

11.7 Vaughan Mills Centre Secondary Plan (OPA #2)

VAUGHAN MILLS CENTRE SECONDARY PLAN (VMCSP) APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL (LPAT) ON NOVEMBER 4, 2020, FOR ALL LANDS EAST OF HWY 400 AND THOSE LANDS NOT UNDER APPEAL

(REGION OF YORK ENDOSEMENT WITH MODIFICATIONS ON JUNE 26, 2014)

OTHER PARTIAL APPROVALS BY THE LPAT:

JUNE 24, 2018
AUGUST 27, 2018
SEPTEMBER 17, 2018
OCTOBER 3, 2018
NOVEMBER 26, 2018
DECEMBER 18, 2018
DECEMBER 24, 2019

POLICIES HIGHLIGHTED IN YELLOW REMAIN UNDER APPEAL TO THE LPAT

POLICIES AND SCHEDULES FOR LANDS WEST OF HIGHWAY 400 REMAIN UNDER APPEAL TO THE LPAT

POLICIES AND SCHEDULES EAST OF HIGHWAY 400 THAT REMAIN UNDER APPEAL TO THE LPAT:

PART OF BLOCKS B1 AND B3(A) Appeal #3 to Vaughan Mills Centre SP

- **3255 Rutherford Road (Limestone Appellant #1 to VMCSP)**
- **3191 Rutherford Road and 9088 Jane Street (Starburst) Party sheltering under Limestone)**
- **9100 Jane Street (Damara Withdrawn June 21, 2018)**

BLOCK B4(B)

- **Rutherford Appellant #4 (subject to Phase 2 final Order)**

11.7.1 General

- 11.7.1.1. The following policies, including Part A, Part B, Part C and Schedules “A” - “I”, being Official Plan Amendment No. 2 to the Vaughan Official Plan 2010, constitute the policies of the Vaughan Mills Centre Secondary Plan, as identified on Schedule 14-A.



VAUGHAN MILLS CENTRE SECONDARY PLAN

Prepared by DIALOG and MMM Group
Distributed September 19, 2014

PREFACE //

DIALOG as project lead, and The MMM Group for transportation, servicing, and economic development were retained by the City of Vaughan to develop the Vaughan Mills Centre Secondary Plan Study. The project included three phases beginning with a background policy and existing conditions review and an opportunities and constraints analysis; phase two provided an opportunity to create development concepts, for the purposes of evaluation and identification of a preferred development option; and phase three included the preparation of the Draft and Final Secondary Plan.

The purpose of the Vaughan Mills Centre Secondary Plan Study is to develop appropriate land use and urban design policies and designations for the Vaughan Mills Centre Secondary Plan area for a planning horizon extending out to 2031.

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PART A INTRODUCTION TO THE PLAN

Sections

- 1.0 Vaughan Mills Center in a Changing City
- 2.0 Directing Change in Vaughan MillsCentre

PART A
Section...

1.0

» VAUGHAN MILLS CENTRE IN A CHANGING CITY

1.0 Vaughan Mills Centre in a Changing City

1.0 Introduction

The Vaughan Mills Centre Secondary Plan reflects a new direction in city building and land use development for the area. The Plan moves towards the goal of creating a healthy and unique complete community environment that provides a mix of uses, promotes diversity, encourages walkability and accessibility, and builds community identity.

1.1 Purpose and Objectives of the Plan

1.1.1 Purpose

The Vaughan Mills Centre Secondary Plan Study (the Study) was initiated by the City of Vaughan in May 2012. The purpose of the Study is to identify a comprehensive vision, identify any gaps in the overall policy framework for the area, and to establish a current land use and urban design policy framework to appropriately guide future development within the subject lands. A specific focus of the Study is to seek conformity of planning policy with current provincial, regional, and city policy, as well as policies under the Toronto Region and Conservation Authority (TRCA) and other relevant authorities.

The Study is one of several focused area studies, together with the Vaughan Metropolitan Centre and other studies, included in the overall Official Plan review. The Vaughan Mills Centre Secondary Plan Study is consistent with, and is prepared with the intention, of establishing a document, that will be used to inform the new Volume 2 City of Vaughan Official Plan.

1.1.2 Goals and Objectives

It is the intent of the Vaughan Mills Secondary Plan to:

- Identify and address the opportunities and constraints imposed by the current situation and emerging influences, including but not limited to: The current policy framework (Provincial, Regional and City); existing land uses; transportation including street network capacity and transit availability and phasing; opportunities to develop a Transit Hub; barriers to connectivity, the economics influencing the evolution of the current uses; retail viability and structure; streetscaping and urban design; servicing; environmental sustainability; natural heritage features and natural hazards; current stormwater management targets and guidelines; integrating existing and proposed infrastructure; social and economic sustainability; and the refinement and integration of current development applications.
- Evaluate the Study Area's future potential, to a 2031 horizon, in order to:
 - Refine its role in the city's urban structure;
 - Explore and refine its role in the city's economy and as provider of employment;
 - Explore and refine the optimal mix of land uses, built form, affordable housing, public realm, densities and their distribution with the goal of creating a complete community;
 - Consider and address issues pertaining to the functional, aesthetic, and land use integration of/and connectivity between the western and eastern areas of the Study Area and to adjacent lands;
 - Determine requirements for social and recreational amenities, parks, open space, and facilities; and
 - Establish environmentally sustainable measures pertaining to the provision of ecological and social services and the creation of a complete community.
- Develop with community input, a long-term vision and development framework for the Study Area as a basis for creating, testing, recommending, and implementing Secondary Plan policies and guidelines;
- Establish in the policy framework transitional measures to support the evolution of the Secondary Plan Area from its current state to the planned vision;
- Identify any infrastructure improvements to support population and jobs as well as opportunities for integration between existing and new infrastructure to implement the Secondary Plan;
- Incorporate provisions for a Transit Hub; and
- Prepare Secondary Plan policies for inclusion in Volume 2 of the City's Official Plan.

1.2 How to Read the Plan

The City of Vaughan Official Plan 2010 ("VOP 2010") provides general policies for the growth of Vaughan Mills Centre. This Secondary Plan document provides more detailed and strategic direction including guiding development principles, a vision, policy framework, land use, and built form policies, and tools for implementation, to be utilized by the municipality to guide land use and development decisions, investment, and community building initiatives in Vaughan

Mills centre. This Plan will replace and modify/update existing OPAs for lands within the existing Secondary Plan area including the Vaughan Mills Mall area specific policies in Section 12.6 of Volume 2 (VOP 2010) and constitutes the Official Plan for Vaughan Mills Centre.

The Secondary Plan responds to a distinctive context and the needs of future residents of the Vaughan Mills Centre Study Area. The Plan addresses key challenges and opportunities to ensure that future change can be effectively managed to positively contribute to the quality, beauty, and vitality of Vaughan Mills Centre. The Secondary Plan is consistent with the intent of the provisions of the VOP 2010, and provides more detailed land use, public realm, and development parameters that respond to the changing characteristics of the area and community aspirations. In doing so, the Secondary Plan provides greater certainty and clarity about the future of Vaughan Mills Centre.

More specifically, the Secondary Plan:

- Creates a detailed policy framework to guide land use and development decisions in a manner that is compatible with the local context and respectful of the broad aspirations of the community;
- Builds on existing assets and opportunities within Vaughan Mills Centre;
- Responds to unique circumstances and realities facing Vaughan Mills Centre;
- Creates opportunities to increase the diversity of housing types attractive to seniors and families wishing to downsize, and for a wide range of family types;
- Establishes specific urban design and sustainability guidelines that will inform the design details of site specific development applications; and;
- Describes opportunities for open space, community facilities, and infrastructure improvements.

1.3 Organization of the Plan

This Plan includes interrelated components: the Policies, Schedules and Figures, and Appendices that must be considered together.

1.3.1 Document Structure

This Plan document is structured in three “parts” and is further divided into “sections.”

PART A // INTRODUCTION TO THE PLAN:

This part outlines the background context, purpose, and process by which the plan was created, the broad municipal goals, the planning process, the public consultation events that occurred throughout the study, and existing conditions, challenges, and opportunities.

PART B // THE SECONDARY PLAN - DIRECTING CHANGE IN VAUGHAN MILLS CENTRE:

This part defines the policies and urban design provisions of the Secondary Plan. It also describes the vision and principles that structure the policies to guide how change and development is managed and should take place. The land use policies guide the physical framework for development related to use, location, and development density, and also provides guidance for public infrastructure.

The land use provisions, and built form, transportation, open space, sustainability, and servicing polices, which form part of the Secondary Plan, establish specific direction for the enhancement and improvement of built form, the public realm, and mobility to ensure a contextual fit, a safe and accessible environment, and an enhanced quality of place.

PART C // IMPLEMENTING THE PLAN - HOW TO MAKE IT HAPPEN:

This part outlines an implementation process that includes how development will be monitored and reviewed. It includes polices and requirements for development approvals, land dedication, and development thresholds and progression, and provides recommendations to guide servicing and infrastructure improvements.

2.0

» DIRECTING
CHANGE IN
VAUGHAN MILLS
CENTRE

2.0 Directing Change in Vaughan Mills Centre

2.1 Study Area

2.1.1 Location

The Vaughan Mills Centre Secondary Plan Study Area (the Study Area) is bordered on the north by Rutherford Road; on the west by Weston Road; on the south by Bass Pro Mills Drive; and on the east by Jane Street. It also includes the parcels immediately fronting along the east side of Jane Street between Rutherford Road and River Rock Gate. The site has a total area of 146.4 ha. +/- (361.76 acres) excluding the Highway 400 right of way which bisects the site, and the Rutherford Road interchange.

2.1.2 Context

Abutting the Study Area are residential neighbourhoods to the north and west, and employment lands to the south and east. It will be important for all new development to be sensitive to abutting land use types, and built form context to ensure an appropriate transition across the Study Area boundary.

There are also two major water tributaries near the Study Area. Black Creek runs along the south and west sides and the West Don River Valley along the north and east sides. Redevelopment and development around these green corridors create opportunities for recreation, stormwater management, and environmental enhancements. Other features include a stormwater management pond on the north-east corner of Weston and Rutherford Road, and a small stormwater management facility near the Bass Pro Mills Drive/Highway 400 interchange.

Notable is the Study Area's location along the Highway 400 corridor. The Highway 400 corridor is one of the city's prominent economic drivers and accommodates a wide range of commerce, including employment, office, retail, and tourist oriented uses, as well as several residential neighbourhoods. The city's new mixed-use downtown, the Vaughan Metropolitan Centre, anchors the corridor at its south end at Highway 7. Also located adjacent to Highway 400, will be the city's new Mackenzie Health Hospital at Major Mackenzie Drive and the newest Employment Area (the 'Vaughan-400 North Employment Area), which extends from Teston Road to the King-Vaughan Town Line.

The Study Area occupies a strategic position along Highway 400, and within the city as a whole. Some of its attributes include:

- Proximity to the geographic centre of the city;
- It is located 3 km to the west of the Rutherford Station on the Barrie GO Rail Line, which is ultimately planned to provide 2-way, all day service to Downtown Toronto;
- Good access to 400-series Highways, with a full-movement interchange to Highway 400 at Rutherford Road; and a partial interchange at Bass Pro Mills Drive with northbound off and southbound on ramps. It is located 5 km north of the Highway 407 interchange providing east-west highway connectivity to the GTA and beyond;
- It is 3 km north of the Vaughan Metropolitan Centre, the city's planned downtown, which is also the terminus of the Spadina Subway Extension, Avenue 7, and bus rapid transit that is scheduled to open in 2016;
- It is 1 km south of Canada's Wonderland, a major tourist attraction in the Greater Toronto Area; and 2 km south of the site of the city's new Mackenzie Health Hospital, which is currently in planning stages;
- Rutherford Road is a major east-west arterial corridor in Vaughan and South York Region, and is part of the Regional Transit Priority Network. Similarly, Weston Road, is also part of the Transit Priority Network;
- Jane Street is defined as a Regional Rapid Transit Corridor, which can accommodate, in the longer term, Bus Rapid Transit/LRT service between the subway terminus at the Vaughan Metropolitan Centre to Major Mackenzie Drive and the new hospital;
- The Study Area includes the Vaughan Mills Mall, a super-regional scale shopping centre that attracts consumers from the GTA market and beyond; and
- Includes readily serviceable employment lands on both sides of Highway 400.

2.2 The Study Process

The Secondary Plan process was completed in three phases and began in May 2012. Throughout the entire process, meetings were held with the Technical Advisory Committee (TAC), The Committee of the Whole (COW), key stakeholders, and the public at large.

Phase 1: Background Review included initial meetings with the client; site reconnaissance, and a Community Kick-off event and workshop to assess existing conditions, opportunities and challenges, as well as the vision, aspirations, and issues identified by stakeholders. Following the event, the Phase 1 Engagement Summary Report (November 2012) was prepared to provide a summary overview of the work completed to date.

Phase 2: Draft Concept Plans entailed the development of the Vaughan Mills Centre Concept Plan; the development of draft policies, implementation, and a public open house to develop draft concept plans and policies.

Phase 3: Final Plans included finalizing the Secondary Plan and related policies.

2.3 Community Consultation

The community consultation process involved ongoing engagement with key stakeholders including residents, property owners, developers, related agencies, Council, and municipal staff. The goal of the consultation process was geared toward keeping stakeholders well informed and involved throughout the process. The consultation process was structured to ensure that participant ideas and concerns were considered and addressed, to mitigate differing community sentiments, and to achieve solutions that meet the goals and expectations of the community for Vaughan Mills Centre.

Key components of the community consultation process included:

- Stakeholder Interviews were conducted in June 2012 with representatives of the community.
- Forum 1: Kick-Off and Visioning Workshop was held on September 11, 2012 to kick-off the project with over 100 members of the community. The event provided the opportunity to share information with the community and provide a forum for brainstorming ideas towards developing a vision, guiding principles, and strategic moves to inform the development of the Secondary Plan. The event opened with an introduction to the process, a presentation on best practices and a ‘fresh eyes’ opportunities and constraints analysis. Following the presentations, participants gathered into groups to participate in a workshop to brainstorm a Vision, Guiding Principles, and key “Big Moves”. Following the workshop, participants engaged in a design charrette to conceptualize and illustrate their ideas on paper. Following the workshop and design charrette, each group reported their outcomes to the larger group. To conclude with the event, the community was provided the opportunity to ask questions and provide comments regarding the Secondary Plan.
- Forum 2: Development Concepts Workshop was held on December 11, 2012 with over 40 members of the community to present draft development concepts for the Vaughan Mills Centre Study Area, outlining land use, open space, movement, and built form frameworks. This event provided an overview of emerging development concepts and included a facilitated discussion with the community. Comments received during this event were used in preparing the Vaughan Mills Centre Secondary Plan.
- The Committee of the Whole Working Session was held on January 22, 2013 to present a project update and emerging development concepts.
- Forum 3: Draft Secondary Plan Public Open House was held on May 22, 2013 to present the Draft Secondary Plan policies and Plan components to the community for review and feedback.
- The Committee of the Whole Public Hearing was held on June 11, 2013.
- The Committee of the Whole was held on February 25, 2014.

2.3.1 Emerging Themes

Through the various stakeholder interviews, workshops, and public forums, a series of key themes emerged with respect to the community’s desires for the Vaughan Mills Centre Plan Study Area.

- A vibrant, green, sustainable community;
- Compact development that promotes walkability and connectedness;
- An integrated community-oriented commercial development;
- Vibrant public spaces for social interaction, recreation, and gathering;
- A mix of housing choices, including affordable options;
- Mobility options including walking, cycling, and transit; and,
- Healthy development transition from existing neighbourhoods abutting the study area boundary.

2.4 The Planning Context

The Vaughan Mills Centre Secondary Plan area is currently governed by planning policy directions established by the Province of Ontario, York Region, and the City of Vaughan. The Province’s Places to Grow: Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, and Provincial Policy Statement (PPS) provides the basis for future development plans in the area. Municipal Official Plans are required to conform to provincial plans and be consistent with the PPS.

The Secondary Plan sets specific policy tailored to Vaughan Mills Centre. The following section outlines, without limitation, some notable provisions of the existing policy framework.

2.4.1 Provincial Policy Statement (2005)

The 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 a mix of uses that minimize vehicular trips and facilitate viable choices for public transportation.

The Policy Statement provides direction for building strong communities by promoting efficient land use and development patterns. In particular, the Policy Statement supports densities and a mix of land uses, which efficiently use land, resources, infrastructure, and public service facilities, and indicates that appropriate development standards should be promoted to facilitate intensification, redevelopment, and compact built form. The policy statement further establishes land use patterns, density, and a mix of uses and housing options towards minimizing the length and number of vehicle trips that supports the development of viable choices and plans for public transit and other alternative transportation modes. The PPS states that growth shall be focused within settlement areas, and away from significant or sensitive resources. It recognizes that the wise management of development may involve directing, promoting, or sustaining growth.

2.4.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe

Places to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) will have a significant impact on future land uses within the Vaughan Mills Centre Secondary Plan area as it requires the development of compact and transit supportive communities in both urban and rural contexts. The Growth Plan provides municipalities with a 25-year framework to 2031 to manage growth in urban areas, and to protect farmland and green spaces by curbing sprawl.

The Growth Plan provides policies to:

- Reduce automobile dependency through mixed-use, transit-supportive, and pedestrian friendly development;
- Efficiently use existing infrastructure, and directs growth at higher densities with a mix of uses;
- Create complete communities in both existing built-up areas, and new developments;
- Preserve designated employment areas for future economic growth;
- Provide convenient access to a greater range of transportation options;
- Provide for a range and mix of housing, including affordable housing;
- A diverse and compatible mix of land uses and high quality public open spaces; and
- Conserve cultural heritage and archaeological resources as intensification occurs.

2.4.3 Region of York Official Plan (ROP)

The new Region of York Official Plan was approved by the Province in September, 2010, and a large majority approved by the Ontario Municipal Board in January 2013. ROP 2010 reflects conformity with the 2005 Provincial Policy Statement, the Greenbelt Plan and the province's Growth Plan. An important policy initiative of the Plan is to promote city building, focusing on regional centres and corridors, and including innovation in urban design and green building. The overall intensification objective in the Plan is aligned with the Provincial Places to Grow Plan: a minimum of 40% residential intensification within the built-up area. More specifically, ROP 2010 is one of the components in the Region's Planning for Tomorrow growth management initiative. The ROP 2010 integrates the York Region Master Plans for Pedestrian and Cycling, Transportation and Transit, and Water and Wastewater. ROP 2010 designates the Study Area as an Urban Area on Map 1-Urban Structure.

Jane Street and Rutherford Road are identified as a Regional Rapid Transit Corridor and Regional Transit Priority Network respectively, and are considered "Local Corridors" within ROP 2010. Local Corridors have the potential for intensive and mixed-use land development supported by public transit services. Local Corridors link Regional and Local Centres and may be identified as routes for transit services and facilities.

2.4.4 Vaughan Tomorrow and the New VOP 2010

Vaughan Tomorrow is the City's growth management strategy, which has entailed a number of studies, all of them informing the preparation of VOP 2010 for the city, and guided by a vision developed through extensive consultations with the community. The Strategy is based on a vision for transforming the city. VOP 2010 will direct future growth and development to specific and appropriate locations, including the Vaughan Mills Centre, and identified these locations as primary intensification areas.

VOP 2010 designates lands within the Study Area, located between Jane Street and Highway 400 as a Primary Centre. It also designates lands located between Weston Road and Highway 400, and lands east of Jane Street as Employment Areas. Primary Centres are intended to be areas characterized by a mix of land uses, higher density development, enhanced pedestrian activity and environment, and a high standard of urban design.

Jane Street and Rutherford Road have been identified as Primary Intensification Corridors based on future high order transit service planned along these roads.

Employment Areas are intended for the use of economic activities such as manufacturing, industrial, warehouse, and office uses, that support employment growth in the city and require separation from other uses in order to achieve their maximum potential.

Within the VOP 2010 Vaughan Mills Centre is envisioned to evolve as a distinct place of major urban activity. Increased development intensification is directed towards higher order transit corridors around planned transit/subway stations and the existing regional shopping destination.

The VOP 2010, establishes an Urban Structure for the city (VOP 2010 Schedule 1 Urban Structure), which identifies a development framework and hierarchy of Intensification Areas that range in height and intensity of use for guiding growth in Vaughan.

The Urban Structure hierarchy directs the most intense development towards a number of intensification areas including the Vaughan Metropolitan Centre, and to a lesser extent, Regional Intensification Corridors, Primary Intensification Corridors, and Primary and Local Centres throughout the city. The tallest buildings and most dense development is directed towards the Vaughan Metropolitan Centre (VMC) in particular to support the growth of Vaughan's downtown. The current VOP 2010 and the Secondary Plan for the VMC establish maximum heights of 35 storeys and a maximum 6.0 floor space index (FSI) for the most dense and central area of the VMC.

2.4.5 The City's Urban Structure:

- Vaughan Metropolitan Centre is proposed to be the major focus for intensification for a wide range of residential, office, retail, cultural and civic uses, and will be the location of the tallest buildings and most intense concentration of development.
- Regional Intensification Corridors (e.g, Highway 7, Bathurst Street, Yonge Street) are proposed to be a major focus for intensification on lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other intensification areas in Vaughan and across York Region.
- Primary Centres (e.g. Vaughan Mills Centre between Jane and Highway 400) are proposed as locations for intensification accommodated in the form of predominantly mixed-use high and mid-rise buildings, developed at an intensity supportive of transit.
- Local Centres will provide the mixed-use focus for their respective communities in a manner that is compatible with the local context.
- Primary Intensification Corridors (e.g, Rutherford Road, and Jane Street) link together the various centres on transit supportive corridors and will be places to accommodate intensification in the form of mid-rise, and limited high-rise and low-rise buildings with a mix of uses.

2.4.5 Other Official Plan Amendments (OPA) for the Study Area

OPA 600 - the City of Vaughan Official Plan (2000)

The currently in-force City of Vaughan Official Plan OPA 600 was approved by Regional Council on June 29, 2002, amending OPA No.400 (the previous Growth Management and Land Use Plan). OPA 600 will be superseded by the adoption and approval of the new VOP 2010. OPA 450 is currently in effect for the employment lands located west of Highway 400 and lands east of Jane Street. OPA 600 designates areas within the Secondary Plan boundary between Highway 400 and Jane Street as the Vaughan District Commercial Centre. The lands west of Highway 400 (western area) and the lands east of Jane Street (eastern area) are designated Employment Area, as areas subject to the policies of OPA 450.

OPA 450 (1997)

OPA 450 designates the lands within the Study Area on the east side of Jane Street and west of Highway 400 as Prestige Employment and General Employment areas. Prestige Employment areas are generally directed along arterial and highway corridors to provide high visual exposure, good accessibility, and an attractive working environment. General Employment areas are located within the interior of Employment lands for uses that do not require high profile locations, and may need areas for outside storage for industrial operations.

OPA 505 (1998)

Currently, the Vaughan Mills Mall lands between

Highway 400 and Jane Street north of Bass Pro Mills Drive are part of site-specific OPA 505, which has since been incorporated into the new VOP 2010. The amendment was approved in 1998 by the Ontario Municipal Board to bring the lands south of Rutherford Road within the Vaughan Mills Centre Secondary Plan area and to permit the use of the lands as a 'Mills' format shopping centre and related development. OPA 505 designates the Vaughan Mills Mall area as Vaughan Centre Shopping Centre District, and General Commercial, allowing for a 'Mills' format mall and related commercial uses, respectively. The maximum

commercial floor area of all commercial uses located within the Vaughan Centre Secondary Plan, south of Rutherford Road, with the exception of offices, hotels, and accessory convention centres, is 160,000 sq.m (1,722,225 sq.ft). A maximum 10,000 sq.m (107,639 sq.ft) of office space with a maximum 5-storey height for offices is also permitted.

OPA 512 (1998)

OPA 512 incorporates lands located at the north-west corner of the intersection of Jane Street and Bass Pro Mills Drive, as shown on Figure 5 in the Official Plan, within the Vaughan Centre Secondary Plan Area, and redesignates those lands as General Commercial.

2.4.6 Green Directions Vaughan

Green Directions Vaughan is the City's community sustainability and environmental master plan. It establishes the principles of sustainability to be used in development and planning, to achieve a healthy natural environment, vibrant communities, and a strong economy. The document creates a series of sustainability action plans to guide the city's operational and regulatory functions, and acts as the city's first Integrated Community Sustainability Plan. The document is underpinned by a series of operational and regulatory recommendations, as well as long-term sustainability objectives with implications for the development of the Vaughan Mills Centre Secondary Plan, including:

- The potential for all new development to use district energy systems or other appropriate alternative energy forms;
- Ensuring the protection of remaining natural features, and opportunities for habitat restoration in headwater areas, along riparian corridors, and around wetlands;
- Ensuring that policies in the City's new VOP 2010 protect all ecological features and functions as per current provincial and regional policies, and also includes considerations for locally significant natural features and functions;
- Redefine the maximum amount of impermeable area permitted on a development site. Work with developers to create alternative surfaces with the objective of increasing overall site permeability;
- Enable Vaughan to achieve increased intensification in development nodes and transit corridors;
- Develop sustainable development evaluation criteria;
- Ensure that a mix of housing types is provided in Vaughan and that affordability is a consideration in planning; and
- Continue to apply energy efficient building standard options for new developments in the city.

2.4.7 York Region Transportation Master Plan (2009)

The York Region Transportation Master Plan (Regional TMP) establishes a series of transit, roadway, and policy directions that support the Region's vision for a more sustainable transportation system, which will be required to cope with growth projected in York Region over the next 20 years. The 2009 Regional TMP update identifies a number of planned road improvements in or near the Study Area. These include:

- Improvements to Jane Street, Rutherford Road, and Weston Road to accommodate a proposed Rapid Transit Corridor along Jane Street, and a Transit Priority Network along Rutherford Road and Weston Roads, with dedicated transit and/or HOV lanes.

In addition to the proposed improvements in the Regional TMP, the Rutherford Road corridor is also planned for major improvements in several stages until 2020 under the Region's 10-Year Roads Construction Program that was approved in 2012. Currently, a Municipal Class Environmental Assessment (EA) is underway for the Rutherford Road corridor between Jane Street and Yonge Street.

2.5 Vaughan Mills Centre Today - Existing Conditions and Opportunities

A comprehensive planning framework requires examination of not only the Vaughan Mills Centre area, but also its relationship to adjacent neighbourhoods and its connection to the broader city. The Vaughan Mills Centre Study Area is approximately 146 hectares in size and can be generally described as comprising three areas defined by their urban structure and character, which includes the Western Area for lands west of Highway 400, the Central Area for the lands between Highway 400 and Jane Street, and a smaller Eastern Area for lands east of Jane Street.

2.5.1 Development Pattern and Neighbourhood Character

The Western Area

The Western Area includes 50.73 ha of land area between Highway 400 and Weston Road. The land is largely vacant except for some smaller retail establishments along the south side of Rutherford Road, including restaurants and a service station. The Black Creek tributary traverses through this area, exiting from the south and entering across Weston Road.

The area is flanked by the Weston Downs neighbourhood, which is a low density residential area to the west along Weston Road, the Vellore Corners Retail Plaza to the north of Rutherford Road, including a number of restaurants, a supermarket, smaller format retail stores, and Highway 400 to the east. There are no internal roads that service the site, however there is a road connection that links a partial interchange from Bass Pro Mills Drive across Highway 400 to a ramp. The partial interchange has been constructed, however, the final design and its connections with the employment lands to the west of Highway 400 has not yet been established.

The Central Area (Vaughan Mills Mall Lands and Related Parcels)

The Central Area contains the Vaughan Mills Mall area and surrounding parcels, and acts as the primary focus of Vaughan Mills Centre. The mall is centrally located and is served by a private ring road network that connects at multiple locations to Rutherford Road, Jane Street, and Bass Pro Mills Drive. The parcels between the mall and the perimeter arterial roads are partially developed, with a variety of office, retail, service station, and restaurant uses in a low-rise format. The site was developed over the last 10-years on the basis of a number of site specific Official Plan and Zoning By-law Amendments. The lands to the north of Vaughan Mills Mall include a mix of commercial-retail plazas abutting low-rise residential neighbourhoods, and an auto-park to the north of Rutherford Road. A number of retail condominium units exist along the southern frontage of Rutherford Road between the internal ring road and Bass Pro Mills Drive. This area includes a waste disposal operation at Jane Street, a hotel, Leon's furniture store, and "the Village of Vaughan Mills", which is a 'lifestyle' format retail area with a number of household accessory -focused retail stores. South of the Study Area flanking Bass Pro Mills Drive are a number of 1-2 storey retail plazas, offices, and employment uses, representing the boundary of the Vaughan Enterprise Employment Area that runs south to Portage Parkway.

The Eastern Area

The lands along the southeast side of Jane Street from Rutherford Road to Riverrock Gate are currently vacant with an abutting woodlot and natural heritage corridor, forming part of the West Don River tributary system. Abutting lands to the south include the Magna International Stamping Plant and a number of 1-2 storey retail and employment operations. The lands north of Rutherford Road on the east side of Jane Street include a high-rise residential complex composed of three 16+ storey towers (a 4th is proposed), with a combined total of 901 units and approximately 1800 residents. To the south and east of the Study Area, CN Rail operates its MacMillan Classification Rail Yard, which comprises approximately 1100 acres of land as CN Rail's main Classification Yard for freight for North America.

Redevelopment Challenges and Opportunities

Just as the opportunities offered by redevelopment are tremendous, the challenges are also considerable. Vaughan Mills Centre is surrounded by established residential neighbourhoods and thriving industrial-employment areas that must be considered in managing the impacts of future redevelopment and intensification.

The scope of redevelopment for Vaughan Mills Centre envisions a development format for Vaughan Mills Centre based on the creation of a complete, walkable, and mixed-use community.

Future redevelopment must grapple with the challenges of relatively poor access through Vaughan Mills Centre to the city's road network, an existing road pattern that does not support intensification, the physical isolation of the Vaughan Mills Mall area from its surroundings, the impact of Highway 400 that bisects the area, and the existing land use typologies in the Study Area. These challenges underscore the need for a comprehensive planning framework for Vaughan Mills Centre. A comprehensive planning framework ensures that a full range of planning issues are addressed, that synergies between different public and private investments can be built upon, and that a sustainable approach to neighbourhood planning results in a community that balances a broad range of competing public objectives and private interests.

2.5.2 A Changing Context

In recent years, Vaughan Mills Centre has seen increasing development pressures for high-rise residential development in an area of the city historically characterized by low-rise typologies largely centered around Vaughan Mills Mall. With the VOP 2010, however, the City is providing further development opportunities to create new communities, and for a mix of land uses within intensification areas such as Vaughan Mills Centre.

A key City objective in increasing residential and employment density within Vaughan Mills Centre is for the creation of sustainable urban environments. From a city-building perspective, higher densities makes it easier to encourage active transportation and public transit use, which can have positive effects on the environment and physical health of the community. This is a key reason why the Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement, and the VOP 2010 promotes higher densities through intensification and compact development. Within Vaughan Mills Centre there is a unique opportunity to create a mix of land uses in a more compact urban form that supports higher order transit in support of the creation of a lasting, complete community.

A key function of Vaughan Mills Centre is its role as a regional destination, employment hub, and commercial centre. Given that Vaughan Mills Centre serves a local and regional catchment area, and is a centre of economic activity for industry, there is a need to encourage residential uses and population densities that can support planned transit, expanded retail shopping, and employment/office uses. Shifting demographics will result in a need to provide opportunities

for smaller, more compact housing forms for both the aging demographic, and for youth entering the housing market for the first time, to be located closer to jobs and amenities like transit, parks, shopping, and other community facilities. In the future, as the area grows, and new economic sectors and jobs emerge, the demand for housing and amenities within close walking distance to residential areas will also increase.

2.5.3 A Shifting Modal Split

The transportation infrastructure environment is changing as well. Regional street design is moving towards a context sensitive solutions approach that promotes and supports all modes of transportation including walking, cycling and transit. In addition, the Region is proposing new street cross-sections for some of the major transit corridors such as Rutherford Road and Jane Street. Key enhancements will support higher volumes of circulation, high occupancy vehicle lanes, higher-order transit, dedicated cycling lanes, and enhanced public boulevard facilities making it easier for both pedestrians and vehicles to move in and around Vaughan Mills Centre. These roadway enhancements are the initial stages for increasing the modal split towards supporting increased pedestrian movement, transit, and vehicular circulation.

The current Vaughan Mills transit terminal provides a major transit opportunity for Vaughan Mills Centre. According to York Region's Transportation Master Plan (2009), the Vaughan Mills terminal is planned to become one of the key transit gateways in the area. In the future, the Spadina subway extension to the Vaughan Metropolitan Centre (VMC) at Jane Street and Highway 7 will provide future opportunities for new higher order transit connections between the VMC to the midtown area of the city and Vaughan Mills Centre. This will have positive impacts for future higher order transit such as subway and other rapid transit and pedestrian movement for the Study Area, and support the potential future development of a Transit/Mobility Hub around the intersection of Jane Street and Rutherford Road. Currently, there are a number of proposed developments which would support higher order transit at this location including the York Region government offices and a number of high-rise mixed-use developments which are helping to create a critical mass of institutional, residential, and community uses at the intersection.

