

introduction

a new downtown for vaughan

The Vaughan Metropolitan Centre (VMC), formerly the Vaughan Corporate Centre, has long been planned to become the city's "downtown", but the vision of a mixed-use centre with a concentration of high-density employment and housing has yet to be realized. The planned extension of the Spadina Subway to the VMC and new provincial policy initiatives set the stage for a reconsideration of existing plans. The "VCC Plan Review" began in December 2008, under the umbrella of Vaughan Tomorrow, the City's growth management strategy. This open house is the third in a series of public events intended to help create a long-term vision for the VMC and elicit feedback on the study team's findings and recommendations.

study team

The study is being led by Urban Strategies Inc., a Toronto-based planning and urban design firm. The study team also includes AECOM, who are addressing the transportation and natural heritage aspects of the VCC. Hemson Consulting and urbanMetrics, who are undertaking city-wide studies as part of the Vaughan Tomorrow project, are providing advice on employment opportunities and retail market conditions, respectively. The entire team is working closely with City staff throughout the study and reports periodically to the Official Plan Review Committee, comprised of City councillors and chaired by Councillor Peter Meffe.

process and timeline

The VMC study is three-phase, consultative process involving the major tasks outlined below. At milestones, consultation events will confirm key directions.

Phase 1 (December 2008 to April 2009)

- Background research and data collection
- Review of policy context and current initiatives
- Interviews with landowners and other key stakeholders
- Analysis of existing conditions, issues and opportunities
- Coordination with planning for the subway extension

Phase 2 (May to November 2009)

- Visioning Workshops (May 7 and Sept 30)
- Develop and model an urban design vision
- Analyze land use and built form scenarios
- Prepare policy directions and urban design framework

Phase 3 (December 2009 to May 2010)

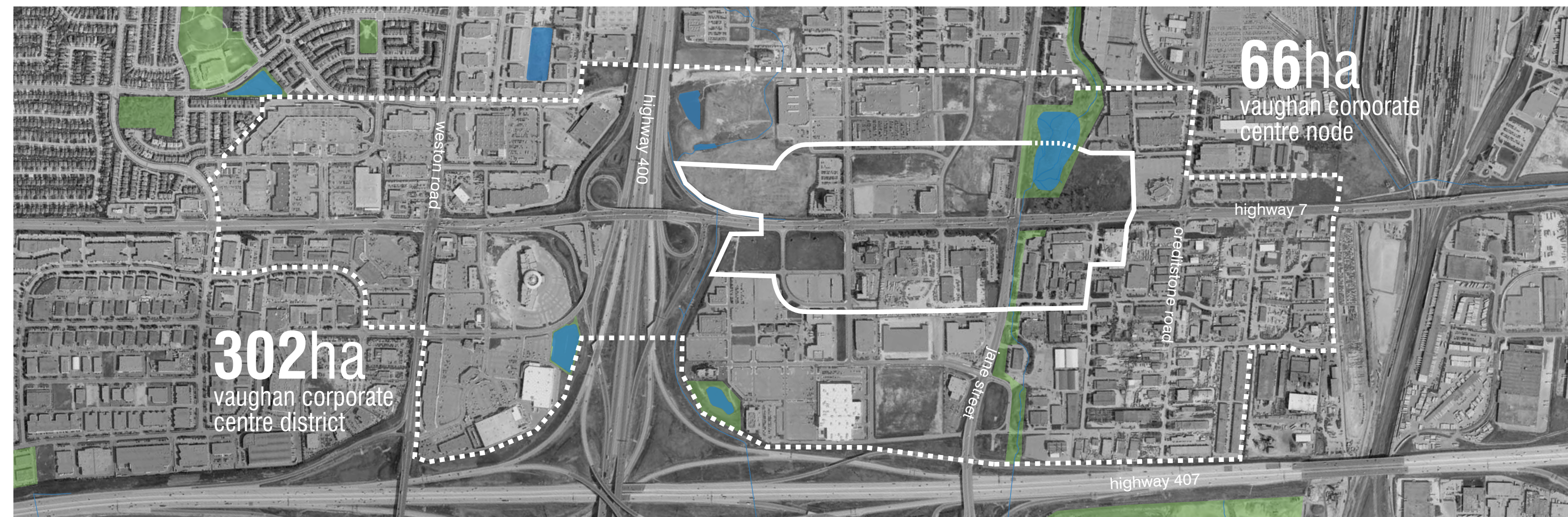
- Prepare Official Plan Amendment (Secondary Plan)
- Incorporate Urban Design and Tall Building Guidelines
- Public Open Houses/Meetings
- Presentation to Council

next steps

Over the coming weeks, the study team will be completing a draft of the new Secondary Plan for the VMC, incorporating stakeholder and public feedback on the directions presented to date. The Secondary Plan will be incorporated into the new city-wide Official Plan. Both documents will be the subject of an open house scheduled for April 19, 2010.

For updates about the Vaughan Metropolitan Centre Plan Review, and for more information about Vaughan Tomorrow—the City's Growth Management Strategy—visit www.vaughtomorrow.ca. In a few days, you will be able to view and download these information panels from the web site. If you have comments that you did not have a chance to share today, please e-mail them to Melissa Rossi, Policy Planner, City of Vaughan at melissa.rossi@vaughan.ca

The purpose of this open house is to update the public on the framework and policy directions for the VMC Secondary Plan.



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



planning context

The Greater Toronto and Hamilton Area is one of the fastest growing regions in all of North America. The Government of Ontario has recently created land use policies and transportation plans intended to shape future growth in a way that promotes healthy, complete communities that use infrastructure and resources efficiently. The following is an overview of Provincial policies and plans most pertinent to the Vaughan Metro Centre.

places to grow growth plan for the greater golden horseshoe

Places to Grow, enacted on June 15, 2006, is a Provincial plan that directs generally how long-term growth and development should happen in the Greater Golden Horseshoe. One of its main objectives is to protect greenfields and reduce 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 Vaughan Metro Centre 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 Vaughan Metro Centre have been assigned a growth target of 200 new people and jobs per hectare by 2031.

The Vaughan Metro Centre 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 the only UGCs that will be served by a subway; it has great highway access and it is not adjacent to low-density residential fabric which can constrain intensification.

This UGC will play a central role in the City's future growth strategy. It is a key location for residential and employment growth within Vaughan's built boundary.

To meet the Provincial target for Vaughan's Urban Growth Centre, the core of the VMC needs to increase its density from less than 20 people and jobs per hectare today to 200 by 2031.

the big move metrolinx's regional transportation plan (RTP)

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.

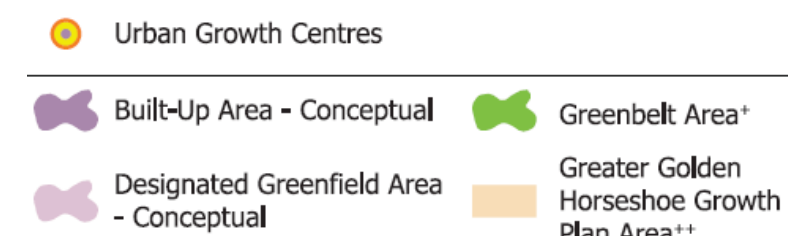
Complementary to the Vaughan Metro Centre's status as an Urban Growth Centre is its designation as an Anchor Mobility Hub in the RTP. This designation reflects the fact that VMC will be the place of convergence for four lines of public transit: the Spadina subway extension, VIVA, YRT and the 407 Transit Way. Anchor Mobility hubs are seen to be 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 vibrant places of activity and a major regional destination unto themselves.

transit investments

Significant investments are being made in public transit that will result in a multi-modal transit hub in the VMC. Most notably is the planned expansion of the Spadina subway line, with service anticipated in the VMC in 2015.

VIVA and YRT will have a growing presence in the VMC. VIVA service on Highway 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 bus terminal is being planned adjacent to the subway station. The station will contribute to the creation of an efficient multi-modal transit hub. To the south of the VMC, the 407 bus transitway is being planned and will have a stop just south of the 407, one subway stop from the VMC.

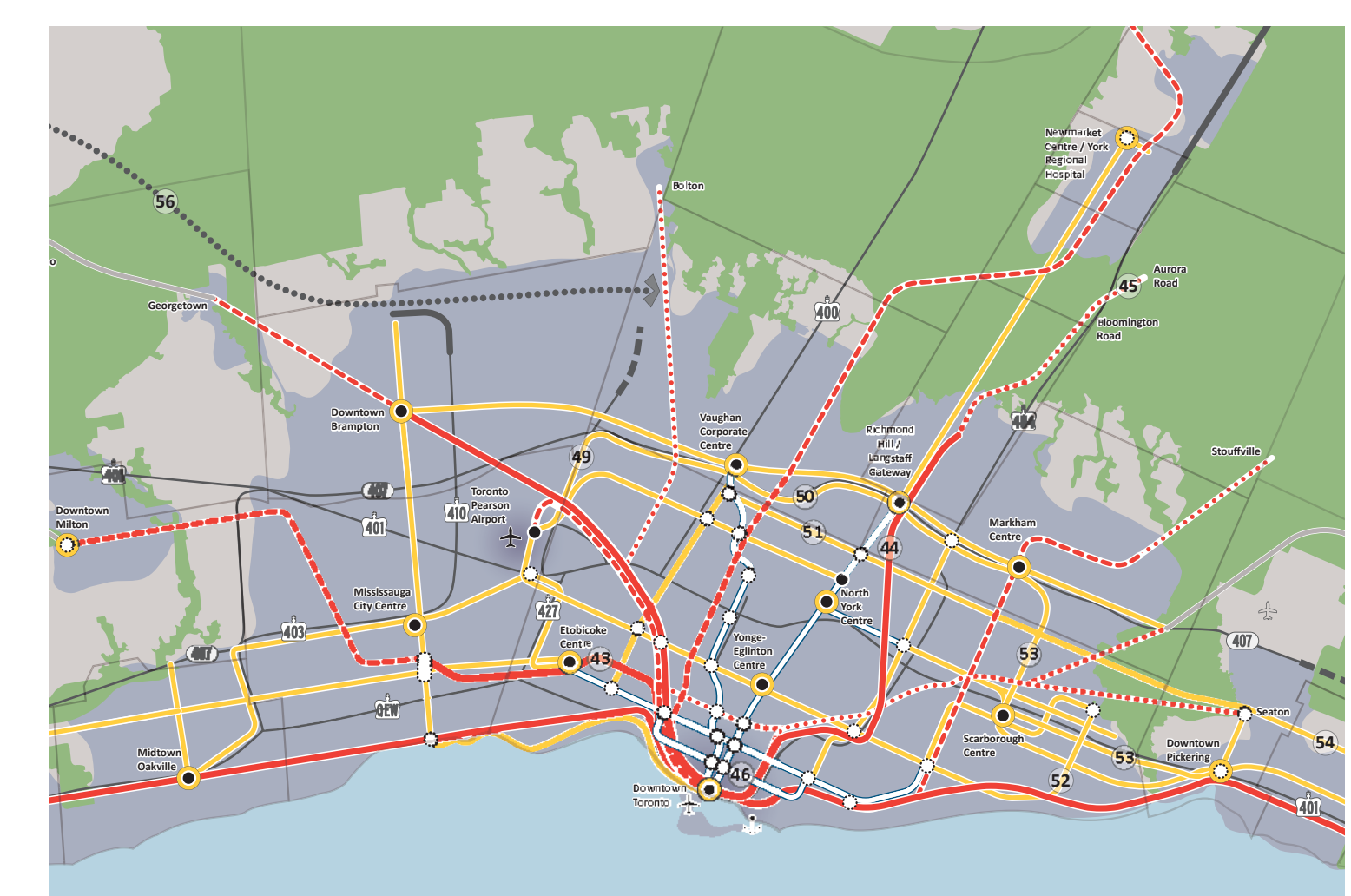
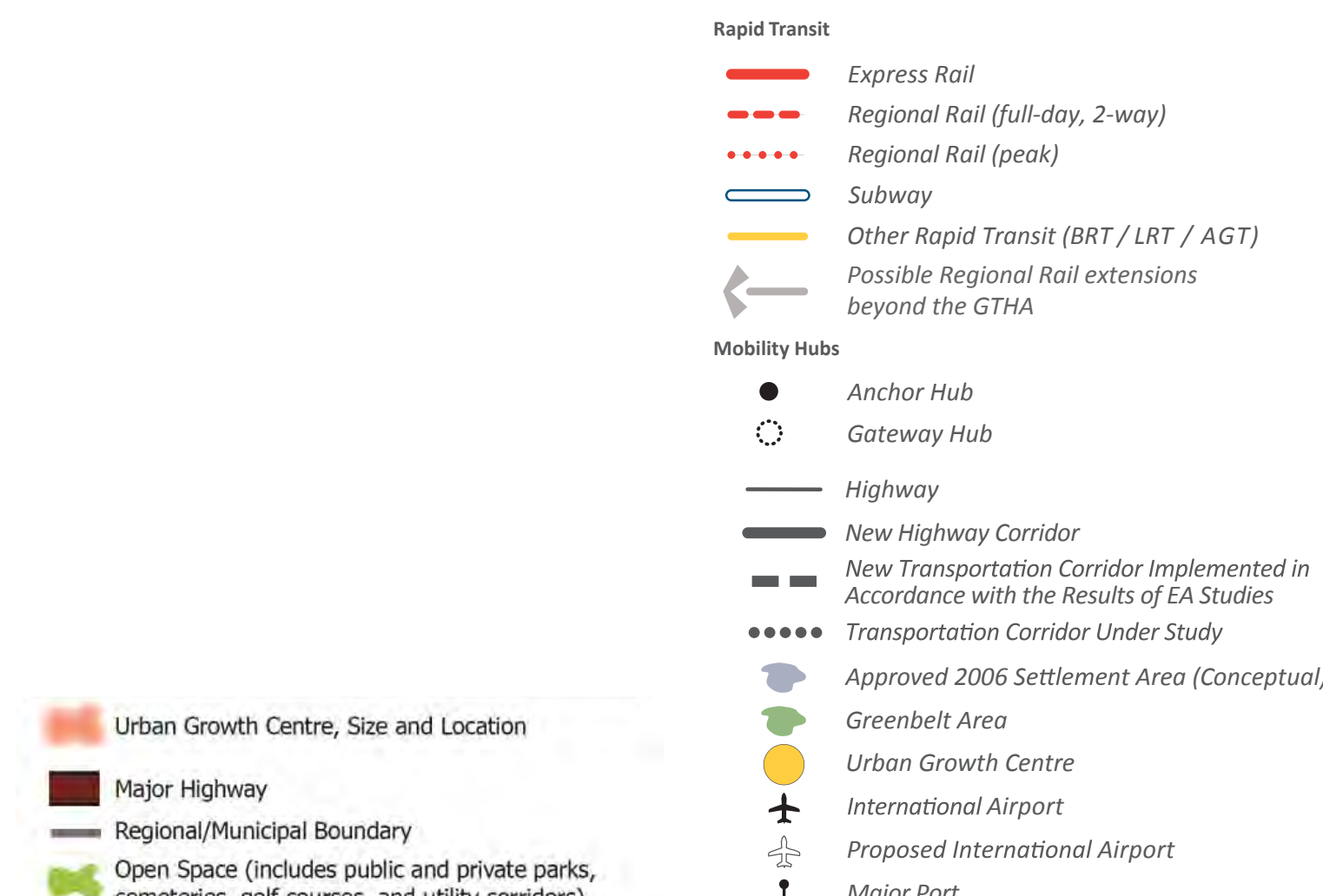
Intensification targets, broad community support and the subway extension set the stage for building a downtown.



