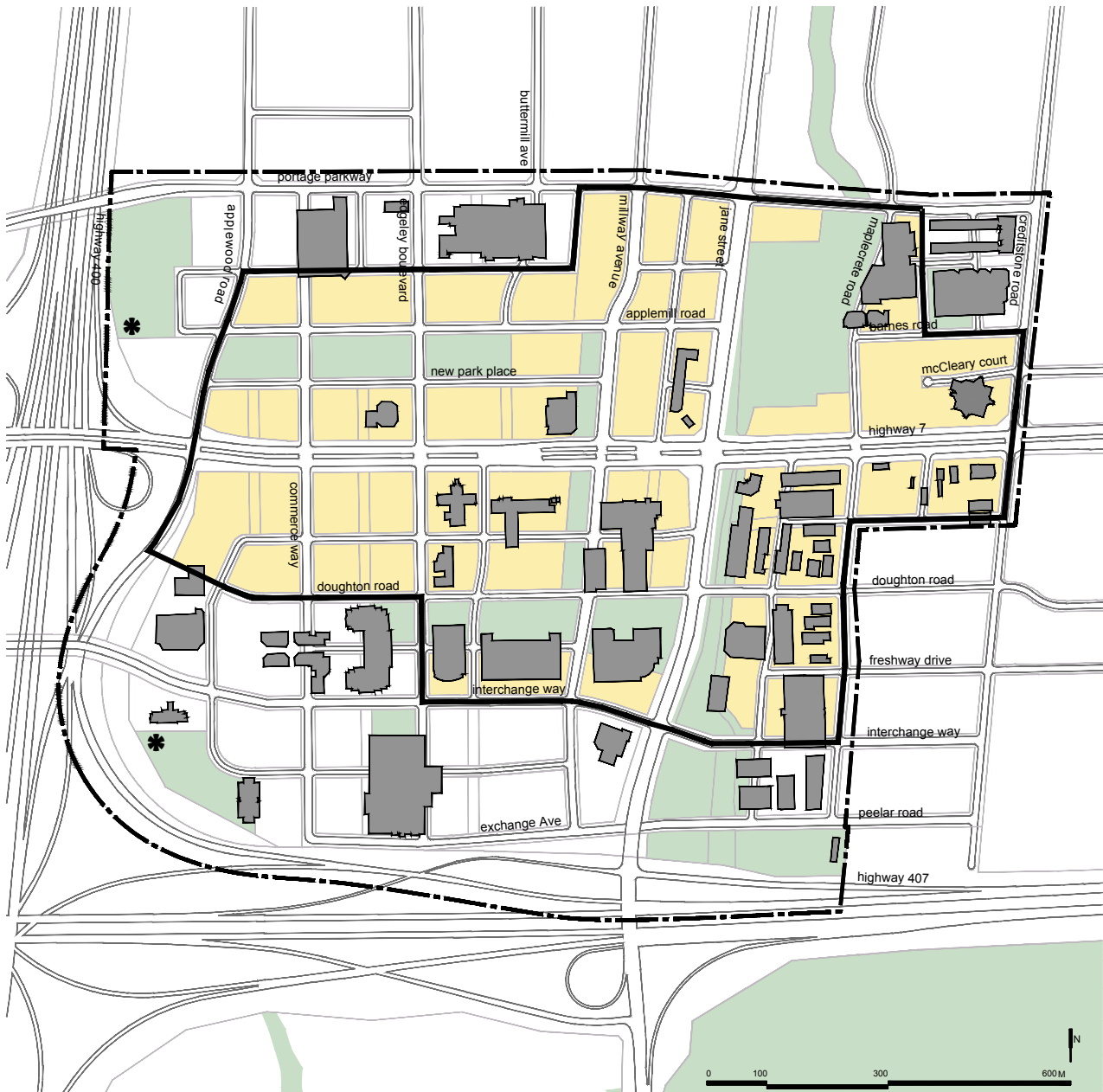
Schedules



SCHEDULE A > VAUGHAN METROPOLITAN CENTRE BOUNDARIES

LEGEND

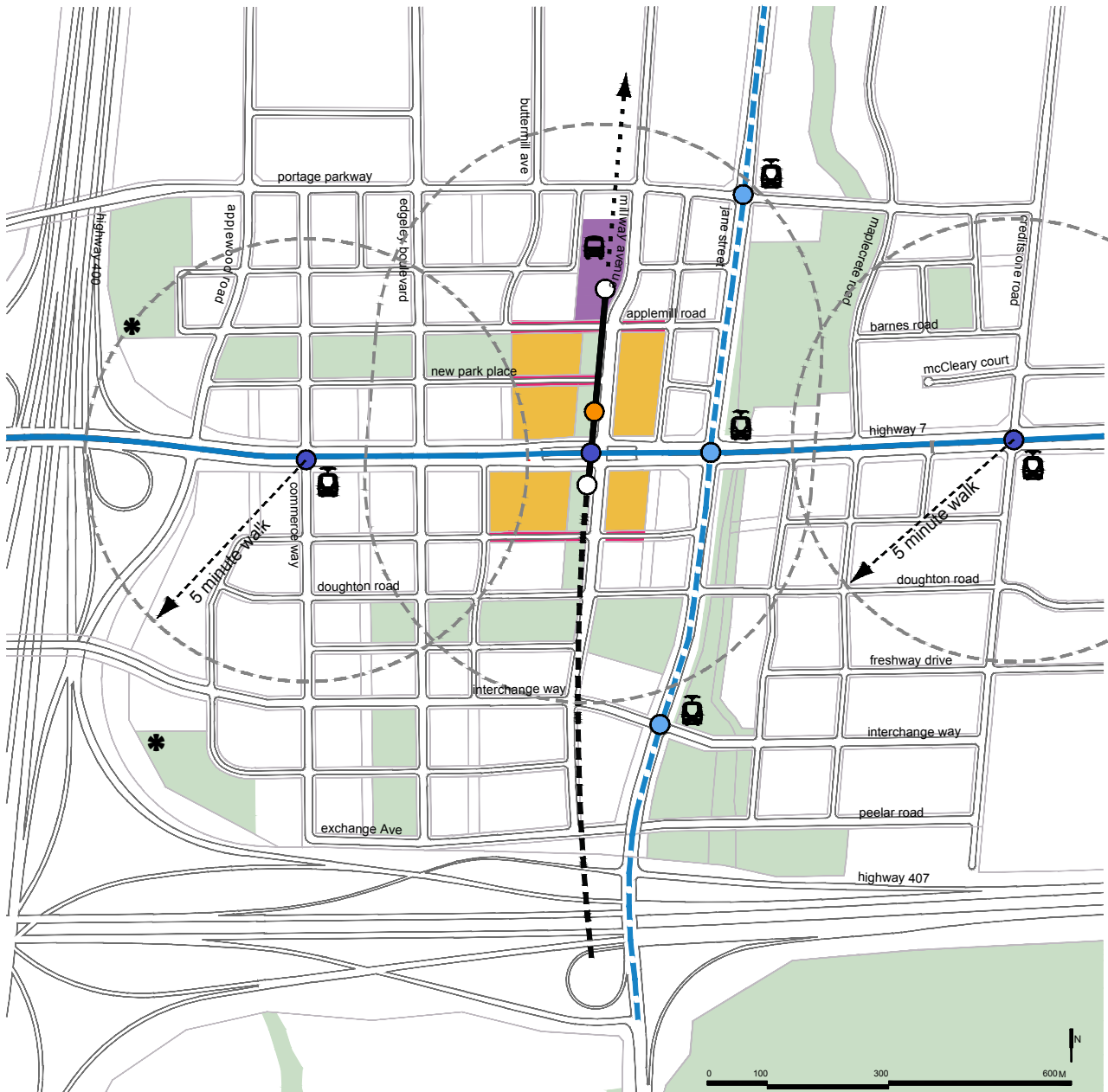
-  vaughan metropolitan centre boundary
-  urban growth centre boundary
-  existing buildings
-  existing and planned streets
-  major parks and open spaces
-  see Policy 6.3.1