2.5.4 Tourism and Commercial Node

The Vaughan Mills Centre Secondary Plan area is emerging as a major centre of activity in the city and region. The area already benefits from an advantageous location along Highway 400, its relative proximity to Pearson International Airport, and central location within the Greater Toronto Area (GTA). In addition, the area benefits from a draw of tourism activity generated from Paramount Canada's Wonderland and the Vaughan Mills Mall, making this area a major tourist and commercial destination in the region.

In addition, due mostly to the Vaughan Mills Mall activities, the Study Area sits at the upper spectrum of Vaughan's commercial hierarchy serving a dominant role over most retail in Vaughan, and in adjacent communities. Over the last 10 years, Vaughan Mills Centre has grown with the development of the Vaughan Mills Mall and related commercial areas, but has not yet developed as the vibrant urban centre envisioned in the VOP 2010. A key component of the Vaughan Mills Centre area is its role as a regional destination, employment hub, and commercial centre. Given that Vaughan Mills Centre serves a local and regional catchment area and is a centre of economic activity in the GTA, there is a need to expand the mix of uses that can facilitate planned transit, expanded retail shopping, and employment/office uses in support of an emerging urban centre.

While much of Vaughan's retail hierarchy is focused towards enclosed shopping malls and auto-oriented big-box retail outlets, the community has expressed a desire for a more walkable convenience-based retail offering (grocery, daily amenity, restaurant, medical, and outdoor formats) for Vaughan Mills Centre. This retail format relies on a more local catchment area to be competitive, supporting opportunities to walk to amenity areas. The regional trend towards big-box retail uses, which demands high traffic volumes, large floor plates, expansive parking and circulation areas can be at odds with creating a more pedestrian-oriented retail environment.

2.5.5 Employment Centre

A large portion of the lands surrounding and within Vaughan Mills Centre are designated Employment. This existing employment base, and the development of future jobs in vacant lands, provides a unique condition and opportunity for the Study Area as it intensifies. In addition, over the years surrounding development has outpaced the development of the vacant employment lands within the Study Area towards a more residential and retail character. This existing land use condition provides challenges in dealing with issues of adjacency and for transitioning between development forms. In this regard, as Vaughan Mills Centre sits at the convergence of a number of different land uses, future development will need to provide appropriate solutions for dealing with issues of adjacency and separation between land uses that serve to reduce impacts on existing areas.

The employment areas located along the Highway 400 corridor provide excellent highway access and visual exposure, and an opportunity to create an unique employment area that integrates with, and reduces impacts on existing land uses. To the south and east of the Study Area, CN Rail operates its MacMillan Classification Rail Yard, which comprises approximately 1100 acres of land as CN Rail's main Classification Yard for freight for North America. Surrounding employment uses such as those in the warehouse sector, have taken advantage of proximity to the MacMillan Rail Yard and have helped to attract businesses and investment to the city over the years.

2.5.6 Open Space and Natural Heritage

Natural Heritage

Although the Vaughan Mills Centre area is completely within the built-up area of the city, it is part of a regional ecosystem that includes natural features such as the tributaries of the Humber River, the Black Creek Subwatershed, and the West Don River Valley. Both of these environmental features are designated as Core Features within the VOP 2010.

Maintaining, restoring and enhancing the health of natural features to improve ecological integrity on and off-site will be a major objective for the Vaughan Mills Centre Secondary Plan. Consideration for managing post-development water recharge to pre-development conditions will be necessary in order to maintain the function of the groundwater system and other natural features (e.g. streams, wetlands, and forests). Future development will need to consider natural features and functions, towards providing protection and extensive restoration measures to enhance and improve natural systems and their functions.

Open Space

With increased residential intensification planned for the Vaughan Mills Centre area, new parks and other community amenities will be required to serve a growing population.

Currently there are no parks that serve Vaughan Mills Centre. However, through the City's Pedestrian and Bicycle Master Plan Study (2007) and the revised Draft Active Together Master Plan (2013), the City has recommend new cycling connections and parks requirements towards providing guidance for new facilities within Vaughan Mills Centre.

One of the objectives of the Secondary Plan will be to assess and recommend the open space needs for Vaughan Mills Centre in response to the recommendations brought forward in the updated Active Together Master Plan (2008) while taking into consideration the future demands that growth and intensification will have on the demand for new parks.

The Secondary Plan will recommend ways to:

- Integrate an open space framework throughout the Vaughan Mills Centre Study Area and with surrounding neighbourhoods;
- Create new amenities in concert with emerging development;
- Incorporate stormwater management features within the public realm; and
- Enhance and improve the health and function of natural environmental features.

PART B CREATING A VIBRANT URBAN CENTRE

Sections

- 1.0 The Vision, Character Areas, and Guiding Principles
- 2.0 Big Moves
- 3.0 Development Character, Land Use, and Built Form
- 4.0 Transportation Framework
- 5.0 Parks and Open Space Framework
- 6.0 Community Facilities
- 7.0 Sustainable Site Design and Integrated Infrastructure

PART B
Section...

1.0

» THE VISION
& GUIDING
PRINCIPLES

1.0 The Vision & Guiding Principles

1.1 The Vision Statement

Vaughan Mills Centre is Vaughan's 'midtown' urban centre for commerce, tourism, entertainment, and gathering. Designed for walking and anchored by its retail and employment base, Vaughan Mills Centre is a place to live, work, and play and is a regional destination. As one of the primary urban centres in the city, it is a gathering place with unique amenities and supported by great retail areas, entertainment, residential enclaves, bustling employment, and public spaces.

1.2 The Vision

The Vision and its Guiding Principles will shape the evolution of the Vaughan Mills Centre Study Area. A denser mix of uses is envisioned, including residential, office, and commercial uses in a more complete, sustainable, vibrant, and self-sufficient urban environment. The Vision is in keeping with the many aspirations, priorities, and objectives of the City and community.

The Vision for Vaughan Mills Centre is a beautiful and distinct new urban area of the city, structured along an enhanced public realm and a celebration of natural spaces that connects neighbourhoods throughout. The Vision reflects a desired "urban village" character, having a regular pattern of connected streets and blocks, focusing areas of intensification around unique and vibrant pedestrian oriented mixed-use corridors that provide neighbourhood amenity for Vaughan Mills Centre, and function as both local and regional destinations. These include creating gateways with new parks that are animated with mixed commercial/residential uses, and new community amenities that support a new residential community.

The urban village character is further enhanced with new mixed-use residential areas that offer a variety of mid-to-high density typologies, tenures and affordable housing options, and are served by ample private and public open spaces. Each mixed-use residential block is linked by connected open spaces that join a series of integrated neighbourhood parks and publicly accessible private amenity areas. Each block is within a five-minute walking radius from a public open space. All streets are tree-lined, pedestrian and bicycle friendly, with sidewalks that encourage walking and connect to existing and new development. In addition, a new multi-use path along Bass Pro Mills Drive connects into the rest of the pedestrian/cycling network. This network allows pedestrian/cyclists to travel safely through Vaughan Mills Centre from Jane Street to Weston Road, and connects to significant open spaces such as a new greenway within the employment area to the west of Highway 400.

An enhanced internal ring road provides a new residential address and is designed with sidewalks and tree planting on both sides, with on-street parking, and dedicated cycling lanes to provide a diversity of mobility options throughout the Vaughan Mills Mall Area.

The Vision supports a modal shift that accommodates transportation modes such as cycling and walking. This, in conjunction with a mix of land uses, housing diversity, connected streets and paths, supports a walkable, pedestrian-friendly environment, towards a healthier lifestyle.

The retention and enhancement of natural features celebrates the natural heritage character of the area. In addition, an overall emphasis placed on creating a unique environment with quality built form, animated commercial areas, and the expansion of the open space system strengthens the function of the Vaughan Mills Centre and surrounding land parcels.

1.3 Guiding Principles

Together with the Plan Vision, the following nine Guiding Principles provide direction and support for the overall development of a concept plan for the Vaughan Mills Secondary Plan area. The Guiding Principles and associated policies, represent the fundamental objectives that must be considered when making planning-related decisions within the Secondary Plan Area. The Guiding Principles have been derived through the public consultation process and site analysis, to ensure the successful evolution of the Vaughan Mills Centre area.

Principle 1

Create a Vibrant, Complete, Mixed-Use Urban Centre

The Vaughan Mills Centre Secondary Plan area should accommodate and encourage a mix of uses to support a vibrant, compact, complete community and urban hub.

Objectives:

- Establish a mix of land uses, including compatible residential, retail, office, institutional, and amenity uses that foster diversity, create a pedestrian-oriented environment, encourage social interaction, and a mix of demographics, while enabling residents to live, work, and play in the area;
- Provide opportunities for an urban form of gathering places, destinations, and amenities within close proximity to proposed residential areas;
- Provide uses to support a diverse demographic, including youth and seniors; ensure visitors and tourists have places to stay; provide citizens with interesting, unique commercial areas focused on pedestrians; and encourage both residents and visitors to spend time in vibrant public spaces; and
- Support the development of creative industries, green industries, and knowledge economy markets to diversify the range of economic and employment opportunities in Vaughan Mills Centre.

Principle 2

Foster a High Quality of Place, Design Excellence, and Sustainability

Development should contribute to creating a new identity, uniqueness, and quality of place for Vaughan Mills Centre.

Objectives:

- Develop an approach to urban design that provides a high quality pedestrian realm and built form environment, and creates inspiring and memorable places;
- Ensure development that is “human scaled” - welcoming, accessible, and appropriate to its context, and creates a comfortable pedestrian environment;
- All development will aim to enhance or benefit the city, and enhance Vaughan Mills Centre as a vibrant urban environment;
- Provide appropriate transition to surrounding neighbourhoods to the north and west, and to employment areas to the south and east; and
- All development should be conducted to the environmental standards of the City, Region, TRCA, and Province.

Principle 3

Provide a Diverse Range of Housing Options in Vaughan Mills Centre

The Secondary Plan should provide for a diverse range of housing options in high-rise, mid-rise, and lower-rise buildings, to support a variety of incomes, family types, and age groups that allows people to live in the Vaughan Mills Centre area through all stages of their lives.

Objectives:

- Encourage a diverse mix of housing typologies, tenures, and affordable housing opportunities within compact residential areas in order to provide options for people of all ages in more urban housing forms; and
- Allow for housing in mixed-use developments to ensure that the street is active and animated all days of the week, and all times of the day.

Principle 4

Enhance the Role of Vaughan Mills Centre as a ‘Centre’ of Economic Activity, Jobs, and Commerce in the Region

Create a unique employment and commercial environment that is vibrant, walkable, diverse, active, visible, and accessible, and that is based on a financially and socially viable commercial plan that is supportable in the local market.

Objectives:

- Create a commercial environment that will draw high visitor traffic, and that provides compelling reasons to visit;
- Create a commercial base that can respond to the ever-changing needs and preferences of its customer base and local residents, and that appeals to all demographics, from teenagers to young families and seniors;
- Create a commercial environment that is highly visible and accessible to all modes of transportation, transit supportive, and an active public realm and pedestrian environment; and
- Support the development of high quality employment uses designed to provide a lasting amenity for workers, businesses, and residents, integrated into the community with a high quality public realm, open spaces, streetscapes, landscaping, public parks, and community-focused retail and amenity uses.

Principle 5

A Walkable Urban Environment

The identity of Vaughan Mills Centre will be strengthened by its walkability and accessibility through the development of high quality, pedestrian-oriented streetscapes that are safe, welcoming, accessible, and create a distinct public realm environment.

Objectives:

- Design for pedestrians and cyclists as a priority, and ensure the design of paths and sidewalks to facilitate movement in all seasons;
- Provide well-linked and safe pedestrian connections through mews streets and linkages to amenities throughout Vaughan Mills Centre;
- Maintain efficient access for vehicles through Vaughan Mills Center while incorporating transit oriented design measures;
- Explore alternatives to large surface parking areas;
- Ensure streets are designed with appropriately scaled street lighting, street trees, landscaping, and generous sidewalks, with an emphasis on 'greening' Vaughan Mills Centre to distinguish and unify the character of the area;
- Provide centrally located amenities (retail and community facilities and gathering spaces) within a 5-10 minute walking distance to residential areas;
- Ensure new development includes adequate setbacks for sidewalks, walkways, and lanes;
- Improve pedestrian connectivity across Highway 400; and
- Use green infrastructure that blends with the proposed urban environment and provides necessary function.

Principle 6

Provide High Quality Open Spaces

Development in Vaughan Mills Centre should provide a balanced approach to built form, and high quality open spaces.

Objectives:

- Ensure that new development is adequately served by community amenities such as public parks and urban squares, recreational facilities, and other community amenities;
- Provide a defined network of open spaces, parks, and trails that are connected through a network of attractive pedestrian walkways, mid-block connections, and urban plazas;
- Enhance existing open space corridors (i.e. the Black Creek subwatershed and the West Don River valley), and ensure they are well connected with the overall pedestrian network;
- Design parks that reflect the scale and form of adjacent development, and serve as an amenity to the area by providing activities for a range of demographics; and
- Where possible, use existing heritage and stormwater management features as active/passive park space.
- Ensure orientation and massing of buildings adjacent to public spaces provide adequate access to skyview, sunlight, and appropriate pedestrian level wind conditions and micro-climates for public users.

Principle 7

Protect, Restore, and Enhance Natural and Cultural Heritage Resources

All new development will respect Vaughan's natural and cultural heritage assets and contribute to its natural heritage character.

Objectives:

- Conserve, restore, and enhance natural heritage areas such as the Black Creek Subwatershed and the West Don River Valley in the Study Area; and
- Ensure that new development will not have an adverse impact on the conservation of natural heritage features and increase the risk of downstream flooding.

Principle 8

Create a Multi-Modal Transportation Network

The design of the transportation network should support a range of users including pedestrians, cyclists, public transit, goods movement, and private vehicles.

Objectives:

- Support and encourage the development of a multi-modal transit/mobility hub at Vaughan Mills Centre that connects to other hubs and destinations, and supports the development of future rapid transit along Jane Street;

- Develop a well connected and fine grid street network;
- Create streets that are ‘complete’, and designed for a variety of abilities and modes of travel, and that provide safe and efficient movement for a diversity of users;
- Design streets and the public realm to ensure pedestrian safety and comfort as a priority;
- Provide a safe and well-connected pedestrian and cycling network that facilitates movement throughout the Study Area, as well as to surrounding areas;
- Ensure that pedestrian pathways, mews, and sidewalks are provided to ensure safe and comfortable pedestrian movement through the Vaughan Mills Mall parking area; and
- Explore safe, attractive, comfortable, and multi-modal crossing opportunities over Highway 400.

Principle 9

Sustainable and Resilient

The development and evolution of Vaughan Mills Centre should be socially, economically, and environmentally sustainable over the long-term, while making efficient use of existing infrastructure, energy, and other resources.

Objectives:

- Provide for a socially diverse community and ensure the efficient use of land through mixed-use development with a full range of housing types, tenures, and amenities to support a growing community;
- Support economic and employment growth through allowing a wide range of commercial, employment, and office activities to provide residents with the ability to walk or cycle to a range of activities;
- Ensure that Vaughan Mills Centre is accessible by transit, vehicles, pedestrians, and cyclists to permit a full range of mobility choices, and to support an efficient transportation system;
- Develop sites, buildings, and structures that reduce environmental impacts. Provide energy conservation improvements, and resource-efficient buildings throughout a building’s full life-cycle; and
- Ensure environmental sustainability and resiliency of natural areas.

1.4 Character Areas

To provide a context and development outlook for different areas throughout the Vaughan Mills Centre Secondary Plan Area, character areas have been defined. Each area is defined by a dominant function, and urban quality intended to be achieved. The general approach to identifying character areas is shaped by the City’s existing policies, the Guiding Principles and Big Moves of this Plan, and other character-specific considerations.

This section identifies the desired future character, function, and urban design outlook of the various areas within the Vaughan Mills Centre Secondary Plan.

Character Areas:

- Defines the various distinct areas of the Plan and provides an organizational structure for development towards achieving the Vision;
- Identifies the desired future character and function of the areas within the Plan, building on existing assets, structure, and future vision; and
- Creates a framework for development that serves to enhance the Vaughan Mills Centre area.

1.4.1 Jane Street Corridor

The Jane Street Corridor includes lands within the Jane Street and Rutherford Road intersection and lands fronting along the Jane Street Corridor between Locke Street and Rutherford Road. The Jane Street and Rutherford Road area plays an important role as a transportation node, as well as an employment and mixed-use commercial corridor in the city. The area is in transition and is part of a chain of major redevelopment currently planned such as the proposed Hospital redevelopment area to the north (Jane Street and Major Mackenzie Drive) and the Vaughan Metropolitan Centre to the south (Jane Street and Highway 7). This area provides an opportunity for intensification along with future higher-order transit in coordination with other planned development along Jane Street.

The overall vision for the area is towards achieving a higher density mixed use neighbourhood supported by high order transit that is served by accessible open space and parks, pedestrian connections, community services, and an enhanced pedestrian realm.

The Jane Street Corridor is proposed to become a key destination and gateway within the emerging Vaughan Mills Centre. The Jane Street Corridor will be urban in nature, reflecting its function as a regional point of attraction and transit oriented development.

Defining characteristics include, without limitation:

- Supporting a gateway development character at the corner of Jane Street and Rutherford Road as a symbolic point of reference for the area;
- Orienting the tallest buildings towards the Jane Street and Rutherford Road intersection and transit nodes;
- A pedestrian-oriented and urban cross-section for Rutherford Road and Jane Street with a mixed-use retail/residential frontage with buildings set close to the street to create address;
- High quality streetscaping and pedestrian facilities;
- Providing mid-block connections and linkages to surrounding land uses and open spaces, with trail linkages to the West Don River Valley to the east;
- Creating internal public street networks for improved traffic flow and connectivity to develop the city grid;
- Providing publicly accessible open spaces that functions as a central feature for development ensuring that amenity spaces are well connected to the broader public realm network;
- Incorporating iconic elements, architectural features and public art that contributes to the character and identity of the community;
- Creating mixed-use frontages along Jane Street to encourage animation of the street and neighbourhood vibrancy;
- Exploring typological variation in building design to increase visual interest by considering variation in tower shape, orientation, and façade design;
- Orienting and massing buildings to frame views and control privacy between properties;
- Structuring building massing to create a public realm interface that frames open spaces and provides a sense of enclosure and human scale for pedestrians;
- Providing pedestrian connections with existing and future transit facilities, retail, open space, and natural heritage areas; and
- Buffering from surrounding employment land uses.

1.4.2 Rutherford Road Area

The Rutherford Road Area includes the commercial blocks on the south side of Rutherford Road between the Jane Street character area and the Highway 400 interchange. The development outlook and vision for this area reflects the commercial mixed-use function and interface with Vaughan Mills Mall. This area is envisioned to transform from a predominantly single storey commercial plaza form with large surface parking areas into a vibrant commercial and mixed-use residential area that transitions down from the higher density areas along Jane Street. This area is proposed to include a variety of housing typologies from low-rise to high-rise, offering a range of housing to residents in the community.

The land use structure envisioned includes street level commercial frontages with residential served by community amenities and parks. The character proposed is defined by a fine grain of blocks, connected streets and pedestrian connections, with lower built form that frames open space and the public realm.

Defining characteristics include, without limitation:

- Encouraging a mixed-use retail frontage along Rutherford Road to enhance pedestrian activity along the street;
- Providing a fine grain of streets and blocks conducive to walking and transit to support an enhanced pedestrian setting;
- Aligning neighbourhood parks with development to make parkland accessible and centrally located to residents;
- Transitioning building heights down from Rutherford Road towards the Vaughan Mills Mall Area;
- Framing open spaces with mixed-use frontages;
- Providing pedestrian connections to Rutherford Road, the Vaughan Mills Mall, and between blocks; and
- Structuring and enhancing east-west connections to ensure development blocks are woven together cohesively.

1.4.3 Bass Pro Mills Area

The Bass Pro Mills Area includes lands south of the internal ring road north of Bass Pro Mills Drive between Jane Street character area and the Highway 400 interchange. This area is envisioned to transition down from the higher densities along Jane Street. Development in this area is envisioned to provide a transition between the employment uses to the south and Vaughan Mills Mall to the north with a mixed use development format. The area is proposed to maintain the prevalent commercial use of the Bass Pro Mills Area but encourages some residential development to help distribute residential uses throughout Vaughan Mills Centre.

Defining characteristics include, without limitation:

- Providing additional street connections to further develop the street grid;
- Creating a system of neighbourhood parks and public squares to provide amenity uses for the future community in this area;
- Creating a comparatively wide streetscape along Bass Pro Mills Drive with cycling facilities, a multi-use path, and high quality landscaping to improve the pedestrian experience and connectivity between the existing residential areas west of Weston Road through to Jane Street;
- Encouraging modest residential intensification to benefit from surrounding employment and commercial land uses, future road connections, and public amenities envisioned for the area;
- Creating north-south and east-west connections that aligns the area with the Vaughan Mills Mall area;
- Providing mixed-use retail and office frontages along Bass Pro Mills Drive to enhance pedestrian activity along the street;
- Encouraging pedestrian-oriented retail by providing direct pedestrian access from the street; and
- Encouraging pedestrian-scaled design through the use of building stepbacks, multiple entrances, mid-block connections, and a consistent street wall.

1.4.4 Vaughan Mills Centre Business District

The Vaughan Mills Centre Business District is envisioned to develop with a mix of prestige employment uses directing most of the office uses along the Highway 400 corridor. The Vaughan Mills Centre Business District is proposed to be a centre for innovation and design excellence that capitalizes on its location and visibility. A nexus of activity, this area is envisioned to function as a knowledge hub attracting businesses in 'green' and creative industries, technology, and research and development.

Defining characteristics include, without limitation:

- Creating a fine grain block and street pattern with opportunities for mid-block connections providing pedestrian access to Weston Road, and the Vaughan Mills Mall area;
- Providing an internal collector road network with new connections to surrounding arterial roads and the Highway 400 interchange;
- Transitioning heights from higher buildings adjacent to Highway 400, to low-rise buildings along Weston Road;
- Directing the Black Creek northwards and incorporating it into a naturalized open space feature, providing a multi-use amenity with cycling and pedestrian paths to serve the employment area and surrounding neighbourhood;
- Creating a connected public realm through mid-block connections and linkages to open spaces, natural features, and the surrounding area;
- Structuring and concentrating retail at key intersections and areas of activity, as well as along primary arterial streets;
- Orienting buildings towards open spaces to reinforce a strong visual linkage within the landscape; and
- Maintaining, enhancing, and restoring the natural environment supporting sustainable development objectives.

PART B
Section...

2.0

»» BIG MOVES

2.0 Big Moves

2.1 // The Big Moves

The 'Big Moves' for the Vaughan Mills Centre Secondary area, outlined below, form the basis for the Plan's policies, and implementation strategies. They are key design moves that support the Vision and Guiding Principles, and define the Concept Plan.

1. PEDESTRIAN-ORIENTED STREETS:

- Provide a green streetscape;
- Include intimately-scaled open spaces along the street, active at-grade uses, gathering spaces, safe and well-connected boulevards and pathways, and various landscape forms; and
- Use appropriately-scaled buildings.

2. STRONG CONNECTIONS:

- Create pedestrian and bicycle connections throughout and ensure that transit is connected appropriately to amenities and the public realm; and
- Develop trails/paths throughout Vaughan Mills Centre, with connections to surrounding natural heritage features and open space.

3. COMMUNITY GATHERING PLACE:

- Provide community gathering places as the central focus for the area; and
- Front gathering places with active frontages (retail/commercial) to create a vibrant street-level environment.

4. INTENSIFICATION

- Allow Vaughan Mills Mall to expand through a mix of retail/residential development. Future expansion of the shopping centre parking areas to be redeveloped as mixed-use development blocks supported by structured parking;
- Focus mid-rise development around the ring road and Bass Pro Mills Drive; and
- Locate taller buildings along Rutherford Road, Jane Street, and the Highway 400.

5. EMPLOYMENT DISTRICT:

- Create a unique employment district on the west side of Highway 400 that is vibrant, walkable, and active, while supporting a high quality urban environment for a range of office and other employment land uses; and
- Improve pedestrian connectivity to the future transit hub from the employment district.

6. JANE AND RUTHERFORD TRANSIT HUB GATEWAY:

- Recognize and develop the Rutherford Road and Jane Street intersection as a significant gateway node through unique architectural features, active at-grade uses, and consider introducing a significant gathering place;
- Support the development of a Transit Hub and the possible extension of the Spadina Subway from the Vaughan Metropolitan Centre to Vaughan Mills Centre; and
- Encourage the development and location of government and public uses close to existing and planned transit stops.

7. BLACK CREEK:

- Create a naturalized corridor west of Highway 400 for the Black Creek tributary in order to maintain and enhance its ecological function/restoration, and hazard management; and
- To establish public common areas and active transportation pathways along the edges of the corridor to ensure interconnections, and promote stewardship of open space and natural features.

8. ENHANCED DESTINATION:

- Enhance Vaughan Mills Centre's existing role as a destination through the addition of other entertainment and cultural uses (theatre, performing arts, museum, recreation/sports etc.); and

- Improve connectivity with other tourist uses such as Canada’s Wonderland and the Vaughan Metropolitan Centre.

9. OUTDOOR RETAIL FORMATS:

- Encourage the development of outdoor format retail uses, with direct pedestrian access from the street, and spill-over areas.

10. PEDESTRIAN AND BICYCLE CROSSING:

- Support a future pedestrian connection across Highway 400 that aligns with the internal ring road to link the employment district and surrounding community with future development areas east of Highway 400.

PART B
Section...

3.0

» DEVELOPMENT FRAMEWORK, LAND USE, AND BUILT FORM

3.0 Development Framework, Land Use, and Built Form

3.0 Introduction

The policies in this section address land use for Vaughan Mills Centre and are intended to ensure all future planning and development is in keeping with the desired build out of the area. The policies established in this section build upon those in the Vaughan Official Plan 2010 (VOP 2010).

3.1 Development Framework

The Development Framework reflects a more complete mixed-use community structure with the inclusion of additional neighbourhood parks and open spaces, neighbourhood scale amenities, and new streets that connect these uses, while improving walkability and accessibility. The Vaughan Mills Centre Secondary Plan encourages the development of a compact, mixed-use community that is well-connected to the external street network. The Plan strives to accommodate growth through a mix of densities and is based on the premise that a well-served, well-connected, and well-designed community will encourage walking, cycling, and transit use as preferred transportation choices. The Plan encourages sustainability, the restoration of the natural landscape, and environmental best practices.

A background report has been prepared (Transportation Assessment: Vaughan Mills Centre Secondary Plan, MMM Group, February 2014), which identifies recommended transportation improvements in order to ensure sufficient transportation capacities are in place to support the development limits proposed in the Vaughan Mills Centre Secondary Plan Area.

3.2 Growth

The Vaughan Mills Centre Secondary Plan establishes a planning framework to direct growth in the Vaughan Mills Centre area and to guide and manage the change that it represents. The Vaughan Mills Centre area is an appropriate part of the City for intensification. The Jane Street and Rutherford Road transit corridors currently serve the area, and future opportunities exist for a Transit Hub around the Jane Street and Rutherford Road intersection. This area provides an ideal location to create synergies with the existing Vaughan Mills Mall Transit Terminal and the future potential extension of the subway. Improved transit infrastructure will provide new intensification opportunities for the City of Vaughan.

The area includes large parcels of underutilized land, most of which are currently single use. This represents an opportunity to reconfigure land to achieve a strong network of infrastructure, and to develop a public realm that supports a mix of land uses, housing, built form, and intensification. Intensification provides an opportunity for investment, renewal, vibrancy, and improved public amenities in one of the City's priority areas.

The Highway 400 corridor is a major physical barrier. While providing good access to the Plan area, it poses some significant challenges. In addition, the high-level exposure from the highway to adjacent uses provides opportunities to create gateway design features such as additional building height permissions, and connectivity between neighbourhoods by promoting enhanced crossings over the Highway.

These local growth opportunities, coupled with an array of city-building objectives that can be achieved in the Vaughan Mills Centre area, underscore the need for a Secondary Plan. The VOP 2010 identifies Vaughan Mills Centre as a Priority Area for intensification, and consequently, the Secondary Plan envisions intensification and reurbanization throughout all areas of Vaughan Mills Centre.

Table "Units, Population, and Jobs Projections by Area" modified per orders in connection with LPAT case no(s): PL140839, PL070347

	Units	Population	Jobs
Jane Street Corridor	3,631	7,371	1,438
Bass Pro Mills Area and the Rutherford Road Area	672	1,407	1,879
Vaughan Mills Centre Business District	-	-	7,590
Vaughan Mills Mall Area	n/a	n/a	n/a
Total	4,303	8,778	10,907

The projected population and jobs associated with the Secondary Plan are related to the various development areas, as identified on Schedule A: Plan Area. In order to ensure development proceeds with adequate transportation, municipal services, and community facilities all development in Vaughan Mills Centre will be subject to the development progression policies as set out in Part C, Section 7.0 of this Plan.

The number of residential units, associated population, and jobs projected in the Secondary Plan reflects planning analysis, the City's development intensification and transportation hierarchy, and opportunities for growth within the City's urban structure.

The Secondary Plan distributes development to different parts of the Vaughan Mills Centre area. Land use and built form policies will further define the arrangement of height and density across the area.

The Secondary Plan is an opportunity to guide residential growth within the area east of Highway 400, along Rutherford Road and Jane Street in a desirable manner. Through development of a diverse range of housing, redevelopment provides an opportunity to incorporate affordable housing in an area of the city that currently offers only market housing.

Growth and new development in the Plan are leveraged to achieve public investment to strengthen the quality of life for future residents of the Vaughan Mills Centre area. A complete and liveable community requires public investment to proceed alongside growth and development. A projected 8,778 new residents, and development intensification can only be achieved if accompanied by a range of improvements to transportation, municipal servicing, community facilities, parks, and the public realm. Phasing of new development is a tool that the City will rely on to ensure that growth in the Vaughan Mills Centre is concurrent with the development of amenities and public services required to support it.

3.3 Density

Refer to Schedule B: Height & Density

The approach to height and density in the Vaughan Mills Secondary Plan arranges residential density along major transit corridors (Jane Street and Rutherford Road) and in proximity to the future potential Transit Hub (Jane Street/Rutherford Road intersection). The built form is planned to frame the public realm and higher order roads and gateways, and establish a transition between different scales of development. Proposed heights and densities are highest in close proximity to transit and exposure to Highway 400, moderate along internal collector streets, and lowest near the stable neighbourhoods along Weston Road.

Density (D) is expressed as a ratio of floor space to site area, called Floor Space Index (FSI). The purpose of including FSI on the diagram is to arrange density across the Secondary Plan in a manner that is consistent with the area structure and character. The FSI shown for different areas is also consistent with the built form and land use framework of this Secondary Plan, and therefore lends support to important built-form principles as per Schedule B: Height and Density.

3.4 Land Use Framework

Refer to Schedule C: Land Use Designations

Major components of the land use framework for the Vaughan Mills Centre area encourage the development of multi-family residential, commercial, office and employment uses, and community facilities.

Key land use objectives of the Vaughan Mills Secondary Plan are:

- To create a diverse and active mixed-use community that capitalizes on investment in future higher order transit;
- To accommodate new population growth over time, ensuring each development phase contributes to the overall vision of an urban centre;
- To ensure new development is sensitive to existing adjacent uses, particularly existing employment uses, existing residential neighbourhoods, and open spaces;
- To provide a comprehensive open space system both public and private that is connected to, and integrated with, other existing open spaces and networks;
- To develop the conditions for a highly walkable, pedestrian friendly environment that integrates with other transportation modes;
- To support the City's employment base; and
- To conserve and enhance natural heritage areas.

The land use policies and built form policies that follow are meant to be read in conjunction with one another. They identify more detailed development parameters for built form regarding height, density, massing, and open space in terms of size, use, and character and movement in terms of establishing a clear hierarchy, connectivity, and function of streets.

The land uses may be zoned on a site specific basis in the implementing Zoning Bylaw. The site-specific zoning may identify specific permitted requirements and regulations which may include minimum setback requirements; maximum building heights; separation distances between buildings, minimum landscaping, open space, and buffering requirements; on-site recreational and commercial uses; minimum parking, access, and loading requirements; and other matters deemed necessary by the City of Vaughan.

All development within the Secondary Plan area is subject to Site Plan Control pursuant to Section 41 of the Planning Act and Section 10.1.2.20 of the VOP 2010. The Land Use Map, Schedule C: Land Use Designations, delineates land use designations for the Vaughan Mills Centre Secondary Plan.

3.5 General Land Use Policies

3.5.1

The land use designations on Schedule C: Land Use Designations establish the general patterns of development for the existing and future use of the Vaughan Mills Centre Secondary Plan. Policies for these designations are set out in this section.

The land use designations do the following:

- Define the various distinct areas of Vaughan Mills Centre and provide an organizational structure for development towards achieving a sensible and comprehensive Secondary Plan Vision;
- Identify the desired future character and function of the various distinct areas within the Plan, building on existing assets, structure, and land use; and
- Create a framework for future development that serves to enhance and create a vibrant urban centre, while at the same time, creating a structure that accommodates sustainable growth, and encourages investment toward achieving a long term vision.