URBAN GROWTH CENTRES
Places to Grow - Growth Plan for the Greater Golden Horseshoe 2006



VAUGHAN'S UGC
Places to Grow - Growth Plan for the Greater Golden Horseshoe 2006



25 YEAR PLAN
Metrolinx Draft Regional Transportation Plan - www.metrolinx.com

planning context

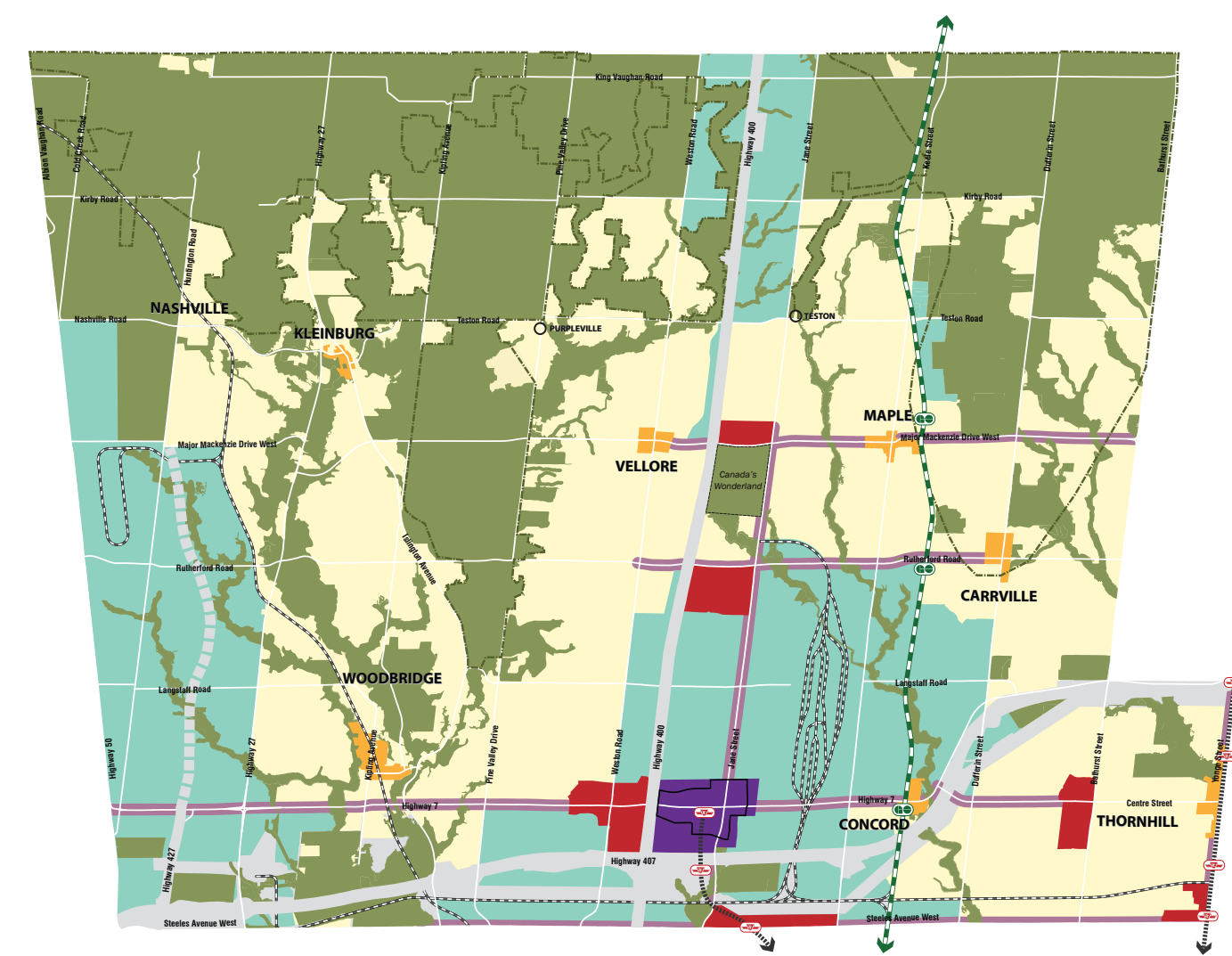
The past 30 years have seen the City of Vaughan transform from a series of agricultural villages in the rural countryside of the Greater Toronto Area to one of the largest suburban municipalities and most rapidly growing economies in the Greater Golden Horseshoe. The issues created by this period of growth and change now demand a second "transformation" - this time from a 20th century suburban municipality to a vibrant and sustainable 21st century city situated at the geographic centre of Canada's largest regional economy.

a regional centre

The VMC is one of four Regional Centres identified in the new York Region Official Plan. Regional Centres are planned as the most important and intense concentrations of development within the Region. They are intended to be vibrant places for living, working, shopping, entertainment, cultural identity and human services. The Region's OP directs that secondary plans for Centres shall include: minimum density requirements; a fine-grained street grid; urban built form 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; a requirement for public art; reduced minimum and maximum parking standards; and other transit-supportive and place-making policies.

The Draft Structure Plan guiding the new Vaughan Official Plan positions the VMC at the top of a hierarchy of intensification areas, recognizing its capacity for growth and the objective to create a downtown. While encouraging a broad mix of uses, the soon-to-be-released Draft OP will direct major office development to the VMC.

DRAFT URBAN STRUCTURE (SCHEDULE 1 - VAUGHAN OP)



vaughan tomorrow

Vaughan Tomorrow is the City's growth management strategy, which has entailed a number of studies, all of them informing the preparation of a new Official Plan for the city. The Official Plan is being guided by a vision developed through extensive consultations with Vaughan citizens over the past two years. One of the core themes of the vision is "a vision for a vibrant and thriving downtown". The vision calls for the Vaughan Metro Centre to become a gathering place - a place to work, shop, recreate; and place to demonstrate, learn and invent; a recognizable and special place at the heart of the city.

The vision for a vibrant and thriving downtown includes:

- > a thriving mixed-use community with a special focus on social and cultural activities and significant public and civic spaces
- > major offices, including government offices, and institutions
- > remarkable urban design that gives the downtown a positive identity
- > sustainability initiatives such as a district energy facility, green development standards, green roofs, permeable paving and renewable energy
- > a municipal parking authority that allows for lower parking standards

green directions vaughan

The City's commitment to sustainability is demonstrated by its recent Community Sustainability and Environmental Master Plan, called Green Directions Vaughan. The comprehensive document outlines a series of goals and many supportive actions with implications for the future of the VCC.

The actions that relate most specifically to the VCC include:

- > As a pilot program, initiate a feasibility study to examine the opportunities for development of a district energy system in the Vaughan Corporate Centre;
- > 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;
- > Ensure that policies in the City's new Official Plan protect all ecological features and functions;
- > Develop sustainable development evaluation criteria that can be applied from neighbourhoods to sites;
- > 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 (1) common indoor and outdoor public spaces; (2) public art; (3) parks and open space; and (4) central, accessible hubs for arts, culture, and recreation;

York Region and the City of Vaughan have fully embraced principles of sustainability in their recent and emerging policy documents, setting the stage for building a truly green downtown.