SCHEDULE B > TRANSIT NETWORK

LEGEND

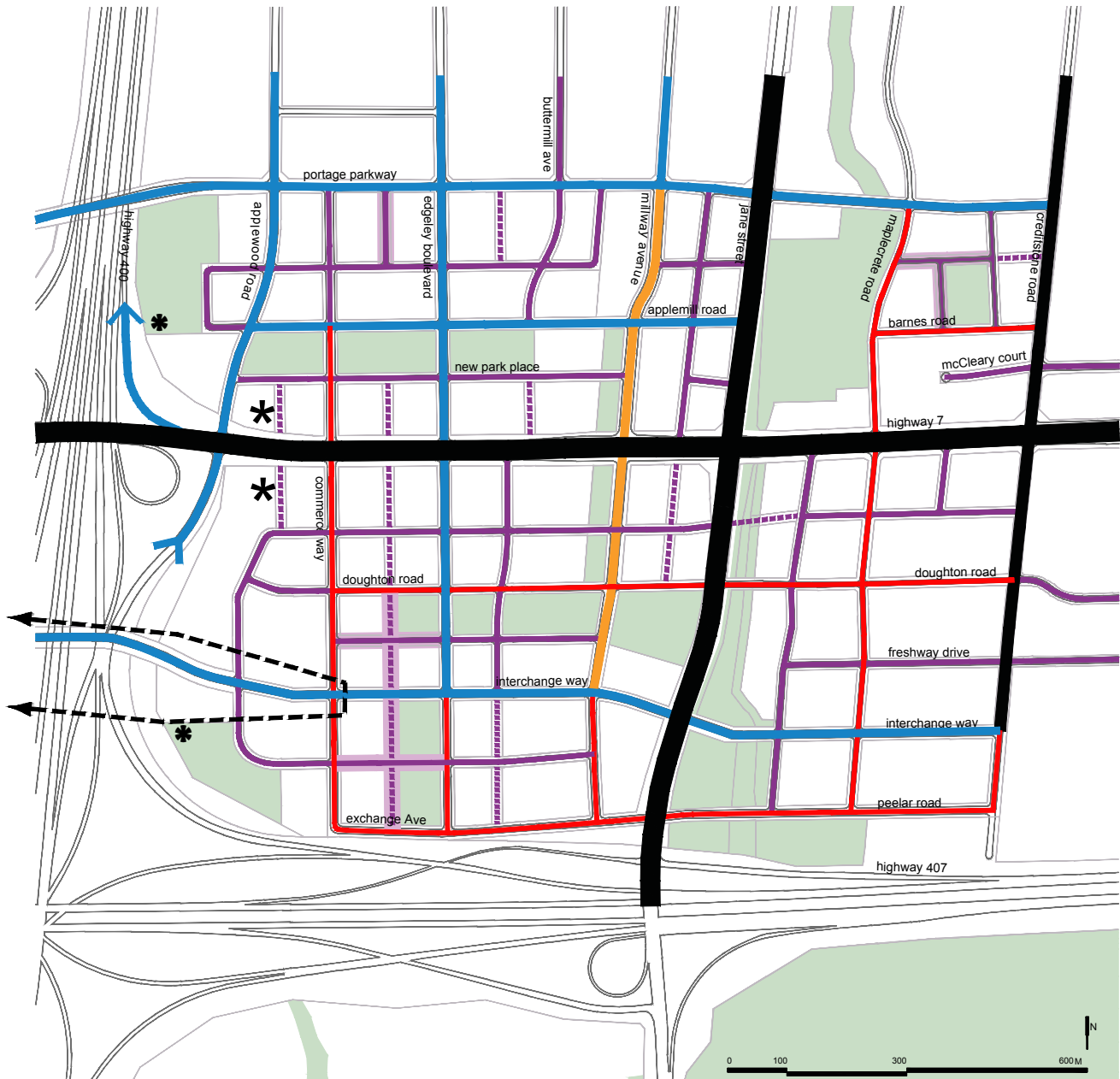
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations
- 5 minute walking radii
- blocks adjacent to subway
- on-street passenger pick-up and drop-off
- ✱ see Policy 6.3.1
- spadina subway alignment
- future spadina subway extension
- spadina subway station box
- highway 7 rapidway
- potential jane street rapidway
- potential viva stations
- bus station
- major parks and open spaces