3.5.2

The Vaughan Mills Centre area is intended to accommodate approximately 4,303 units and 8,778 people east of Highway 400 in order to accommodate a proportion of Vaughan's projected population growth to 2031. A minimum of 35% of new housing units shall be affordable as required by Policy 7.5.1.2 of VOP 2010. The affordable housing shall comprise a range of housing forms and tenures and include intrinsically affordable units for low and moderate income households.

3.5.3

The Vaughan Mills Centre Secondary Plan area is intended to accommodate approximately 10,907 new jobs at full build out to 2031. Schedule C: Land Use Designations identifies areas in the Vaughan Mills Centre area where employment, office, commercial, and mixed-uses are permitted. Schedule D: Ground Floor Frontage Types identifies areas for street-related commercial or public uses, including retail stores, restaurants, places of entertainment, personal and business services, professional offices, and public institutions that shall be required or permitted on the ground floors of mixed-use buildings. Vaughan Mills Centre is envisioned as a mixed-use and pedestrian-oriented urban environment, therefore single-storey commercial and auto-oriented uses are discouraged.

3.5.4

Notwithstanding any of the policies of this section, previously approved and existing uses in Vaughan Mills Centre shall be permitted, subject to Policy 9.2 of the VOP 2010. Nevertheless, for any future redevelopment or expansion, the policies of this Plan shall prevail.

3.5.5

Through the policies of this Plan, the City shall seek to meet an overall density target of 193 people and jobs per hectare by 2031 in Vaughan Mills Centre. Notwithstanding the policies of this Plan, the City may revise the overall density targets without amendment to this Plan, but any revised target should be consistent with goals and objectives of this Plan.

3.5.6

Schedule B: Height and Density establishes the maximum density (D) permitted in Vaughan Mills Centre, expressed as floor space index (FSI). With the exception of public safety services and community facilities, no development shall have a density higher than the FSI as of right. The FSI and developable area requirements of a parcel shall be defined and calculated as per Section 10 of the VOP 2010.

3.5.7

In addition to Part B Section 3.5.6 of this Plan, for lands east of Highway 400 the maximum density limits shall be according to the following:

- Where the maximum FSI shown is 4.0, any development in excess of a FSI of 3.5 shall be used for non-residential uses;
- Where the maximum FSI shown is 3.5, any development in excess of a FSI of 3.0 shall be used for non-residential uses; and
- Where the maximum FSI shown is 3.0, any development in excess of a FSI of 2.5 shall be used for non-residential uses.

3.5.8

The City may use the bonusing provisions under Section 37 of the Planning Act to secure a range of community benefits in Vaughan Mills Centre. In addition to the community benefits identified in Policy 10.1.2.9 of Volume 1 of the VOP 2010 that may qualify for bonusing, the City shall determine the required community benefit at the time of the development application process.

3.5.9

All development on lands adjacent to the Highway 400 corridor shall be setback a minimum of 14 metres from the highway right-of-way.

3.5.10

Further to Policy 5.2.1.2 of the VOP 2010, the development of residential and other sensitive land uses shall have regard for potential noise and vibration impacts from industrial uses. Applications for residential development and other sensitive land uses within 1,000 metres of the MacMillan Rail Yard, and within 300 metres of an industrial use or Highway 400 shall include a noise and vibration study to the satisfaction of the City and in consultation with CN where deemed necessary by the City. The purpose of which would be to identify any measures to mitigate adverse impacts from the source of noise and vibration including as a minimum:

- Noise, vibration, and odour studies that include recommendations for materials and construction methods to be employed to meet the Ministry of the Environment guidelines;
- A provision in the Site Plan Agreement that requires an engineer to certify that the building plans implement the recommendations contained in the above stated mitigation reports before a building permit is issued; and
- The inclusion in the conditions of condominium approval of a condition requiring that the mitigation measures recommended by the required studies be implemented and certified, as well as a condition requiring the inclusion of a noise, vibration, odour warning clause in the applicable condominium documents.

In addition to the above provisions, Policy 9.2.2.10(d) and 9.2.2.11(e) of the VOP 2010, new development should refer to the Ministry of the Environment Land Use Compatibility Guidelines, which provides recommendations to ensure that sensitive land uses are appropriately designed, buffered, and/or separated from each other.

3.5.11

In addition to the policies of this Plan for development along the Jane Street corridor, where future potential rapid transit is identified on Schedule G of this Plan, development adjacent to the rapid transit line and conceptual Transit Hub area shall have regard to the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, through the development approvals process.

3.5.12

In addition to the uses outlined in Section 9.2.1.9 of the VOP 2010, the following land uses shall be permitted in all designations within the Vaughan Mills Centre Secondary Plan area:

- Public Safety Services and Community Facilities; and,
- Renewable energy facilities and district energy systems.

3.6 Vaughan Mills Primary Centre

3.6.1 High-Rise Mixed-Use

3.6.1.1

The High-Rise Mixed-Use designation is intended to provide for the creation of a connected urban block structure adjacent to the main arterial corridors surrounding the Vaughan Mills Mall area including Jane Street and Rutherford Road, in a higher density and mixed-use development form that is pedestrian and transit oriented. The highest densities will be focused along the Jane Street and Rutherford Road intersection and along Jane Street to benefit from existing transit, and future high-order transit facilities anticipated for these areas.

3.6.1.2

In addition to the uses permitted in Section 9.2.2.6 of the VOP 2010, the following uses shall be permitted:

- Conference facilities, private education facility, places of entertainment, restaurants, financial institutions, art studios, and public parking.

3.6.1.3

Notwithstanding Policy 9.2.2.6(e) of the VOP 2010, areas within 500 metres of an existing or planned subway station may exceed 12,500 square metres of office space, provided that the total permitted FSI and building height, as shown in Schedule B: Height and Density of the Secondary Plan is not exceeded.

3.6.1.4

A mix of low, mid, and high-rise building typologies shall be permitted as identified in Part B, Section 3.8 and on Schedule B: Height and Density of this Plan.

3.6.1.5

At-grade uses shall predominantly consist of retail uses including retail stores, restaurants, places of entertainment, personal and business services, professional offices, community facilities, and day care facilities. A minimum of 60% of the building frontage facing an arterial or collector street shall consist of at-grade retail uses as identified in Schedule D: Ground Floor Frontage Types.

3.6.1.6

Notwithstanding Policy 9.2.2.6 of the VOP 2010, office uses shall be permitted within the High-Rise Mixed-Use designation at a maximum gross floor area of 12,500 square metres, or the greater of the maximum permitted density for lots identified with a maximum FSI of 3.5 or 4.0.

As per orders issued in connection with LPAT Case No(s): PL140839, PL110419, Policy 3.6.1.7 is deleted, and replaced with Policy 18.2

3.6.2 Mid-Rise Mixed-Use

3.6.2.1

The Mid-Rise Mixed-Use designation primarily corresponds to the lands bounded by Jane Street and Highway 400 south of Rutherford Road, and north of Bass Pro Mills Drive, as identified in Schedule C: Land Use Designations in this Plan.

3.6.2.2

In addition to the uses permitted in Section 9.2.2.4 of the VOP 2010, the following uses shall be permitted:

Conference facilities, private education facility, places of entertainment, restaurants, financial institutions, art studios, and public parking.

3.6.2.3

A mix of Mid-Rise Mixed-Use building typologies shall be permitted as identified in Part B, Section 3.8 and on Schedule B: Height and Density of this Plan.

3.6.3 Community Commercial Mixed-Use

3.6.3.1

The Community Commercial Mixed-Use designation primarily corresponds to the lands adjacent to Rutherford Road, Jane Street, and Bass Pro Mills Drive, as identified in Schedule C: Land Use Designations in this Plan. These areas are intended to provide commercial activity in a variety of building typologies that meets the commercial needs of residents and businesses, and provides jobs within proximity to residential areas.

3.6.3.2

The Community Commercial Mixed-Use designation permits all the uses under 9.2.2.8 of VOP 2010.

3.6.3.3

A mix of low and medium-rise building typologies shall be permitted as identified in Part B, Section 3.8 and on Schedule B: Height and Density of this Plan.

3.6.4 Low-Rise Residential

3.6.4.1

The Low-Rise Residential designation primarily corresponds to the lands internal to high density development blocks fronting on Rutherford Road as identified in Schedule C: Land Use Designations in this Plan. These areas are intended to provide a transitional low-rise built form and frontage condition along a future proposed local street and neighbourhood parks south of Rutherford Road.

3.6.4.2

The Low-Rise Residential designation permits all the uses under 9.2.2.1(c) of the VOP 2010.

3.6.4.3

In addition to the building types permitted under Section 9.2.2.1 of VOP 2010, low-rise building typologies shall be permitted as identified in Part B, Section 3.8 and on Schedule B: Height and Density, including:

- Stacked Townhouses and Low-Rise Buildings

3.6.5 Lands within the Vaughan Mills Mall Area

3.6.5.1 Vaughan Mills Mall Area

- The maximum gross floor area related to the enclosed mall within Vaughan Mills Mall Area shall:
 - Have a maximum commercial floor area (CFA) of 134,340.9 square metres; and
 - Be permitted to contain a full range of commercial uses including retail, service commercial, entertainment, and restaurant uses subject to the limitations established herein.
- The commercial uses established within the Vaughan Mills Mall Area: Mall District shall be subject to the following policies:
 - All uses shall be collectively permitted only within a fully enclosed shopping mall, except for limited outside display, storage and sales accessory to a permitted use, outdoor seating areas associated with restaurant uses and uses for the entertainment and recreation of mall patrons, subject to standards set out in the implementing zoning by-law;
 - A maximum of 10%, not including the food court, of the commercial floor area (C.F.A.) of the mall shall be provided in commercial units having an area of 185 square metres C.F.A, or less;
 - A minimum of eight (8) commercial units shall be provided which have a minimum commercial floor area of 1,850 square metres which cumulatively have a minimum area of 35% of the commercial floor area of the mall; and,
 - Department stores and supermarkets shall not be permitted.
- This Plan does not anticipate the change in the form or function of the Vaughan Mills Shopping Centre over the life of this Plan. Any expansion or changes to its current use will be subject to the standard planning approvals process as set out VOP 2010 and will not require amendment to this Plan. However, if the current use, form or function as a shopping centre is anticipated to be redeveloped and changed from its current use to allow residential development, then the future redevelopment of the Vaughan Mills mall will require the approval of a Tertiary Plan by way of an amendment to his Plan. The requirements for the preparation of the Tertiary Plan are set out in Part C, Section 7.3.4 of this Plan.

3.7 Vaughan Mills Centre Business District

3.7.1 General

The Vaughan Mills Centre Business District is situated along the Highway 400 corridor (the Western Area of the Vaughan Mills Centre Study Area) and serves as a midtown gateway in the city. The district is intended to function as an employment office district due to high exposure and access to Highway 400. The range and scale of uses are designed to be sensitive to the adjacency and compatibility with the surrounding residential neighbourhoods, and benefit from exposure to the Highway 400 corridor.

The Secondary Plan is designed to create a comprehensively planned and high quality business district with office and other prestige employment uses. This area will serve as one of the gateways in the city, and as such, is intended to reflect a focus towards the reinforcement of a strong sense of community, sustainability, and economic development.

The Secondary Plan for the Vaughan Mills Centre Business District is designed to provide flexibility in responding to the market, while ensuring a significant opportunity for business park employment, and prestige office uses. A focus towards technology, office, services, and other employment uses will be promoted within the District.

The Secondary Plan transportation framework outlined in more detail in Section 4.0 of this document encourages the development of a mobility system which will provide an efficient way for employees to travel between blocks, whether by automobile, transit, walking or cycling, and promote efficient goods movement and future effective and efficient transit service.

In the future, it is intended that the Vaughan Mills Centre Business District will provide meaningful employment opportunities for residents in a variety of professional and market sectors, supported by a strong public realm and accessory retail amenities primarily focused around serving employment areas.

3.7.2 Prestige Office Employment

3.7.2.1

The Prestige Office Employment designation corresponds to areas located along major arterials, lands adjacent to Highway 400, and at key entrances to the Business District. These areas also act as the “interface” with the larger community, in particular the residential communities to the west. Therefore, their use and form should be of the highest quality and most compatible with the surrounding residential areas. Particular attention should be paid to architectural design, and the animation of Weston Road with active building frontages, high quality public realm, and sustainable site design.

Consistent with Policy 9.2.2.11 of the VOP 2010, Prestige Office Employment Areas shall be characterized by high quality buildings in an attractive pedestrian-friendly, connected, and transit-oriented working environment. A variety of lot sizes should be made available in areas designated as Prestige Employment to provide flexibility for attracting and accommodating a wide range of employment uses.

3.7.2.2

The following uses shall be permitted on lands within the Prestige Office Employment designation, subject to a development plan or site plan that illustrates how the policies of this Plan are complied with. Uses permitted in the Prestige Office Employment designation include:

- Office buildings;
- Research and development facilities;
- Commercial and technical schools;
- Hotels and convention centres;
- Ancillary uses;
- Day care centres not located adjacent to the Highway 400 corridor; and
- Accessory retail uses as permitted through Policy 9.2.2.11 (c) of the VOP 2010.

3.7.2.3

Notwithstanding 9.2.2.11 c.iii, the maximum gross floor area for a free standing office building shall not be greater than 12,500 square metres.

3.7.2.4

All uses within the Prestige Office designation shall be wholly enclosed within a building, and no outdoor storage shall be permitted.

3.7.2.5

A mix of low and medium-rise building typologies shall be permitted as identified in Part B, Section 3.8 and on Schedule B: Height and Density of this Plan.

3.7.3 Prestige Employment

3.7.3.1

The Prestige Employment designation permits all the uses under 9.2.2.11 of the VOP 2010 including the following uses:

- Research and development facilities

3.7.3.2

A mix of low and mid-rise building typologies shall be encouraged as identified in Part B, Section 3.8 and on Schedule B: Height and Density of this Plan.

3.7.4 Employment Commercial Mixed-Use

3.7.4.1

The Employment Commercial Mixed-Use designation includes an existing commercial area at the south-east corner of the Rutherford Road and Weston Road intersection. The commercial format envisioned at this juncture is intended to function as the primary commercial anchor for the Vaughan Mills Centre Business District area. Uses permitted are in accordance with Section 9.2.2.7 in VOP 2010. Surface parking lots shall be placed interior to the block, behind the building, satisfying the requirements of retailers for customers to have an awareness of parking availability and convenient access to retail uses.

3.7.4.2

The Employment Commercial Mixed-Use designation is applicable to lands along Rutherford Road within the Vaughan Mills Centre Business District, as identified on Schedule C: Land Use Designations. This designation is intended to encourage development of a concentration of ancillary uses to serve the surrounding employment areas.

Development within this designation is intended to be designed with a high quality public realm and urban built form. The intent is to contribute to the creation of an urban environment with a strong pedestrian orientation and attractive streetscapes in keeping with the high profile locations of this designation and proximity to existing residential neighbourhoods.

3.7.4.3

The Employment Commercial Mixed-Use designation permits the development of a range of uses including:

- Office uses up to a maximum 12,500 square metres;
- Hotel;
- Cultural and Entertainment Uses;
- Retail Uses; provided that no retail unit shall exceed a gross floor area of 3,500 square meters; and
- A minimum of 30% of the total gross floor area of all uses shall consist of uses other than retail uses.

3.8 Built Form

3.8.1 General

The built form policies of this Plan define the parameters for a desired future built environment in Vaughan Mills Centre. The intent is to ensure that new buildings reinforce a coherent, harmonious, and appealing urban environment, as well as contribute to the structure and enhancement of the Open Space and Transportation Frameworks of this Plan. In addition to the land use policies of this Plan, the built form policies provide more detailed direction for development. The policies and guidelines below are illustrated by the figures in Appendix B.

As outlined in Policy 9.2.3 of the VOP 2010, a wide variety of building typologies are permitted within Vaughan Mills Centre. This Secondary Plan builds on the policies of the VOP 2010 while providing additional direction in guiding built form. In addition to the permitted height and density parameters, as indicated on Schedule B: Height and Density, and Schedule D: Ground Floor Frontage Types, the following policies shall apply.

- A wide variety of buildings shall be permitted in Vaughan Mills Centre including Low-rise, Mid-rise, and High-rise buildings, in accordance with Schedule B: Height & Density, including:
 - Low-rise buildings (2-4 storeys) including townhouses, apartments and office, employment, institutional and mixed-use buildings. Low-Rise buildings shall have a minimum height of 2 storeys, and a maximum of 4 storeys. Low-Rise buildings are appropriate for areas within the Vaughan Mills Primary Centre that do not front onto arterial streets (Jane Street, Rutherford Road, or Bass Pro Mills Drive). Low-rise buildings are generally located internal to the block fronting onto lower order streets, as identified on Schedule F: Transportation Framework.
 - Mid-rise buildings (generally 6-12 storeys), which may contain a mix of uses and built forms. Mid-rise buildings are permitted throughout Vaughan Mills Centre, and shall have a minimum height of 2 storeys in the employment area, 3 storeys in the areas east of Highway 400.

- High-rise buildings (up to approximately 25 storeys), as identified on Schedule B: Height and Density.
- The height in storeys shall not exceed the numbers following the letter H, as shown on Schedule B: Height and Density.
- The built form policies of this Plan define the desired future character and function of the built environment including height and massing, parking and movement, and landscaping in contributing to a pedestrian-oriented environment. The intent is to ensure that new buildings reinforce a coherent, harmonious and appealing urban environment, as well as contribute to the enhancement of the public realm according to the following built form criteria.

3.8.2 Massing and Setbacks

- The siting of buildings, in terms of their location within a property and the orientation of their facades are critical factors in defining comfortable and safe pedestrian environments along streets and public spaces. All building frontages must be oriented toward public streets and other public spaces in order to clearly define the public realm, create a consistent street wall, and to provide a safe and attractive street environment for pedestrians. Schedule D: Ground Floor Frontage Types, outlines the required setbacks for development throughout Vaughan Mills Centre.
- All new buildings along arterial roads (refer to Schedule F: Transportation Network) shall have a minimum height of 10.5 metres.
- The building envelope should allow for a maximum amount of sunlight and minimize wind onto the public realm and surrounding sidewalks through stepping back the building mass along upper floors, demonstrated through a pedestrian level wind study and sun/shadow analysis.
- High-rise buildings shall be designed with a pedestrian-scaled podium between three and six storeys in height and shall provide a minimum 3 metres setback from the podium along all frontages.
- The tower elements of high-rise buildings shall be designed with slender tower floorplates and should be designed to minimize shadow impacts and the loss of views and maintain privacy in appropriately spacing taller building elements. The distance between any portion of the high-rise building above twelve storeys and another tower shall be at least 30 metres.
- The floorplate, measured as the total area contained within the exterior face of a building excluding balconies, for portions of high-rise buildings above the twelfth storey for residential buildings shall generally be no greater than 750 sq.m to minimize shadow and skyview impacts. There are no restrictions on office tower floorplates.

3.8.3 Urban Edge

- Buildings shall be built to a consistent build-to line. Maximum and minimum setbacks and build-to lines shall be guided by Schedule D: Ground Floor Frontage Types and included in the Zoning By-law.
- Buildings should have a minimum 80% of the building frontage built to the setback line, with a maximum of 20% of the street wall permitted to setback an additional distance to provide deeper areas for lobby entrances, cafes, or other architectural elements.
- Buildings in general shall be designed to create mid-block connections and shall be massed and articulated to avoid creating excessively long continuous building facades. Buildings shall generally be not more than 80 metres long.
- Buildings shall be built along a consistent setback line, as identified on Schedule D: Ground Floor Frontage Types.

3.8.4 Ground Floor

- The use and animation of the ground level of buildings define the character and experience at street level. Creating a sense of pedestrianism that draws people along the street through a mix of animated and active uses encourages neighbourhood vitality, promotes walking, and creates porous and permeable buildings on all sides of the block.
- The façades of buildings facing public streets or open spaces should be varied in form and materials. Multiple entrances and active grade related uses area encouraged. Building mass should be consistent along the length of the street. The ground floor of all buildings with commercial and retail uses should be highly transparent with a minimum 70% of this frontage to be glazed and transparent.
- Buildings located on arterial streets, or any retail street as indicated on Schedule D: Ground Floor Frontage Types shall be designed with multiple access points focussed on creating a more animated and active mixed-use edge.
- All residential units located at grade must have a direct entrance from the street and have the characteristics of a front entrance.
- Architectural features and articulation are encouraged for all corner building locations including residential buildings to enhance the visual prominence and identity of the area and to provide gateway moments.
- All corner buildings should provide a double frontage addressing both streets, which include grade related active facades with high-quality architecture.
- Ground floor retail is permitted to front onto a publicly accessible private amenity space at the discretion and satisfaction of the City.

- Public accessible private courts and forecourts will require a permanent easement taken as a condition of development approval.
- Large residential lobby frontages, pick-up and drop-off areas and lay-bys should be located on local streets and/or laneways and generally shall not be located on arterial or collector streets.
- Where residential uses are permitted at grade, the design of the ground floor should allow for adequate transition between the private and public realm. A minimum set back of 3 metres is required beyond the sidewalk zone for awnings, front steps, walkways, or planters. In addition, internal courtyards are encouraged to provide additional transition between the public and private realm.
- 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 be raised no higher than 0.5 m above the ground level elevation.
- The floor to floor ceiling height of retail/commercial ground floor units shall be a minimum 4.5 metres.

3.8.5 Building Materials

- Buildings should be designed with high quality materials selected for their performance, durability, and energy efficiency. The use of Exterior Insulation Finish Systems (EIFS), as primary facade cladding, is strongly discouraged.
- Architectural features and materials should be used to emphasize entry areas and other special building areas, and to articulate large expanses of solid blank walls. Primary entrances should be oriented towards streets and emphasized through canopies, awnings, and other architectural elements.
- Buildings located at corners should be designed to emphasize prominence to locations through special design features, building articulation, public art, or open space areas.
- Rooftop mechanical equipment shall be integrated into the overall design and screened from view. Within the Mixed-Use High-Rise and Mixed-Use Low-Rise, and Prestige Office designations, all roof areas are required to incorporate green roofs, solar capture equipment and/or cool roof materials. To reduce the urban heat island effect, Mid-Rise buildings and High-Rise podiums particularly, when neighbouring buildings are high-rise, are strongly encouraged to incorporate green roofs incorporating amenity open space, and other features to enhance the views of those overlooking these spaces through incorporating amenity open space, and other features.

3.8.6 Landscaping and Private Amenity Space

- All development shall incorporate outdoor amenity space. In general, for all land use designations all portions of a lot not occupied by a building or structure or used for off-street parking or loading must be landscaped and maintained. Private amenity spaces associated with new development shall incorporate publicly accessible open space as part of the development project through mid-block connections, plazas, or pocket parks in order to provide connectivity between the private and public realms. For development located around the identified Transit Hub (as identified on Schedule G: Transit Network), publicly accessible pedestrian areas and connections shall be required and demonstrated through the development approval process to the satisfaction of the City.
- For any street or private amenity area, spill-over activities such as courtyards, forecourts, and other intimate spaces should be accessible to the public and animated with at grade uses.
- Landscaping and planting should be grouped to frame building elevations, add a visual interest to building facades, and accentuate building entrances and screen building services.
- Individual courtyards should be provided for at-grade residential units where appropriate to provide outdoor amenity space and enhance urban design quality of the streetscape.

3.9 Parking and Servicing Facilities

3.9.1 General

Parking and servicing are necessary aspects of development, and should be directly linked to the areas where they are most effective and reduce impacts on the public realm. The minimum and maximum parking requirements for each land use designation will be set out in the implementing By-law. The following general policies apply to parking and servicing facilities:

- In general, all surface parking areas and servicing should be located interior to the block, and not adjacent to, or visible from the street or open space, except for the existing parking areas associated with the existing Vaughan Mills Mall.
- A significant amount of surface parking exists to serve the Vaughan Mills Mall site. Ultimately, these surface parking lots will become prime opportunities for intensification through the future development of structured parking and other uses. In the interim, existing surface parking lots should be enhanced to minimize their impact on the public realm and provide a more comfortable pedestrian environment.

- Wherever possible, parking and servicing for all development should be placed at the rear of buildings, and accessed by a rear or side yard lane.
- Where surface parking or service areas are exposed, a generous separation from the public realm should be provided, and designed to include enhanced landscaping along the streetscape, such as an additional row of trees, or buffered with landscaping or other mitigating design measures. Pedestrian areas and paths should be designed with high quality landscaping features and provided with adequate lighting for pedestrian safety and wayfinding. Off-street surface parking shall not be located between the front of the building and the street.
- Parking for residential and mixed-use development, including visitor parking, generally shall be located underground. Parking for public and commercial uses, including office and retail uses may be provided in above-grade or below-grade structures or facilities in the interior of development blocks.
- In general, all parking related to mixed-use high-rise and mid-rise buildings shall be provided within the building, or within a below grade parking facility. Any proposed surface parking areas related to high-rise or mid-rise buildings are seen as temporary, and therefore, all high-to-mid-rise buildings are required to accommodate a minimum amount of parking within the building structure. A phasing plan which shows how the surface parking is to be phased-out over time shall be provided.
- Shared private driveways or public lanes will provide vehicular and servicing access to development blocks. Shared private driveways or public lanes will be coordinated within the blocks to give access to multiple buildings. Shared private driveways or public lanes will be designed to meet technical standards of the City and enhance pedestrian safety through providing adequate lighting, connecting with a street at both ends, and providing sufficient landscaping to buffer the lane from outdoor amenity areas.
- All surface parking facilities shall be landscaped and provide for safe pedestrian circulation and movement. Trees and shrubs shall be planted throughout the parking area to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements. The use of native plants is preferred. Distinctive pavement and/or markings should be used to indicate pedestrian pathways and crossings. Further, it is encouraged that grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.
- The amount of landscaping should be proportionate to the overall parking lot size but one tree for every eight parking spaces is recommended.
- Pedestrian-scaled downcast lighting should be provided along pathways in order to enhance visibility and security, in keeping with Crime Prevention Through Environmental Design (CPTED) principles while mitigating light pollution.

3.9.2 Structured Parking

As intensification occurs within the Vaughan Mills Centre, a shortage in the supply of parking spaces may occur. To address this potential shortage, the following recommendations provide guidance for the introduction of structured parking as well as potential future locations for consideration.

- Structured parking should be developed with active uses on buildings facing the public realm to provide attractive facades, animate the streetscape, and enhance pedestrian safety;
- Vehicular access to the parking structure should be located at the rear or side of the building away from the primary frontage, where possible; and
- Pedestrian entrances for the parking structure should be located adjacent to the main building entrances, public streets, or other highly visible locations.

PART B
Section...

4.0

» The Transportation Framework

4.0 The Transportation Framework

4.0 // Introduction

The Transportation Framework provides a workable balance between vehicular traffic, cyclists, pedestrians, and sets the stage for future road and public transit opportunities. The Transportation Framework establishes a hierarchy of streets that creates a clear circulation pattern and street network for the Vaughan Mills Center area. This section provides a description of the proposed transportation network and general design standards for typical street cross-sections. The street cross-sections demonstrate that right-of-ways are about much more than just vehicular movement, and have the potential to be beautiful, comfortable, safe and multi-functional urban places.

4.1 The Transportation Framework

Transportation Targets

4.1.1

The planning for Vaughan Mills Centre responds proactively to existing transportation and transit service in and around Vaughan Mills Centre. The Secondary Plan supports the City's and Region's intention for higher-order rapid transit along Jane Street in the form of vivaNext Bus Rapid Transit, and the future potential for LRT, and/or the extension of the Spadina Subway to Vaughan Mills Centre, as well as enhanced arterial roadways through increased travel lanes, HOV lanes, transit priority services, and active transportation throughout. The land use and development framework articulates an opportunity for enhanced transit services at this location. The transportation and development policies, and recommendations in this Plan have been developed in coordination with a background report (Transportation Assessment: Vaughan Mills Centre Secondary Plan, MMM Group, February 2014).

The recommendations in the Transportation Assessment and this Plan supports the development of future higher-order transit, increased cycling, walking and carpooling as necessary strategies in order to increase non-auto oriented travel for Vaughan Mills Centre. Transit, transportation and infrastructure improvements are also recommended for the Vaughan Mills Centre area through this Plan. The following transportation targets are recommended given the proposed transportation improvements for the Vaughan Mills Centre area:

- 25% non auto modal split -2021 Plan Horizon
- 40% non auto modal split -2021-2031 Plan Horizon

These modal split targets are based on required improvements to transit, active transportation, and transportation demand management strategies proposed in this Plan including:

- Transit priority enhancements along Jane Street, Weston Road, and Rutherford Road including HOV lanes, cycling lanes, and transit priority lanes;
- Increased cycling facilities throughout the Plan area;
- Opportunities for additional car pooling at the Rutherford GO Station;
- Additional transportation demand management strategies; and
- Implementation of higher order rapid transit along Jane Street.

In addition to the general transportation improvements listed above, Part C, Section 7.3 and 7.4 of this Plan, identifies specific transportation improvements recommended in order to support the development thresholds proposed in this Plan.

4.1.2

The Transportation Framework for the Vaughan Mills Centre Secondary Plan area has been developed to provide and encourage an efficient and pedestrian-oriented movement system. The Transportation Framework proposes a variety of transportation modes to support the growth of Vaughan Mills Centre.

The Transportation Framework is based on a combination of transportation analysis, planning, and urban design focused on realizing the objectives of the Plan.

The following section describes the recommended character, function, and hierarchy of proposed and existing streets within Vaughan Mills Centre. The Transportation Network and related policies of this Plan have been developed to support the anticipated growth and facilitate the establishment of a mixed-use centre, increase connectivity, and reduce impacts from heavy traffic in the area to enhance the quality of the urban environment.

4.1.3

The intent of the Secondary Plan is to:

- Integrate transportation and land use decision making to support the development of Vaughan Mills Centre as a compact, transit-oriented, and complete community;
- Enhance the connectivity of the transportation network for both motorized and other active modes of transportation;
- Support the development of a future transit hub around the intersection of Jane Street and Rutherford Road in promoting higher order rapid transit and the potential subway extension, and encourage transit-oriented development policies to guide development around the a potential future Transit Hub, as identified on Schedule G: Transit Network;
- Utilize transportation demand management to influence travel patterns and reduce auto dependency; and
- Encourage active transportation by providing safe and barrier-free access, human-scaled built environments, pedestrian-oriented streetscapes and amenities, and a network of connected destinations.

4.1.4

Development in Vaughan Mills Centre shall incorporate an attractive public realm, part of which will include public and private streets, and their design and connectivity. This shall include, but not limited to, generous sidewalks, street furniture, and landscaping, and shall be designed for universal accessibility.

4.2 Future Street Network

4.2.1

The future streets hierarchy supports a vision that promotes a shift from the dependency of vehicular use to walking, cycling, and transit. The Vision recommends the type of development that supports this multi-modal shift to provide more mobility options for a diverse range of users and demographics. Other initiatives such as the City's Active Together Master Plan and The City of Vaughan Transportation Master Plan, The York Region Transportation Master Plan, also seek to establish a modal shift in order to create more opportunities for non auto-oriented travel, and enhanced pedestrian environment, and encourage healthier lifestyles.

The design of streets is intended to enhance the urban experience and nurture a culture of walking. Streets are the primary components of the public realm and supplement the open space network by providing pedestrian and green amenities. Streets also function as access routes and maintain a fine grain of permeability. Streetscapes strengthen the area character and identities, and reinforce visual and physical connections across Vaughan Mills Centre and to adjacent neighbourhoods.

The use of space within the public right of way should reflect the importance placed on its various users and modes of movement. The Vaughan Mills Centre Secondary Plan seeks to shift the culture of predominant vehicle use towards more non auto-oriented travel - active transportation, transit, walking and cycling. As a consequence, space given to sidewalks and bike lanes must be generous and consistent throughout, such that they create an ideal environment for active transportation, validate these users, and signal the importance of these forms of movement to drivers.

4.2.2

Streetscape elements and materials should be of high quality, inclusive of paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others. These elements should be coordinated along streets to create a well-designed, cohesive and legible public realm consistent throughout Vaughan Mills Centre. Streetscape elements should be used sparingly, and consolidated wherever possible, in order to reduce clutter and create a clean, legible streetscape environment (see Part B, Section 4.6).

4.2.3

A network of public streets for pedestrians, cyclists, transit, cars and trucks is established throughout the Vaughan Mills Centre Area to create a coherent, interconnected, and viable framework for future incremental development. This street network is identified on Schedule F: Transportation Network, and outlines a hierarchy of streets. Minor modifications to the location and alignment of planned streets are permitted without an amendment to this plan, provided the intersections in Schedule F that include a major or minor collector street or arterial street are maintained in their general location, to the satisfaction of the City and York Region.

4.2.4

The hierarchy of streets identified in Schedule F includes the following classifications and suggested right-of-way widths:

- Major Collector Streets (28-30m)
- Minor Collector Streets (23-26m)
- Local Streets (22 m)
- Public Lanes (min. 8m)
- Mews Streets (15m-17m)

The diagrams in Appendix A: Street Cross-Sections and the descriptions on the following pages represent prototypical conceptual design qualities for a selection of streetscape types. The following recommended right-of-way cross-sections are based on a more urban format similar to other recommended street cross-sections in the city, such as those used within the Vaughan Metropolitan Centre. The following provides recommendations for the allocation of space within the right-of-way, and the look and feel of each typology.