green directions
VAUGHAN

CITY OF VAUGHAN
Community Sustainability and Environmental Master Plan
April 2009

existing policy framework

OPA 500 establishing the structure

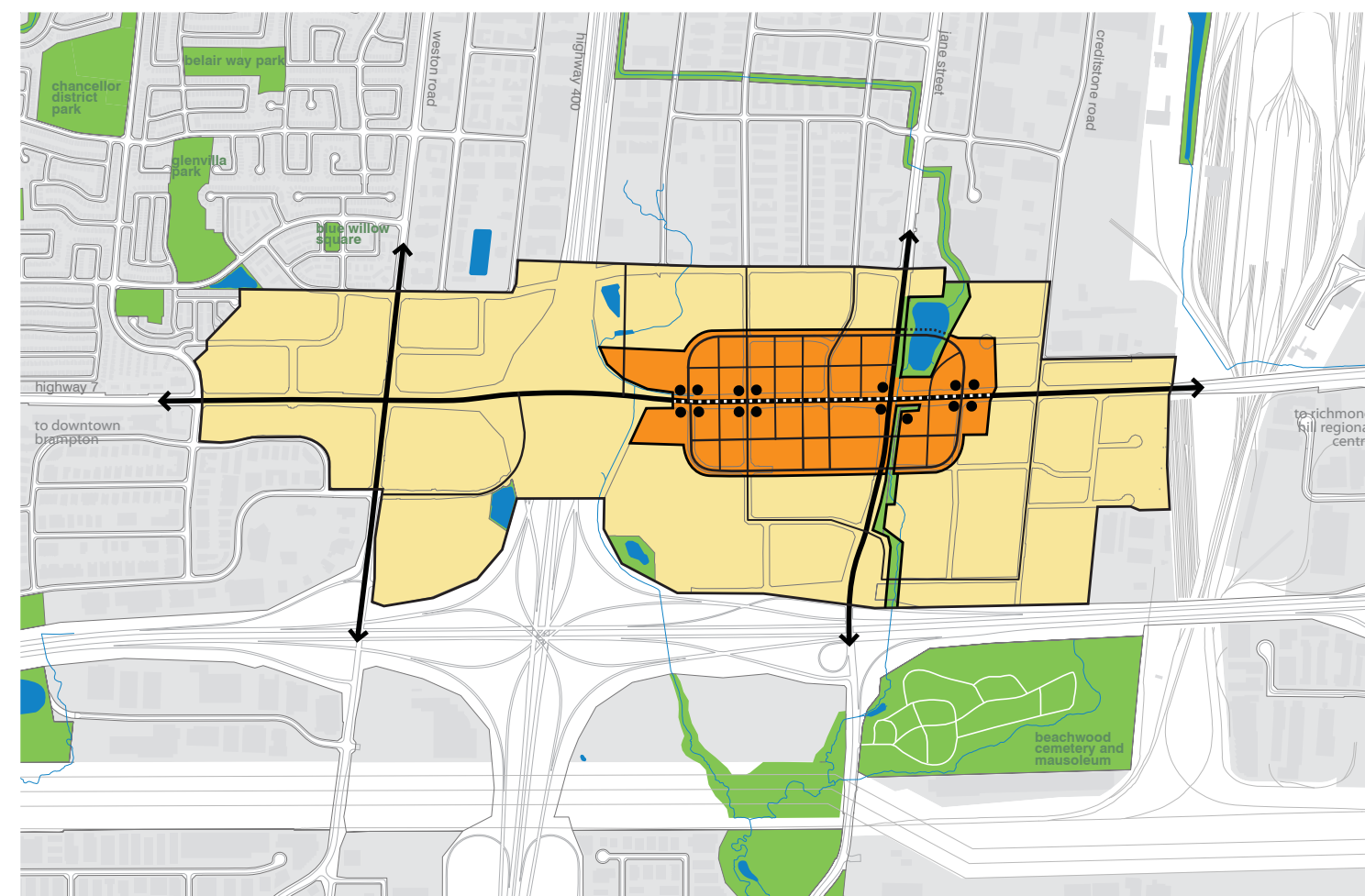
The first complete Secondary Plan for the old Vaughan Corporate Centre was Official Plan Amendment 500, approved in 1998. The Plan envisions a new central focus for higher intensity land uses with an identifiable core and a mix of uses. In particular, the VMC is envisioned as a focal point of business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

The Plan identifies two major land use designations, the Corporate Centre Node and the Corporate Centre District. The Node is identified as the focus of higher order uses. A wide range of land uses are permitted in the Node, including offices, hotels, institutional, civic, cultural, retail, medium and high density residential, and community facilities. A block pattern is identified on a 100 metres by 100 metres grid. The maximum building height is 25 metres, except on 'Gateway Sites' where there is no maximum height limit. The overall density

target is 5.0 FSI, though no density limit was placed on individual sites. At grade retail is encouraged and elevations facing streets must present a "front" elevation.

The Corporate Centre District is identified as a significantly less dense area than the Node. It encourages land uses that require visual exposure, good vehicular accessibility and large development parcels. A similar range of uses are permitted in the District, except industrial uses and major entertainment facilities are also permitted and residential uses are not permitted. The road block pattern is adjustable, and calls for a grid of 100 metre by 200 metre blocks. The maximum building height is 15 metres, except for theatre or office uses. The density limit is 0.6 FSI, significantly lower than inside the Node. Buildings should front adjacent streets and provide continuous frontages along arterial and collector roads.

OPA 500 is based on a vision of a compact central business district with high rises located on Avenue 7 surrounded by low density commercial and industrial development.



OPA 500 POLICY MAP



LAND OWNERS HAVE SATISFIED OPA 500'S OBJECTIVES FOR THE VCC DISTRICT

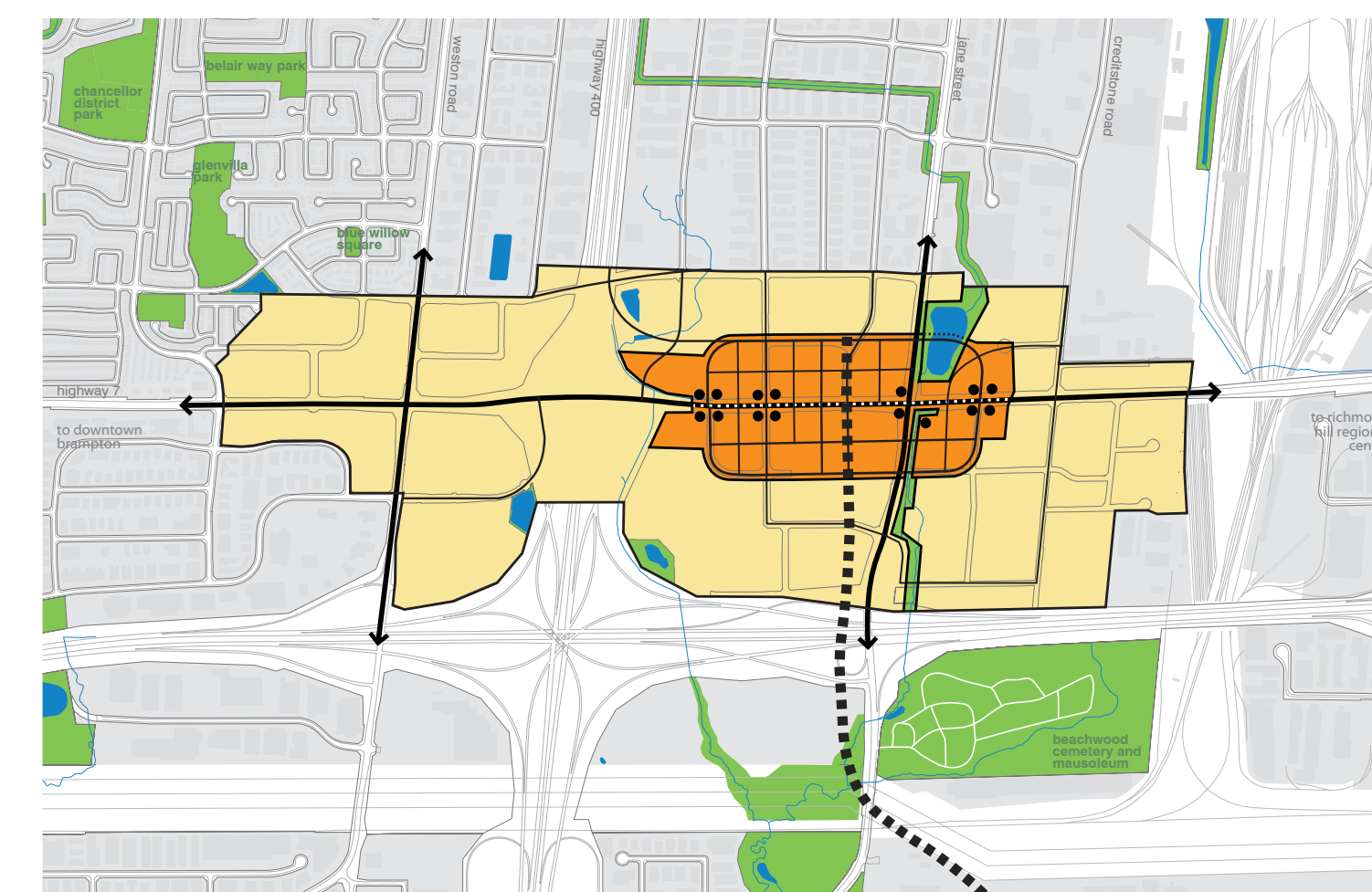
OPA 528,529 improving transportation

OPA 500 was amended in 2001 with OPA 528. The purpose of the amendment was to identify and incorporate road network improvements and supporting policies.

The major changes introduced by OPA 528 are:

- The introduction of a bridge over highway 400 linking Applewood Cres and Chrislea Rd;
- Link 5: A northbound Highway 400 on-ramp from the northern section of the ring road ;
- Link 4: A link from the northbound Highway 400 off-ramp (south of RR7) connecting to the extension of the ring road in link 5;
- The extension and/or realignment of several streets

OPA 529 protects for a rapid transit alignment between the Vaughan Metro Centre and the City of Toronto. The alignment is shown below as a dotted line.



OPA 529 STRUCTURE

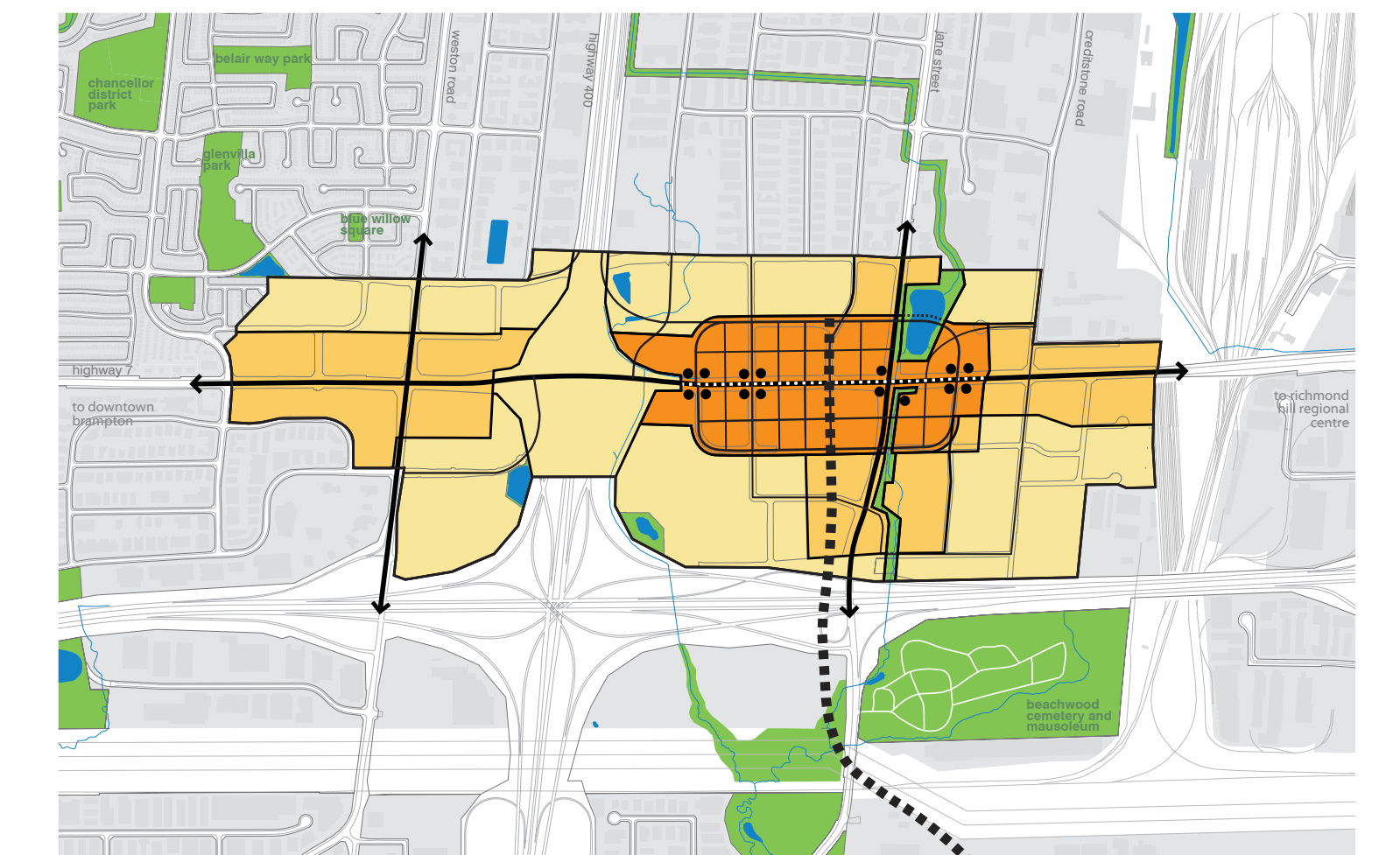
OPA 663 introducing the corridor

OPA 663 was approved in 2008. It introduces a new land use designation to the VCC - the Corridor. The Corridor designation recognizes the importance of transit-supportive development along key regional corridors. The Plan envisions a major transformation of Avenue 7 from a high-speed vehicle route to a multi-purpose urban street that accommodates pedestrians, transit, and vehicles.