SCHEDULE C > STREET NETWORK

LEGEND

- arterials (width to be consistent with Region of York Official Plan)
- minor arterial (33 m)
- major collectors (28-33 m)
- special collector (33 m)
- minor collectors (23-26 m)
- local streets (20-22 m)
- mews or local streets (15-17 m) (see Policy 4.3.16)
- Colossus Drive overpass corridor protection area (see Policy 4.3.11)
- major parks and open spaces
- see Policy 4.3.2
- ✱ see Policy 4.3.17
- ✱ see Policy 6.3.1



SCHEDULE D > MAJOR PARKS AND OPEN SPACES

LEGEND

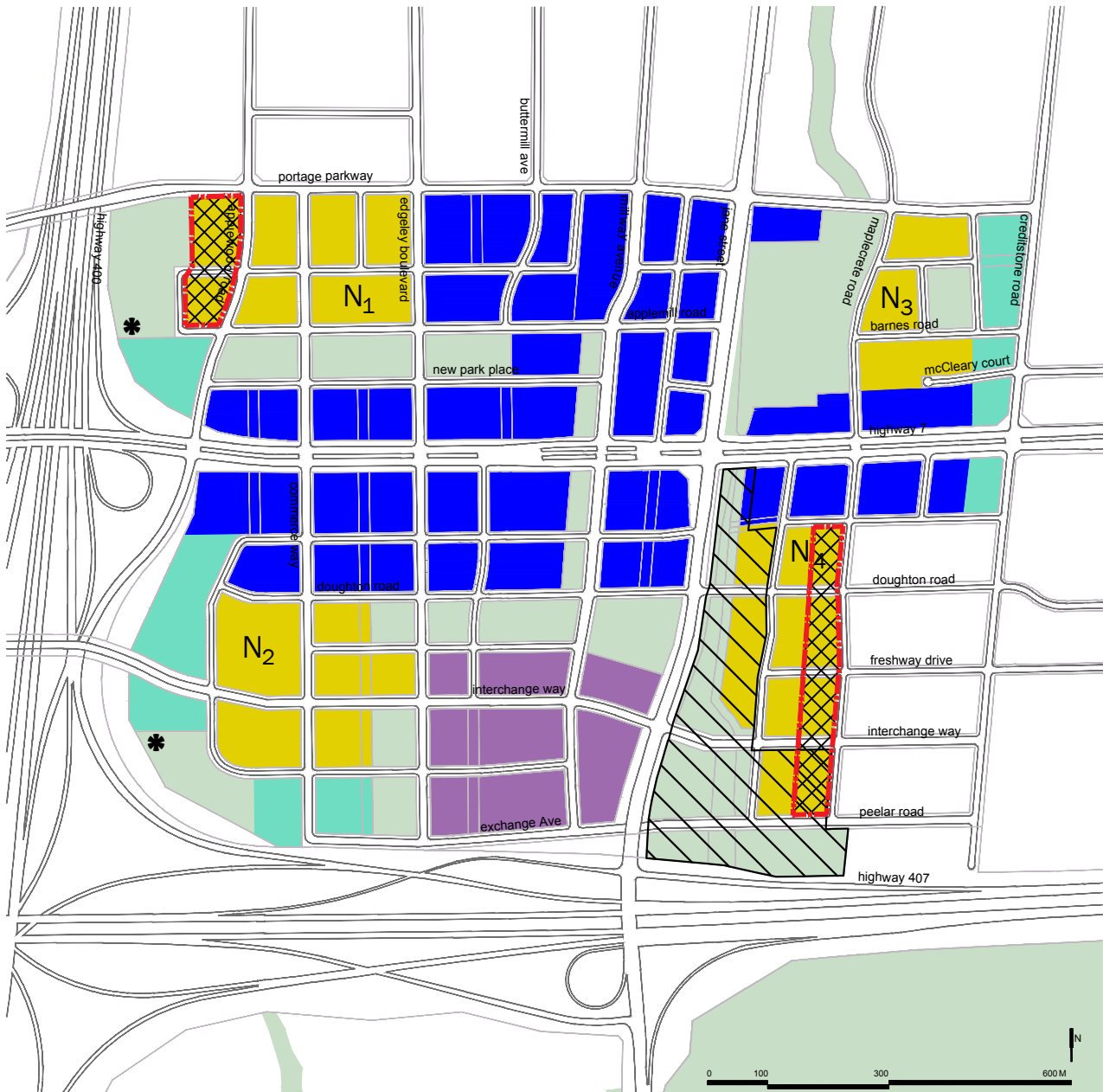
- Environmental Open Spaces
 - Urban parks
 - Neighbourhood parks
 - Milway Avenue linear park
 - Black Creek greenway
 - mews or local street
 - Public squares (see Policies 6.2.4.-6.2.5.)
 - Transit Square
 - parkland associated with environmental spaces
 - see Policy 6.3.1.
- Final configuration of parks and open space areas within this boundary is subject to results of the VMC Black Creek Renewal EA (Stages 3 & 4) and final results of the VMC servicing and stormwater Management Master Plan