4.2.3 Regional Arterial Streets

4.2.3.1 General Guidelines

The surrounding arterial streets define the three major edges/transition areas within Vaughan Mills Centre. Currently dominated by fast moving traffic, as well as suburban character buildings and parking lots. In the future, Regional roads, including Jane Street, Rutherford Road and Weston Road, will be designed by the Region of York in consultation with the City of Vaughan. Right-of-way designs for these roadways will promote all modes of travel including walking, cycling and transit.

4.2.4 Collector Streets

4.2.4.1 General Guidelines

Collector streets are designed to collect and distribute traffic and to provide a supportive role to Arterial Streets. Collector Streets may be served by local transit and should support active ground floor uses by allowing on-street parking and a generous public boulevard. This Plan proposes Collector streets have a design right-of-way of 23-30 metres, include 2-4 travel lanes, and provide access to abutting properties.

Collector streets facilitate the majority of vehicular and pedestrian circulation and movement, and also create a less intense development frontage, providing for a more pedestrian-oriented and walkable streetscape environment. These streets provide access to Vaughan Mills Centre from surrounding arterials and should be designed to accommodate on-street parking and future bicycle and transit circulation. Collector streets should also function to support a mix of uses including commercial/retail, residential, community facilities, civic buildings, and open space. In general, all new and existing collector streets should have continuous street tree planting to provide an attractive and comfortable pedestrian environment, and to contribute to the overall tree canopy. Features of these streets should include:

- Broad sidewalks with street trees on each side of the street;
- A 3-5 metre setback is proposed for new buildings;
- A palette of paving, lighting, banners, and furnishing that is distinctive to Vaughan Mills Centre;
- Permanent on-street parking and cycling lanes. This helps buffer pedestrians from traffic and enhances street level activity; and
- Left turn lanes should be minimized where feasible.

4.2.4.2 Bass Pro Mills Drive - Specific Guidelines

An important new recommended major collector street proposed in this Plan is the Bass Pro Mill Drive extension to Weston Road. Bass Pro Mills Drive is designated as a major collector street in the VOP 2010, and in this Plan. This street is envisioned to become a major “green street” and grand gesture, providing an important east-west connection uniting neighbourhoods from Weston Road to Jane Street. It will also provide a new street frontage needed to define development parcels within the Vaughan Mills Centre Business District. At such a point when the Bass Pro Mills Drive interchange across Highway 400 requires replacement or substantial improvements, the interchange should be designed to accommodate active forms of transportation.

A proposed street cross-section for Bass Pro Mills Drive includes an expanded public boulevard along the north edge of the street for enhanced landscaping and separation from the employment lands to the south. The boulevard is proposed to accommodate a multi-use path for non-vehicular modes of transportation (walking, cycling, wheelchair, etc.), a double row of trees, and sidewalks for enhanced pedestrian movement. The proposed multi-use path is planned to extend west over Highway 400 along Bass Pro Mills to connect with a proposed trail network on the western side of the Plan Area.

4.2.4.3 The Bass Pro Mills Multi-Use Path

This Plan recommends the creation of the Bass Pro Mills Drive Multi-Use Path, which is proposed as an enhanced boulevard that extends the length of the north side of Bass Pro Mills Drive from the proposed Jane Street intersection to Weston Road (See Appendix A: Street Cross-Sections, Section D). The Multi-Use path has three primary functions: a) to provide a green, attractive interface to create a more pedestrian friendly and urban environment; b) to create an attractive and usable green buffer for adjacent development planned to front the roadway; and c) to create a multi-use trail that links the east and west areas of Vaughan Mills Centre.

The Multi-use path is intended to incorporate the following design considerations:

- A treed urban multi-use trail with a double row of street trees on either side of the pedestrian sidewalk, with a generous central pathway that accommodates pedestrian, bicycle, and wheelchair movement in both directions;
- The pathway should have a paved surface with directional and lane markings;
- The character of the landscape should be treed but manicured (mowed grass) to provide high visibility and a feeling of comfort and safety for the path; and
- Pedestrian-scaled lighting in conjunction with street lighting, wayfinding signage, and seating should be provided as part of the streetscape furnishing.

4.2.4.4 The Ring Road - Specific Guidelines

The existing internal private ring road in the Vaughan Mills Mall Area is envisioned in this Plan to transition to a public mixed-use commercial street in the future (as shown on Schedule F: Transportation Network). Although not anticipated during the life of Vaughan Mills Mall, the timing for its transition will be determined through the Tertiary Plan process as described in this Plan.

This street provides the internal circulation and access through Vaughan Mills Centre. The design vision for this street is to transition from its role as a private mall serving ring road, to be a primary “high street” in Vaughan Mills Centre, and thus should be designed to provide an improved pedestrian environment through streetscape enhancements. The proposed right-of-way for this street in this Plan provides an opportunity to create an attractive urban and green pedestrian environment and multi-modal route, supporting future mixed-use addresses.

4.2.5.5

The future evolution of the ring road will be addressed through the Tertiary Plan for the Vaughan Mills Mall Area or at a time of a municipal comprehensive review.

4.2.5.6 Other Collector Streets

The other collector streets within Vaughan Mills Centre will provide vehicular and enhanced pedestrian movement with a typical ROW of 23 or 26 metres for streets without and with dedicated cycling lanes, respectively.

4.2.5 Local Streets

4.2.5.1

A number of local streets are proposed for Vaughan Mills Centre in both the east-west and north-south directions. The proposed new local streets will be required to complete a permeable street and block network and ensure a functional overall transportation network.

Local streets are designed to provide access to abutting properties at low operating speeds. In this Plan, local streets have a designed right-of-way width of 22 metres unless otherwise approved by the City, and generally include two travel lanes. These streets function as neighbourhood streets, have narrower roadways, with on-street parking and connected sidewalks, discouraging heavy traffic flow and higher speeds. Local streets are meant to be pedestrian oriented in character, and provide an environment for pedestrians and cyclists as a priority. Local streets are envisioned to support a retail vibrancy, and serve to minimize driving distances within Vaughan Mills Centre. One future proposed local street within Vaughan Mills Centre is an east-west street that runs parallel with Rutherford Road, providing for a new active frontage and compact block structure for the future redevelopment of these commercial blocks, currently occupied by large surface parking areas.

4.2.5.2

Features of local streets should include:

- Sidewalks with a single row of street trees on each side of the street;

- A palette of paving, lighting, and furnishing that is distinctive to Vaughan Mills Centre;
- Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas such as around parks, community facilities, and pedestrian streets. Permanent on-street parking on one or both sides of the street. This helps buffer pedestrians from traffic, as well as creates enhanced street level activity; and

4.2.6 Lanes and Mews Streets

4.2.6.1

Lanes and mews streets are utilized to provide direct driveway ingress and egress where access from a street is inappropriate. A mews street also provides the most pedestrian-focused street type in the streets hierarchy. The design requirements for these streets should be of a high standard in terms of contributing to a high quality public realm environment. At a minimum, laneway design is required to address issues such as pavement width and the relationship to parking and service areas, but must also provide a safe environment for pedestrian circulation, and connections between development blocks.

Laneways should be located and designed to provide direct pedestrian access, connect parking facilities and services, and they should provide continuous pedestrian connections to adjacent streets or open spaces. In general, laneways and mews streets contribute to the overall street network in providing a finer grain of connectivity as they provide linkages throughout the area and should be designed to be pedestrian friendly, accessible, visible, and safe for all users. Lanes are typically 8 metres, and mews streets have a designed right-of-way width of 15-17 metres.

4.2.7 New Streets and Connections

4.2.7.1

All streets providing access to, and circulation within the Vaughan Mills Centre Secondary Plan area shall be developed to reflect a block system that provides permeability and improved access and traffic movement. New streets shall be landscaped in a manner which is attractive, provides amenity, facilitates pedestrian and cycling movement, and provides on-street parking where indicated. Streets within the Secondary Plan Area shall be generally in accordance with proposed street cross-sections identified in Appendix A: Street Cross-Sections. Final turning radius and intersection requirements will be determined during the development application process. Any additional streets not already identified on this Plan will be subject to the approval and satisfaction of the City, without amendment to this Plan.

4.2.7.2

New public streets as identified in Schedule F: Transportation Network, or any other public street approved by the City, shall be identified in all approved plans within Vaughan Mills Centre and shall be conveyed to the municipality as a condition of approval of draft plans of subdivision and site plan applications, at no cost to the City. In addition, new streets proposed in the Vaughan Mills Mall Area of the Vaughan Mills Centre Secondary Plan will be subject to further review through a Tertiary Plan at time when the area redevelops. In addition, Council shall be satisfied, in consultation with the Region of York and the Ministry of Transportation, that prior to development proceeding, satisfactory arrangements are in place to ensure the completion of the following road improvements. The nature and timing of these road improvements may be modified with the consent of the affected road authorities, and the City, without amendment to this plan:

4.2.7.3

Proposed new street connections and road improvements include:

1. East of Highway 400

- A major collector road connecting the Bass Pro Mills interchange with Jane Street opposite Locke Street. Intersection improvements, including turning lanes and traffic signals, will be required at this intersection.
- An east-west connection from Jane Street to the internal ring road, north of the proposed intersection of Bass Pro Mills Drive and Jane Street. Intersection improvements, including turning lanes and traffic signals, will be required at this intersection.
- The extension of Caldari Road north from Riverock Gate to Rutherford Road.
- A new north-south local street connection between Bass Pro Mills Drive and the ring road west of Romina Drive.
- A new north-south and east-west internal local street network within the development block between Edgeley Boulevard and Fishermens Way.
- A new local street parallel to Rutherford Road to provide internal circulation for the existing development blocks adjacent to Rutherford Road. This will provide a more compact block structure for future redevelopment, and enhanced pedestrian and vehicular circulation.

2. Streets proposed for the Vaughan Mills Mall Area

- The conversion of the portion of the ring road, identified on Schedule F: Transportation Network, connecting from Fishermens Way east to the intersection at Sweetriver Boulevard, to a local public street.
- The conversion of the portion of the ring road, identified on Schedule F: Transportation Network, connecting from Fishermens Way at Bass Pro Mills Drive to Sweetriver Boulevard, to a public collector street.
- A future collector street connecting Edgeley Boulevard to Rutherford Road at the existing Sweetriver Boulevard intersection, and a future collector street connecting Romina Dive to Rutherford Road at the existing Julliard Drive intersection.

These proposed future public street connections through the existing Vaughan Mills Mall property, are not anticipated during the life of the Mall, however, should the mall redevelop at some point in the future, then the extension of Edgeley Boulevard and Romina Drive to Rutherford Road, as public streets, and the transition of the ring road to a public right-of-way, amongst other road network improvements, will be examined through the Tertiary Plan process. In the interim, the City will secure public and transit access (if required) to the Mall's internal circulation system to allow traffic to flow from surrounding roads.

3. West of Highway 400 (Vaughan Mills Centre Business District)

- A revised ramp entrance to the existing partial interchange at Bass Pro Mills Drive via a new intersection at the proposed east-west collector road and the proposed north-south collector parallel to Highway 400. This will provide south bound access for traffic originating on both the east and west side of Highway 400, and help to distribute southbound traffic away from boundary roads.
- The extension of Bass Pro Mills Drive to Weston Road. This roadway extension will provide an important connection between lands west and east of Highway 400 and will generally help to distribute east-west traffic in the area. Existing and future highway crossings should be pedestrian and bicycle friendly. The proposed Bass Pro Mills extension to Weston Road will help to mitigate through-traffic along Weston Road and Rutherford Road. Intersection improvements, including turning lanes and traffic signals, will be required at this intersection.

The proposed Bass Pro Mills Drive connections with Jane Street and Weston Road will also help to divert traffic from Rutherford and thus improve the level of service at the Weston Road/Rutherford Road intersection.

- A new connection to Weston Road, opposite the existing Astona Boulevard signalized intersection, from the proposed internal road network shall be protected for. Consideration will be given to mitigate the potential for traffic into the neighbourhood of Weston Downs, west of Weston Road. Future consideration of the protection for this connection shall be reviewed by York Region no sooner than 2019.
- A third connection to Weston Road from the internal street grid north of the proposed Weston Road/Bass Pro Mills Drive intersection is proposed.
- A new internal north-south collector street between the proposed Bass Pro Mills extension with Rutherford Road opposite the Vellore Woods Boulevard/Rutherford Road intersection.
- New internal north-south collector streets are proposed with a new connection at Rutherford Road parallel to Weston Road. Consideration will be given to connecting these streets with the existing Westcreek Drive and Creditview Road south of the Study Area. This internal street network will help to keep traffic internal to development blocks, and divert traffic away from Weston Road.

The long-term plan for these streets, additional transportation improvements, and strategies beyond the Secondary Plan boundary will need to be planned and implemented over time. Further comprehensive transportation analysis will be required through the Tertiary Plan process for the Vaughan Mills Mall Area as identified on Schedule A.

4. Enhanced Connections across Highway 400

Connecting the areas east and west of Highway 400 for sustainable travel modes is an important goal, which is integral to moving this area beyond its current pattern of auto dominance. Pedestrian and bike facilities should be enhanced on the Rutherford Road and Bass Pro Mills Drive crossings as opportunities and/or funding permit. Cantilevering a wider pedestrian/cycling path is possible on both existing bridges crossing Highway 400. This should be completed on the north side of Bass Pro Mills Drive to continue the proposed multi-use path west to Weston Road. On Rutherford Road, given the presence of the Highway 400 ramps, a wider sidewalk can be created by cantilevering out from the bridge. Alternatively, when and if the bridge is reconstructed in future, a wider sidewalk can be built.

Finally, the potential for a new pedestrian bridge is a long-term option for enhanced connectivity mid-way between Rutherford Road and Bass Pro Mills Drive, as shown on Schedule H: Active Transportation Network.

4.2.7.4 Private Lanes

In addition to the public streets identified in Schedule: F: Transportation Network, private laneways and/ or private streets may be required to service development within a block. The need for laneways and private streets and their location, function, and character shall be determined during the development application process with the City.

Private lanes shall be designed according to the following design considerations:

- Lanes and service roads are utilized to provide direct driveway access where access from a roadway is inappropriate. The design requirements for these streets should be of a high standard in terms of contributing to a quality public realm environment. At a minimum, laneway design is required to address issues such as pavement width and the relationship to parking and service areas, but must also provide a safe environment for other uses such as pedestrian circulation and linkages;
- Laneways should be located at the rear of buildings only as means of accessing and connecting to parking facilities and services;
- Laneways should provide a continuous pedestrian connection to adjacent streets or open spaces; and
- In a commercial context, laneways and service roads should be organized to connect surface parking lots, and link to local roads to the satisfaction of the City.

4.3 Crosswalks

Crosswalks are delineated areas of the street that indicate where pedestrians are expected to cross and alert drivers to that possibility. In certain instances, crosswalks may have patterns, or be constructed from materials that further increase their visibility and add character to a particular area or neighbourhood.

Crosswalks serve two functions: the clear demarcation of a safe route for a pedestrian to cross; and as a traffic calming measure. Frequent crosswalks will help promote slower traffic speeds and cautious driving. All intersections in Vaughan Mills Centre should have crosswalks, with the following design objectives:

- When streets are renewed, surfaces such as stamped coloured asphalt could be incorporated as the new minimum crosswalk standard.
- Materials will need to be explored that are tolerant of snow plow equipment and winter weather conditions;
- Crosswalks at special locations should incorporate higher quality treatments. These locations could include:
 - Primary gateway connections (internal ring road intersections), which should have a unique treatment and wider crosswalk zones;
 - Around proposed parks and at mid-block pedestrian connection locations; and
 - At all intersections near the proposed Transit Hub area.
- Crosswalks should provide smoothly graded transitions including depressed curbs.

4.4 Transportation Demand Management

4.4.1

Transportation Demand Management (TDM) refers to a wide range of policies, programs, services, and products that influence how, why, when, and where people travel as a means of making travel more sustainable. With Vaughan Mills Centre, TDM should be used to make more efficient use of the transportation system, such as shifting travel from peak to off-peak periods, shifting from automobile to alternative means of transportation, and shifting from dispersed to closer destinations. It can also be used to alleviate seasonal congestion. The City recognizes the role of Transportation Demand Management in promoting more efficient use of transportation infrastructure, making the use of private vehicles more sustainable, and encouraging active transportation and transit. The existing Transportation Management Association should be enhanced to lead this initiative with the City as the area redevelops, seeking opportunities to continue to move towards a greater degree of sustainability in mobility.

4.4.2

Pursuant to Policy 4.3.3.8 of the VOP 2010, the City shall require the preparation of a Transportation Demand Management Program for all site plan and draft plan of subdivision applications for office uses greater than 2,000 square metres or residential apartment or mixed-use buildings with greater than 50 residential units, to encourage the use of Transportation Demand Management strategies. The Transportation Demand Management Program should consider the policies identified in Section 4.3.3 of VOP 2010 which promote more efficient use of existing road facilities, encourage car-pooling and car-sharing programs, promote transit use, cycling, and other approaches for reducing parking demand and the use of single-occupancy vehicle travel.

4.4.3

The City may permit reduced parking requirements for developments that demonstrate through their Transportation Demand Management Program and transportation impact and operations studies that a reduction in the parking requirement is appropriate. A reduction in parking may also be considered where mixed-use development is permitted and where there are higher development densities and good accessibility to rapid transit. Shared parking opportunities should be explicitly considered to minimize the supply of parking.

Bicycle parking is encouraged in mixed-use buildings, residential apartment buildings, institutions and office buildings. Major office developments shall be encouraged to include change rooms, showers and lockers for commuter cyclists. Further to Policy 4.2.3.12 of the VOP 2010, the City shall encourage the

coordination of central bicycle parking facilities for developments in the Vaughan Mills Centre Secondary Plan Area, which may include supporting amenities such as showers and changing facilities.

4.5 Parking and Loading

4.5.1

Further to Policy 4.3.2.2 of the VOP 2010 and guided by the City Parking Standards, the City shall require as a condition of development that adequate parking and loading facilities be provided. Such parking may include on-street parking or the use of municipal parking facilities.

4.5.2

Further to Policy 4.3.2.3 of the VOP 2010 the City may at its discretion, consider adopting a cash-in-lieu-of-parking by-law for the Vaughan Mills Centre area that would permit development applicants proposing office or retail uses to pay a fee in lieu of providing parking spaces as required by City policy. The funds collected should be dedicated to the creation of parking within the Secondary Plan area.

4.5.3

At the discretion of the City, surface parking lots shall be designed, in keeping with Part B, Section 3.9 of this Plan, and to reduce their visual and physical impact by:

- Locating parking lots in the interior of the lot;
- Screening the parking lot from the street and from adjacent development areas through the use of deep setbacks, low fences, walls, architectural elements, landscaping and/or other appropriate screening treatments. These features must contribute to the visual continuity and appeal of the public realm, ensuring that safety and security measures are maintained;
- Reducing the prominence of parking areas through the use of landscaped islands and pedestrian walkways; and
- Providing joint access to parking lots, via a service lane, on adjoining properties, where feasible.

4.5.4

On-street parking is encouraged within the Vaughan Mills Centre area, especially within commercial areas, as it provides a safety buffer for pedestrian movement, and increases the opportunity to establish a healthy commercial presence.

4.5.5

Internal parking and servicing access to buildings should be discouraged along the main street frontages. Access should be provided from the side or rear of buildings through a public or private lane.

4.6 Right-of-Way Design

4.6.1 General

Further to Part B, Section 4.2 and the street cross-sections found in Appendix A of this Plan, this section provides guidance and recommendations for structuring and organizing elements within the right-of-way. The Vaughan Mills Centre Transportation Network, proposed Street Cross-Sections, and Open Space and Active Transportation Plan in this Plan provide a guide for the design and improvement of streets in Vaughan Mills Centre.

The street cross-sections found in Appendix A, which illustrate proposed streetscape conditions for the different street types illustrate the recommended placement of streetscape elements addressed in the following policies. Generally, all streets shall be built with a public boulevard on both sides that includes street trees, walking zones, landscaping, street furniture, and lighting.

4.6.2 The Public Boulevard

- The Public Boulevard should be urban in character with hard surfaced paving treatments to accommodate the movement of people, and provide for a variety of streetscape amenities;
- Sidewalks should be located on both sides of the street, and be universally accessible with curb cuts at the intersections and at any signalized mid-street crossings;

- Street trees should be planted in a below grade trench and not in planters, using sustainable methods to encourage longevity and viability;
- Street trees should be placed at a rhythm of 7-10 metres in spacing to create a continuous tree canopy;
- The burial of overhead utilities should be considered to allow for the healthy growth of street trees. Street tree locations should be coordinated with utilities to minimize root pruning during utility maintenance and to ensure optimum tree growth; and
- To reduce the perceived width of the street, parallel on-street parking spaces should be grouped within parking bump-outs (maximum 4 in a row) to provide additional public realm, tree planting, and furnishing space.

4.6.3 The Walking Zone

The pedestrian Walking Zone is the unobstructed area of the boulevard between the edge of the public right-of-way and the Planting and Furnishing Zone. The defined area must remain clear for the safe and comfortable movement of pedestrians. The Walking Zone should be a minimum of 2 metres wide. The Walking Zone shall be extended to the curb at all intersections and designated street crossing locations. The design of the boulevard should consider special paving that clearly delineates the Walking Zone within the boulevard.

4.6.4 The Planting and Furnishing Zone

The Planting and Furnishing Zone plays an important role within the street cross-section. It functions as a physical buffer between the pedestrian Walking Zone and vehicular traffic, and provides a means of organizing street furnishings, street tree planting and landscaping, and maintenance.

Street furnishings refer to all fixtures, furniture, and amenities that are added to a streetscape to make it a comfortable, safe, and navigable environment that supports pedestrian and transit use. Street furnishings include, but are not limited to, seating, light standards, parking metres, bicycle racks, newspaper boxes, waste receptacles, transit shelters, and mail boxes.

- The Planting and Furnishing Zone should be a minimum 2.5m area adjacent to the curb edge. All street furniture located within the furnishing and planting zone within the boulevard shall not impede travel within the adjacent pedestrian walking zone.

4.6.5 Cycling

Places that thrive as cycling-friendly environments do so as a result of a concerted strategy designed to create a cycling culture over time. Facilitating safe and convenient cycling as a form of transportation in Vaughan Mills Centre is a key objective of this Plan. The combination of new cycling infrastructure such as bike lanes, bike facilities such as bike locks, a linked bike trail system, and ease of access within the Secondary Plan Area will encourage cycling as a key alternative to driving within the community.

Schedule H: Active Transportation Network identifies the bicycle network for the Vaughan Mills Centre area. It is intended to link directly to the planned city-wide bicycle and pedestrian network. Cycling facilities are intended to be built as existing roads are improved and new roads are built.

The policies that relate to cycling are as follows:

- Designated streets in the Vaughan Mills Centre area shall be designed for the safety, comfort, and convenience of cyclists;
- Rutherford Road, Jane Street, Weston Road, Bass Pro Mills Drive and all other streets as indicated on Schedule H: Active Transportation Network, should include on-street cycling lanes. Street cross-sections found in Appendix A illustrate where cycling facilities should be accommodated within the right-of-way for each type of street;
- In addition to the cycling routes identified, major open spaces shall include multi-use recreational trails linked to the street network to enhance connectivity for cyclists; and
- Provide bike lock facilities within the Planting and Furnishing Zone.

4.6.6 Pedestrian-Scaled Lighting

- Pedestrian-scaled lighting should be provided for the purpose of creating a safe, comfortable, attractive, and welcoming public realm environment throughout Vaughan Mills Centre;
- Ensure street lighting does not conflict with street trees;
- Street lighting should be located at the midpoint between every second street tree, occurring at 14m intervals to coincide with a 7m street tree spacing;
- Additional lighting should be considered in areas with higher volumes of pedestrian activity, including key intersections, transit stops, open space areas, mid-block connections, and passageways; and

- Low voltage, low glare street and pedestrian scale lighting are recommended to provide a safe and comfortable environment for pedestrians and cyclists. Luminaries should be of such design that the light they produce is focused downwards so as to avoid light pollution and wasted energy.

4.6.7 Signage and Wayfinding

- Signage and Wayfinding orient users to ensure they are able to move with ease and confidence through an urban environment;
- All elements of the public realm and built environment have the potential to contribute to wayfinding. Wayfinding tools can include signage and mapping, streetscape elements, streetscape design, and building design such as gateway or landmark elements. All elements should work together to ensure that routes are easily understood and navigable for all users and destinations are clearly identified;
- Signage throughout the Vaughan Mills Centre area should be of high quality, reflective of the desired character of the area, and exhibit consistency of design and material selection that is part of an overall design strategy for the street and the area;
- Signs should be integrated into the design of building façades by placing them within architectural bays, articulated datum lines, including coordinated proportion, materials, and colour; and
- Signs must not obscure windows, cornices, or other architectural elements, and should not be obtrusive to pedestrians, and should complement the pedestrian scale of the street.

4.6.8 Public Art

Public art provides an opportunity to celebrate and showcase local arts and culture, establish a unique identity for an area or development, and contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot.

- Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, integrated with buildings, and in alternative public spaces such as parking lots and garages;
- Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations, and may be combined with the building and landscape design. It may also include street furniture, utility boxes, and other elements not commonly displayed as art in a gallery setting; and
- The location and visual prominence of a public art piece should correspond to the scale of its site and must be determined in consultation with the community and the City.

4.6.9 Universal Accessibility

Universal accessibility is defined as the ease with which all individuals can safely access or move within buildings as well as within the public realm, and is a priority for the Vaughan Mills Centre area. Universal accessibility is an important design consideration for any urban environment that promotes creating accessible and welcoming interior and exterior pedestrian spaces.

The following key policies apply:

- The design of new buildings and the public realm must comply with the Accessibility for Ontarians with Disabilities Act, in order to meet provincial accessibility standards; and
- A universal design checklist should be established by the City for all aspects of development, including buildings (interior and exterior), entrances and connections, parking structures, streets, open spaces, pathways, and trails. This will help to ensure that Vaughan Mills Centre evolves as an accessible and barrier free environment.

4.7 Enhanced Streetscapes

All streets identified on Schedule F: Transportation Network, as well as any additional streets approved by the City, are encouraged to be designed as “enhanced streetscapes”. Enhanced streetscapes are streets designed as high quality landscaped environments, that contribute to defining a unique and distinct character of place. They are an important wayfinding component of the open space network, and will act as key connectors to parks, open spaces, commercial areas, and other major roadways.

In addition to the policies of Part B, Section 4.6 of this Plan, Enhanced Streetscapes shall be designed according to the following design considerations:

- Provide enhanced landscape treatments such as a double row of trees where the right-of-way permits, attractive landscaping such as grasses and perennials in the boulevard, generous sidewalks, high quality street furnishing, amenities, signage, and safe and distinct crosswalks, and opportunities for public art. The character of these streets should contribute to creating a unique and distinct identity for Vaughan Mills Centre;
- Additional streetscape enhancement should be provided at key gateway intersections, the commercial nodes, and pedestrian priority areas such as parks and urban squares; and
- On-street parking dedicated bike lanes should be provided on all identified streets.

4.8 Public Transit

The Vaughan Mills Centre area currently has good access to public transit along the existing arterial road network. Much of the area is accessible to York Region Transit service along Jane Street, Rutherford Road, and Weston Road, with bus services that connect to Vaughan Mills Mall and surrounding areas. Vaughan Mills Mall is serviced by an existing transit terminal. While the terminal primarily serves for trips to and from Vaughan Mills Mall, transit is envisioned to play a larger role in the future through promoting the development of a Transit Hub in Vaughan Mills Centre, and the future potential for higher order rapid transit along Jane Street.

The Plan envisions a multi-modal Transit Hub indicated by a suggested location and subway alignment as identified on Schedule G: Transit Network. The Transit-Hub is envisioned to be designed and developed based on the York Region Transit-Oriented Development Guidelines, and Provincial Transit-Supportive Land Use Guidelines, and City policy through the development approvals process.

Transit throughout the Vaughan Mills Centre will consider the following:

- Future 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 and built form. Other facilities and infrastructure not required to be accommodated within the subway right-of-way, such as electrical sub-stations and service buildings, shall be integrated within adjacent development as unobtrusively and attractively as possible;
- The pedestrian access and entrances to a potential future Transit Hub along the west side of Jane Street shall provide direct access to a public open space and direct access to the Vaughan Mills Mall. The Transit Hub/Station area entrance building shall be highly visible from adjacent sidewalks and Jane Street. The entrance building/facility shall be set back from the public right-of-way to create a public open space and accommodate high pedestrian volumes around the entrance;
- The envisioned Transit Hub location identified on Schedule G: Transit Network, is intended to also incorporate a future York Region Transit bus station and related facilities. York Region shall negotiate and secure appropriate land arrangements with the landowner and the City of Vaughan for such a purpose; and
- Prior to development in and around the future potential Transit Hub area, including development of transit facilities, a Transit Hub Block Plan and Urban Design Brief may be required to be prepared that satisfies the following, and any other conditions required by the City:
 - analysis of pedestrian connections;
 - open space;
 - built form;
 - integration with future planned transit; and
 - connectivity with Vaughan Mills Mall.

PART B
Section...

5.0

» The Open Space Framework

5.0 The Open Space Framework

5.0 Introduction

The open space policies outlined in the following section are intended to ensure that a high quality public realm, open space, and protected environment is achieved for Vaughan Mills Centre. The policies define an open space framework that links outdoor spaces through the creation of new parks, green streets, greenway corridors, and multi-use paths to create a unique, beautiful, and healthy public realm environment. The open space framework also provides guidance and direction for future investment into new parks, trails, streetscapes, sidewalks, and green spaces.

5.1 General Policies

The policies of this section provide direction regarding the distribution and allocation of open space elements in Vaughan Mills Centre. The policies of the Secondary Plan regarding park typologies and required parkland are consistent with Policies 7.3.1 of the VOP 2010.

5.1.1

The delineation of open spaces shown on Schedule E: Open Space Network is approximate and adjustments to the boundaries will not require an amendment to this Secondary Plan provided the intent and policies of this Plan are maintained to the satisfaction of the City. The needs, extent, and location of parks within the Vaughan Mills Mall Area specifically will be confirmed through a Tertiary Planning Process as described in this Plan.

5.1.2

The form and design of publicly accessible open space shall do the following:

- Create a range of park types, urban squares, and gateways in Vaughan Mills Centre and their equitable distribution across the community to ensure access to a diversity of recreation opportunities within a ten minute walking radius to surrounding neighbourhoods;
- Facilitate beautiful, high quality, unique open spaces, as appropriate to meet the recreation needs of all ages and interests. Opportunities for art and innovative design should be considered for all open spaces;
- Provide pathways throughout public parks and greenways in a manner that are connected, accessible, well-linked, and facilitate movement throughout Vaughan Mills Centre;
- Identify and secure active transportation connections between new and existing open space (as shown on Schedule H: Active Transportation Network), and new and existing neighbourhoods. This system will be implemented during the development approval process, and will be comprised of pedestrian trails, bike trails, and enhanced streetscapes. These connections should include pedestrian amenities such as generous sidewalks, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit;
- Protect and enhance natural heritage lands as important natural and managed landscapes and to protect public safety by directing development to locations outside of hazardous lands and sites.
- Create an Open Space Network that supports the City of Vaughan Active Together Master Plan; and
- Encourage the use of planned open spaces for cultural and community events.

5.1.3

The Vaughan Mills Centre Secondary Plan's Open Space Network is scaled to appropriately reflect proposed development densities, and reflect a more urban public space format.

5.2 Parkland Dedication

5.2.1

It is a goal of this plan to develop approximately of 7 hectares of parkland to serve new residents in Vaughan Mills Centre. The City shall monitor the use and demand for parkland as Vaughan Mills Centre 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 E, in accordance with the Planning Act. The additional parkland may constitute additions to the parks in Schedule E or may take the form of a Neighbourhood park, Public Square or other usable, accessible open space. Alternatively, or in addition, the City may seek to acquire parkland in areas adjacent to the Vaughan Mills Centre, accessible to residents.

5.2.2

Parkland shall be conveyed in accordance with VOP 2010 policy 7.3.3.1-7.3.3.5, 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. Lands to be conveyed for parks purposes shall be located generally in accordance with Schedule E: Open Space Network.

5.2.3

Public parks and plazas shall be unencumbered by strata, underground parking, easements required for utility services, transformer boxes, Canada Post mail boxes, overland flow routes, or anything that would negatively impact the public use of the public park.

5.2.4

Notwithstanding Part B, Policy 5.2.3 of this Plan, 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:

- 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;
- 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,
- The proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park or square.

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 Public Squares designed predominantly for intense daily use and/or civic events and where mature trees and a significant tree canopy are not envisioned.

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.

5.3 Open Space Typologies

The following section describes the Open Space Network hierarchy, identified on Schedule E: Open Space Network which includes Neighbourhood Parks, Public Squares, Greenways, and streetscapes as well as the character and function of proposed parks in accordance with the Vision for this Secondary Plan.