A similar range of land uses are permitted in the Corridor as in the Node, including offices, hotels, institutional, civic, cultural, retail, medium and high density residential, and community facilities. The grid pattern is adjustable, and calls for a 100 metre by 200 metre blocks. OPA 663 established a minimum density of 0.75 FSI and a maximum of 2.5 FSI in the Corridor areas while allowing for transitional uses. It also increased the maximum density in the District to 1.5 FSI (2.0 where density is transferred from land dedicated to a public use) and the maximum height to 16.5 metres for most uses.

LEGEND

- NODE
- WESTON/CREDITSTONE
- GATEWAY
- SUBWAY ALIGNMENT



OPA 663 STRUCTURE

a focused downtown

Challenges and opportunities

The following is a summary of the challenges and opportunities which are present in the VMC today:

the challenges

- no major natural feature
- no visible cultural heritage
- lack of residential context
- major physical barriers
- walkability
- no "places"

the urban design opportunities

- Build an extraordinary public realm
- build beautiful architectural and cultural legacies
- create a range of distinct neighbourhoods
- focus and concentrate the downtown
- establish a fine-grained street network
- create distinct and mutually supportive places

A new boundary and new targets

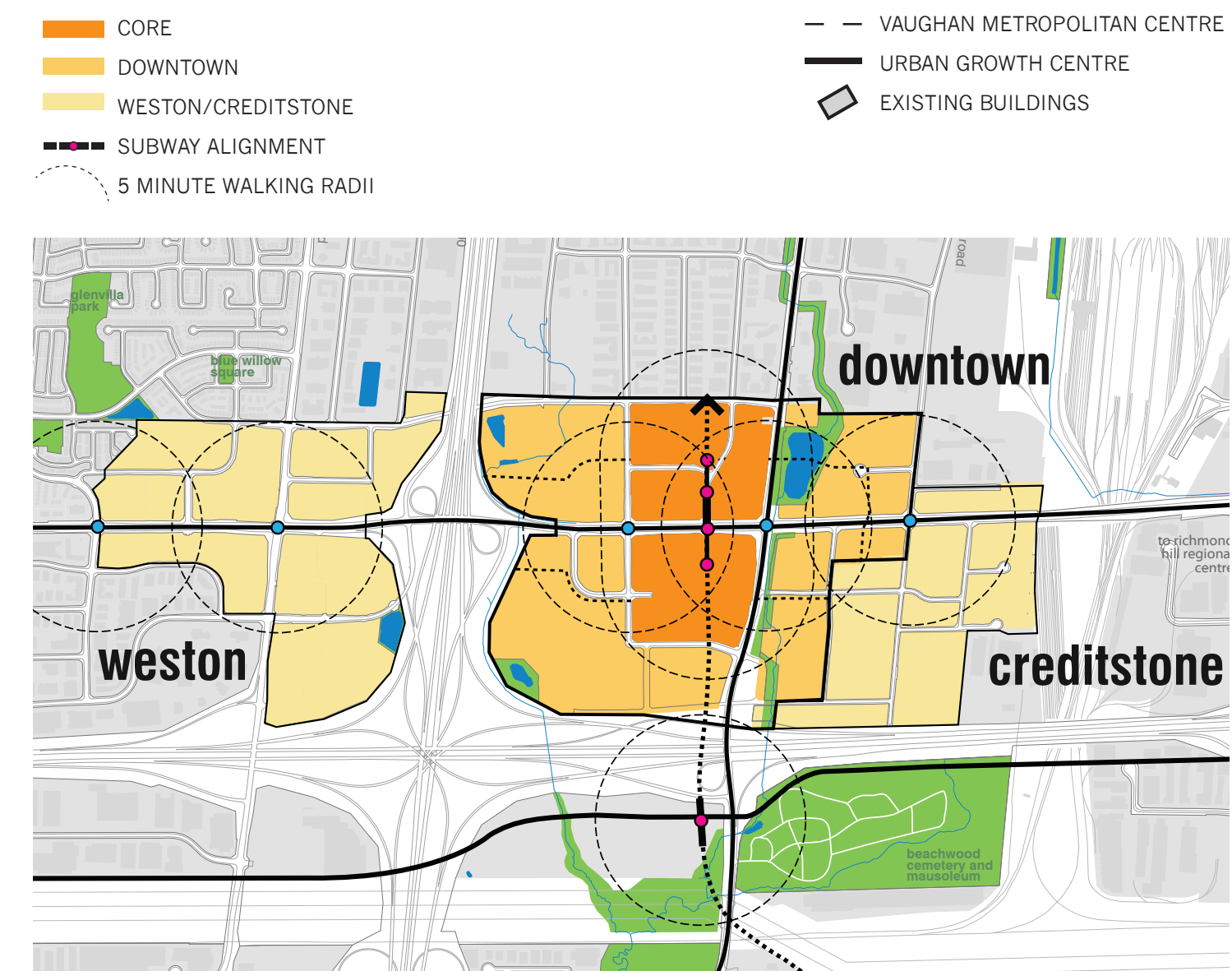
Based on the analysis of challenges and opportunities, a new boundary was established for the VMC that allows for the creation of a cohesive, concentrated downtown. The area within the former VCC west of Highway 400 is identified in the Draft Structure Plan for the Official Plan as a Primary Centre, which recognizes its potential to intensify and reurbanize over time with a mix of uses. Active industrial lands east of the new VMC are proposed to be designated for employment uses in the emerging Official Plan.

Within the new VMC area, Vaughan's Urban Growth Centre has been delineated. This area is approximately 50% larger than the UGC generally defined by the Province. The UGC boundary recognizes the north-south orientation of the future subway station and appropriate locations for future VIVA stations on

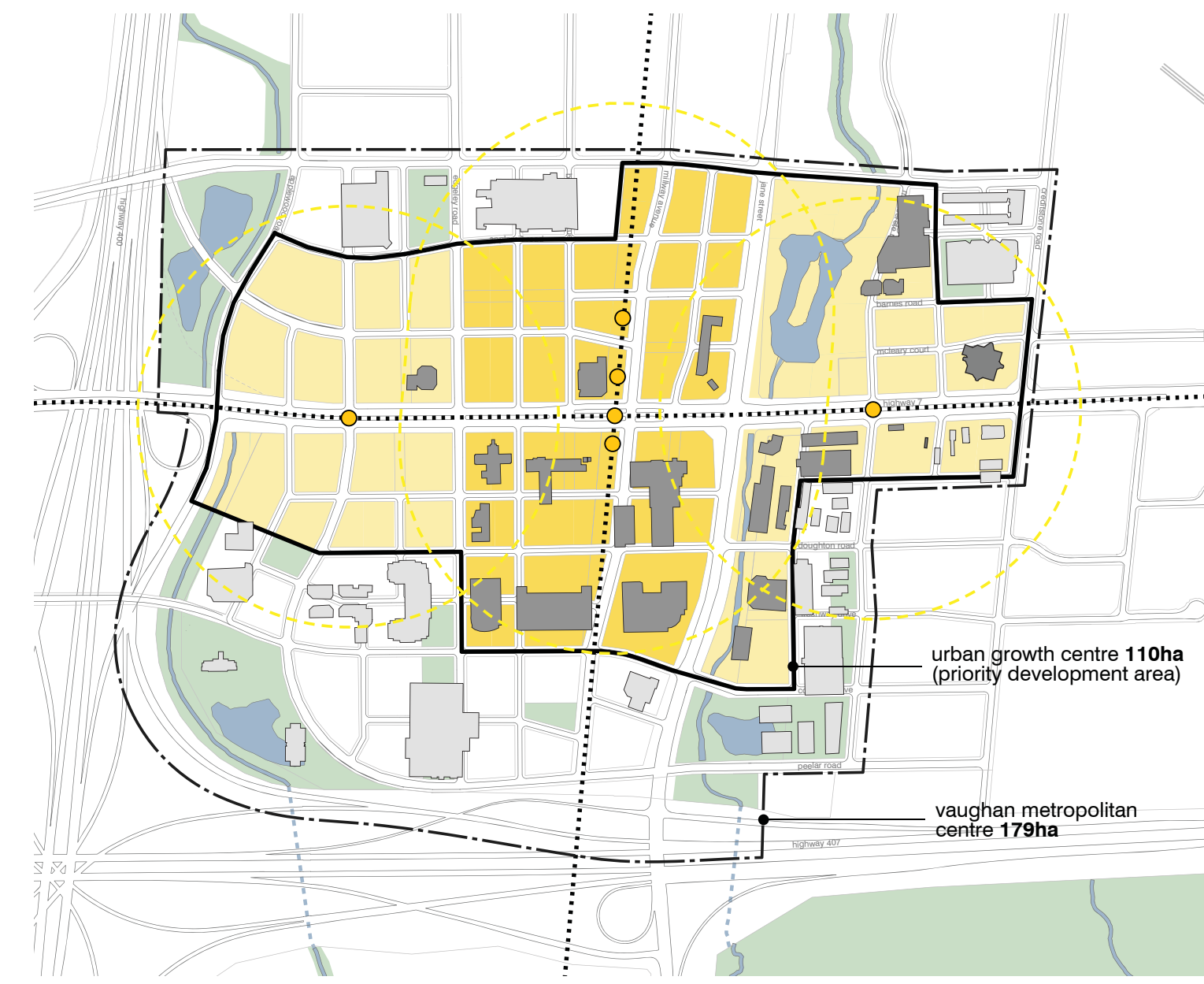
Highway 7, and the development potential within short walking distance of these stations. It also helps to ensure that future development will result in the critical mass of people necessary to create the sense and vibrancy of a downtown. To ensure the density target of 200 people and jobs per hectare is achieved within the UGC, and a downtown develops, the Draft Secondary Plan will propose restricting residential development to within the UGC until 8,000 units have been built or under construction.

Population and Job Targets by 2031:

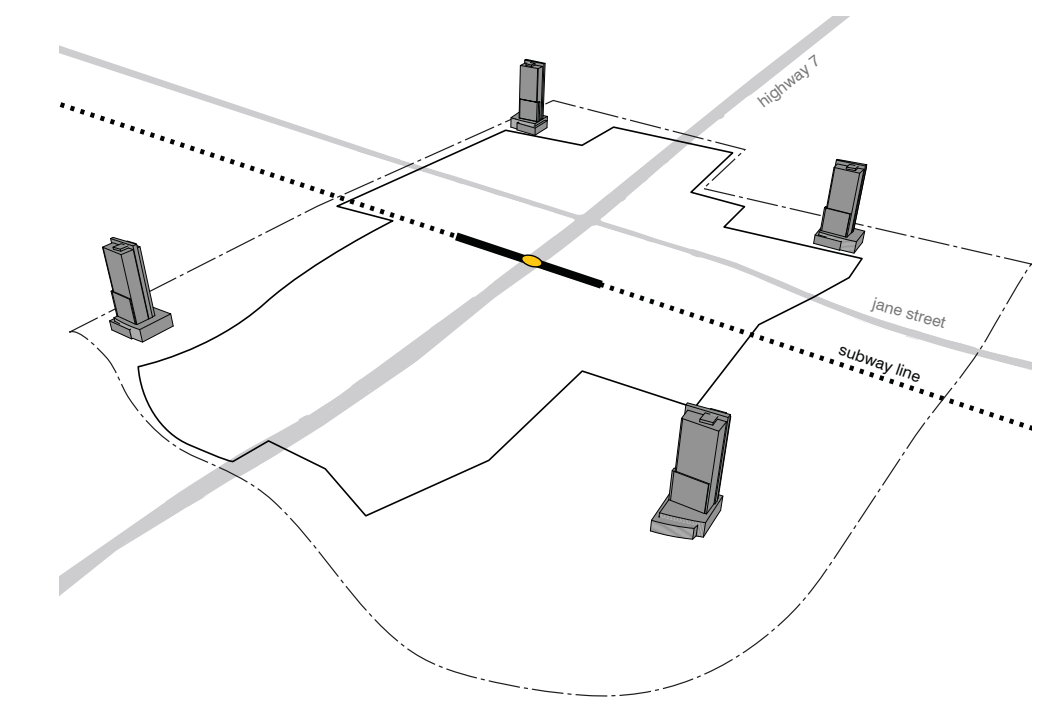
	UGC	VMC
Population	17,000	25,000
Jobs	6,000	11,500