SCHEDULE F > LAND USE PRECINCTS

LEGEND

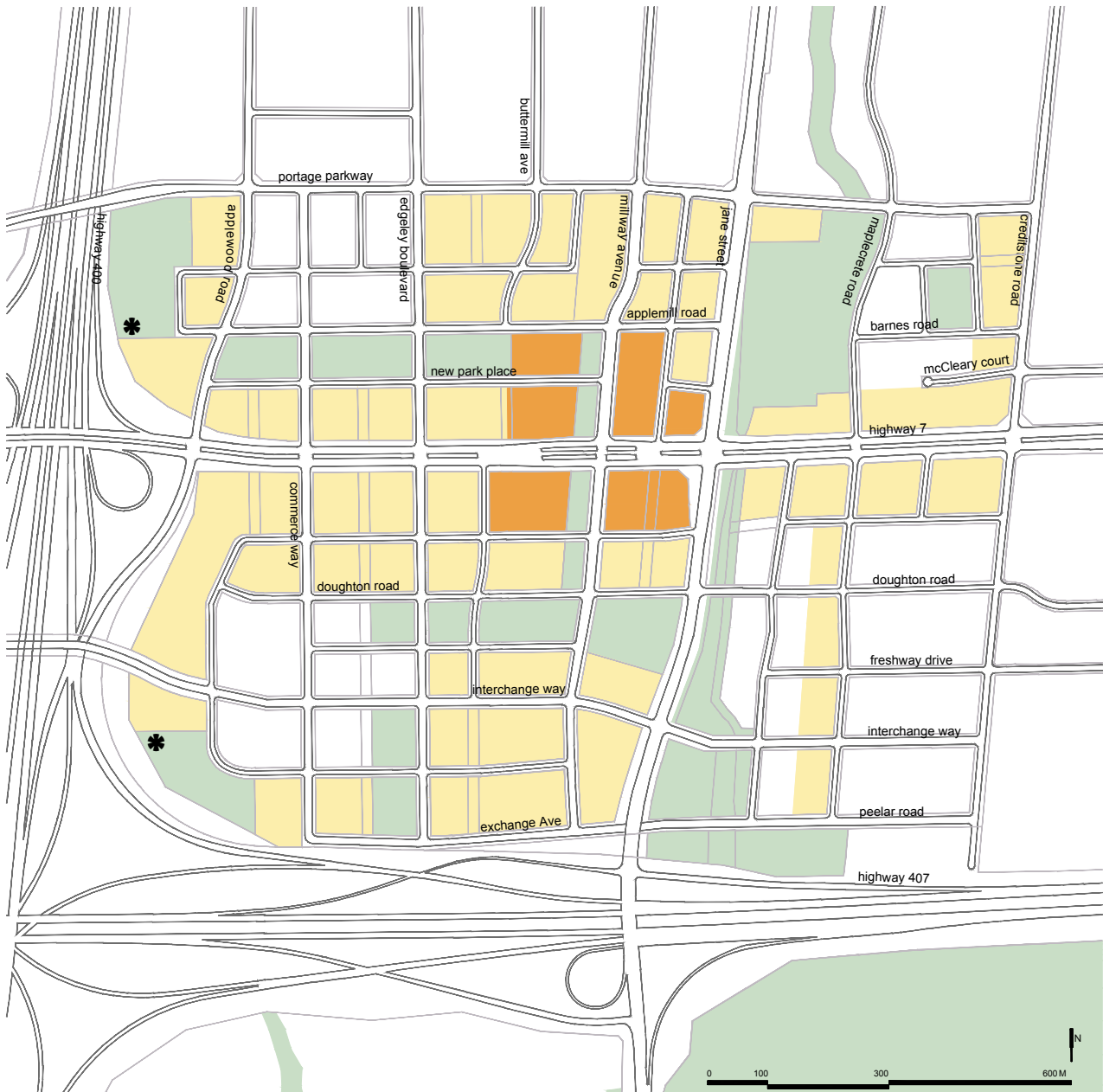
- station precinct
 - south precinct
 - neighbourhood precincts
 - west and east employment precincts
 - major parks and open spaces
 - land use designations and identification of mews are subject to results of the VMC Black Creek Renewal EA (Stages 3 & 4) and final results of the VMC Servicing and Stormwater Management Master Plan (see also Schedules C and J, and Policies 5.6.4 - 5.6.8, 8.2.7 and 8.4.3)
-
- office uses permitted (see Policy 8.4.4)
 - see Policy 6.3.1