5.3.1 Neighbourhood Parks

Neighbourhood Parks are intended to provide outdoor recreation and leisure opportunities at the neighbourhood level, and should be designed, programmed and furnished to meet day-to-day open space needs. These parks are the neighbourhood focal points, and should function as the place where residents converge and interact on a day-to-day basis.

Neighbourhood parks may include active and passive uses as identified in the Active Together Master Plan Update 2013, balancing the needs of the City as a whole and those of the local community. Land intended for Neighbourhood Parks shall be generally greater than 1 ha in size and should be rectangular in shape. Sites shall have flat topography (2% slope), be easily developed, and incorporate Low Impact Development strategies as per Policy 3.6.6.4 and 3.6.6.8 of VOP 2010. Sites shall provide connections to transit, automobile routes, pedestrian and bike paths, and shall be situated generally within a ten minute walking radius (800m) of residents to be served. The intended park site shall be situated in a location which is uninterrupted from the community by arterial roads or highways, rail lines, and major physical barriers such as valley lands, water bodies, or ravines. Extensive street frontage including visibility from adjacent homes to encourage passive surveillance shall be considered. Sites shall be unencumbered by any easements, utilities, or access routes.

Further to Policy 7.3.1.2(c) of VOP 2010, Neighbourhood Parks identified in Schedule E 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 rinks

5.3.2 Public Squares

Further to the VOP 2010 Policy 7.3.1.2 (d), Public Squares are intensively used spaces that can accommodate a range of neighborhood oriented social activities. Public Squares may include seating, bicycle parking, contemporary playground structures, fountains/waterplay, and shall be accommodating of street related activities such as vendors, festivals, temporary markets, performance space, and art installations. Schedule E identifies the general locations for Public Squares. The precise location, size, shape and characteristics of Public Squares shall be determined to the satisfaction of the City during the review of development applications. Generally, a 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 Public Squares. Public Squares are generally rectangular in shape with extensive street frontage onto public roads. They shall have flat topography (2% slope), be easily developed, and incorporate Low Impact Development strategies as per Policy 3.6.6.4 and 3.6.6.8 of VOP 2010. Direct connections to transit, and links to pedestrian and bike paths are encouraged. Public Squares shall be situated within 5 minutes walk (500m) of the community to be served, in locations which are uninterrupted from intended community by arterial roads or highways, rail lines, and major physical barriers such as valley lands, water bodies, or ravines. Sites shall be unencumbered by any easements, utilities, or access routes.

5.3.3 Greenway

5.3.3.1 General

The Greenway identified on Schedule E: Open Space Network, including the District Greenway, is intended to provide universally accessible open space amenities important linkages for pedestrians and cyclists, and may provide opportunities for recreational activities within the greenway corridor for the community in addition to public parks and urban squares. It builds on the City of Vaughan Active Together Master Plan, and the Pedestrian and Cycling Master Plan, in providing new open spaces and pedestrian connectivity.

In addition to the recommended multi-use paths in this Plan, the Greenway Public Open Space identified as a the District Greenway on Schedule E may be used for both passive and active park space depending on the size and function of the open space feature.

5.3.3.2 The District Greenway

The District Greenway is an approximately 50 metre wide open space corridor that runs adjacent to the proposed Black Creek Corridor identified on Schedule E: Open Space Network. This open space is intended to be the main park and green space linkage for the Vaughan Mills Centre Business District area and shall be recognized as dedicated park land. The park provides an open space focus for new development. The District Greenway is intended to provide important park space for the community and shall incorporate the following design components as a minimum:

- Incorporate a multi-use pathway;
- Provide opportunities for active and passive recreation;
- Provide opportunities for seating and heritage interpretation plaques or wayfinding signage to convey the historic evolution of the Black Creek as well as topography and other features;
- Provide pedestrian-scaled lighting, where permitted, and multiple entrance and connections throughout the corridor to create a safe and attractive environment;
- Integrate with adjacent development parcels by providing enhanced landscaping around mid-block connections as identified on Schedule E: Open Space Network; and

- Incorporate stormwater features of a form and size to the satisfaction of the City of Vaughan.

5.4 Green Infrastructure and The Black Creek Corridor

Parks, urban squares, greenways, and natural heritage areas comprise Vaughan Mills Centre’s green infrastructure and are important in supporting a healthy community and environment. Not only does green infrastructure provide opportunities for recreation and leisure, but also for environmental protection and management.

These areas and features are considered as comprising a connected open space and natural environmental areas with long term ecological value. The policies of this section of the Plan are intended to preserve, enhance, and restore the function and value of this system.

While the policies of this section provide direction regarding the natural heritage system, the policies of Part B, Section 7.0 Sustainable Site Design and Integrated Infrastructure addresses the stormwater-management function of these areas. As such, the policies of this section are to be read in conjunction with those of Section 7.0 of this Plan.

5.4.1

The Vaughan Mills Secondary Plan proposes areas to be dedicated for Open Space in an effort to both provide an adequate amount of open space. In addition, the Plan encourages the rehabilitation and enhancement of the natural environment, and to prevent new development from occurring within areas that may introduce risk to life and property associated with flooding, erosion, and slope instability. In addition to the public open space policies discussed in Part B, Section 5.1 of this Plan, the following are recommended:

- That the proposed rainwater bioretention basins within the western area of the Study Area as identified on Schedule E: Open Space Network in this Plan, should be integrated into the District Greenway;
- Requirements for trees to be planted along all streets and within private lots;
- Green roofs and “living walls” on building exteriors are encouraged. Planting native species, conifers, large-canopied deciduous trees, edible fruit and nut-bearing tree species that attract beneficial insects and birds, and a diverse mix of species are priorities; and
- Maintaining, restoring, and enhancing portions of the Black Creek as identified on Schedule E: Open Space Network, in conjunction with the development of stormwater management facilities and landscaped corridors with native species. This will provide an opportunity for stream restoration and enhancement to a natural state.

5.4.2

Vaughan Mills Centre area is located adjacent to the West Don River Valley which is designated as a Core Natural Heritage Feature in the VOP 2010. In addition, the Black Creek Core Natural Heritage Feature traverses the western extent of the Secondary Plan area in a ditch along Weston Road. Further south of the Study Area the Creek follows a previously realigned and naturalized corridor in an existing industrial subdivision. It is an objective of this Plan to encourage and support development practices that protect, restore, and enhance surrounding ecosystems, and to illustrate environmental sustainability through:

- Integrating the Open Space network throughout Vaughan Mills Centre, and with the surrounding neighbourhoods;
- Create new amenities to support emerging uses;
- Incorporate green infrastructure for stormwater management in the public realm, and leverage these opportunities to enhance the ecological functions and aesthetic aspects of these features;
- Enhance and restore the overall health of the natural environmental and heritage features;
- Ensure new development recognizes, respects, and is compatible with the natural features and natural hazards identified in the Plan; and
- Ensuring all development adjacent to the Black Creek Corridor be consistent with the ecological and hazard management objectives and policies of Section 3.6.3 and 3.6.4 of VOP 2010, as amended;

5.4.3

The Black Creek Corridor identified on Schedule E: Open Space Network provides an opportunity to enhance and expand the Natural Heritage Network. The course of the Black Creek is expected to be slightly altered, and is anticipated to provide better access for the public. A background report has been prepared (Stormwater

Management Brief: Vaughan Mills Centre Secondary Plan: Stormwater Management Conceptual Strategy, MMM Group, 2014), which provides stormwater

management strategies and recommendations for the realignment the Black Creek.

All development adjacent to the Black Creek Corridor shall complement the natural heritage feature and provide views and pedestrian access to such features by:

- Appropriately designing, locating and orienting abutting buildings and landscaped open space including buffer areas as necessary;
- Landscaping abutting areas in a manner that enhances the Natural Heritage Network;
- Locating streets to protect views and access; and
- Locating parks, trails, and other public facilities to connect to natural heritage features.

These connections should have natural cover in whole or in part, as appropriate. Where no natural cover currently exists, land owners are encouraged to restore cover.

5.4.4

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

5.5 Natural Heritage

It is the policy of this Plan to apply the environment policies of Chapter 3 of Volume 1 of the VOP 2010 including protection of the Core Features of the Natural Heritage Network and the naturalization and improvement of Enhancement Areas. This includes the overall protection and enhancement of Vaughan's Natural Heritage Network in the Vaughan Mills Centre area by supporting biodiversity, protecting wildlife corridors, enhancing water quality in the West Don River Valley and the Humber River watershed and tributary system, and enhancing ecosystem functions.

5.5.1

The City shall work with the Toronto and Region Conservation Authority (TRCA) 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.

5.5.2

The intent of this section of the Plan is to:

- Recognize environmental areas and features as important contributors to the quality of place in Vaughan Mills Centre and as invaluable to the long-term environmental health and sustainability of the community;
- Work toward the creation of a natural heritage system and an interconnected network of environmental features and areas linked by a series of connected natural spaces; and
- Respect and celebrate natural spaces and to enhance natural features through ecological restoration.

5.5.3

The City shall encourage the integration of the natural heritage and open space system with the active transportation network in Vaughan as shown on Schedule H: Active Transportation Network.

5.5.4

That the woodlot located within the lands at the south-east intersection of Jane Street and Rutherford Road along the southern boundary of the existing lot be protected in accordance with the City of Vaughan Natural Heritage Network Review currently underway. The boundaries of the woodlot and protected area will be determined and/or refined through the development approvals process, to the satisfaction of the City.

PART B
Section...

6.0

»» Community Facilities

6.0 Community Facilities

6.0 Introduction

In addition to public open space, the City recognizes the need for community services such as schools, day care centres, libraries, and community centres, and other potential facilities such as museums, and cultural or arts centres, that support an accessible and complete community for Vaughan Mills Centre. Providing community services within close proximity to residential areas will be key to support the development of Vaughan Mills Centre as a vibrant urban centre of the city.

6.1 General Policies

6.1.1

As population increases, community facilities will be required and provided throughout Vaughan Mills Centre to support the needs of the emerging community. The City will monitor population growth through the planning horizon, in cooperation with related public agencies and school boards to determine and confirm appropriate locations as well as program requirements and facility needs as population demographic statistics and projections are confirmed in the future.

6.1.2

In order to address the community facility and servicing needs within Vaughan Mills Centre the City will work with relevant agencies for the timely provision of community services and facilities. The intent is to try and secure community services and facilities in such a way as to allow them to be phased into an area in coordination with approved future residential development and anticipated population growth. This will allow for residents to have access to community services as they emerge, and contribute to the resident's quality of life.

6.1.3

For all residential development within Vaughan Mills Centre, land owners proposing development shall prepare a Community Services and Facilities Study (CSF) to assist in the identification of current and anticipated levels of social infrastructure required to support the health, safety, and well-being of local residents. Accessible, high quality community services and facilities are essential to promote community interaction, engagement in community life, and opportunities for education and recreation.

The CSF Study shall include the following, and any other information required by the City at the time of the development application, including:

- elementary and secondary schools;
- public libraries;
- child care centres;
- community and recreation centres;
- social services; and
- community space.

The CSF Study will review social, economic, and demographic information in light of existing and projected supply and demand of community services and facilities. The CSF Study will provide a detailed inventory of all community services and facilities within a prescribed study area, to be defined in consultation with the City, as well as a review of available capacities within those services and facilities, in light of planned development in the area.

The CSF Study will be prepared by the applicant, their agent, or consultant. During pre-application consultation, City staff will work with the applicant and/or their consultant to determine the specific requirements and study area boundary of the CSF Study based on the nature of the proposed application and the context of the study area.

6.1.4

Schedule C: Land Use Designations identifies appropriate sites for potential community facilities. 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.

6.1.5

The City may utilize the provisions of Section 37 of the Planning Act to secure additional community services or facilities beyond standard levels of service within Vaughan Mills Centre.

6.2 Schools

6.2.1

York Region District School Board has identified the need for an elementary school in the Vaughan Mills Centre Study area. The ultimate number of schools required will depend on the size, and make-up of the residential population in this Plan. A recommended school site is shown on Schedule C: Land Use Designations located on the southern end of the Secondary Plan Area. This location could be combined with a local recreation centre, day care facility, and other community uses.

6.2.2

The precise location, size, phasing, and number of future schools shall be determined in consultation with the School Boards prior to any planning approvals for development within the blocks surrounding an identified school site. Subject to the satisfaction of the City and the School Boards, the school sites identified may be relocated 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.

6.2.3

The size and configuration of each school site shall be consistent with the policies or requirements of the respective School Board.

6.3 Day Care Facilities

There will likely be a need for day care facilities in Vaughan Mills Centre in the near future. Day care facilities could be included as part of a recreation centre, elementary school, or mixed-use building. Considering the provision of an elementary school or recreation centre will not be built during the early phases of plan implementation, day care facilities should be provided in the early phases and integrated within residential developments proposed in the short-term.

6.4 Libraries

5.4.1

According to the City's Active Together Master Plan Vaughan Mills Centre is generally outside of the catchment areas of the Vaughan Public Libraries: Current Facility Classification Model. The Maple Library is the closest and is approximately 5 km from Vaughan Mills Centre. Based with an anticipated population of approximately 8,778 new residents, there will be a need for additional library space in the area to facilitate this demand. Future library facility requirements will be determined in cooperation with the City and according to the City of Vaughan Active Together Master Plan. Opportunities will be sought to locate the library within walking distance and in areas accessible to transit.

6.4.2

A library can be located at one of several prominent sites adjacent to a proposed school site, park, or combined with a mixed-use development.

6.5 Other Facilities and Government Offices

To implement the facility requirements and objectives of the City of Vaughan Active Together Master Plan, the needs of additional services, such as a recreation facility, community centre, museum, or art gallery may be assessed by the City at a later date.

Institutional and Government offices will be encouraged to locate in areas that are in close proximity (within 250m) to planned and future transit stops.

PART B
Section...

7.0

» Sustainable Site Design and Integrated Infrastructure

7.0 Sustainable Site Design and Integrated Infrastructure

7.0 Introduction

In keeping with the objectives of this Secondary Plan, the City of Vaughan is committed to principles of sustainability and 'building green' in the development of Vaughan Mills Centre. The 'building green' strategy outlined in this section provides policies with respect to the implementation of this principle through all aspects of development in Vaughan Mills Centre as it relates to built form, and to the protection, conservation, restoration, and enhancement of air, water, and ecological features and functions, energy, and other environmental resources.

7.1 General Policies

7.1.1

The Vaughan Mills Centre Secondary Plan is based on a design concept that maximizes the potential for sustainable living and development through encouraging a mix of uses, a functional pattern of streets and blocks, with an inter-connected open space system, and opportunities for active transportation.

In addition to the general objectives discussed in this Plan, the City will actively encourage sustainable development and have regard for the goals and objectives of the Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan to:

- Reduce the consumption of energy, land, and other non-renewable resources;
- Minimize waste of materials, water, and other limited resources;
- Create livable, healthy, and productive environments; and
- Reduce greenhouse gases.

7.1.2

In addition to the objectives of the City's Community Sustainability and Environmental Master Plan, all development is encouraged to incorporate significant innovative initiatives to reflect the principle of sustainability as determined by the City through the following, without limitation:

- Implementing innovative efficient and effective methods of providing energy;
- Incorporating alternative energy options including the use of renewable energy sources and/or district energy systems;
- Minimizing energy needs for the development;
- Increase energy efficiency in building and site design;
- Incorporating opportunities for efficiencies through orientation and the use of passive solar energy;
- Incorporating the potential for future alternative uses and life cycle stages of building design;
- Incorporating measures to reduce heat island effects including installation of green roofs, increasing reflective materials, and landscaping;
- Providing an integrated infrastructure system that accounts for rainwater, wastewater, and sewage;
- Provide at grade rainwater management facilities that can accommodate on site rainfall, and naturally filter and detain water while providing aesthetic amenities;
- Maximize access to public open space for new and existing residents;
- Increase opportunities for residents to interact with nature and the local ecology; and
- Provide opportunities for on-site treatment of stormwater and integrating stormwater features into open spaces.

7.1.3

Support the objectives of Green Directions Vaughan for encouraging strategies to reduce energy use on a community basis by applying measures such as district energy systems and creating a centralized location for residential and commercial heating, cooling, and domestic hot water systems.

7.1.4

That the sustainable development policies of Section 9.1.3 of Volume 1 of the VOP 2010 apply, as well as the Sustainability Performance Metrics, as approved by Council on December 10, 2013 and as may be amended from time to time, be used to determine the contribution to sustainability of each application. The following additional green development approaches shall be considered:

- Requiring on-site and shared stormwater management approaches and infrastructure that contribute to and are integrated with the Natural Heritage Network, where appropriate;
- Minimizing stormwater runoff through on-site approaches including extensive landscaping and porous paving materials where appropriate;
- Implementing a treatment train approach and/or at-source controls to protect water quality; and
- On-site energy production, such as solar electricity, solar hot water and small scale wind energy.

7.2 Energy Efficiency

7.2.1

Energy represents a significant and rising cost of doing business and its use is related to greenhouse gas emissions and reduced air quality. In Vaughan Mills Centre the City shall support and encourage strategies to reduce energy use within individual sites and through sharing of heating and cooling loads between different operations, as they relate to the building process.

7.2.2 Energy Conservation

Vaughan Mills Centre will strive towards carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its resilience. This will be accomplished primarily through on-site energy conservation and energy efficiency applications, renewable energy production, and shared/district energy systems.

Strategies may include:

- Energy Efficiency - all new buildings will be required to demonstrate improved energy efficiency strategies. This includes building design, efficient technologies, and behavioural change initiatives.
- District Energy - District energy production and sharing systems, which are considered feasible in this area, will also be explored.
- Waste Heat Recovery – Waste heat from commercial uses, sewers, and wastewater should be used to heat buildings and water.
- Renewable Energy Generation – Renewable energy generation and use should be maximized as much as possible in Vaughan Mills Centre. Renewable heat sources can include solar, thermal, and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal.

7.2.3 District Energy

The City encourages the development of a district energy system to service development in Vaughan Mills Centre. Where a system is defined, the City shall require new buildings to sign on to a district energy system from landowners proposing any major development to service public and private development. The City shall cooperate with landowners to determine whether it is economically feasible for land owners and the City.

7.2.3.1

If and when a district energy system is established in the Vaughan Mills Centre, 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, through submission of a District Energy Viability Study. The requirements of the District Energy Viability Study will be determined in consultation with the City through the development approvals process.

7.2.3.2

The location for a district energy plant could be integrated with new development on the east side Highway 400 within the Jane Street Corridor Area, Rutherford Road Area, Bass Pro Mills Area, or the Vaughan Mills Centre Business District Area either within the podium of a building, below grade, 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. In addition, a district energy plant is also encouraged within the Employment Area west of Highway 400.

7.2.4 Waste Heat Recovery

Evaluation of using waste heat from commercial uses, sewers, and wastewater shall be demonstrated in an energy modelling report or other appropriate information as deemed necessary to the satisfaction of the City.

7.2.5 Renewable Energy Generation

Renewable energy generation and use should be maximized as much as possible. Renewable heat sources can include solar, thermal, and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal.

7.2.6 Building Lighting Systems

Use natural lighting strategies and seasonal and/or user-controlled shading techniques to take advantage of sunlight while minimizing unwanted heat gain in the summer. Minimize lighting energy demand by minimizing lighting, using high-efficiency luminaires and bulbs, and maximizing user control.

7.3 Water, Stormwater and Wastewater Systems

7.3.1

The intent of this section with respect to sustainable site design to encourage minimizing consumption of water, and to facilitate the reclamation and re-use of stormwater and treated wastewater.

The existing storm sewers within Vaughan Mills Centre area east of Highway 400 have been designed to service the current land use designations, which include large areas of impermeable services with high runoff coefficients. As such, redevelopment is not expected to require new storm sewers except on new streets. The recommended concept for stormwater management and the implementation of bioretention basins and the naturalization of the Black Creek are intended to transform stormwater management techniques into functional and attractive features towards an enhanced and naturalized landscape in Vaughan Mills Centre. A background report has been prepared (Stormwater Management Brief: Vaughan Mills Centre Secondary Plan: Stormwater Management Conceptual Strategy, MMM Group, 2014), which provides stormwater management strategies and recommendations for the realignment the Black Creek.

7.3.2 Stormwater

- Stormwater management measures, on-site landscaping, and streetscape elements shall be designed to minimize stormwater run-off and the impact on the downstream environment. These stormwater management strategies shall be guided by the provisions contained in the City-Wide Drainage/Stormwater Management Master Plan Class Environmental Assessment and designed and implemented to the satisfaction of the City and the TRCA. Refinements to the location and size of stormwater management ponds/facilities 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.
- Development in Vaughan Mills Centre is encouraged to incorporate “Low-Impact Development” measures which minimize runoff, reduce water pollution, and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.
- Shared at-grade stormwater management facilities are proposed in the employment district west of Highway 400, however all sites shall be developed with on-site stormwater management facilities to the satisfaction of the City. The size and design of each facility shall be confirmed during the plan of subdivision process and any changes to the stormwater facilities shown on Schedule E: Open Space Network shall not require an amendment to this plan, to the satisfaction and approval of the City, TRCA, and where provincial regulatory requirements are triggered, the Province of Ontario.
- Portions of Black Creek, as shown on Schedule E: Open Space Network, are proposed for realignment within a natural channel design in accordance with the TRCA and the City. The Creek is proposed to be realigned within a minimum 70 metre open space corridor that shall be restored to a natural state through the planting of native trees, shrubs and other foliage and designed to the satisfaction of the City and the TRCA. The design of the realigned section should be completed as part of the Block Plan process as set out in Section 10.1.1.14 of Volume 1 of VOP 2010 or development approvals process and it should include confirmation of the required corridor width.
- Comprehensive stormwater management plans will be required for all development. Each site should “disconnect” from the municipal stormwater system to the greatest extent possible. This could be achieved through the extensive use of rain gardens, bioretention basins, stormwater detention ponds in new landscaping areas, permeable paving for all internal access roads and parking lots, and green roofs. The aim should be to maintain the pre-development annual runoff volume.
- To satisfy the City and demonstrate consistency with the Toronto and Region Conservation Authority (TRCA) Stormwater Management Criteria, innovative stormwater management approaches must be implemented and designed in accordance with the Ministry of Environment Stormwater Management Practices Planning and Design Manual and with reference to TRCA’s Low Impact Development Stormwater

Management Planning and Design Guide (2010), as may be updated from time to time. For all development, a treatment train approach to stormwater must be considered consisting of source controls (for example, green roofs, permeable paving, improved urban tree canopy), conveyance controls (for example, bioswales and permeable pipes), and end of pipe treatment (for example, wetlands and ponds). Consideration of the suitable treatment train approach will be determined by local studies. Such studies should also include direction regarding the short and long term maintenance needs for the recommended source controls, conveyance controls, and/or end of pipe treatment.

- Development east of Highway 400 may continue to be serviced by the existing stormwater management ponds which currently collect and treat runoff from this area. Stormwater management plans shall consider the conditions for which each pond was designed and demonstrate that the pond's design capacity is not exceeded, to the satisfaction of the City.
- Development west of Highway 400 may be partially serviced by the existing stormwater management pond located in this area. Stormwater management plans shall consider the conditions for which this pond was designed and demonstrate that the pond's design capacity is not exceeded. Shared at-grade stormwater management facilities may be provided to service the remaining area, to the satisfaction of the City.
- The design of all stormwater management facilities should consider incorporating these features into recreational trails and passive open space.
- As an organizing principle, plan surface runoff management elements into landscape design. Consider the following strategies:
 - Direct roof runoff to infiltration basins;
 - Capture roof runoff for irrigation;
 - Develop green roofs; and/or
 - Provide soakaway pits.
- Design parking and other paved areas to minimize the negative impacts on surface runoff volume and quality. Use an appropriate selection of strategies such as; installing oil-grit separators in high traffic areas, constructing parking lots using porous surfaces, and directing runoff to landscaped filter strips or enhanced swales
- Where catchment and runoff conveyance into a pipe is necessary, minimize the length of pipe required and endeavour to return runoff to the soil through exfiltration or other means.

7.3.3 Integrated water infrastructure systems

- Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the City-Wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal services.
- Prior to the approval of new urban development, with the exception on an interim basis for expansions to existing uses approved by the City, a Master Environment and Servicing Plan shall be prepared in accordance with Section 3.9.3 of Volume 1 of VOP 2010 in conjunction with any Block Plan requirement as per Section 10.1.1.14 of VOP 2010.
- Consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater, for use where appropriate in industrial processes, wetland flow stabilization, and irrigation through:
 - The provision of a storage and distribution for roof runoff and treated at-grade runoff to provide a non-potable water supply. Where roof runoff is to be maximize for on-site use, utilize roofing materials that do not yield contaminants into runoff.
 - Designing water systems to use high quality clean and potable water only for drinking water and processes which require clean water sources (e.g., to prevent scaling or contamination), and to use lower quality water for other purposes (e.g., vehicle washing).

7.3.4 Water Efficiency

- Consider opportunities to recirculate water, including collected stormwater or high quality wastewater within industrial operations and between other employment uses.

PART C MAKING IT HAPPEN

Sections

- 1.0 General
- 2.0 Application
- 3.0 Status of Uses Permitted Under Previous Official Plans
- 4.0 Interpretation
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PART C
Section...

1.0

»» PLAN
IMPLEMENTATION

1.0 Plan Implementation

1.0 Introduction

This section outlines how progress will be monitored and reviewed, how the Plan will be administered and interpreted, and how plan implementation will be coordinated within the City. These policies are intended to be read in conjunction with the other policies of this Plan and those of Volume 1 of VOP 2010.

1.1 General

The implementation and interpretation of this Secondary Plan shall be in accordance with the provisions of the VOP 2010 and the policies of this Plan. This Secondary Plan shall be implemented using some or all of the following, without limitation as provided for under the Planning Act, and Chapter 10 of VOP 2010:

- The approval of individual draft plans of subdivision/condominium, consents and part lot control exemptions;
- The enactment of zoning by-laws;
- The use of density and height bonusing provisions;
- The execution of Letters of Undertaking and/or registration of site plan agreements;
- The use of the Holding Symbol “H”;
- The dedication of parkland or cash-in-lieu of parkland;
- The use of powers and incentives enabled by a Community Improvement Plan;
- The use of development agreements registered on title; and
- The use of development thresholds which set development to servicing requirements as set out in Section 7.0, Part C of this Plan.

2.0 Application

2.1

The policies contained in this Plan shall apply to the lands within the Plan Area Boundary identified in Schedule A: Plan Area, and shall be referred to as the Vaughan Mills 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 for the subject lands 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 Vaughan Mills Centre.

2.2

Lands identified as the Vaughan Mills Mall Area on Schedule A: Plan Area shall be subject to Section 3.6.5 in Part B, of this Plan.

3.0 Status of Uses Permitted Under Previous Official Plans

3.1

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

3.2

Expansions of previously approved uses shall be in accordance with policies of 10.2.1.4 of VOP 2010, except as otherwise provided for in this Plan.

4.0 Interpretation

4.1

This Secondary Plan is a statement of policy intended to guide the development of the Vaughan Mills Centre Secondary Plan area. A degree of flexibility in interpretation is permitted, provided the intent of the principles and policies of this Plan are maintained at the sole discretion of the City of Vaughan.

4.2

The Schedules A to I included in this Plan are general. Minor adjustments to the boundaries of designations are permitted, to the satisfaction of the City, without amendment to the Plan, except where the designations are established by fixed boundaries, such as existing road right-of-ways, or where existing right-of-way adjustments and new minimum street right-of-ways are specifically stated as fixed in the policies of this Plan.

4.3

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.

4.4

That where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any variations to floor space index, height or environmental standards set out in Chapter 3 of VOP 2010, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the City.

5.0 Infrastructure

5.1

The City, at its discretion, may require lands for planned infrastructure improvements, or where lands have been identified as required for the construction of the road network, parkland, facility, or any other open space as indicated in this Plan, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of approval of development on the site.

5.2

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 Vaughan Mills Centre that may be required in advance of development on affected lands, including the Bass Pro Mills Interchange.

5.3

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.

5.4

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.

5.5

It is the City's intent to foster the planned and orderly development of the Vaughan Mills Centre Area. To that end, planned infrastructure improvements and the conveyance of parks, streets, and other facilities shall be implemented generally through the Draft Plan of Subdivision process, wherever possible, as set out in Section 10.1.2.30 of Volume 1 of the VOP 2010. In addition, the following shall also apply in the Vaughan Mills Centre area:

- The City, at its discretion, may directly purchase lands for planned infrastructure improvements; and
- Subject to the satisfaction of the City, if lands are not being conveyed to the City, a draft plan of subdivision may not be required for an initial phase of development. The City may permit a portion of a street to be conveyed through the rezoning and/or site plan approval process. A development agreement may be required for services that extend off site or onto a municipal right-of-way.

5.6

To encourage and support the future development of the Vaughan Mills Centre, the City shall include planned transportation improvements in the capital works forecasts and any Development Charges By-law.. 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 development thresholds set out in Part C, Section 7.0, of this plan.

5.7

The City will coordinate with the Region of York and other related transit and transportation agencies, including Metrolinx to initiate a study of the potential higher order transit improvements and the potential development of a Transit/Mobility Hub for Vaughan Mills Centre. The study will consider the potential extension of the Spadina Subway from the Vaughan Metropolitan Centre to the Vaughan Mills Centre Secondary Plan area, and determine a preferred alternative. The study will include a strategy for implementing the recommended solution. In the interim, improved bus connections throughout the Secondary Plan area will be protected for.

6.0 Development Approvals

6.1

To ensure that the development approval process is clearly understood by all involved, the City will require pre-consultation meeting(s) with municipal staff to identify the required studies, information, and materials required as part of the development review process.

6.2

To ensure development is coordinated with public infrastructure, phased appropriately, and fully conforms to this Plan, development applications, including Official Plan Amendment, Plan of Subdivision, Rezoning and Site Plan applications, for properties comprising a logical planning unit shall include a Development Concept Report. The extent of the logical planning unit shall be to the satisfaction of the City and may include parcels defined by elements of the public and private road network or be composed of individual, adjacent or functionally connected properties. The long-term solution for every phase of the development shall be described in the Development Concept Report. The Development Concept Report will be required in accordance with Policy 10.1.1.7 of VOP 2010, including the following:

- Phasing of development, from initial construction to ultimate completion;
- A traffic impact study and functional design for public and private streets and lanes, and connections to the external street network and including the identification of new public streets for dedication to the City through the Development approval process;
- Achievement of the transit-supportive and pedestrian-oriented uses;
- Height and massing of buildings;
- Distribution of land uses, lot sizes and densities;
- Relationship between streets and buildings, including how the proposed development and subsequent phases address any Secondary Plan policies respecting build-to lines;
- How the street-related retail uses are being provided in the current phase of the application;
- Integration of development with transit services;
- Pedestrian, bicycle, and vehicular circulation networks and integration with the City's Pedestrian and Bicycle Master Plan, as appropriate;
- Parks and open space system;
- Location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- Size and treatment of parking facilities and vehicular access points, including the potential for shared parking, parking ramps and loading facilities and access and identification of streetscape improvements and relationship to public sidewalks and pedestrian routes;
- Signage, streetscape amenity elements, lighting and site furnishings;
- Location, size and design of stormwater management facilities;
- Identification and design of streetscape and pedestrian route improvements for the entire subject property including the area from the building face to the curb, with respect to the provision of street trees, signage, street furniture, landscaping, street and pedestrian scale lighting;
- Location of street-related uses and principal pedestrian building entrances to street frontages, and how the role of the public street and pedestrian movement along the street are supported;
- Micro-climatic conditions, modifications or enhancements;
- Cultural heritage resources, and proposed measures to conserve them;
- Proposed measures to remediate and restore significant natural features and conditions, and to address other environmental matters, consistent with the City's Environmental Management Guideline;
- Energy conservation and other proposed sustainability features of the development;
- A Community Services Study in accordance with Section 6.1 in Part B of this Plan;
- Analysis of the existing neighbouring uses and the potential need to buffer or separation from sensitive land uses;
- The public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, roads, transit, community facilities, open spaces, streetscaping and their proposed phased construction;
- Engagement with utility providers to ensure that sufficient services are or will be in place to support the proposed growth and development; and

- Any other additional information identified as necessary by the City.

6.3

Building on the Development Concept Report, plans of subdivision and rezoning applications may also include the following, prepared to the City's satisfaction:

- Traffic impact study and pedestrian and bicycle circulation plan;
- Transportation Demand Management plan;
- Stormwater management plan;
- Master environment and servicing plan pursuant to Section 3.9.3 of Volume 1 VOP 2010;
- Noise and vibration study, where required by this plan;
- Archaeological survey; and
- Other studies as identified in Section 10.1.3 of Volume 1 of the VOP 2010, as determined and 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.

6.4

Development should be planned comprehensively on the basis of a Development Concept Report. For Blocks with multiple owners, the Development Concept Report will coordinate development of neighbouring lands in a mutually complementary fashion. Non-participating lands in the Block shall be shown conceptually in the Development Concept Report and Phasing Plan.

7.0 Development Progression

7.1

Development in Vaughan Mills Centre will take place incrementally over time. Considering the variety of landowners, variation in market conditions and delivery of infrastructure and services, there are numerous ways in which development could proceed. Planning controls such as holding by-laws could be used to ensure that development occurs with an appropriate level of infrastructure and community facilities. The allocation of services will be confirmed through the execution of applicable subdivision, condominium, and site plan agreements.