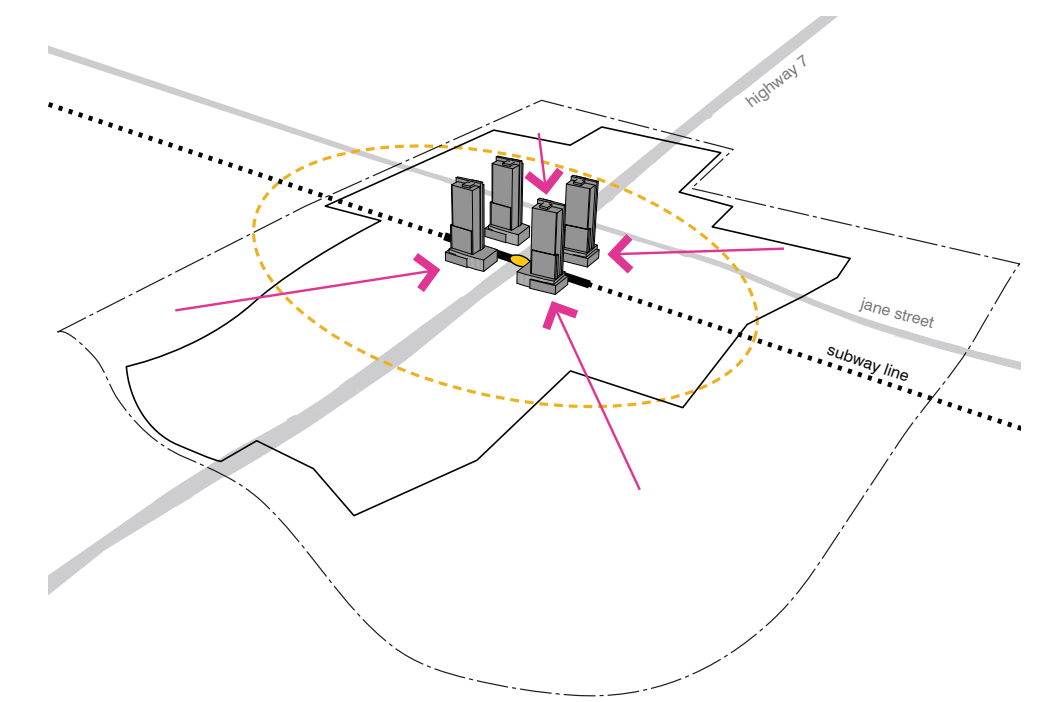
THE THREE DISTINCT AREAS THAT COMPRISE THE FORMER VCC



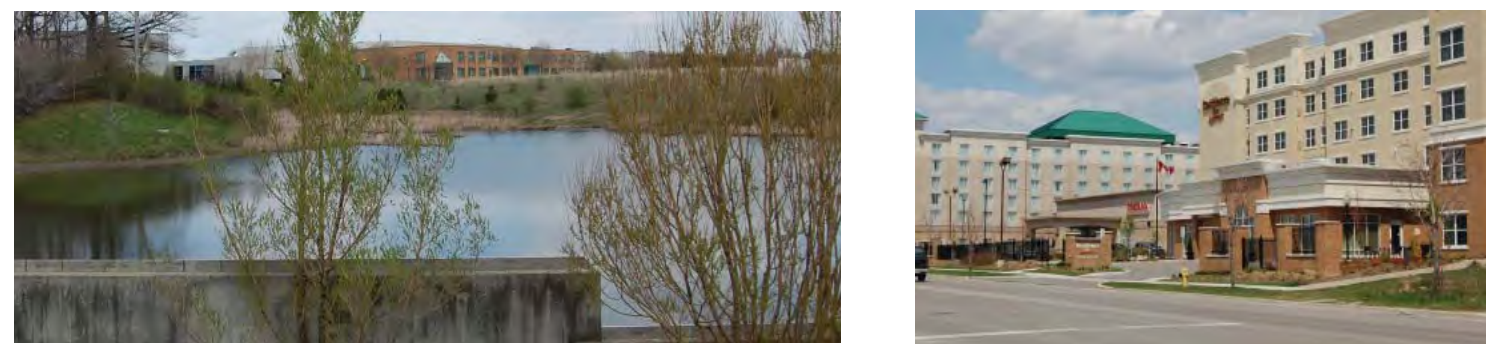
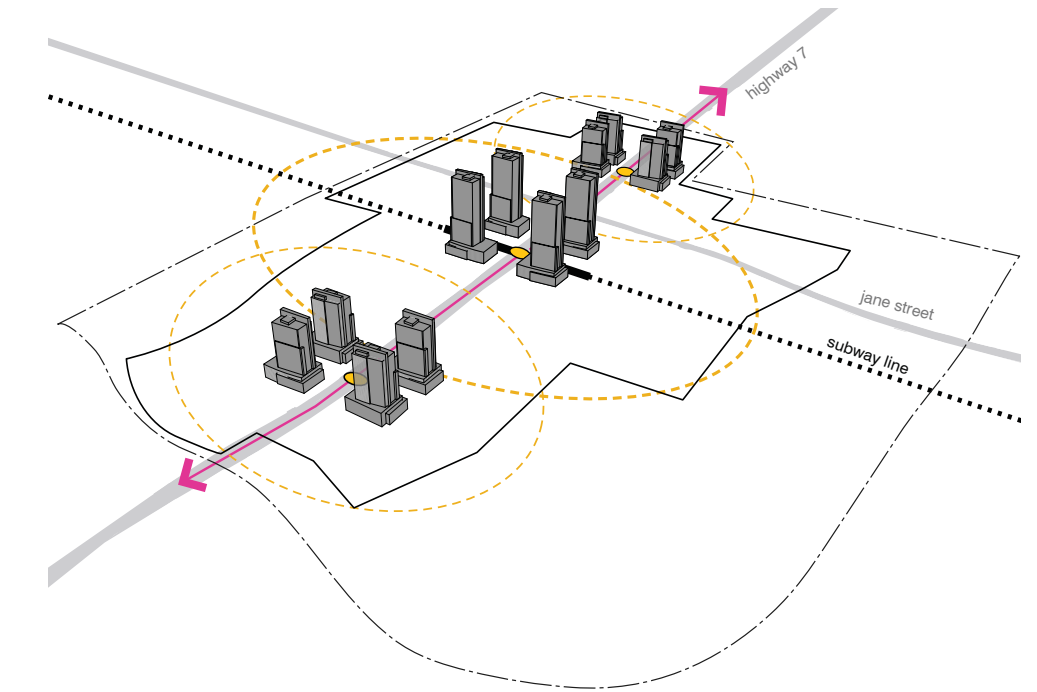
VMC AND UGC BOUNDARIES



Islands of high density will not make a downtown.



The Secondary Plan needs to structure land use and density in a way that encourages concentrations of development around the rapid transit stations and results in the critical mass of a downtown by 2031.



the vision

The study team's analysis and input from stakeholders and the public, gathered at workshops held in May and September 2009, provided the basis for the long-term vision described below and illustrated on the next panel, which will underlie the Secondary Plan.

Transit-oriented

- > The highest development densities should be concentrated around the future subway station and VIVA stations.
- > Transit stations should be attractive and contain passenger amenities.
- > Direct connections to the subway station should be provided from adjacent development.

Walkable

- > A fine-grain network of streets and pathways will minimize walking distances.
- > A broad mix of uses should be provided within short walking distance of homes and workplaces in the downtown.
- > Buildings framing the street, a diversity of open spaces and streetscape elements should contribute to comfortable and enjoyable walking experiences.

Accessible

- > The road network and transit system should facilitate easy access to and from the downtown by transit and car.
- > Strategic public parking structures will provide convenient parking for workers, shoppers and visitors.
- > New planned and long-term road connections should better link the downtown to East Woodbridge.

Diverse

- > A variety of housing forms will be provided and a diversity of architecture displayed.
- > 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 be "affordable".
- > There will be a variety of open space types offering a range of amenities and experiences.

Vibrant

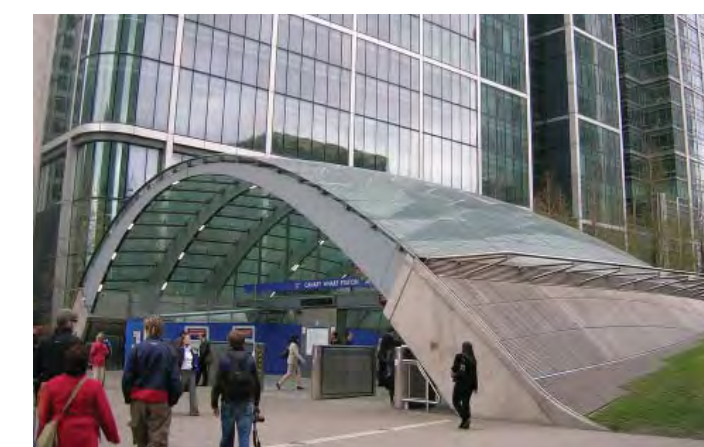
- > Key streets and open spaces will be lined with commercial and other active ground-floor uses to animate the downtown.
- > Civic and cultural facilities, and other destinations, will attract people from across the city and region.
- > Institutional uses and community centres will provide focal points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

Green

- > Downtown will be a model of sustainable development.
- > Existing significant natural features will be maintained, and the natural functions of the Black Creek corridor will be enhanced.
- > An efficient district energy system will be developed.
- > The local hydrological system will be designed to minimize waste and run-off and maximize positive impacts on the natural environment.
- > Civic buildings will demonstrate the highest green building standards, and private development will be motivated to do the same.

Beautiful

- > The architecture of buildings will be of a high standard and respectful of their planned context.
- > Naturalized open spaces will frame downtown, major parks will define neighbourhoods, and plazas and intimate green spaces will dot 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 as a whole.



Objectives for the VMC

In keeping with the vision for the Vaughan Metropolitan Centre, the Secondary Plan will seek to achieve the following primary objectives.

A DOWNTOWN

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

NEIGHBOURHOODS

Establish complete neighbourhoods containing a variety of housing

EMPLOYMENT DIVERSITY

Attract and accommodate a variety of employment uses

UNIVERSITY OR COLLEGE PRESENCE

Attract a major institution of higher learning

HIGH TRANSIT USAGE

Optimize existing and planned investments in rapid transit

GRID OF STREETS

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

RICH OPEN SPACE SYSTEM

Develop a robust and remarkable open space system

NATURAL SYSTEMS

Improve natural systems and functions

GREEN DEVELOPMENT

Ensure development incorporates green infrastructure and green building technologies

DESIGN EXCELLENCE

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

vaughan metropolitan centre - secondary plan directions open house 03 08 10

the vision illustrated

The purpose of the digital model shown here and the physical model on display is to illustrate how the proposed framework of streets, open spaces and land uses can accommodate a variety of development scenarios and a mix of building types. It also illustrates the general intent with respect to built form. All buildings should frame and address streets, residential towers should be slender and spaced apart, and townhouses are encouraged in the neighbourhoods.