SCHEDULE G > AREAS FOR OFFICE USES

LEGEND

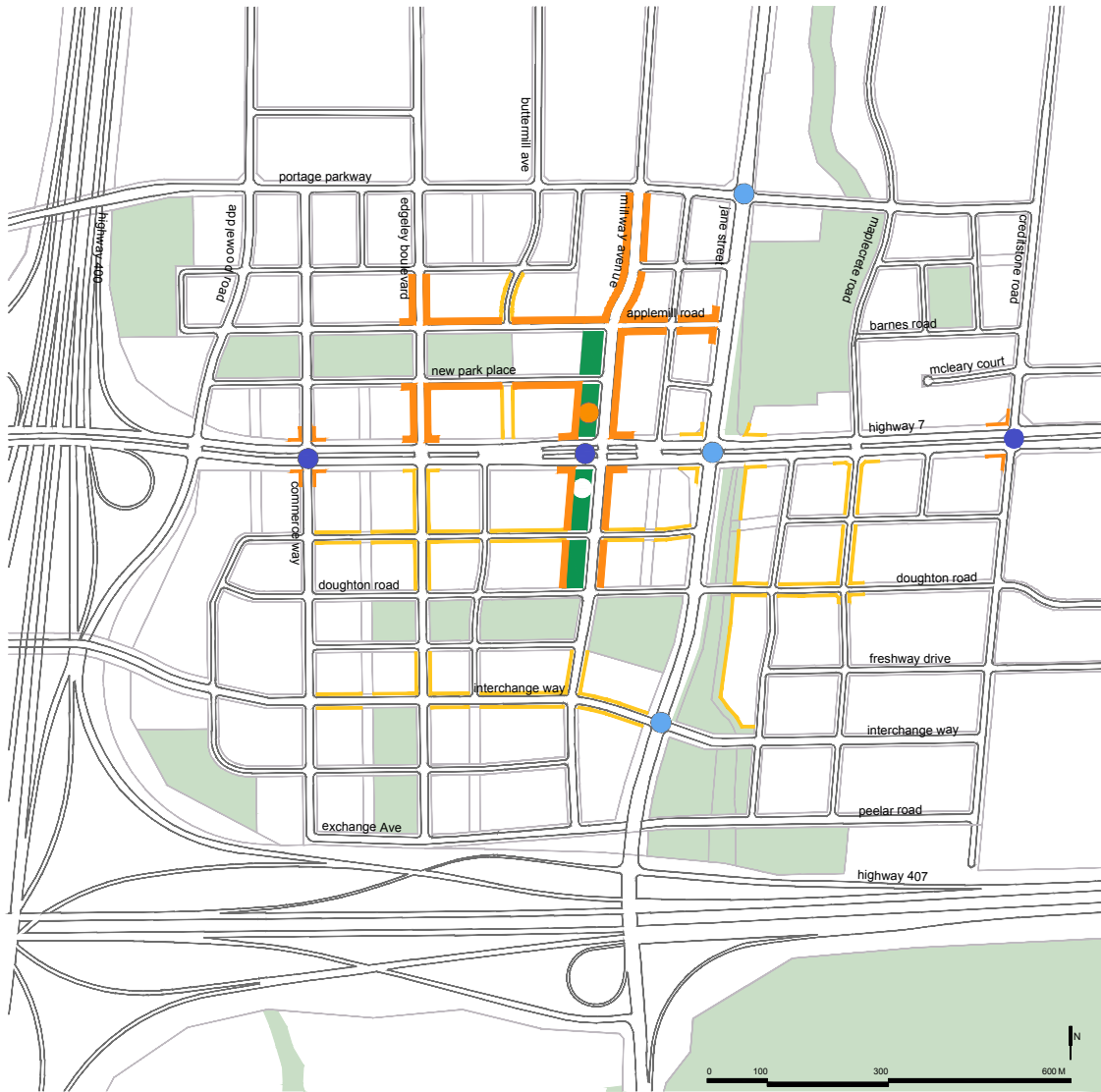
- office uses required (see Policy 8.2.3)
- office uses permitted
- major parks and open spaces
- see Policy 6.3.1