7.2

Development progression may take place in the context of the provision of adequate infrastructure and community facilities; capacity improvements for sanitary and water services; transportation improvements and enhanced transit to ensure sufficient transportation capacity exists or will be in place through committed improvements to serve development; and requirements for the delivery of community facilities shall be in accordance with the Vaughan Mills Centre Development Thresholds referred to in Part C, Section 7.3 of this Plan, and any other requirements deemed necessary by the City.

7.3 Development Thresholds

Development in Vaughan Mills Centre shall be correlated with the availability of services and facilities sufficient to ensure the timely and coordinated development of the Plan area. The level of development is set out in Part C, Section 7.3.1 below. Development beyond the limits prescribed in Sections 7.3 - 7.4 may be modified through a five year review, or where the City determines that additional development is appropriate due to improved transportation capacities or adjustments to planning policy in the future. The recommended development thresholds were developed in coordination with a background Transportation Assessment, February 2014, produced by the MMM Group. The Transportation Assessment recommends maximum development limits based on the necessary transportation improvements to ensure appropriate transportation capacities are in place to support development proposed in the Plan. Table 2: Transportation Network Improvements identifies the recommended transportation improvements in order to facilitate the orderly progression of development in Vaughan Mills Centre, as referenced in the Transportation Assessment.

Table 2: Recommended Transportation Network Improvements modified as per orders in connection with LPAT case no(s).: PL140839, PL110419, PL140839, PL070347

Table 2
Recommended Transportation Network Improvements

HORIZON	DEVELOPMENT LEVEL	RECOMMENDED NETWORK IMPROVEMENTS TO ACCOMMODATE THE PROPOSED DEVELOPMENT LEVEL AT THE STATED HORIZON
<p>PHASE 1: Horizon 2021</p>	<p><i>Includes all of the Jane Street Corridor Area as shown in Schedule A of the Vaughan Mills Centre Secondary Plan</i> (70% of all proposed development east of Highway 400) #</p> <p><i>Within the Vaughan Mills Business District as shown in Schedule A of the Vaughan Mills Centre Secondary Plan</i> (40% of all development west of Highway 400) *</p>	<p>Road Network Improvements: (Jane Street Corridor Area)</p> <ul style="list-style-type: none"> • Complete Bass Pro Mills Drive extension to Jane Street. • Complete Caldari Road extension to Rutherford Road. • Complete Romina Drive extension to Vaughan Mills Ring Road. • Implement a full-moves signalized access on Jane Street midblock between Riverock Gate and Bass Pro Mills Drive as part of planned development applications. • Provide an additional right-turn lane on southbound Fisherman's Way at Bass Pro Mills Drive. <p>Road Network Improvements: (Vaughan Mills Centre Business District Area)</p> <ul style="list-style-type: none"> • Northbound dual left-turn lanes on Weston Road at Rutherford Road (dependent on effects of the improvements on Major Mackenzie Drive at Highway 27). • Implement the internal road network as show in the Vaughan Mills Centre Secondary Plan, Schedule F. • Plan for a four-lane cross-section for Veilore Woods Boulevard south of Rutherford Road, and for Creditview Road north of Bass Pro Mills Drive. • Provide an additional right-turn lane on northbound Veilore Woods Boulevard at Rutherford Road. <p>Other Transportation Improvements:</p> <ul style="list-style-type: none"> • Implement a strong internal grid network as outlined in the Secondary Plan to enhance traffic connectivity across the site. • Viva Quick Start rapid bus service on Jane Street, from Rutherford Road to the planned Spadina Subway extension station at Highway 7. • Transit signal priority and queue jump lanes on Jane Street, Weston Road and Rutherford Road. • Enhancement of YRT bus service on Rutherford Road and to the YRT Vaughan Mills bus terminal. • Proactive and aggressive programs and initiatives to reinforce the need to create change in modal split behavior, to promote greater use of transit, to attract more riders and to achieve the assumed modal split. • Create an organized Passenger Pick-up and Drop-off (PPUDO) area adjacent to the Vaughan Mills transit terminal. • Collaborate with car share operators to introduce car-sharing. • Revise parking standards for developments to discourage single-occupancy vehicle use. • Consider use of shared parking, and preferred parking for hybrid and electric vehicles.

HORIZON	DEVELOPMENT LEVEL		RECOMMENDED NETWORK IMPROVEMENTS TO ACCOMMODATE THE PROPOSED DEVELOPMENT LEVEL AT THE STATED HORIZON
<p>PHASE 2: Full Build-Out (Horizon 2031)</p> <p><i>Includes development within the Rutherford Road Area, and the Bass Pro Mills Area, as shown in Schedule A of the Vaughan Mills Centre Secondary Plan.</i></p> <p><i>Includes the remainder of development within the Vaughan Mills Business District as shown in Schedule A of the Vaughan Mills Centre Secondary Plan *</i></p>	<ul style="list-style-type: none"> Up to 672 residential units Up to 55,931 m² retail and other uses Up to 31,500 m² of office Up to 152,400 m² of prestige employment uses Up to 59,241 m² of office uses Up to 46,072 m² of neighbourhood and medium format retail uses Up to 21,781 m² of other uses including hotel, entertainment, and cultural uses 	<ul style="list-style-type: none"> Implement intelligent parking information systems across the Vaughan Mills Centre area parking lots for more effective distribution of parking demands. Implement transportation demand management strategies within the Vaughan Mills Centre area to discourage heavy car uses and encourage developing less auto-dependent travel behaviours. Integrate comprehensive pedestrian and cycling route facilities and network to promote active transportation. Promote self-contained neighbourhood living/working and recreation within the Vaughan Mills Centre area to help reduce traffic demands on the area's road network. <p>Road Network Improvements: (West of Highway 400)</p> <ul style="list-style-type: none"> Completion of Bass Pro Mills Drive extension to Weston Road. Install traffic signals at the intersection of Bass Pro Mills Drive at Weston Road. <p>Other Transportation Improvements:</p> <ul style="list-style-type: none"> Higher-order transit service on Jane Street, in the form of BRT or LRT, with its dedicated right-of-way connecting the Spadina Subway extension to Vaughan Mills Centre and up to Canada's Wonderland and the future Mackenzie Vaughan Hospital on Major Mackenzie Drive. Enhancing priority transit service on Rutherford Road and introduce Viva service; Pedestrian and cyclist bridge crossing over Highway 400 midblock between Bass Pro Mills Drive and Rutherford Road to provide additional non-auto connection within the Secondary Plan. Continue to promote sustainable transportation (transit, walking, cycling) and other transportation demand management programs and measures to encourage a greater shift in travel mode patterns to achieve the assumed modal split. 	

Up to 80% of the proposed development east of Highway 400 could be accommodated if the full extension of Bass Pro Mills Drive to Weston Road is also completed by 2021.

* Development thresholds and transportation improvements will be determined through the Block Plan process as identified in Part C, Section 7.4.3 of the Secondary Plan for lands located in the Vaughan Business District Area (west of Highway 400). The Block Plan application will address the matters set out in Policies 10.1.1.15 of VOP 2010 and shall constitute a complete application to the satisfaction of the City of Vaughan.

** The total unit counts for Phase 1 are based on the June 2015 Transportation Assessment Addendum Report for the Vaughan Mills Centre Secondary Plan, subject to Policy 7.3 Part C, and the other policies of Section 7, Part C of this Plan.

7.3.1 Jane Street Corridor

The Jane Street Corridor includes those lands identified on Schedule A. These areas are planned for additional transit and transportation improvements within the 2021 plan horizon. Based on sufficient transportation servicing capacities available to serve development, and in order to allow development to proceed in a coordinated, consistent, and logical manner, the following is anticipated in the Jane Street Corridor area within the 2021 plan horizon:

- Up to 3,631 residential units;
- Up to 16,304 m² retail uses;
- Up to 46,079 m² of office; and
- 4.3 ha of public parks.

**Residential units modified as per orders issued in connection with LPAT Case No(s):
PL140839, PL070347**

7.3.2 Rutherford Road Area and the Bass Pro Mills Area

The Rutherford Road Area and the Bass Pro Mills Area includes the lands shown on Schedule A, generally including the remainder of lands east of Highway 400 within Vaughan Mills Centre, which includes largely developed commercial condominium buildings, and recently developed commercial, office, and hotel developments, and excluding Vaughan Mills Mall. Residential intensification in this area is anticipated to take place in coordination with the provision of additional transportation improvements including higher order transit anticipated to occur between the 2021 and 2031 planning horizon, or at a time when additional transportation capacity is available to serve development in these areas, to the satisfaction of the City. The following level of development is anticipated for the Rutherford Road Area and the Bass Pro Mills Area:

- Up to 932 residential units;
- Up to 55,931 m² retail and other uses;
- Up to 31,500 m² of office; and
- 2.5 ha of public parks
- 1.3 ha for a potential school site or park

7.3.3 Vaughan Mills Centre Business District

The Vaughan Mills Centre Business District includes lands west of Highway 400 within the Vaughan Mills Centre Secondary Plan area, and is planned to develop as a technology and office-focused prestige employment area. As shown in Table 2: Transportation Network Improvements, a breakdown of development thresholds with recommended transportation improvements for each horizon is provided. Development within this area will be subject to the Block Plan application process and will address the matters set out in Policies 10.1.1.15 of VOP 2010 and shall constitute a complete application to the satisfaction of the City of Vaughan. Development will only proceed where sufficient servicing and transportation capacity is available to support development. The following is anticipated within the Vaughan Mills Centre Business District within the 2021 horizon:

- Up to 101,600 m² of prestige employment uses;
- Up to 39,494 m² of office uses;
- Up to 30,715 m² of neighbourhood and medium format retail uses; and
- Up to 14,520 m² of other uses including hotel, entertainment, and cultural uses

The following is anticipated within the Vaughan Mills Centre Business District within the 2031 horizon:

- Up to 152,400 m² of prestige employment uses
- Up to 59,241 m² of office uses
- Up to 46,072 m² of neighbourhood and medium format retail uses
- Up to 21,781 m² of other uses including hotel, entertainment, and cultural uses

7.3.4 Vaughan Mills Mall Area

This Plan does not anticipate the change in the form or function of the Vaughan Mills Mall over the life of this Plan. Any expansion or changes to its current use will be subject to the standard planning approvals process as set out VOP 2010. However, if the current use, form or function of the Vaughan Mills Mall is planned to be redeveloped and changed from its current use to allow residential development then redevelopment of the existing Vaughan Mills Mall beyond the level of development prescribed by Policy 3.6.5 in Part B of this Plan, shall require the approval of a Tertiary Plan, by way of an Official Plan Amendment. The Tertiary Plan application will address the matters set out in Policies 10.1.1.3 and 10.1.1.4 of VOP 2010 and shall constitute a complete application to the satisfaction of the City. The following matters are considered to be a priority in the preparation of the Tertiary Plan:

- The provision of a coordinated and comprehensive system of internal urban scaled blocks and streets providing connectivity to the existing and planned external street network;
- The submission of a comprehensive transportation study and plan, prepared to the satisfaction of the City of Vaughan, the Region of York and any other transportation or transit authorities having jurisdiction. The study and plan will address, among other things, the proposed land uses and densities, the traffic impacts on critical link volumes and intersection operations, Transportation Demand Management measures and the

necessary transit and road network measures required to support the planned level of development. The study will confirm the internal road network within the Tertiary Plan area and the connections to the external road network;

- The submission of a Social/Community Needs Assessment which will include, among other things, to the satisfaction of the City of Vaughan, the provision of community services including parks, open spaces, schools, libraries and community centres and the provision of human services needs, including educational, social, health, arts and cultural services and facilities and other such facilities and services required to ensure the healthy functioning of the community. The plan will also provide a strategy for the timely delivery of such services; and
- An Urban Design/Architectural Plan, which builds on the policies of this Plan, to the satisfaction of the City, addressing built form and the public realm, including streetscapes, squares and parks and open space areas.

7.4 Key Transportation and Servicing Requirements

Key infrastructure and service requirements to facilitate development in accordance with this Plan, for the Jane Street Corridor Area, Rutherford Road Area, Bass Pro Mills Area, and the Vaughan Mills Centre Business District shall include, among other things: adequate municipal storm, sewer, and water services; a plan to realign and naturalize the Black Creek, and related stormwater management including determination of an appropriate corridor width consistent with the recommendations in this Plan; transportation improvements, streetscape enhancements, new street connections, and the acquisition and dedication of streets as identified in this Plan; the development and acquisition of identified parks; any elementary schools in accordance with respective School Boards, required community facilities in accordance with the Active Together Master Plan and any other community facility required by the City. Such infrastructure and service requirements will be secured through the required Development Concept Reports and the development approvals process.

In addition to the transportation requirements listed under Part B, Section 4.2.7.3, and Part C, Section 7.3 of this Plan, the implementation of the following transportation improvements and dedication of parks shall be required. The dedication and provision of the following services shall be to the satisfaction of the City and the Region of York with specific timing confirmed through the development approval process.

7.4.1

For development within the Jane Street Corridor:

Key benchmarks for the advancement of development within the Jane Street Corridor shall include, the completion of Bass Pro Mills Drive to Jane Street and the northerly extension of Caldari Road to Rutherford Road, amongst other road network improvements as identified in this Plan. Other recommended transportation improvements include higher order 'quick start' vivaNext transit service along Jane Street and higher order priority transit service and other features (HOV lanes, transit priority signals, queue jump lanes) along Rutherford Road.

The following shall be required as a condition of development for the following blocks as shown on Schedule I.

Block 3

- A new local street parallel to Rutherford Road to provide internal circulation for the existing development blocks; and
- The dedication of parks as identified in this Plan.

Block 4

Modified as per orders issued in connection with LPAT case no(s): PL140839, PL070347, PL110419, PL111184, PL140154

- The northerly extension of Caldari Road from Riverrock Gate to Rutherford Road and the implementation of a signalized intersection at Rutherford Road and Caldari Road, provided that functional completion of the said extension shall be fully achieved and maintained as a component of the first phase of development, but completion of final construction of the extension may be phased according to a phasing plan, all to the satisfaction of the City of Vaughan and York Region. The implementation of the signalized intersection at Rutherford Road and Caldari Road, including the turning lanes on Caldari Road shall be fully constructed prior to achieving functional completion of the Caldari Road extension, to the satisfaction of York Region;
- Implementation of other roads within the block area as identified in this Plan;
- The dedication of parks as identified in this Plan; and
- That the existing woodlot located along the southern boundary of the existing lot be protected in accordance with the City of Vaughan Natural Heritage Network Review currently underway. The boundaries of the woodlot and protected area will be determined and/or refined through the development approvals process, to the satisfaction of the City.

Block 5

- The northerly extension of Caldari Road from Riverrock Gate to the south boundary of Block 4;
- An east-west public street along the north boundary of the block between Jane Street and Caldari Road.

Block 7

Modified as per orders issued in connection with LPAT case no(s): PL140839, PL110419

- The provision of an east-west signalized public street between Jane Street and the internal Ring Road; and
- The dedication of the park within Block B7 as identified in this Plan.

Block 8

Modified as per orders issued in connection with LPAT case no(s): PL140839, PL110419

- The extension of Romina Drive north to the internal Ring Road; and
- The dedication of park(s) within Block B8 as identified in this Plan.

Block 7 and 8

Modified as per orders issued in connection with LPAT case no(s): PL140839, PL110419

- The construction of Bass Pro Mills Drive extension to Jane Street. Intersection improvements will be required at this location.

7.4.2

For development within the Rutherford Road Area and the Bass Pro Mills Area:

Key benchmarks for the advancement of development within the Rutherford Road Area and the Bass Pro Mills Area shall include, among other things: the completion of Bass Pro Mills Drive from Jane Street to Weston Road; Higher order rapid transit along Jane Street; and transit priority service along Rutherford Road.

The following shall be required as a condition of development for the following blocks as shown on Schedule I.

Block 1 and 2

- A new local street parallel to Rutherford Road to provide internal circulation for the existing development blocks; and
- The dedication of parks as identified in this Plan;

Block 10

- A new north-south and east-west internal local street network within the development block between Edgeley Boulevard and Fishermens Way; and
- The dedication of parks as identified in this Plan.

7.4.3

For development within the Vaughan Mills Centre Business District:

Key benchmarks for the advancement of development within the Vaughan Mills Centre Business District shall include, among other things: the completion of Bass Pro Mills Drive from Jane Street to Weston Road; and a revised ramp entrance to the existing partial interchange at Bass Pro Mills Drive via a new intersection at the proposed east-west and north-south collector parallel to Highway 400.

The following shall be required as a condition of development for the following blocks as shown on Schedule I.

Blocks 11-17

Development within the Vaughan Mills Centre Business District for Blocks 11-17 will require a Block Plan. The Block Plan application will address the matters set out in Policies 10.1.1.15 of VOP 2010 and shall constitute a complete application to the satisfaction of the City of Vaughan. In addition to the Block Plan requirements of VOP 2010, the following matters are considered to be a priority for development in the Vaughan Mills Centre Business District:

- The extension of Bass Pro Mills Road from the Highway 400 interchange to Weston Road;
- The design and realignment of the Black Creek as identified in this Plan;
- The dedication of parks and road connections as identified in this Plan;
- A new internal north-south collector street between the proposed Bass Pro Mills extension with Rutherford Road opposite the Vellore Woods Boulevard/Rutherford Road intersection;
- New internal north-south collector streets with a new connection at Rutherford Road parallel to Weston Road; and
- Roadway connections to Westcreek Drive and Creditview Road south of the Study Area; and,
- The protection for a new roadway connection to Weston Road opposite Astona Boulevard, subject to Section 4.2.7.3.3 of this Plan.

7.5

To achieve the development thresholds and required infrastructure investments, as outlined in Part C, Section 7.3.1, of this Plan and elsewhere, the City shall ensure through the use of holding provisions of the Zoning By-law, that the progression of development in Vaughan Mills Centre occurs as described in this Plan results in the orderly development of Vaughan Mills Centre Secondary Plan and ensures the most efficient and economical use of existing and planned infrastructure.

7.6

In considering future amendments to this Plan to permit development beyond the levels set out in Part C, Section 7.3.1 of this Plan, the City will take into consideration the full range of infrastructure, facility and service needs required to ensure that the ultimate mix of land uses and densities is well supported and contributes to the creation of a complete community.

Key benchmarks for reviewing the potential for increasing the maximum densities proposed for the Vaughan Mills Centre Secondary Plan shall include, among other things: updated Region of York Population and Employment allocations; updated City and York Region Master Plans relating to the provision of infrastructure, facilities and services; transportation improvements originating with York Region, the City and the Province through Metrolinx including the completion of sufficient higher order rapid transit along Jane Street to support future development, and enhancements to Weston Road and Rutherford Road to accommodate additional transit, auto, and cycling capacity.

7.7

As a component of the Development Concept Report referenced in Section 6.2 in Part C, of this Plan, development applications shall include a Phasing Plan that:

- Describes and illustrates how existing and proposed development can be incorporated while protecting for the ultimate vision for the site at full development potential;
- Considers existing neighbouring uses and the potential need to buffer or stage uses; and
- Identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, streets, traffic, transit, utilities, parks, streetscaping and other community facilities and services, and their proposed phased construction.

Development associated with any of the Plan Areas as shown on Schedule A shall not be approved by the City until the required components of the area including, the community uses, retail and service commercial floorspace, public parks and required servicing and transportation infrastructure have been identified, secured and where necessary constructed. Phases are to be based upon the existence of, or commitment to provide and/or construct by way of agreement to the satisfaction to the City, the planned services and infrastructure.

Minor alterations to the development thresholds shall be permitted through agreements between the proponent of development and the City without amendment to this Secondary Plan, and shall ensure that the necessary servicing infrastructure and servicing capacity allocation for those uses are available, to the satisfaction of the City.

7.8

The following criteria shall be considered in the review of all development applications:

- The development contributes to, or can be appropriately integrated within, the logical sequencing of all required sewer, water, stormwater and transportation facilities;

- The development satisfies all requirements regarding the provision of parkland and other public facilities, including streetscaping and landscaping; and
- Traffic from the proposed development can be accommodated on the existing and planned street network.

8.0 Landowners and Developers Agreements: Block Plans and Development Concept Reports

8.1

Development will be coordinated through the preparation of block plans and development concept reports pursuant to the policies of Chapter 10, Volume 1, of VOP 2010. Development of the Vaughan Mills Centre Business District will proceed by way of the Block Plan approval process. Development Concept Reports will be required in accordance with Policy 10.1.1.7 of Volume 1, of VOP 2010.

8.2

Prior to approving implementing development applications in Vaughan Mills Centre, 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.

8.2

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.

8.3

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.

9.0 Section 37 Provisions

9.1

The City may pass a site-specific zoning by-law amendment to allow increases in building height and/or density, above that permitted in exchange for the provision of community benefits as identified in this Plan, as well as Section 10.1.2.9 of Volume 1 of the VOP 2010, or any other community benefit determined appropriate by the City.

9.2

Community benefits which are the subject of Section 37 provisions will be determined based on local community needs, intensification issues in the area, and the objectives of this Secondary Plan, with priority given to provision of community benefits in proximity to the proposed development.

10.0 Zoning By-Law

10.1

This Secondary Plan will be implemented by appropriate amendments to the City's Zoning By-law in accordance with the policies of this Secondary Plan, and the appropriate sections of the VOP 2010.

10.2

The Zoning By-Law will contain provisions to regulate use, building size, building height, location of buildings on property, density of development, and parking requirements. It may also include the following:

- Amendments and updates as necessary to bring the Zoning By-Law into conformity with the goals, policies, and schedules of this Secondary Plan. Such amendments and updates shall include the establishment of zones specifying permitted uses and development standards enabling the implementation of this Plan;
- Recognize that within each land use area, more than one zone may be established to ensure that the goals, policies, and schedules of this Plan are implemented; and
- Prior to the issuance of building permits for any development in Vaughan Mills Centre, the necessary external servicing improvements shall be completed and appropriate servicing allocations shall be allocated by the City and Region of York.

10.3

The City may, when enacting and implementing zoning bylaws, apply a Holding Symbol “H” in accordance with Sections 10.1.2.5, 10.1.2.6 and 10.1.2.7 of the VOP 2010, and in addition, specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development until one or more of the following have been provided, to the satisfaction of the City:

- A Development Concept Report has been submitted and finalized to the City’s satisfaction;
- The number and location of access points to the site are inadequate to function safely and efficiently;
- Where development relies upon other matters occurring first, such as the consolidation of land ownership or completion of a development agreement, to ensure the orderly development of the project, and/or to secure funding and/or to equitably cost-share among benefiting landowners, for sewer, water, stormwater, roads, parks, community services and facilities, or outstanding application processing fees;
- The necessary sanitary wastewater, water and stormwater services;
- A plan to realign and naturalize the Black Creek, including determination of an appropriate corridor width, consistent with the recommendations in this Plan, for those lands west of Highway 400 identified as the Vaughan Mills Centre Business District;
- The necessary transportation facilities, including road network improvements and infrastructure, transportation demand management measures and the implementation of timely transit improvements or the approved funding to provide such improvements by the responsible transit authority, to the satisfaction of the City, as identified in Table 2: “Transportation Network Improvements” or as provided for in any update to any Provincial, York Region or City policy or master plan;
- The necessary community facilities and public infrastructure;
- Special design features as required;
- Certain studies, as required, regarding the timeliness of the development, such as a market impact study;
- Approval of a Site Plan application; and
- The required agreements, as appropriate, are entered into.

11.0 Legal Non-conforming Uses

Legal non-conforming uses shall be subject to 10.1.2.16 – 10.1.2.19 of VOP 2010.

12.0 Consents

12.1

That a consent(s) to sever land may be considered, pursuant to Section 53 of the Planning Act, provided that a Plan of Subdivision is not deemed necessary by the City, and may only be permitted for the following purposes:

- The creation of new lots;
- Boundary adjustments to existing lots;
- The creation of easements over existing lots; and/or
- To convey additional lands to an adjacent lot, provided a lot smaller than that otherwise permitted by the Zoning By-law is not created.

12.2

That a lot(s) may be created only if there is enough net developable area on both the severed lot and the remainder lot to accommodate proposed uses, buildings and structures and accessory uses without encroachment on the Natural Heritage Network.

12.3

That the Committee of Adjustment in assessing each consent application is required to consider the matters set out in Section 51(24) of the Planning Act. In addition to these matters, Council considers the following to apply:

- In the case of non-conformity of the approval with the Official Plan, no consent shall be granted;

- In cases where either or both of the subject or retained lands are not in conformity with the approved Zoning By-law, the applicant shall file a Zoning By-law amendment application prior to or concurrently with the consent application, or where the required zoning exceptions to facilitate the severance are minor in nature and maintain the intent of this Plan, a minor variance application. When considering such Zoning By-law Amendment or minor variance applications, Council or the Committee of Adjustment shall have regard for the consent policies of this Plan; and
- In cases where a Site Plan application is deemed necessary to assess a consent application, the City may defer the consent application until the related Site Plan has been approved by Council.

12.4

That in addition to matters under the Planning Act, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies, and to the satisfaction of the City for the following:

- Compatibility of the proposed size, shape and use of the lot;
- Site Access;
- Servicing;
- Conservation; and
- Financial Implication

13.0 Site Plan and Design Review

13.1

The Vaughan Mills Centre Secondary Plan area is subject to site plan control.

13.2

At the City's discretion, all development in the Vaughan Mills Centre Secondary Plan area may be subject to review by the City's Design Review Panel prior to Council approval.

14.0 Plans of Subdivision

14.1

To secure the related infrastructure improvements and community facilities required, all new development in Vaughan Mills Centre 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 draft plan of subdivision process. The City shall implement the planned network of Collector and Local Streets through this process. 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 portion of a street to be conveyed through the rezoning and/or site plan approval process, subject to a development agreement satisfactory to the City. Further, the conveyance of public right-of-ways to the City, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the City.

14.2

Plan of subdivision applications shall include a Development Concept Report and Phasing Plan, as described in Part C, Section 6.2 and 7.3.4 of this Plan, and 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.

15.0 Community Improvement

15.1

Vaughan Mills Centre is identified as a Community Improvement Area under Section 28 of the Planning Act. Further, Vaughan Mills Centre 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 identified in Policy 10.1.2.13 of VOP 2010:

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

15.2

Upon adoption of a Community Improvement Plan for Vaughan Mills Centre, the City may engage in the following activities:

- Acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
- Construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan;
- Sell, lease, or otherwise dispose of land and any buildings acquired or held by it in conformity with the Community Improvement Plan; and
- 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.

15.3

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.

16.0 Plan Monitoring

16.1

To ensure the continued use, relevance, and effectiveness of this Secondary Plan, it is important that the policies and schedules of this Plan are reviewed and updated on a regular basis as is required by the Ontario Planning Act. The following policies regarding interpretation, amendments, and monitoring of the Secondary Plan will ensure that it remains a “living document” well into the future.

16.2

Review the Secondary Plan at least once every five years, or at an earlier time to be determined by the City, and evaluate the need to update the Plan as necessary, pursuant to Section 26 of the Planning Act. This review shall determine if:

- The goals, policies, and schedules of this Plan remain valid and realistic in view of changing development circumstances; and
- If the policies of this Plan are adequate to achieve the vision and goals of this Plan.

16.3

The City will monitor and track the number of amendments to the Secondary Plan that have been processed and any challenges faced in dealing with proposals to change the Plan as a means of determining its effectiveness and evaluating the need to update the Plan as necessary.

17.0 Public Works and Financial Management

17.1

Implementation of the principles, goals, and policies of this Secondary Plan may involve the financing of certain projects through development charges, such as the provision of piped water and sanitary sewers, the development of parks and playgrounds, the upgrading of roads, streetscape enhancements, and the establishment of an active transportation system, and other public facilities as deemed necessary by the City. No public work will be undertaken unless it conforms to this Secondary Plan and meets the requirements of Section 24 of the Planning Act.

17.2

The City will establish a priority list of projects and estimated costs, where possible, associated with implementation of the Secondary Plan. The City will continue to utilize a municipal capital works program as a key means of implementing the Secondary Plan.

17.3

The City will seek to cover the cost of providing the additional facilities and services, or the extension of existing facilities and services associated with growth, are appropriately and equitably covered by development proponents and in conformity and compliance with this Secondary Plan and Zoning By-law.

17.4

The City will require that all necessary development agreements be executed prior to any development proceeding. Such agreements may include front-end, financial, development charges, and development agreements to provide the infrastructure and community services necessary to serve the new development.

S. 18.0-18.3 added as per orders issued in connection with LPAT Case No(s): PL140839, PL110419

18.0 Site Specific Policies

18.1 Special Provisions Governing the Development of Block B7(b)

The following policies will apply to the development of the lands shown as " B7(b)" on Schedule I:

a) The subject lands shall be developed in two phases that correspond with the Horizons outlined in Table 2 " Transportation Network Improvements", and subject to the delivery of infrastructure identified in Policy 7.4.1 (Part C) pertaining to Block 7 and Blocks 7 and 8 in accordance with the site-specific policies which follow. The boundaries of the Phase 1 and Phase 2 areas will be confirmed in the implementing zoning by-law or any amendment thereto. Development within each Phase may be staged through a site development application(s) in a manner satisfactory to the City and York Region.

b) A by-law may be passed under Section 34 of the *Planning Act* authorizing increases in heights and densities above those permitted in Schedule B: " Heights and Densities" of this Secondary Plan, in accordance with Policies 18.1 c) and d) below, subject to the application of Section 37 of the *Planning Act*, as specified in policy 9.0 (Part C) of this Secondary Plan, and provided that the use of the Subject Lands shall be subject to the removal of a Holding Symbol "H" in accordance with Policy 10.3 (Part C) of this Secondary Plan and the policies contained in this Policy 18.1.

c) Notwithstanding the heights permitted in Schedule B of this Secondary Plan, a by-law may be passed under Section 34 of the *Planning Act* to increase the average height for development in Block B7(b) to approximately 26 storeys. Individual building heights shall be prescribed in the by-law, and no individual building shall exceed a maximum height of 28 storeys.

d) Notwithstanding the maximum densities permitted in Schedule B of this Secondary Plan, a by-law may be passed under Section 34 of the *Planning Act* to increase the permitted density (FSI) to permit the phased development of a total maximum Gross Floor Area of 131,702 m² (consisting of 128,962 m² of residential GFA and 2,740 m² of non-residential GFA) for Phase 1 and Phase 2 within the Subject Lands, provided that the maximum number of residential units permitted shall not exceed 1125 residential units in Phase 1; and 342 residential units in Phase 2.

e) The removal of the Holding Symbol ("H") may be staged within each Phase, which is set out in the implementing Zoning By-law, to the satisfaction of the City and York Region.

f) In each Phase, all new development requiring the conveyance of land for streets, parks and/or other public facilities shall be subject to a draft plan of subdivision or development agreement as per Policy 14.0 (Part C) of this Plan.

g) The following policies shall apply to the removal of the Holding Symbol ("H") for the development of Phases 1 and 2 within the Subject Lands, and shall be included, without limitation, as conditions for the removal of the Holding Symbol ("H") in the implementing zoning by-law under Section 34 of the *Planning Act*:

Phase 1 (2021 Horizon)

i. The provision of the following:

- a. Satisfactory arrangements are in place for the completion and use of the Bass Pro Mills Drive extension to Jane Street prior to first occupancy, to the satisfaction of the City.
- b. Satisfactory arrangements for the construction and conveyance of an east/west public street linking Vaughan Mills Circle and Jane Street, including potential signalization, if warranted, to the satisfaction of York Region.
- c. Submission of an updated "Transportation Demand Management Plan" at each stage of development to the satisfaction of the City and York Region, that meets the objectives of Policy 4.1.1 (Part B), and reviews the progress in implementing the "Recommended Network Improvements" in Table 2, 7.3 (Part C).
- d. The submission of a Development concept Report for the development of Phase 1 in accordance with Policy 6.2, (Part C) of this Secondary Plan.

- ii. The final approval of a site plan application under Section 41 of the *Planning Act*, to the satisfaction of the City and York Region.
- iii. The execution and delivery of a subdivision agreement or development agreement securing the following:
 - a. Conveyance of lands, from within the area of subject lands, that are required for the widening of Jane Street; the east/west road linking Jane Street and Vaughan Mills Circle within Development Block B7(b) on Schedule I; and the portion of the proposed "Neighbourhood Park" located on the west side of Jane Street;
 - b. The construction of the east/west road linking Jane Street and Vaughan Mills Circle within Development Block B7(b) on Schedule I;
 - c. The payment of cash-in-lieu in accordance with Section 42 of the *Planning Act*; and
 - d. The extension of public services with respect to the development of Phase 1 in the implementing Zoning By-law.
- iv. Water supply and sewage servicing capacity required for development of Phase 1 to proceed have been identified by York Region and allocated by the City.
- v. The execution and delivery of an agreement under Section 37 of the *Planning Act* to the satisfaction of the City with respect to increases in heights and densities referenced in Policy 18.1 c) and d) above.
- vi. Any necessary agreements required to ensure orderly development of the land have been executed among benefitting landowners, and the City and/or York Region where appropriate, for municipal services, parkland and community services.
- vii. Environmental requirements to permit development to proceed have been secured to the satisfaction of the City.