VIEW LOOKING NORTH FROM OVER THE 407.



building a new downtown

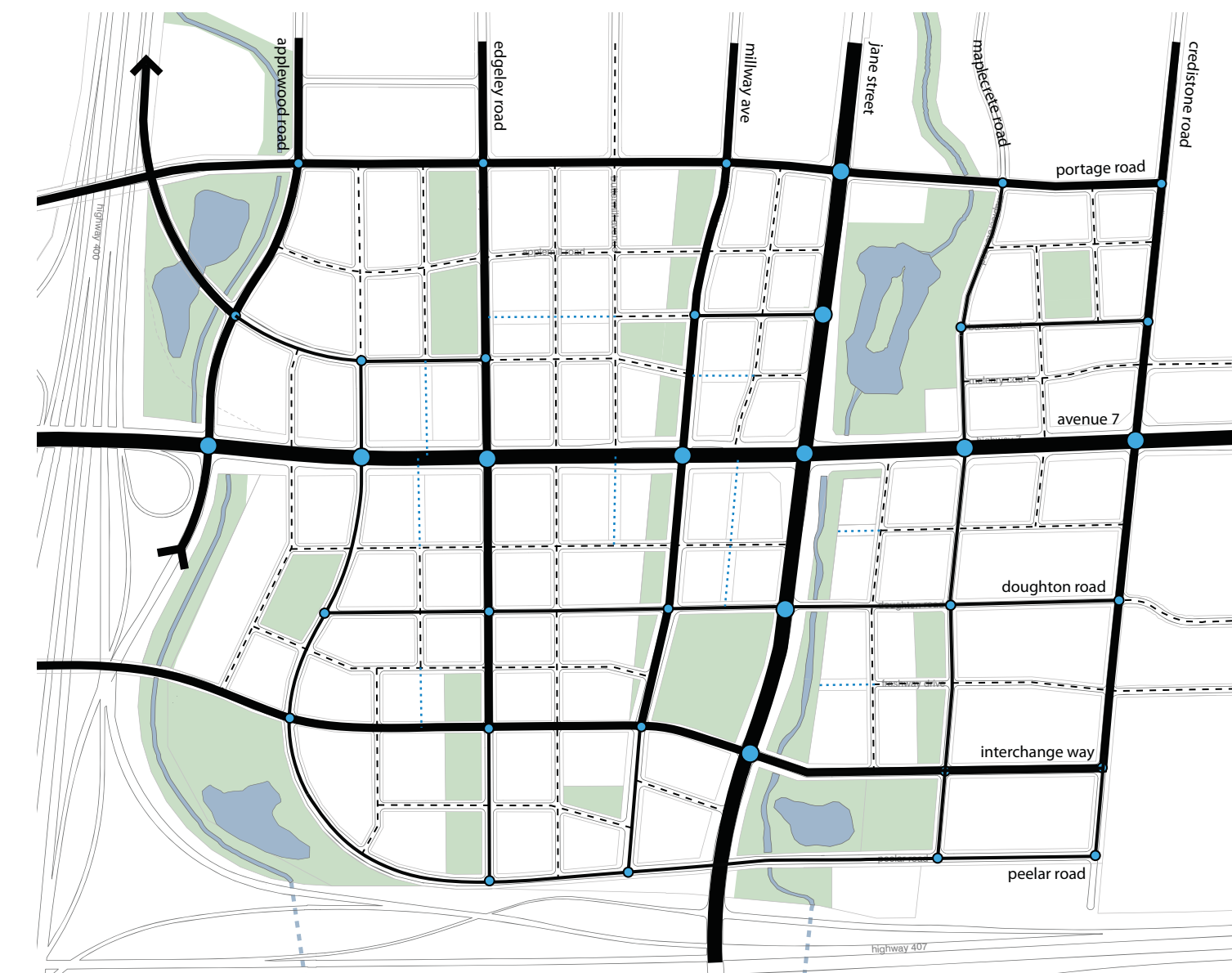
secondary plan directions

street network

A hierarchical grid of streets that encourages walking, distributes vehicular traffic and provides development flexibility within each block.

Key features:

- > Hierarchical, fine-grained grid comprised of arterial, collector and local streets.
- > Development blocks are generally 80-100m wide and 100-120m long to optimize pedestrian porosity, with flexibility at the periphery for larger blocks.
- > Larger blocks will require public mid-block pedestrian links.
- > New link between Portage Parkway and Creditstone will allow trucks and through traffic to by-pass the downtown.
- > Links 4 and 5 configured to support Portage by-pass and maximize land for development. Further technical study of alignments will be required.
- > In the long-term, an additional bridge over the 400, south of Highway 7, will likely be required to better distribute traffic and connect future development west of the 400 to the VMC.

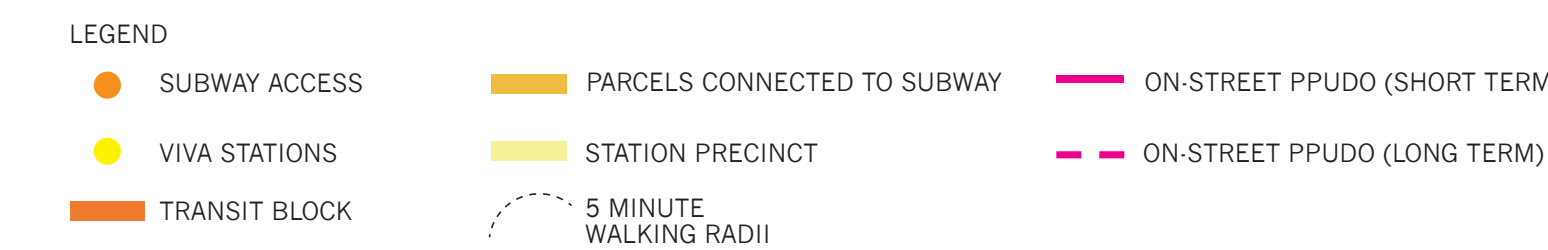
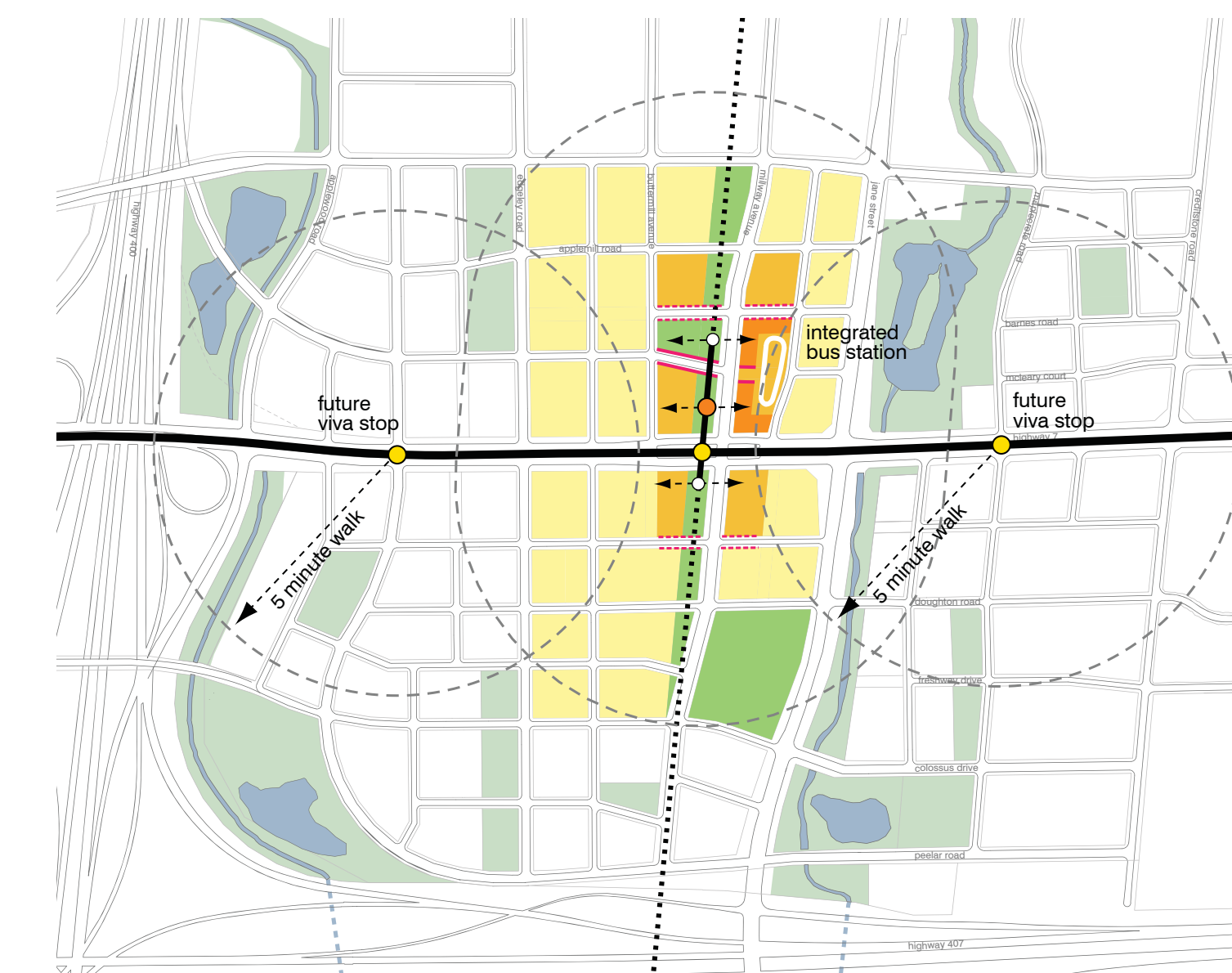


transit infrastructure

An inviting subway station at the heart of downtown, directly linked to adjacent buildings; three VIVA stations in Avenue 7; and a regional bus terminal east of Millway, linked to the subway and surrounded by transit-oriented development.

Key features:

- > Subway station located under linear open space along Millway, directly linked to future adjacent development.
- > VIVA station in Highway 7 at Millway with direct connection to subway.
- > Two additional VIVA stations to serve neighbourhoods and employment areas.
- > Transit block east of Millway where future YRT bus terminal can be enveloped by other development with active ground floors.

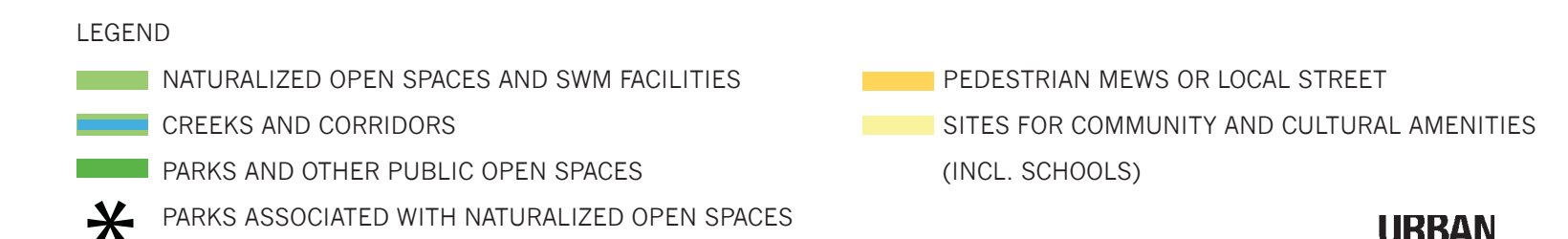


major open spaces and amenities

A robust, diverse, interconnected network of parks and open spaces, and a variety of other community amenities and cultural destinations.

Key features:

- > Four large naturalized open spaces at the corners of the downtown incorporating storm water management features and park amenities.
- > Eight major parks to provide a civic, cultural and recreation focus for the downtown core and future neighbourhoods.
- > Enhanced Black Creek corridor to provide amenities and a setting for neighbourhood development.
- > Mid-block pedestrian links and “green streets” to create an interconnected system.
- > Public and private parkettes, gardens and plazas integrated with development.
- > Civic and cultural destinations along Millway Avenue.
- > Two elementary schools as neighbourhood anchors.



This panel and the next one describe and illustrate the proposed urban design framework that will underpin the Secondary Plan. It includes the network of streets and open spaces, land use and character precincts, and parameters respecting heights and density. As it sets out the desired setting for development and organizes movement, uses and activities in the VMC, the framework also defines the general limits and scale of development.