SCHEDULE H > AREAS FOR RETAIL / PROFESSIONAL OFFICE USE

LEGEND

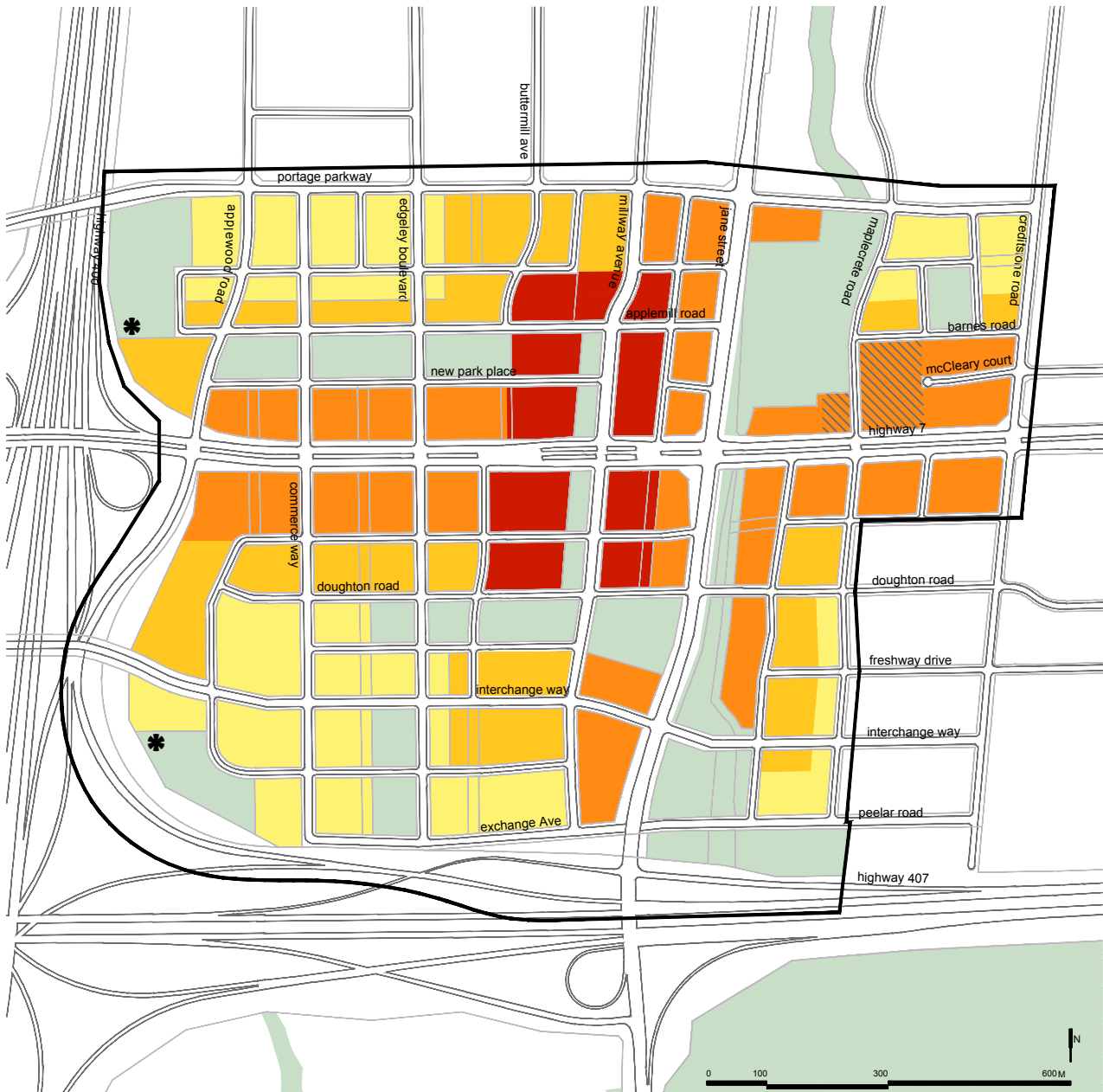
- required retail / service commercial or public use area
 - recommended retail / service commercial or public use area
 - Millway Avenue linear park
 - other major parks and open spaces
- subway entrances
 - future subway entrances
 - potential Hwy7 rapidway stations
 - potential Jane Street rapidway stations



SCHEDULE I > HEIGHT AND DENSITY PARAMETERS

LEGEND

- | | |
|--|---|
| <ul style="list-style-type: none"> H 6 storey minimum - 35 storey maximum
D 3.5 minimum fsi - 6.0 maximum fsi H 5 storey minimum - 30 storey maximum
D 2.5 minimum fsi - 5.0 maximum fsi H 5 storey minimum - 25 storey maximum
D 2.5 minimum fsi - 4.5 maximum fsi | <ul style="list-style-type: none"> H 3 storey minimum - 10 storey maximum
(up to 15 storeys may be permitted subject to Policy 8.6.14)
D 1.5 minimum fsi - 3.0 maximum fsi major parks and open spaces see Policy 9.2.3 * see Policy 6.3.1 |
|--|---|



SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

LEGEND

- environmental open space
- existing floodplain (see Policies 5.6.4-5.6.8, 8.3.7 and 8.5.2)
- Black Creek Remediation Area (subject to Black Creek Renewal EA)
- see Policy 6.3.1
- existing watercourse (future alignment to be determined)