Interim Uses Permitted within Phase 2:

Notwithstanding Policy 9.2.2.6, (Volume 1, VOP 2010), respecting uses permitted in the "High-Rise Mixed-Use" designation, a single storey commercial building with a maximum Gross Floor Area of 1,970 square metres shall be permitted as an interim use within the Phase 2 Lands as identified in the implementing Zoning By-law. Such use shall be permitted while the Holding Symbol ("H") is in place and such use shall cease prior to the removal of the Holding Symbol ("H") for the Phase 2 Lands where the building is located and subject to conditions of removal of the Holding Symbol ("H") as set out in the implementing Zoning By-law.

Phase 2 (2031 Horizon)

- i. In keeping with Policy 7.6 (Part C) of this Plan, the submission of a comprehensive "Jane Street Corridor Area Development Concept Report" as required through Policy 8.0 (Part C), and identified as "Jane Street Corridor Area" identified in Schedule A: "Plan Area" of this Secondary Plan, to the satisfaction of the City and York Region.
- ii. A comprehensive Transportation Assessment, prepared to the satisfaction of the City and York Region demonstrating development capacity for either complete or staged removal of the Holding Symbol ("H") as required in Policy 7.6 (Part C) of this Secondary Plan.
- iii. The submission of an updated Development Concept Report for the development of Phase 2 in keeping with Policy 6.2, (Part C) of this Plan.
- iv. The final approval of a site plan application under Section 41 of the *Planning Act*, to the satisfaction of the City and York Region.
- v. The execution and delivery of a subdivision agreement or development agreement securing the conveyance of lands required for any remaining public streets and road widenings and the construction thereof.
- vi. The provision of community facilities, the payment of cash-in-lieu in accordance with Section 42 of the *Planning Act*, and the extension of public services.
- vii. Water supply and sewage servicing capacity required for development of Phase 2 to proceed have been identified by York Region and allocated by the City.
- viii. Adequate provision has been made for school sites and community facilities.
- ix. Any necessary agreements required to ensure orderly development of the land, have been executed among benefitting landowners, and the City and/or York Region where appropriate, for municipal servicing and community services.
- x. Environmental requirements to permit development to proceed have been secured to the satisfaction of the City.

18.2 Special Provisions Governing the Development of Block B8

The following policies will apply to the development of the lands shown as "B8" on Schedule I:

- a) The subject lands shall be developed in two phases that correspond with the Horizons outlined in Table 2 "Transportation Network Improvements", and subject to the delivery of infrastructure identified in Policy 7.4.1 (Part C) pertaining to Block 8 and Blocks 7 and 8 in accordance with site specific policies which follow. The boundaries of the Phase 1 and Phase 2 areas will be confirmed in the implementing zoning by-law or any amendment thereto. Development within each Phase may be staged through a site development application(s) in a manner satisfactory to the City and York Region.
- b) A by-law may be passed under Section 34 of the *Planning Act* authorizing increases in heights or densities above those permitted in Schedule B: Heights and Densities" of this Secondary Plan in accordance with Policies 18.2 c) and d) below, subject to the application of Section 37 of the Planning Act, as specified in Policy 9.0 (Part C) of this Secondary Plan, and provided that the use of the Subject Lands shall be subject to the removal of a Holding Symbol ("H") in accordance with Policy 10.3 (Part C) of this Secondary Plan and the policies contained in this Policy 18.2.
- c) Notwithstanding the heights permitted in Schedule B of this Secondary Plan, a by-law may be passed under Section 34 of the *Planning Act* to increase the average height for development in Block B8 to be approximately 24 storeys. Individual building heights shall be prescribed in the zoning by-law, and no individual building shall exceed a maximum height of 26 storeys.
- d) Notwithstanding the maximum densities permitted in Schedule B to this Secondary Plan, a bylaw may be passed under Section 34 of the *Planning Act* to permit the phased development of a total maximum Gross Floor Area of 114,034 m² (consisting of 112,044 m² of residential GFA and 1,991m² of non-residential GFA) for Phase 1 and Phase 2 within the Subject Lands, provided that the maximum number of residential units permitted shall not exceed 871 residential units in Phase 1; and 526 residential units in Phase 2.
- e) The removal of the Holding Symbol ("H") may be staged within each Phase, which is set out in the implementing Zoning By-law, to the satisfaction of the City and York Region.
- f) In each Phase, all new development requiring the conveyance of land for streets, parks and/ or other public facilities shall be subject to a draft plan of subdivision or development agreement as per Policy 14.0, Part C of this Plan.
- g) The following policies shall apply to the removal of the Holding Symbol ("H") for the development of Phases 1 and 2 within the Subject Lands, and shall be included, without limitation, as conditions for the removal of the Holding Symbol ("H") in the implementing by-law under Section 34 of the *Planning Act*:

Phase 1 (2021 Horizon)

- i. The provision of the following:
- a. Satisfactory arrangements are in place for the completion and use of the Bass Pro Mills Drive extension to Jane Street prior to first occupancy, to the satisfaction of the City;
 - b. Satisfactory arrangements for the completion of Romina Drive (with provision for the necessary conveyances within the Subject Lands) north to Vaughan Mills Circle, including potential signalization, if warranted, at Romina Drive and Bass Pro Mills Drive;
 - c. Submission of an updated "Transportation Demand Management Plan" at each stage of development, to the satisfaction of the City and York Region, and that meets the objectives of Policy 4.1.1 (Part B), and that reviews the progress in implementing the "Recommended Network Improvements" in Table 2, 7.3 (Part C); and
 - d. The submission of a Development Concept Report for the development of Phase 1 in accordance with Policy 6.2, Part C of this Secondary Plan.
- ii. The final approval of a site plan application under Section 41 of the *Planning Act*, to the satisfaction of the City and York Region.
- iii. The execution and delivery of a subdivision agreement or development agreement securing:
- a. the conveyance of lands that are required for the widening of Jane Street, the extension of Bass Pro Mills Drive to Jane Street, the Romina Drive extension, and the portion of the proposed "Neighbourhood Park" located on the west side of Jane Street, as identified in Schedule 1 of the implementing zoning by-law;
 - b. The construction of Romina Drive extension;
 - c. The construction of the Bass Pro Mills Drive extension to Jane Street, and the entrance of Romina Drive; and
 - d. The payment of cash-in-lieu in accordance with Section 42 of the Planning Act.
- iv. The extension of public services with respect to the development of Phase 1 as defined in the implementing Zoning By-law.
- v. Water supply and sewage servicing capacity required for development of the Phase 1 Lands to proceed have been identified by York Region and allocated by the City.

- vi. The execution and delivery of an agreement under Section 37 of the *Planning Act* to the satisfaction of the City of Vaughan with respect to increases in heights and densities referenced in Policy 18.2 c) and d) above.
- vii. Any necessary agreements required to ensure orderly development of the land have been executed among benefitting landowners, and the City and/or York Region where appropriate, for municipal servicing, parkland and community services.
- viii. A By-law to remove the Holding Symbol (H) shall not be enacted until such time as the owner has ceased all operations and demolished all buildings and structures for any lands north of the Vaughan Mills Centre Secondary Plan boundary along the southern edge of Bass Pro Mills Drive Right-of-Way as identified on Schedule A of this Plan, that may encroach or encumber the conveyance and/or construction of Bass Pro Mills Drive.
- ix. Environmental requirements to permit development to proceed have been secured to the satisfaction of the City.

Phase 2 (2031 Horizon)

- i. In keeping with Policy 7.6 (Part C) of this Secondary Plan, the submission of a scoped comprehensive "Jane Street Corridor Area Development Concept Report" as required through Policy 8.0 (Part C), and identified as "Jane Street Corridor Area" identified in Schedule A: "Plan Area" of this Secondary Plan; to the satisfaction of the City and York Region.
- ii. A comprehensive Transportation Assessment, prepared to the satisfaction of the City and York Region demonstrating development capacity for either complete or staged removal of the Holding Symbol ("H") as required in Policy 7.6 (Part C) of this Secondary Plan.
- iii. The submission of an updated Development Concept Report for the development of Phase 2 in keeping with Policy 6.2 (Part C) of this Secondary Plan.
- iv. The final approval of a site plan application under Section 41 of the *Planning Act* to the satisfaction of the City and York Region.
- v. The execution and delivery of a subdivision agreement or development agreement securing the conveyance of any remaining lands required for public streets and road widenings and the construction thereof, the provision of community facilities, the payment of cash-in-lieu in accordance with Section 42 of the *Planning Act* and the extension of public services.
- vi. Water supply and sewage servicing capacity required for development of Phase 2 to proceed, have been identified by York Region and allocated by the City.
- vii. Adequate provision has been made for school sites and community facilities.
- viii. Any necessary agreements required to ensure orderly development of the land have been executed among benefitting landowners, and the City or York Region where appropriate, for municipal servicing and community services.
- ix. Environmental requirements to permit development to proceed have been secured to the satisfaction of the City.

18.3 Special Provisions Governing the Development of Block B3(a)

The following policies will apply to the development of the lands shown as "B3(a)" on Schedule 1:

a) No residential development shall be permitted in Block B3(a) in Phase 1; and

b) Residential development in Phase 2 for Block B3(a), will be subject to the outcome of the required Phase 2 comprehensive Jane Street Corridor Area Development Concept Report and the Comprehensive Transportation Assessment and implementation of the infrastructure identified in Table 2 (Phase 2, 2031 Time Horizon), which will establish the residential capacity for Phase 2.

S. 18.4 added as per orders issued in connection with LPAT Case No(s): PL140839, PL070347

18.4 Special Provisions Governing the Development of Block B5

The following policies will apply to the development of the lands shown as "b5" on Schedule "1":

- 1) The following is permitted on the subject lands which may be developed in phases:
 - i. Residential uses having a total maximum Gross Floor Area (GFA) of up to 45,000 m²;

- ii. A maximum total of 600 residential units;
 - iii. The maximum building height for the two residential buildings shall not exceed 23 and 20 storeys for Phase 1a and Phase 1b respectively. Individual building heights shall be prescribed in the implementing zoning by-law;
 - iv. Notwithstanding Policy 3.5.7, Part B, and policies 1i, ii, and iii above, non residential uses including Office and Commercial uses having a minimum Gross Floor Area of 5000 m² consisting of the following are permitted:
 - 1. Office uses having a minimum GFA of 4200 m²; and
 - 2. Commercial uses as defined in the implementing Zoning By-law, having a maximum GFA of 800 m² with no outdoor storage; and
 - v. A maximum FSI of 3.7 is permitted for the residential and non-residential uses combined, subject to the policies in this Plan; and
 - vi. Private Outdoor Amenity Space having a minimum size of 1840 m² shall be located at grade level and subject to an easement for public access in favour of the City of Vaughan. Residential, commercial/retail and employment uses are not permitted on the Private Amenity Space. Private Amenity Space shall not count toward parkland dedication.
- 2) The required non-residential office uses and permitted retail uses shall be located in a building having no less than 3 storeys.
- 3) Should the non-residential uses identified in clause 1)iv above not be included as part of Phase 1, the required non-residential uses shall be required in Phase 2 of development.
- 4) The consideration of additional residential uses exceeding the permitted 600 units can occur in the second phase, in addition to the required office/commercial uses, and would be subject to a further Official Plan Amendment and Zoning By-law Amendment.
- 5) The boundaries of the Phase 1 and Phase 2 areas will be confirmed in the implementing zoning by-law or any amendment thereto. Development within each Phase may be staged through a site development application(s) in a manner satisfactory to the City and York Region.
- 6) The removal of the Holding Symbol ("H") may be staged within each Phase, which is set out in the implementing Zoning By-law, to the satisfaction of the City and York Region.
- 7) In each Phase, all new development requiring the conveyance of land for streets, parks and/or other public facilities shall be subject to a draft plan of subdivision or development agreement as per Policy 14.0 (Part C) of this Plan.
- 8) The following policies shall apply to the removal of the Holding Symbol ("H") for the Subject Lands or portion(s) thereof, and shall be included, without limitation, as conditions for the removal of the Holding Symbol ("H") in the implementing zoning by-law under Section 34 of the Planning Act:

Phase 1 (2021 Horizon)

- i. The provision of the following:
 - a. Satisfactory arrangements are in place for the completion of the northerly extension of Caldari Road from Riverrock Gate to Rutherford Road, as set out in more detail in the zoning by-law, to the satisfaction of the City;
 - b. Satisfactory arrangements for the construction of an east-west public road along the north boundary of Block B5 between Jane Street and Caldari Road, to the satisfaction of the City;
 - c. The execution and delivery of a development agreement securing the following:
 - i. The conveyance of lands that are required for the northern extension of Caldari Road between Riverrock Gate and the proposed east-west road between Block B4 and B5;
 - ii. The conveyance of lands for an east-west public street along the north boundary of Block B5 between Jane Street and Caldari Road as identified on Schedule F of this Plan;
 - iii. The payment of cash-in-lieu in accordance with Section 42 of the Planning Act;
 - iv. The extension of public services with respect to the development of Phase 1 in the implementing Zoning Bylaw;
 - v. Water supply and sewage servicing capacity required for development of Phase 1 to proceed have been identified by York Region and allocated by the City;

vi. Any necessary agreements required to ensure orderly development of the land have been executed among benefitting landowners, and the City and/or York Region where appropriate, for municipal services, parkland and community services; and

vii. Environmental requirements to permit development to proceed have been secured to the satisfaction of the City.

9) In addition to the Built Form policies in Section 3.8, Part B of this Plan, the following site-specific building design criteria shall apply:

- a) The podium fronting Riverrock Gate and the new east-west road between Blocks b4 and b5 shall have a minimum height of 1-storey and 6.0 metres;
- b) Podium design shall incorporate active street related dwellings, and/or retail and amenity uses with building frontages oriented toward public streets and the Private Amenity Space and connections;
- c) Towers above the podium shall generally be setback a minimum of 6.0 m from any public street and setback 3.0 m from the Private Amenity Space;
- d) Notwithstanding Policy 3.8.2, Part B, the tower elements of high-rise buildings shall be designed as slender towers with floorplates not exceeding 770 m² in area. The towers shall be designed to minimize shadow and wind impact, particularly on open spaces and publicly accessible privately-owned amenity space. Sun/shadow and wind impact analysis and mitigation studies shall be submitted to the satisfaction of the City;
- e) Notwithstanding Policy 3.8.2, Part B, the distance between any portion of the highrise building above twelve storeys and another tower shall be a minimum of 28 metres;
- f) Site Design shall incorporate a minimum 1,840 m² of Private Amenity Space which shall be subject to an easement for public access in favour of the City of Vaughan;
- g) The Private Amenity Space shall be connected to Jane Street by a mid-block at-grade landscaped pedestrian connection with a minimum width of 6 m. Other landscaped/streetscaped connections on the development site will be secured at the site plan stage;
- h) Pedestrian access to buildings will be integrated with adjacent public streets to ensure access is convenient and safe. Multiple entrances and active grade related uses should be provided along Jane Street and along the mid-block pedestrian connection where possible;
- i) Safe, efficient and convenient vehicular access which minimizes pavement and is pedestrian friendly shall be provided; and
- j) Buildings shall be designed with high -quality materials, selected for their performance, durability, and energy efficiency. The use of Exterior Insulation Finish System (EIFS) is not permitted.

Site Plan Control and Land Use Compatibility

For development on Block b5 as identified on Schedule I, the following policies shall be applicable to any application for Site Plan Approval on these Development Blocks.

- a) In this section the McMillan Rail Yard is referred to as the "Rail Yard" and the Maple Stamping Plant is referred to as the "Existing Industrial Lands".
- b) Residential development on Block b5 shall be designed to minimize adverse impacts from the adjacent "Rail Yard" and "Existing Industrial Lands" and any required mitigation measures shall be addressed in the studies required in this section.
- c) When considering development approval applications on Block b5, regard shall be had to all applicable Federal, Provincial and municipal policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with regard to noise, vibration, dust, odour and air quality, so as to achieve the goals of:
 - i. Preventing undue adverse impacts from the existing and future operations of the "Rail Yard" and the "Existing Industrial Lands", onto the proposed residential uses to be located on Block b5;
 - ii. Minimizing and where possible, preventing complaints from residents of residential development on Block b5;
 - iii. Permitting the "Existing Industrial Lands" to comply with existing and/or future Environmental Compliance Approvals (ECA) issued by the Ministry of the Environment;
 - iv. Ensuring the continued operation of the "Rail Yard" on a 24 hour, 365 day/year basis; and

v. Sensitive land uses may be limited in the implementing zoning (through massing, siting, buffering, and design mitigation measures) in proximity to the "Rail Yard" and "Existing Industrial Lands" to ensure compatibility.

d) Block b5 has been confirmed by Vaughan Council by resolution as a "Class 4 Area" pursuant to the MOE Environmental Noise Guideline Stationary and Transportation Sources — Approval and Planning Publication NPC 300 ("N PC 300"), as amended from time to time, subject to compliance with the City's requirements. The classification shall be implemented through this OPA, the use of a Zoning By-law with the holding symbol "H", a site plan approval and an amendment to the City's Noise By-law that, among other things, implements the classification of the lands as a Class 4 area and appropriately accommodates adjacent industrial lands being operated under a valid Environmental Compliance Approval. The implementing Zoning By-laws shall include the following conditions for the removal of the holding symbol "H":

i. Site plan approval;

ii. The submission of a Noise Impact Study satisfactory to the City which addresses any noise mitigation and control measures required in conjunction with the detailed building design;

iii. The provision and/or securing of any required noise mitigation and control measures at the Owner's expense, as the City may require;

iv. If appropriate, the execution of agreements satisfactory to the City between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on those neighbouring lands, as the City may require;

v. The execution of a site plan agreement, or other such agreement, satisfactory to the City which obligates the Owner to register noise warning clauses on title to the Subject Lands and provide notice of the Class 4 Area classification to prospective purchasers of residential units on Block b5; and

vi. A resolution is passed by Vaughan Council classifying the site as a Class 4 Area.

Environmental Noise Impact Study

10) A detailed environmental noise impact study and detailed design plans shall be required in support of a development application for sensitive land uses on Block b5. Such report is to specify how compatibility will be achieved and maintained between the "Rail Yard" and "Existing Industrial Lands" and the proposed development on the Block and shall include measures aimed at eliminating or minimizing impacts.

11) The environmental noise impact study and design of noise attenuation measures shall be based on the relevant noise criteria of the City of Vaughan, the Region of York and the Ontario Ministry of Environment and Climate Change and approved by the City in consultation with other public agencies, and the operator of the "Rail Yard" and the "Existing Industrial Lands".

12) The environmental noise impact study shall include:

a. The assessment of the Block in accordance with the applicable MOECC Guidelines;

b. A determination of the planned and predictable worst case noise impact from all relevant noise sources, taking into account expansion or alteration plans identified by the stationary source(s) that can reasonably be expected to be implemented in the future;

c. A determination of the impact from all noise sources at the Rail Yard, taking into account the existing 2013 operation processing approximately 1,000,000 rail cars a year, CargoFlo, diesel shop, truck terminal, general rail operations and future capacity of the Rail Yard that could include, in addition to the existing operations, the processing of in excess of 1,000,000 rail cars a year, attendant additional truck movements, a new CargoFlo operation in the northwest quadrant of the Rail Yard and other rail operations operating 24 hours a day, 365 days per year;

d. The identification of all receptor locations in the proposed development with the potential to experience adverse noise impacts;

e. A determination of the numerical noise excess at such receptors, if any;

f. The preparation of specific recommendations for mitigation at receptor and/or at source to create an appropriate sound environment for future occupants/users of the proposed development;

g. An assessment of: applicable Ministry of the Environment and Climate Change regulations and guidelines, and existing Certificates of Approval, or Environmental Compliance Approval, if publicly available, for those industries that are the source of the relevant noise emissions; and

h. The environmental noise impact study shall be prepared by a qualified acoustical engineer and shall be consistent with professional standards and good practice for such studies.

13) Where an environmental noise impact study completed to the satisfaction of the City identifies and recommends appropriate mitigation measures, the recommendations shall be implemented in the Zoning By-law or as conditions of Site Plan and/or Condominium Approval, where appropriate. Mitigation Measures may include:

- (a) Sound isolation or sound reduction measures, construction techniques, and materials including the acoustical performance of exterior walls, windows and doors;
- (b) Layout and design of the structure including the size and location of windows and doors, or outdoor living areas, and the location of non-noise sensitive space within the structure to further mitigate impacts;
- (c) Spatial separation from the noise source, including the insertion of permitted nonsensitive land uses between the source and the receptors; and/or
- (d) Where needed, the construction of the residential buildings may incorporate balconies that are enclosed to act as a barrier to the noise experienced at the interior living room and/or bedroom windows.

14) The analysis and design of any mitigation measures and their architectural details shall take into account the full frequency spectrum characteristics of sound sources, in accordance with good engineering practice and the noise guidelines.

15) Mitigation to be installed at the source will be at the cost of the proponent of the sensitive land use, subject to acceptance and agreement of the user.

16) New technologies may offer opportunities for innovative noise and vibration abatement techniques not yet contemplated. The development and use of such techniques shall be considered and encouraged, where appropriate.

Environmental Vibration Report

17) A detailed environmental vibration report and detailed design plans may be required in support of a development application for sensitive land uses on Block b5. Such report is to specify how compatibility will be achieved and maintained between the "Rail Yard", the "Existing Industrial Lands" and the proposed development on the Block and shall include measures aimed at eliminating or minimizing impacts.

18) The environmental vibration report, if required, and design of any necessary vibration attenuation measures shall be based on the relevant criteria of the Ontario Ministry of Environment and approved by the City in consultation with other public agencies and the operators of the "Rail Yard" and the "Existing Industrial Lands".

19) The environmental vibration report, if required, shall include a study of vibration from transportation sources, and stationary source(s) and include specific recommendations for mitigation features to be incorporated into the design of the development taking into account commonly used criteria in Ontario for assessing vibration in building(s).

20) The environmental vibration report, if required, shall be prepared by a qualified engineer and shall be consistent with professional standards and good practice for such studies.

Environmental Emissions Report

21) A detailed environmental emissions report and detailed design plans may be required in support of a development application for sensitive land uses on Block b5. Such report is to specify how compatibility will be achieved and maintained between the "Rail Yard", the "Existing Industrial Lands" and the proposed developments on the Block and shall include measures aimed at minimizing adverse impacts.

22) The environmental emissions report and design of emissions attenuation measures, if required, shall be based on the relevant emissions criteria of the Ontario Ministry of Environment and Climate Change and approved by the City in consultation with other public agencies and the operators of the "Rail Yard" and the "Existing Industrial Lands".

23) The environmental emissions report, if required, shall include a study of emissions from transportation sources, and stationary source(s) and include specific recommendations for mitigation features to be incorporated into the design of the development taking into account commonly used criteria in Ontario for assessing emissions abatement.

24) The environmental emissions report, if required, shall be prepared by a qualified engineer and shall be consistent with professional standards and good practice for such studies.

Environmental Site Assessment Report

25) Environmental site assessment reports shall be required in support of development applications, in accordance with City policy.

Warning Clauses

26) Specific warning clauses shall be included in all agreements of purchase and sale and lease, including agreements pertaining to the resale or lease of individual residential condominium units, site plan agreements and condominium declarations. Such warning clauses shall specify that, notwithstanding the inclusion of certain mitigation features within this development to lessen potential noise, air emissions, dust, odour, vibration, and visual impact from "Rail Yard" and the "Existing Industrial Lands", from time to time noise is likely to be audible, odours may be unpleasant, and dust and light emissions may be bothersome and such potential noise, air emissions, dust, odour, vibration, and visual impact may impact the enjoyment of indoor and outdoor areas of the development.

Implementation of Environmental Studies

27) The recommendations of the Environmental Reports described above shall be incorporated into the design of the residential buildings on Block b5 and shall be included in the drawings required to be approved pursuant to the Site Plan Control provisions of the Planning Act, to the satisfaction of the City.

28) Prior to issuance of building permits, the architectural drawings shall be reviewed and certified by a qualified acoustical engineer indicating that any required noise mitigation measures have been incorporated into the building design.

29) Prior to occupancy of the residential units, any required mitigation measures will be inspected by a qualified acoustical engineer and a letter prepared certifying that the noise mitigation measures have been installed in accordance with the approved drawings.

30) Where the environmental noise report completed to the satisfaction of the City identifies and recommends that actual or potential noise impacts should be indicated to future tenants or purchasers, the recommendations may be implemented through conditions of Site Plan and/or Condominium approval, and may include noise impact advisories such as warning clauses, or clauses in subdivision and condominium agreements.

S. 18.5 added as per orders issued in connection with LPAT Case No(s): PL140839, PL070347, PL110419, PL111184, PL140154

18.5 Special Provisions Covering the Development of Block b4

(i) The maximum permitted number of units in the first phase of development within Block b4 as identified in Schedule I (to 2021) shall be 985 units, all of which shall be located within the Block b4(a) area. unless the location is otherwise determined upon the final determination of the site-specific appeals respecting the Block b4 lands. Additional height and density may be approved through Section 37 bonusing in order to achieve the 985 units, subject to the provisions of Policy 9.0, Part C, and shall conform to the design principles in policy 1.4.1, Part B of this Plan. Development of Block b4 lands may only proceed upon the final determination of the site-specific appeals respecting Block b4 lands, including applicable zoning by-law amendments.

S.18.5 – As per orders issued in connection with LPAT Case No(s): PL140116, PL140154, PL140839

18.5 Special Policies Governing the Development of Block B4 (a)

1) The following policies will apply to the development of the lands shown as "B4 (a)" on

Schedule I:

a) The subject lands be developed in Phase 1 time horizon, corresponding with the time horizon outlined in Table 2 "Transportation Network Improvements", and subject to the delivery of infrastructure identified in Policy 7.4.1 (Part C) pertaining to Block B4 in accordance with site specific policies which follow. The boundaries of the Phase 1 area will be confirmed through the implementing zoning by-law or any amendment thereto. Development within each Phase may be staged through a site development application(s) in a manner satisfactory to the City and the Region.

b) A by-law may be passed under Section 34 of the Planning Act to increase heights and densities above those permitted in Schedule B: "Heights and Densities" of this Secondary Plan, in accordance with Policies 18.5 c) and d) below, subject to the application of Section 37 of the *Planning Act*, as specified in policy 9.0 (Part C) of this Secondary Plan, and provided that the use of the Subject Lands shall be subject to the removal of a Holding Symbol "H" in accordance with Policy 10.3 (Part C) of this Secondary Plan and the policies contained in this Policy 18.5.

c) Notwithstanding the heights permitted in Schedule B of this Secondary Plan, a by-law may be passed under Section 34 of the Planning Act to increase the average height for development in Block B4(a) to 26-storeys and 30-storeys. Individual building heights shall be prescribed in the by-law, and no individual building shall exceed a maximum of 30 storeys.

d) Notwithstanding the maximum densities permitted in Schedule B of this Secondary Plan, a by-law may be passed under Section 34 of the Planning Act to increase the permitted density (FSI) to permit the development of a total maximum Gross Floor Area of 70,800 m² (consisting of 66,000 m² residential GFA, 1,800 m² non-residential GFA and 3,000 m² below grade), provided that the maximum number of residential units shall not exceed 985 residential units in Phase 1.

e) Private Outdoor Amenity Space having a minimum size of 2,500 m² shall be provided on the lands, subject to an easement for public access in favour of the City of Vaughan. Residential, commercial/retail and employment uses are not permitted on the Private Amenity Space. Private Amenity Space shall not count toward parkland dedication.

f) All new development requiring the conveyance of lands for streets, parks and/or other public facilities shall be subject to a draft plan of subdivision or development agreement as per Policy 14.0 (Part C) of this Plan.

g) The following policies shall apply to the removal of the Holding Symbol (“H”) for the development of the Subject Lands, and shall be included, without limitation, as conditions for the removal of the Holding Symbol (“H”) in the implementing zoning by-law under Section 34 of the Planning Act:

- i. The Owner successfully obtain approval of Draft Plan of Subdivision File 19T-18V001, or phase thereof, from Vaughan Council or the Local Planning Appeal Tribunal;
- ii. Water and sewer servicing capacity being identified and allocated by the City of Vaughan;
- iii. The City of Vaughan shall be in receipt of confirmation of a Ministry of Environment and Climate Change Acknowledgement/Registration of the Record of Site Condition;
- iv. The submission of an Environmental Noise Impact Study and an Environmental Vibration Report, prepared in consultation with the operators of the “Rail Yard” and the “Existing Industrial Lands”, to the satisfaction of the City of Vaughan. For the purposes of this Zoning By-law a “Rail Yard” is defined as the McMillan Rail Yard and the “Existing Industrial Lands” are defined as the Maple Stamping Plant;
- v. The provision and/or securing of any required noise mitigation and control measures at the Owner’s expense as the City of Vaughan may require;
- vi. If necessary, the execution of agreements satisfactory to the City of Vaughan between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on these neighbouring lands, as the City may require;
- vii. The Owner successfully obtaining the approval of a Site Development Application from Vaughan Council or the Local Planning Appeal Tribunal for the Development;
- viii. The execution of a Site Plan Agreement, or other such agreement, satisfactory to the City of Vaughan to be registered on title which obligates the Owner to include in all Offers of Purchase and Sale, warning clauses for the Subject Lands and to provide notice of the Class 4 Area classification to prospective purchasers of residential units on the Subject Lands to the satisfaction of the City;
- ix. The Owner successfully obtaining a resolution passed by Vaughan Council classifying the Subject Lands as a Class 4 Area;
- x. A Subdivision Agreement and any other necessary agreement(s), has been executed and registered with respect to the Subject Lands securing the conveyance and construction of the public streets, including the completion of the extension of Caldari Road to Rutherford Road, the completion of Street B, and the widening of Jane Street; the payment of cash-in-lieu of parkland, or provision of parkland, in accordance with Section 42 of the Planning Act; cost sharing; and, the installation of the necessary municipal service and utilities, to the satisfaction of the City; and
- xi. An agreement pursuant to Section 37 of the Planning Act has been executed and registered, providing for a contribution equivalent to \$4.1 million with respect to the increase in building height and density for the Development of the Subject lands consisting of the payment of money, or the provision of facilities, services, or other matters or a combination thereof.

2) In addition to the Built Form policies in Section 3.8, Part B of this Plan, the following site specific building design criteria shall apply:

- a) Podium heights may vary between 2 and 6 storeys.
- b) Buildings must be set back by a minimum of 3 metres along all public street frontages. Above a height of 6 metres, building may extend to a setback of 1.5 metres from the property line.
- c) Podium design shall incorporate active street related uses, including retail, residential lobbies, amenity areas and live-work units with building frontages oriented toward public streets and the Private Amenity Space and connections.
- d) Towers shall generally be setback 3 m from the podium. design shall provide for a distinct tower and base that provides for appropriate wind mitigation and good proportion and articulation to achieve the objectives of the Secondary Plan.

- e) Notwithstanding Policy 3.8.2, Part B, the tower elements of high-rise buildings shall be designed as slender towers with floorplates not exceeding 750 m² in area. The towers shall be designed to minimize shadow and wind impact, particularly on open spaces and publicly accessible privately-owned amenity space. Sun/shadow and wind impact analysis and mitigation studies shall be submitted to the satisfaction of the City.
- f) Notwithstanding Policy 3.8.2, Part B, the distance between any portion of the high-rise building above twelve storeys and another tower shall be a minimum of 25 metres.
- g) Site Design shall incorporate a minimum 2,500 m² of Private Amenity Space which shall be subject to an easement for public access in favour of the City of Vaughan.
- h) The Private Amenity Space shall be connected to Jane Street by a mid-block at-grade landscaped pedestrian connection with a minimum width of 6 m. Other landscaped/streetscaped connections on the development site will be secured at the site plan stage.
- i) Pedestrian access to buildings will be integrated with adjacent public streets to ensure access is convenient and safe. Multiple entrances and active grade related uses should be provided along Jane Street and along the mid-block pedestrian connection where possible.
- j) Safe, efficient and convenient vehicular access which minimizes pavement and is pedestrian friendly shall be provided.
- k) Buildings shall be designed with high-quality materials, selected for their performance, durability, and energy efficiency. The use of Exterior Insulation Finish System (EIFS) is not permitted.

3) Site Plan Control and Land Use Compatibility

The following policies shall be applicable to any application for Site Plan Approval on the lands.