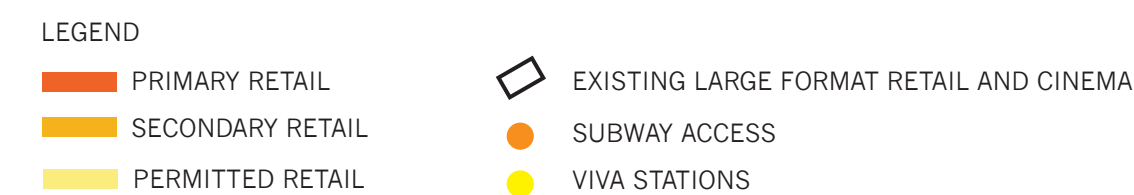
secondary plan directions

retail structure

A central shopping, dining and entertainment precinct complemented by neighbourhood and transit-oriented shops and services.

Key features:

- > Millway Avenue and Avenue 7, around transit stations, are the prime shopping streets, with opportunities for 2-storey retail in mixed use buildings.
- > Opportunity for more intimate "main street" shopping and dining experiences on secondary east-west streets north and south of Avenue 7.
- > Local commercial opportunities near future VIVA stations and along Edgley.
- > Central, shared parking structures and on-street parking will be critical.

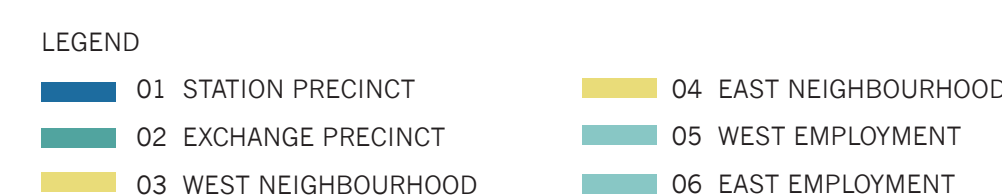


land use and character precincts

Distinct neighbourhoods and employment areas framing, complementing and supporting an intense mixed-use downtown core.

Key features:

- > Mixed use precinct with highest densities, broadest range of uses and major civic attractions at the core, centred on the future subway station.
- > Mixed use precinct south of the core, with employment, residential and potentially institutional uses.
- > Residential neighbourhoods west and east of the core, accommodating a range of housing densities and types.
- > Employment precincts at the edges of downtown to accommodate low and mid-rise office and R&D buildings.

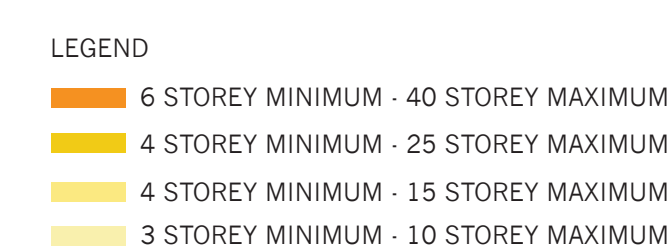
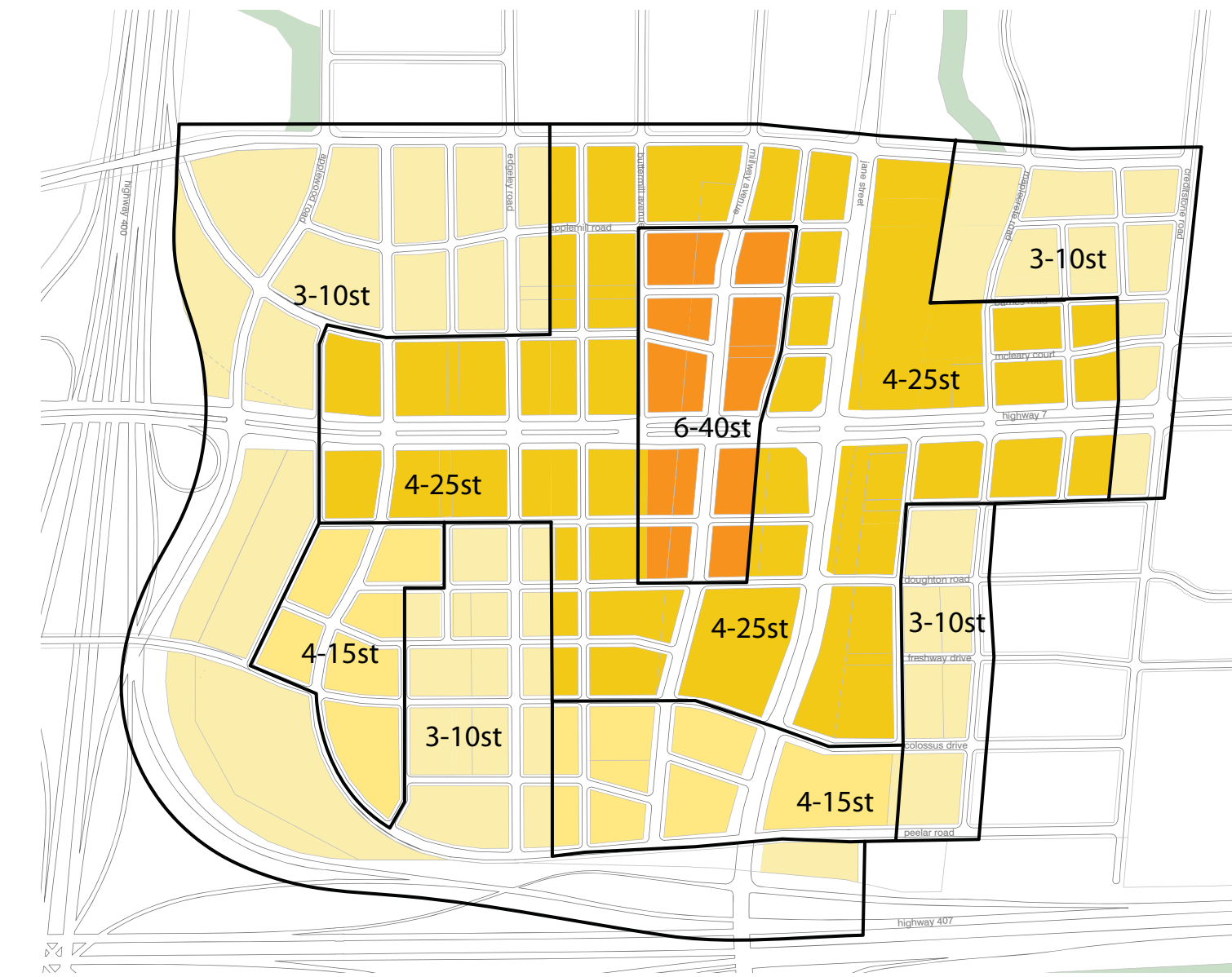


built form and density parameters

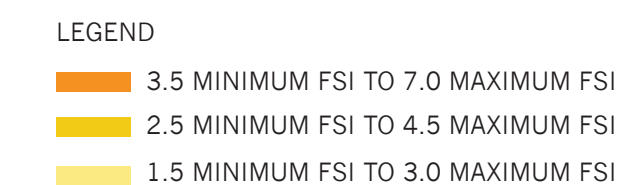
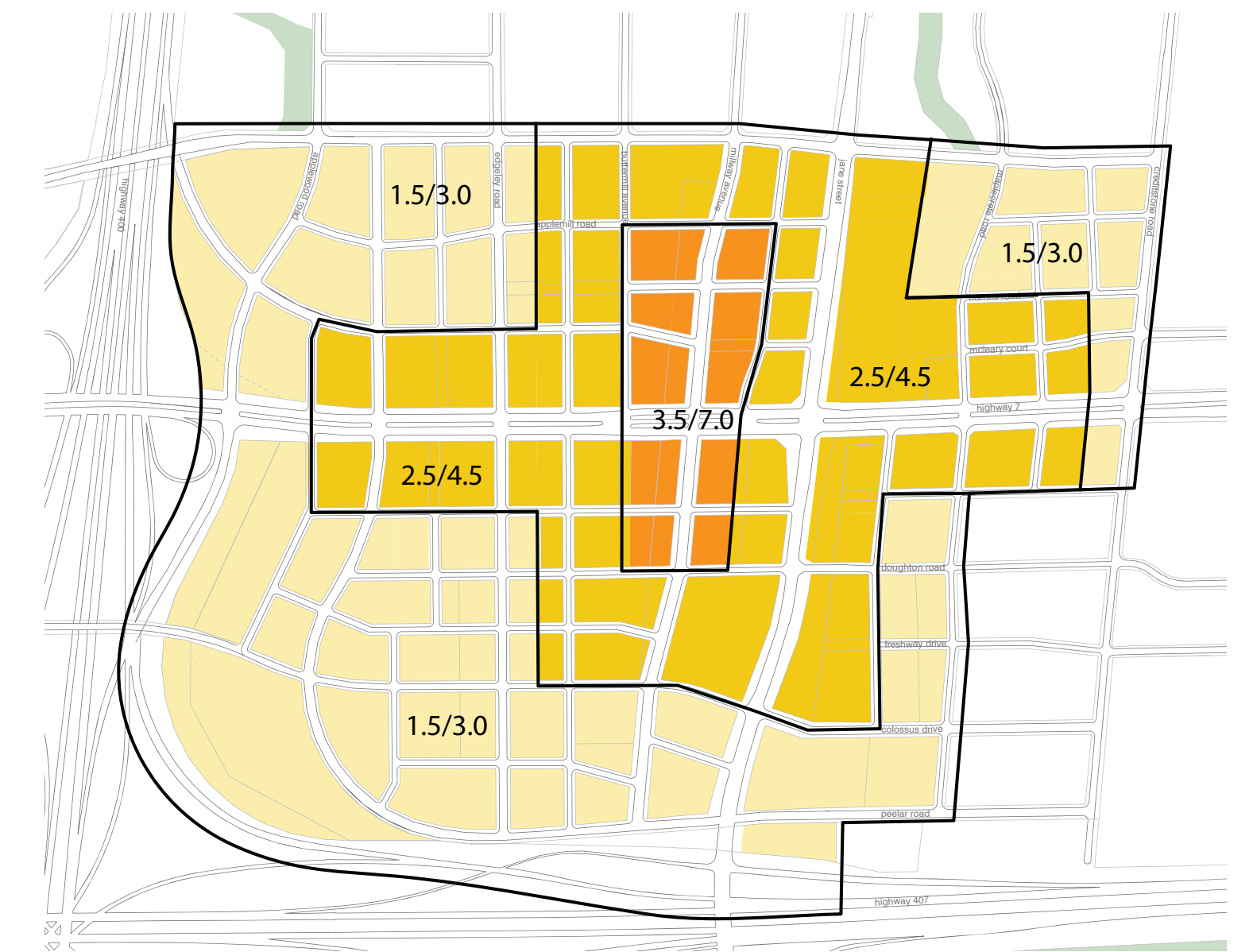
A wide range of building heights and densities across the VMC, with the tallest buildings clustered around the transit hub to accommodate the highest densities and mark the centre of Vaughan's downtown.

Policy directions:

- > Buildings in mixed use precincts to be built close to the street to create a continuous street wall.
- > Residential and mixed use buildings greater than 10 storeys shall take a podium and tower form. Maximum podium height on arterial and major collector roads shall be six storeys; elsewhere, four storeys. To maintain sky views, moderate shadow impacts and create a distinctive skyline, tower floorplates shall not have a gross floor area greater than 800 square metres and generally shall be spaced 30 metres apart.
- > Upper storeys of mid-rise buildings taller than the width of the adjacent right-of-way to be set back to maintain sunlight and sky views.



- > The mass of long mid-rise buildings to be broken up by vertical articulation.
- > Public buildings, e.g., schools, community centre, library, transit stations and cultural facilities, are not subject to minimum heights.
- > Calculation of net density excludes public streets, parks and community facilities; includes private amenity space and circulation and servicing areas.
- > Bonusing permitted in exchange for significant public benefits, e.g.: on-site community facilities; contribution to off-site civic attraction; transit station entrances or amenities; public parking (full list of public benefits eligible for bonusing to be determined).
- > Heights and densities permitted by site-specific zoning approved under OPA 500 to be maintained.



character precincts

The proposed land use and character precincts will ensure a diversity of employment, housing, retail and other attractions in the VMC. There will be “something for everyone” in Vaughan’s future downtown.

station precinct



the vision

- > A mix of civic, office and high/mid-rise residential buildings within 5 minutes of the transit station.
- > Active streets with shops, restaurants and services on the ground floor of residential, office and public buildings.
- > Inviting and architecturally distinctive transit facilities integrated with the public realm and development.
- > Cultural destinations, e.g., a performing or visual arts centre, library, museum.
- > Millway civic park for festivals, other civic gatherings and passive enjoyment.
- > Public art within open spaces and development.

exchange precinct



the vision

- > Mixed use precinct with more employment uses than residential, including low and mid-rise office and R&D.
- > Excellent location for an educational institution or other “urban campus”.
- > Mixed residential-commercial buildings along Interchange Way.

neighbourhoods



the vision

- > A mix of housing types and densities--high-rise, mid-rise, townhouses and stacked townhouses--with a significant proportion of grade-relating housing.
- > Large multi-purpose neighbourhood parks framed by streets and buildings.
- > Two elementary schools and access to community centres.
- > Convenient access to naturalized open spaces.
- > Neighbourhood commercial uses on key streets.
- > Public pathways and intimate open spaces within development blocks.

employment precincts



the vision

- > Low-rise office and R&D buildings.
- > Mid-rise buildings on Avenue 7.
- > Naturalized park-like open spaces along Highway 400 to create a campus-like setting.
- > Distinctive, high-quality architecture.



Policy directions:

- > Range of permitted uses: office, residential, retail, entertainment, civic, institutional.
- > Minimum density of 2.0 FSI for office uses on five development blocks around subway station.
- > Ground floor retail required on Millway, Avenue 7 and other key streets.
- > Underground parking required and transit supportive parking standards should apply; public parking structures permitted.

Policy directions:

- > Range of permitted uses: office, residential, retail, entertainment, institutional, civic.
- > Ground floor retail required on key streets.
- > Underground parking required and transit supportive parking standards should apply.

Policy directions:

- > Permitted uses: residential, neighbourhood commercial, institutional.
- > Permitted housing types: apartments, townhouses, stacked townhouses.
- > Underground parking required and transit supportive parking standards should apply.

Policy directions:

- > Permitted uses: office, research & development, institutional, limited light industrial, hotels, conference facilities.
- > Underground, structured and surface parking (no front yard parking); transit supportive parking standards.

key streetscapes

The images on this panel depict the vision and proposed guidelines for three key elements of the future public realm in the VMC--the "Avenue 7" streetscape, the Jane Street/Black Creek corridor and the heart of the downtown on Millway Avenue.



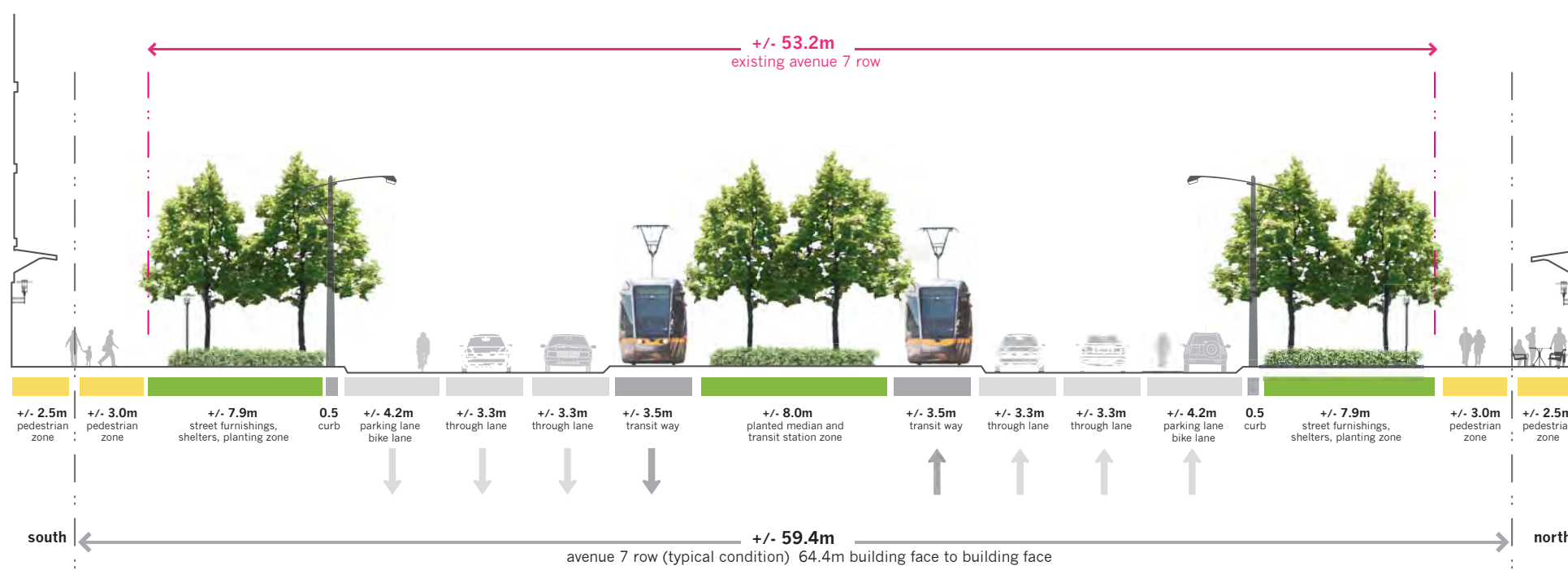
EXAMPLE OF A TRANSIT-ORIENTED, PEDESTRIAN-FRIENDLY STREET



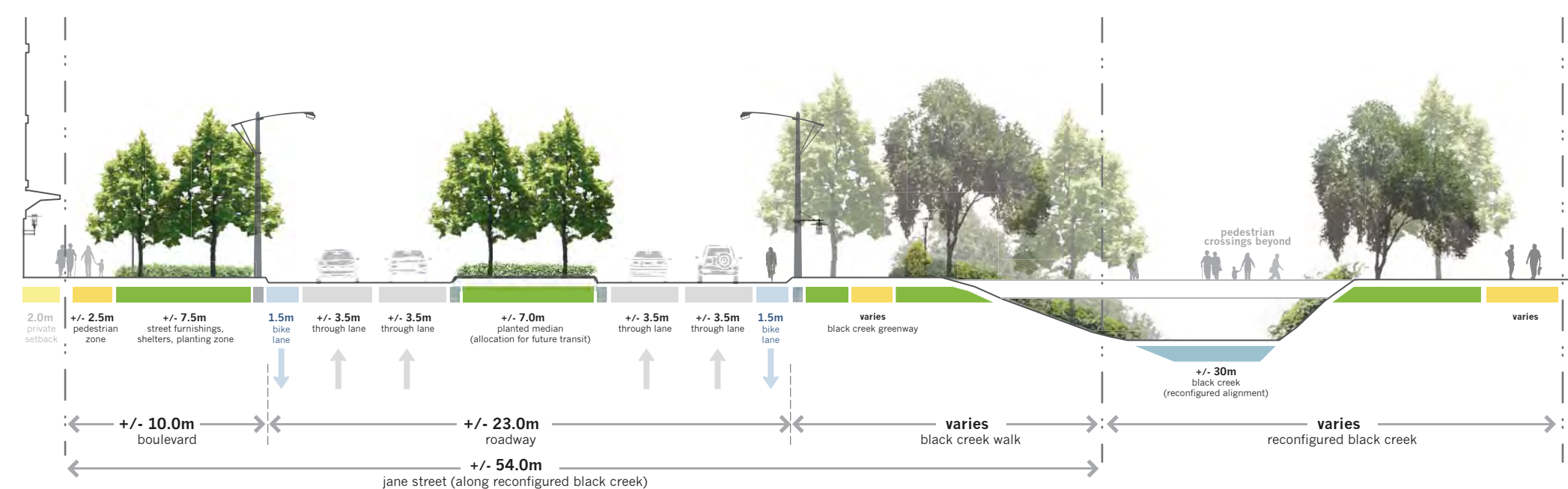
VIEW OF JANE STREET LOOKING NORTH



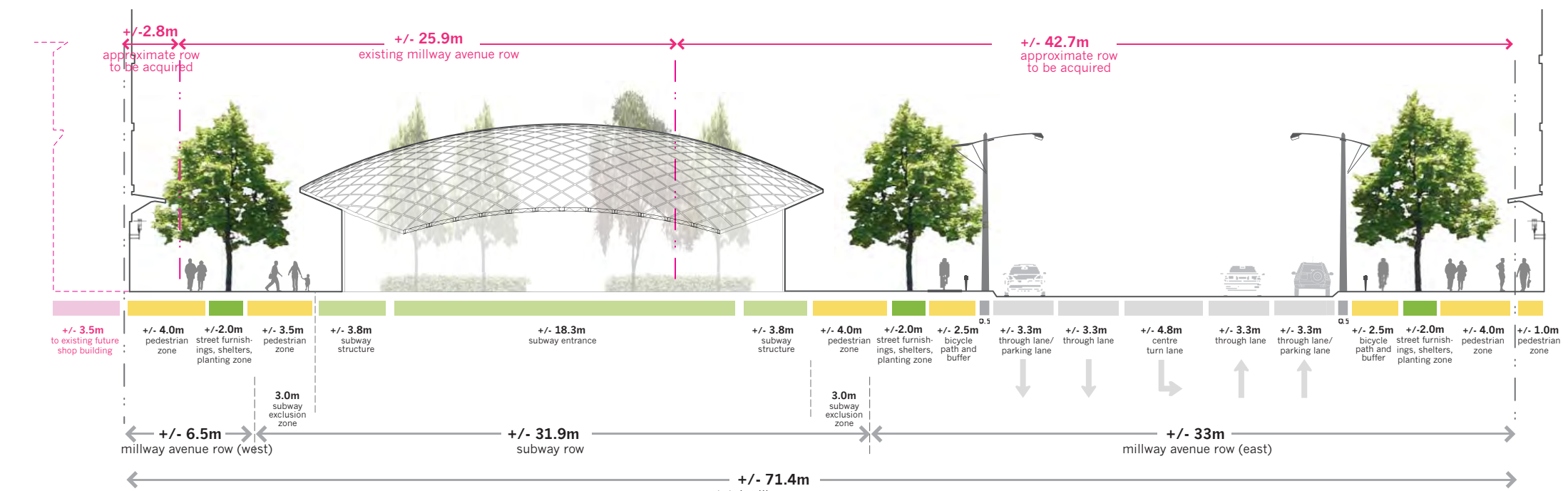
VIEW OF FUTURE MILLWAY PARK AND AVENUE LOOKING SOUTH



Avenue 7 (typical condition)



Jane Street (at Black Creek)



Millway Avenue (at subway station)

phasing scenarios

The model views below illustrate the population and employment growth that might be realized in the VMC in the next 10 years, the targets for 2031 and a “full build-out” scenario supported by the proposed Secondary Plan directions. There are countless ways in which the downtown could develop--these images show where initial phases of development should be focused and the magnitude of change possible over the long term.

Existing Conditions in the VMC

0 units / approx. 6,500 jobs



The many undeveloped and underutilized parcels that make up Vaughan’s urban urban growth centre have reserved the opportunity to develop a downtown that capitalizes on planned transit investments. The proposed framework will allow the downtown to grow in a logical manner while allowing existing commercial buildings to remain in place. Over time, low density retail will give way to a high-density, mixed-use downtown.

2021 - supporting transit

4,000 units / 8,500 jobs



The first decade of development within the VMC will be focused on implementing key infrastructure projects such as the subway station, VIVA rapid transit and important road improvements to better move traffic around the VMC. Private development should be focused in the areas immediately around the transit station, beginning the transformation of Avenue 7 and Millway.

2031 - a downtown takes shape

12,000 units / 11,500 jobs



By 2031, with a critical mass of development and people, Vaughan’s downtown should be established. This conceptual depiction of the centre in 2031 illustrates the significant development capacity present within the urban growth centre and the ability to meet the provincial targets. Parks and other place-making features, such as the reconfigured Black Creek corridor, will be essential to supporting a high quality of life and attracting visitors.

2051 - a complete downtown

24,000 units / 20,000 jobs



The full build-out of the downtown will take several decades to achieve. The Secondary Plan’s network of streets and open spaces will provide an enduring framework that allows the VMC to continuously evolve in interesting ways, as is the case with every successful downtown.