- a) In this section the McMillan Rail Yard is referred to as the “*Rail Yard*” and the Maple Stamping Plant is referred to as the “*Existing Industrial Lands*”.
- b) Residential development on Block B 4(a) shall be designed to minimize adverse impacts from the adjacent “*Rail Yard*” and “*Existing Industrial Lands*” and any required mitigation measures shall be addressed in the studies required in this section.
- c) When considering development approval applications on the lands, regard shall be had to all applicable Federal, Provincial and municipal policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with regard to noise, vibration, dust, odour and air quality, so as to achieve the goals of:
 - i. Preventing undue adverse impacts from the existing and future operations of the “*Rail Yard*” and the “*Existing Industrial Lands*”, onto the proposed residential uses to be located on the lands;
 - ii. Minimizing and where possible, preventing complaints from residents of residential development on the lands;
 - iii. Permitting the “*Existing Industrial Lands*” to comply with existing and/or future Environmental Compliance Approvals (ECA) issued by the Ministry of the Environment;
 - iv. Ensuring the continued operation of the “*Rail Yard*” on a 24 hour, 365 day/year basis; and
 - v. Sensitive land uses may be limited in the implementing zoning (through massing, siting, buffering, and design mitigation measures) in proximity to the “*Rail Yard*” and “*Existing Industrial Lands*” to ensure compatibility.
- d) Block b(4) has been confirmed by Vaughan Council by resolution as a “Class 4 Area” pursuant to the MOE *Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning Publication NPC 300* (“NPC 300”), as amended from time to time, subject to compliance with the City’s requirements. The classification will be implemented through the use of Zoning By-laws with the holding symbol “H”; a site plan approval; and an amendment to the City’s Noise By-law for the lands and the “*Existing Industrial Lands*”. The implementing Zoning By-laws shall include the following conditions for the removal of the holding symbol “H”:
 - i. Site plan approval;
 - ii. The submission of a Noise Impact Study satisfactory to the City which addresses any noise mitigation and control measures required in conjunction with the detailed building design;
 - iii. The provision and/or securing of any required noise mitigation and control measures at the Owner’s expense, as the City may require;
 - iv. If appropriate, the execution of agreements satisfactory to the City between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on those neighbouring lands, as the City may require;

v. The execution of a site plan agreement, or other such agreement, satisfactory to the City which obligates the Owner to register noise warning clauses on title to the Subject Lands and provide notice of the Class 4 Area classification to prospective purchasers of residential units on the lands; and

vi. A resolution is passed by Vaughan Council classifying the site as a Class 4 Area.

Environmental Noise Impact Study

i. A detailed environmental noise impact study and detailed design plans shall be required in support of a development application for sensitive land uses on Block B4(a). Such report is to specify how compatibility will be achieved and maintained between the “Rail Yard” and “Existing Industrial Lands” and the proposed development on the lands and shall include measures aimed at eliminating or minimizing impacts.

ii. The environmental noise impact study and design of noise attenuation measures shall be based on the relevant noise criteria of the City of Vaughan, the Region of York and the Ontario Ministry of Environment and approved by the City in consultation with other public agencies, and the operator of the “Rail Yard” and the “Existing Industrial Lands”.

iii. The environmental noise impact study shall include:

a. The assessment of the lands in accordance with the applicable MOE Guidelines.

b. A determination of the planned and predictable worst case noise impact from all relevant noise sources, taking into account expansion or alteration plans identified by the stationary source(s) that can reasonably be expected to be implemented in the future.

c. A determination of the impact from all noise sources at the Rail Yard, taking into account the existing 2013 operation processing approximately 1,000,000 rail cars a year, Cargoflo, diesel shop, truck terminal, general rail operations and future capacity of the Rail Yard that could include, in addition to the existing operations, the processing of in excess of 1,000,000 rail cars a year, attendant additional truck movements, a new Cargoflo operation in the northwest quadrant of the Rail Yard and other rail operations operating 24 hours a day, 365 days per year.

d. The identification of all receptor locations in the proposed development with the potential to experience adverse noise impacts;

e. A determination of the numerical noise excess at such receptors, if any;

f. The preparation of specific recommendations for mitigation at receptor and/or at source to create an appropriate sound environment for future occupants/users of the proposed development;

g. An assessment of: applicable Ministry of the Environment regulations and guidelines, and existing Certificates of Approval, or Environmental Compliance Approval, if publicly available, for those industries that are the source of the relevant noise emissions; and

h. The environmental noise impact study shall be prepared by a qualified acoustical engineer and shall be consistent with professional standards and good practice for such studies.

iv. Where an environmental noise impact study completed to the satisfaction of the City identifies and recommends appropriate mitigation measures, the recommendations shall be implemented in the Zoning By-law or as conditions of Site Plan and/or Condominium Approval, where appropriate. Mitigation Measures may include:

a. Sound isolation or sound reduction measures, construction techniques, and materials including the acoustical performance of exterior walls, windows and doors;

b. Layout and design of the structure including the size and location of windows and doors, or outdoor living areas, and the location of non-noise sensitive space within the structure to further mitigate impacts;

c. Spatial separation from the noise source, including the insertion of permitted non-sensitive land uses between the source and the receptors; and/or

d. Where needed, the construction of the residential buildings may incorporate enclosed noise buffers, as defined by MOECC guideline NPC-300 to act as a barrier to the noise experienced at the interior living room and/or bedroom windows.

v. The analysis and design of any mitigation measures and their architectural details shall take into account the full frequency spectrum characteristics of sound sources, in accordance with good engineering practice and the noise guidelines.

vi. Mitigation to be installed at the source will be at the cost of the proponent of the sensitive land use, subject to acceptance and agreement of the user.

vii. New technologies may offer opportunities for innovative noise and vibration abatement techniques not yet contemplated. The development and use of such techniques shall be considered and encouraged, where appropriate.

Environmental Vibration Report

- i. A detailed environmental vibration report and detailed design plans may be required in support of a development application for sensitive land uses on lands. Such report is to specify how compatibility will be achieved and maintained between the “Rail Yard”, the “Existing Industrial Lands” and the proposed development on the lands and shall include measures aimed at eliminating or minimizing impacts.
- ii. The environmental vibration report, if required, and design of any necessary vibration attenuation measures shall be based on the relevant criteria of the Ontario Ministry of Environment and approved by the City in consultation with other public agencies and the operators of the “Rail Yard” and the “Existing Industrial Lands”.
- iii. The environmental vibration report, if required, shall include a study of vibration from transportation sources, and stationary source(s) and include specific recommendations for mitigation features to be incorporated into the design of the development taking into account commonly used criteria in Ontario for assessing vibration in building(s).
- iv. The environmental vibration report, if required, shall be prepared by a qualified engineer and shall be consistent with professional standards and good practice for such studies.

Environmental Emissions Report

- i. A detailed environmental emissions report and detailed design plans may be required in support of a development application for sensitive land uses on the lands. Such report is to specify how compatibility will be achieved and maintained between the “Rail Yard”, the “Existing Industrial Lands” and the proposed developments on the lands and shall include measures aimed at minimizing adverse impacts.
- ii. The environmental emissions report and design of emissions attenuation measures, if required, shall be based on the relevant emissions criteria of the Ontario Ministry of Environment and approved by the City in consultation with other public agencies and the operators of the “Rail Yard” and the “Existing Industrial Lands”.
- iii. The environmental emissions report, if required, shall include a study of emissions from transportation sources, and stationary source(s) and include specific recommendations for mitigation features to be incorporated into the design of the development taking into account commonly used criteria in Ontario for assessing emissions abatement.
- iv. The environmental emissions report, if required, shall be prepared by a qualified engineer and shall be consistent with professional standards and good practice for such studies.

Environmental Site Assessment Report

- i. Environmental site assessment reports shall be required in support of development applications, in accordance with City policy.

Warning Clauses

- i. Specific warning clauses shall be included in all agreements of purchase and sale and lease, including agreements pertaining to the resale or lease of individual residential condominium units, site plan agreements and condominium declarations. Such warning clauses shall specify that, notwithstanding the inclusion of certain mitigation features within this development to lessen potential noise, air emissions, dust, odour, vibration, and visual impact from “Rail Yard” and the “Existing Industrial Lands”, from time to time noise is likely to be audible, odours may be unpleasant, and dust and light emissions may be bothersome and such potential noise, air emissions, dust, odour, vibration, and visual impact may impact the enjoyment of indoor and outdoor areas of the development. The “Rail Yard” and the “Existing Industrial Lands” will not be responsible for any complaints or claims arising from any of the activities at or relating to such facilities, property or operations thereon.

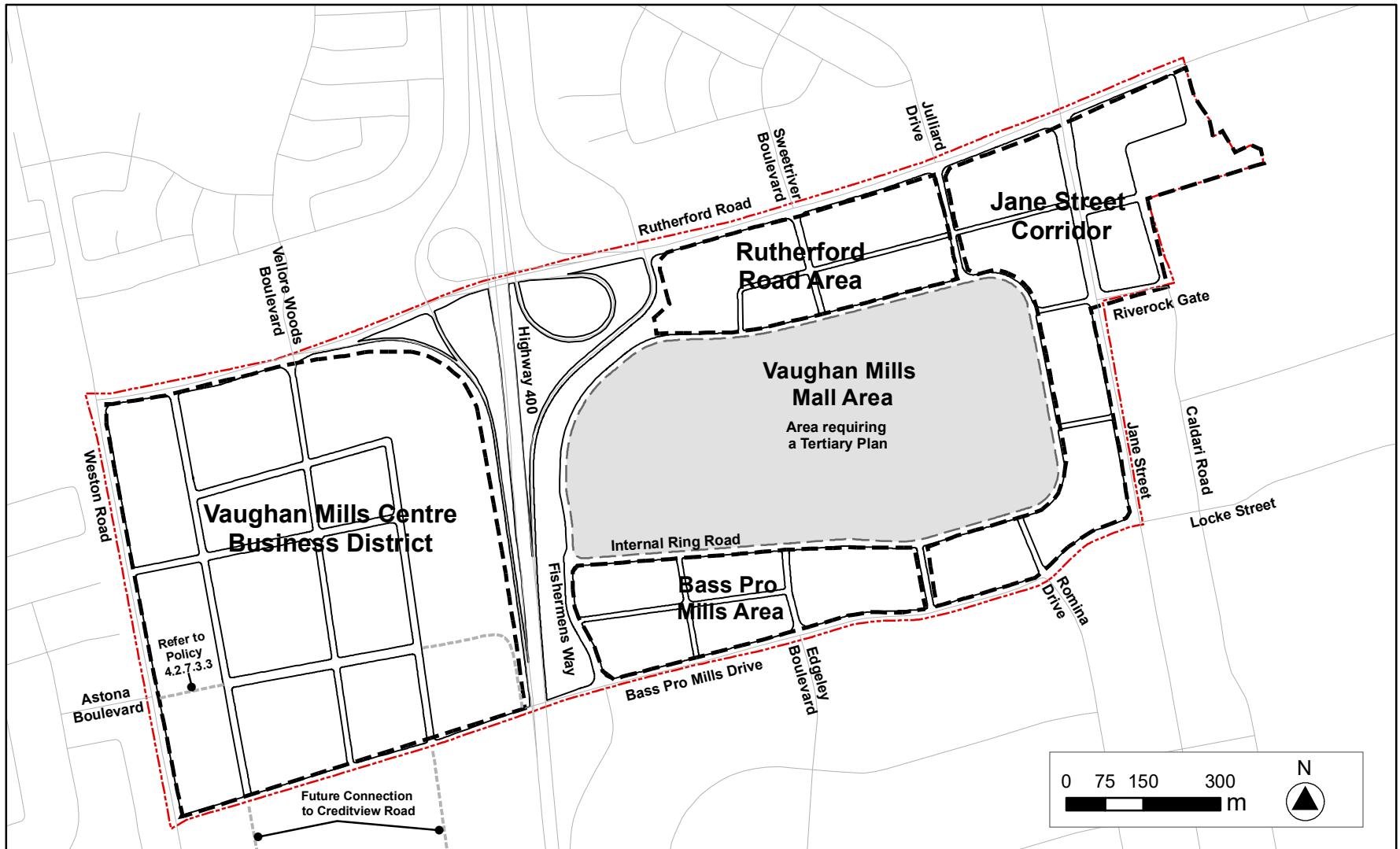
Implementation of Environmental Studies

- i. The recommendations of the Environmental Reports described above shall be incorporated into the design of the residential buildings on the lands and shall be included in the drawings required to be approved pursuant to the Site Plan Control provisions of the Planning Act.
- ii. Prior to issuance of building permits, the architectural drawings shall be reviewed and certified by a qualified acoustical engineer indicating that any required noise mitigation measures have been incorporated into the building design.
- iii. Prior to occupancy of the residential units, any required mitigation measures will be inspected by a qualified acoustical engineer and a letter prepared certifying that the noise mitigation measures have been installed in accordance with the approved drawings.
- iv. Where the environmental noise report completed to the satisfaction of the City identifies and recommends that actual or potential noise impacts should be indicated to future tenants or purchasers, the recommendations may be implemented through conditions of Site Plan and/or Condominium approval, and may include noise impact advisories such as warning clauses, or clauses in subdivision and condominium agreements.




LIST OF SCHEDULES

- Schedule A: Plan Area
- Schedule B: Height and Density
- Schedule C: Land Use Designation
- Schedule D: Ground Floor Frontage Types
- Schedule E: Open Space Network
- Schedule F: Transportation Network
- Schedule G: Transit Network
- Schedule H: Active Transportation Network
- Schedule I: Development Blocks

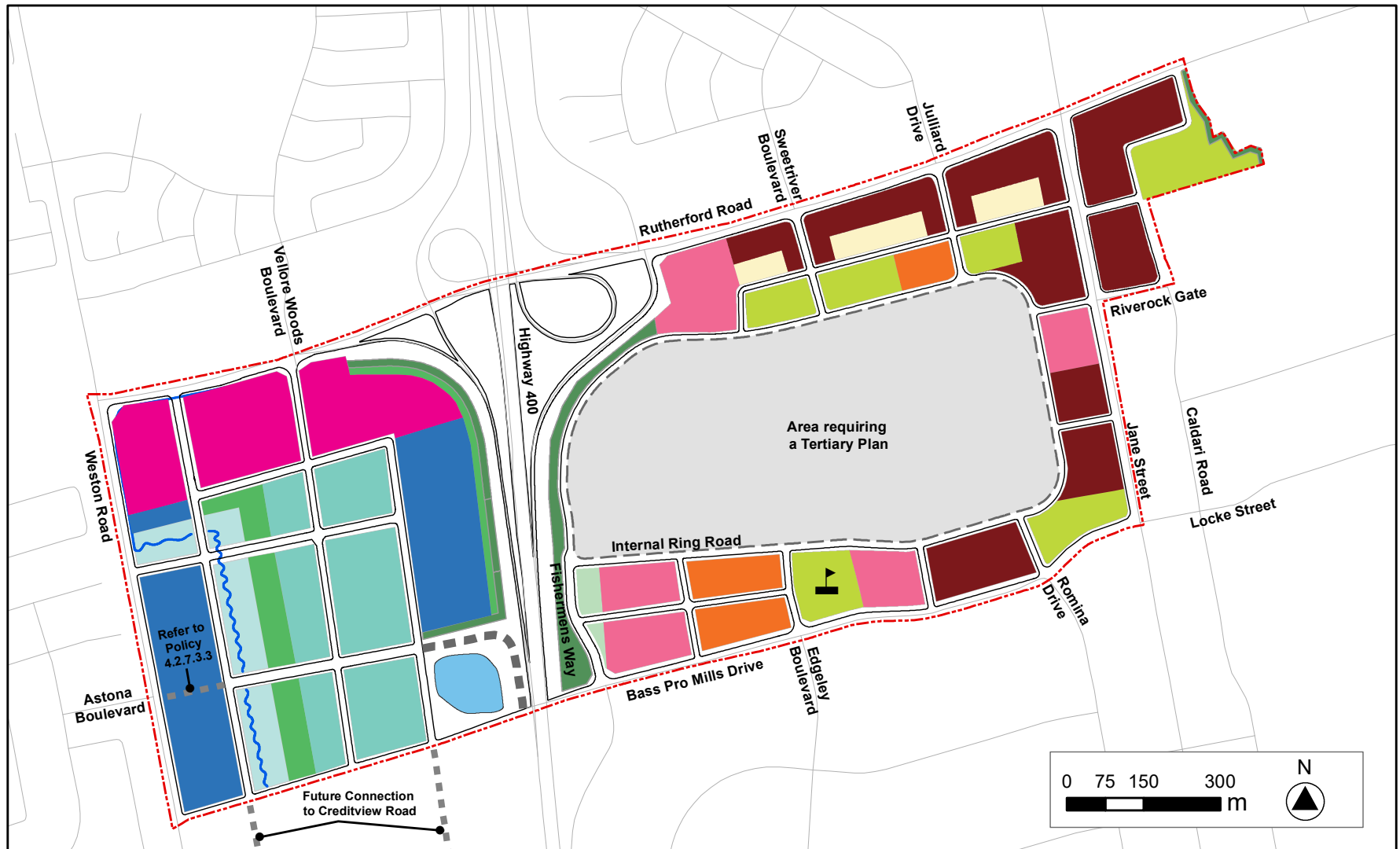
Schedule A: Plan Area



 **Vaughan Mills Mall Area:** includes lands within the ring road boundary east of highway 400.
 **Redevelopment in this area** requires a Tertiary Plan in consultation with the City.

 **Plan Area Boundary**
 **Area Requiring Tertiary Plan**
 **Road Network**

Schedule C: Land Use Designation

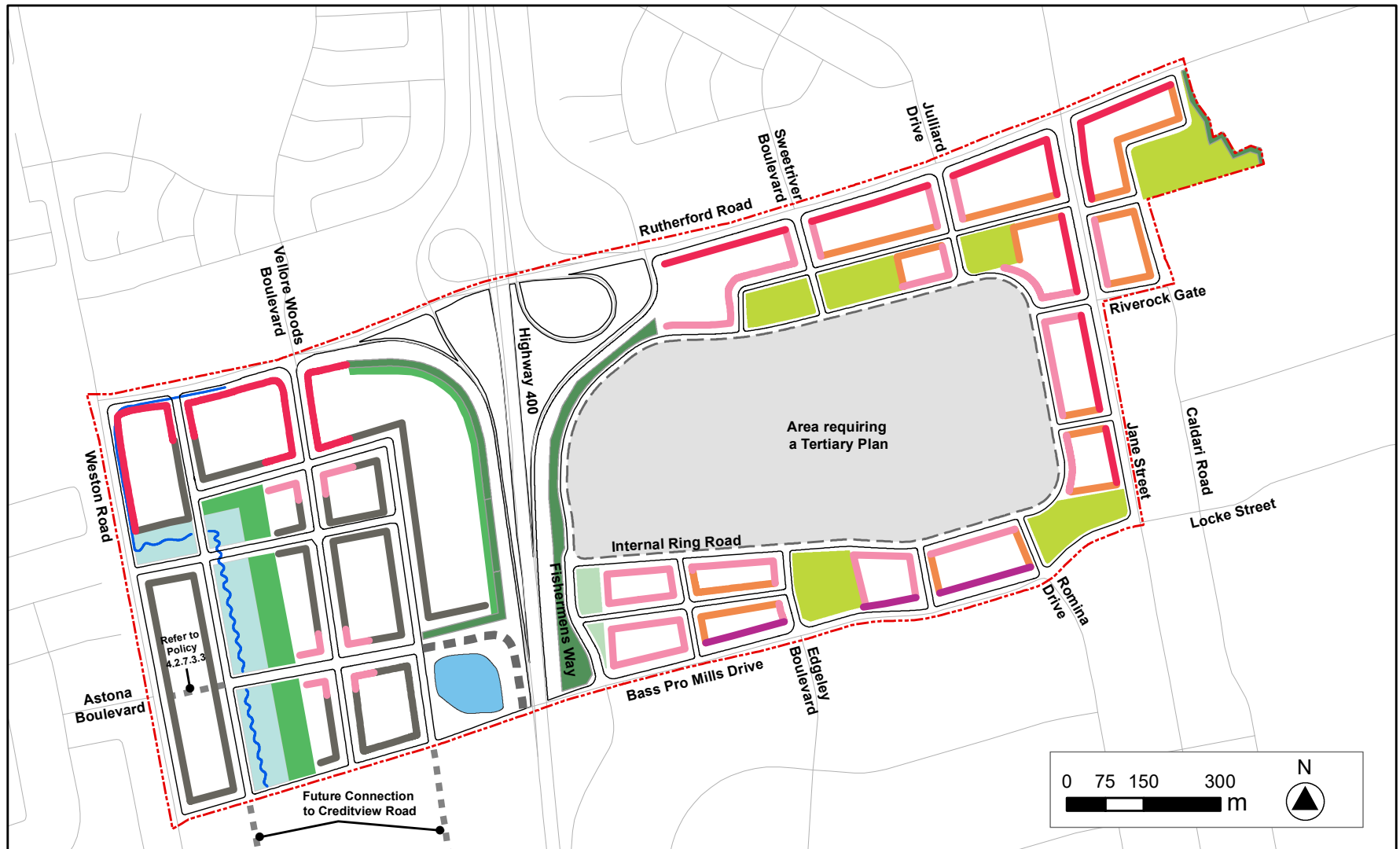


Legend

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|--------------------------------|---|----------------------------|
| High-Rise Mixed-Use | Prestige Office Employment | Neighbourhood Park |
| Mid-Rise Mixed-Use | Prestige Employment | Public Square |
| Low-Rise Residential | Employment Commercial Mixed-Use | Greenway Public Open Space |
| Community Commercial Mixed-Use | Potential Location for School and/or Other Community Facility | Green Buffer Area |
| | | Black Creek Corridor |

- Plan Area Boundary
- Area Requiring Tertiary Plan
- Road Network

Schedule D: Ground Floor Frontage Types

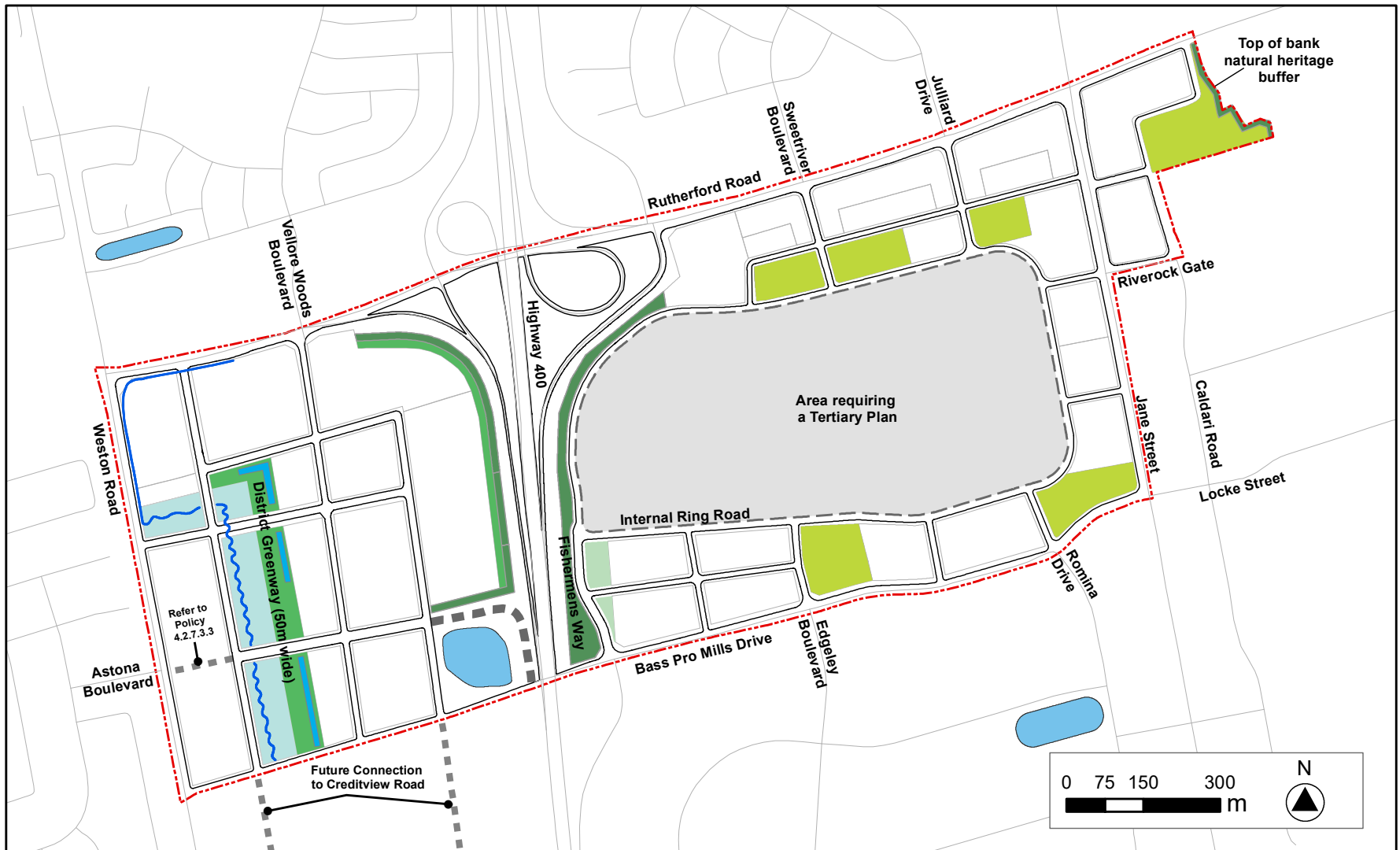


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





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|---|---|--------------------|
| Commercial Office Frontage (80% Required Commercial/Office Frontage) - 3-5m setback | Secondary Commercial Frontage (60% Required Retail Frontage) - 3-5m setback | Neighbourhood Park |
| Primary Retail Frontage (80% Required Retail Frontage) - 3-5m setback | Employment Frontage - 3-5m setback | Public Square |
| Residential Frontage - 3-5m setback | Greenway Public Open Space | Green Buffer Area |
| | Black Creek Corridor | |




- Plan Area Boundary
- Area Requiring Tertiary Plan
- Road Network

Schedule E: Open Space Network

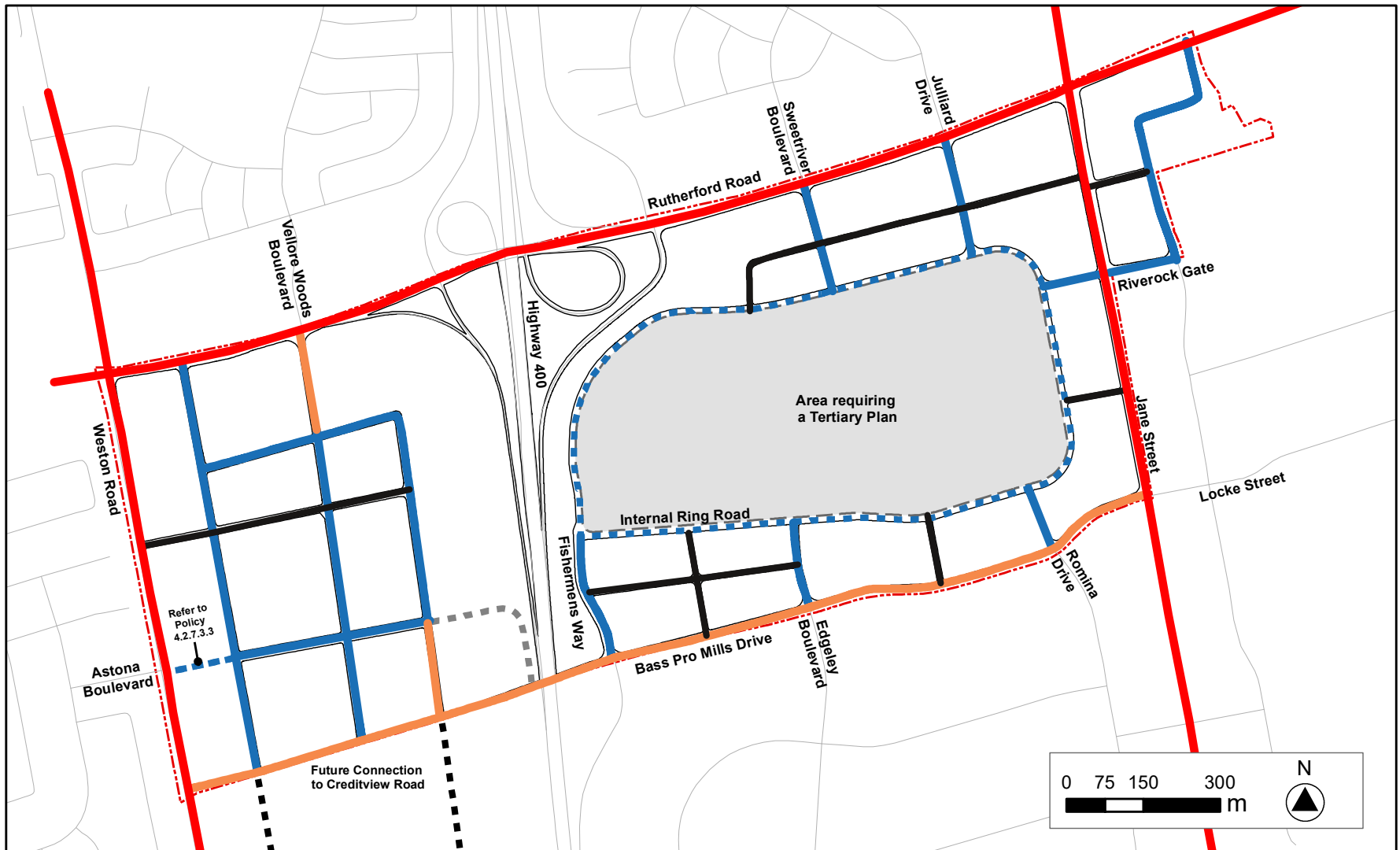


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|  Green Buffer Area |  Black Creek Corridor |
|  Neighbourhood Park |  Rainwater Bioretention Basin |
|  Public Square |  Existing Stormwater Ponds |
|  Greenway Public Open Space | |

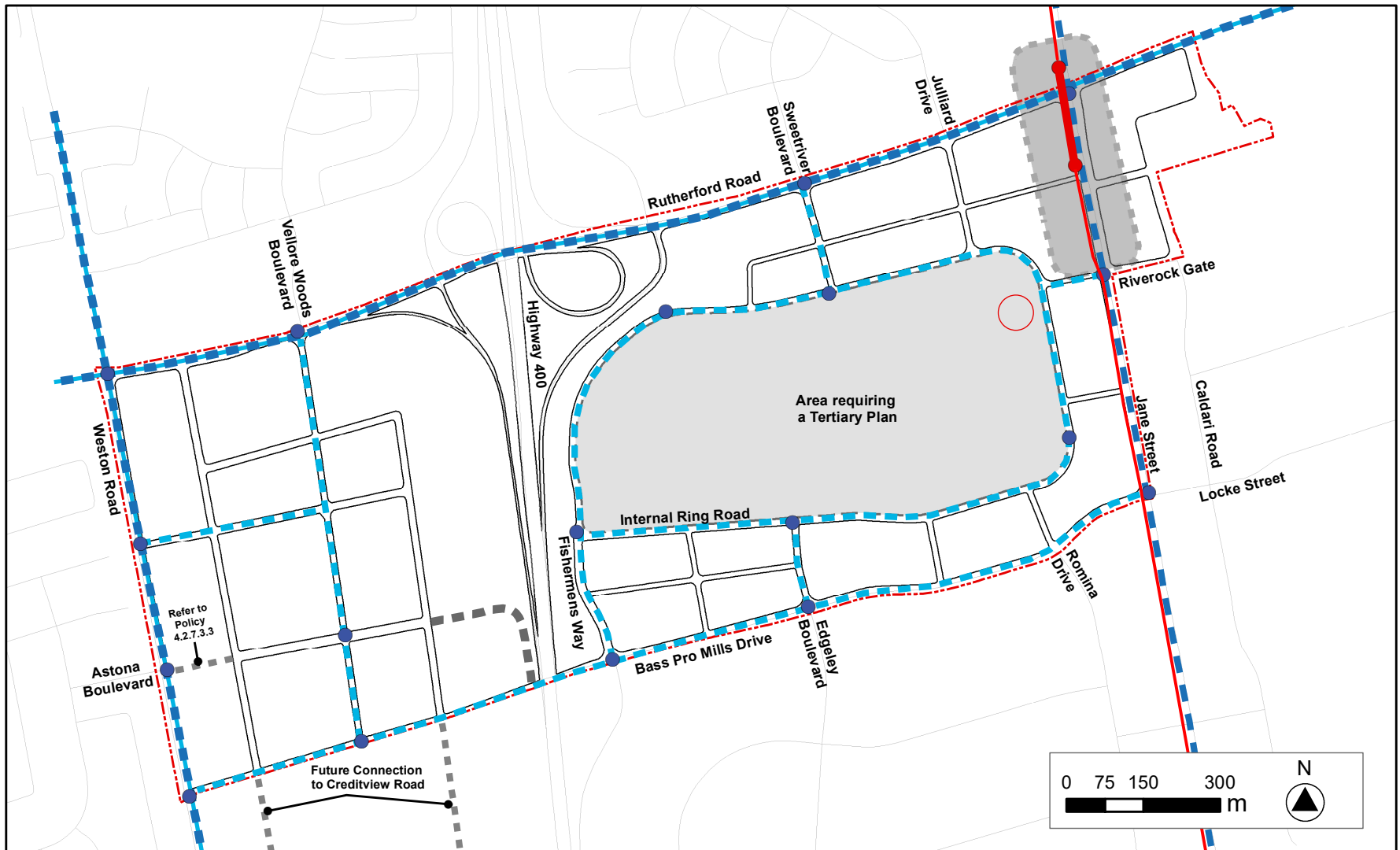
-  Plan Area Boundary
-  Area Requiring Tertiary Plan
-  Road Network

Schedule F: Transportation Network











Legend		
	Arterial Streets	
	Major Collectors	
	Minor Collectors	
	Local Street	
	Potential Future Collector Street	
	Potential Future Local Street	
	Potential Future Ramp Reconfiguration	

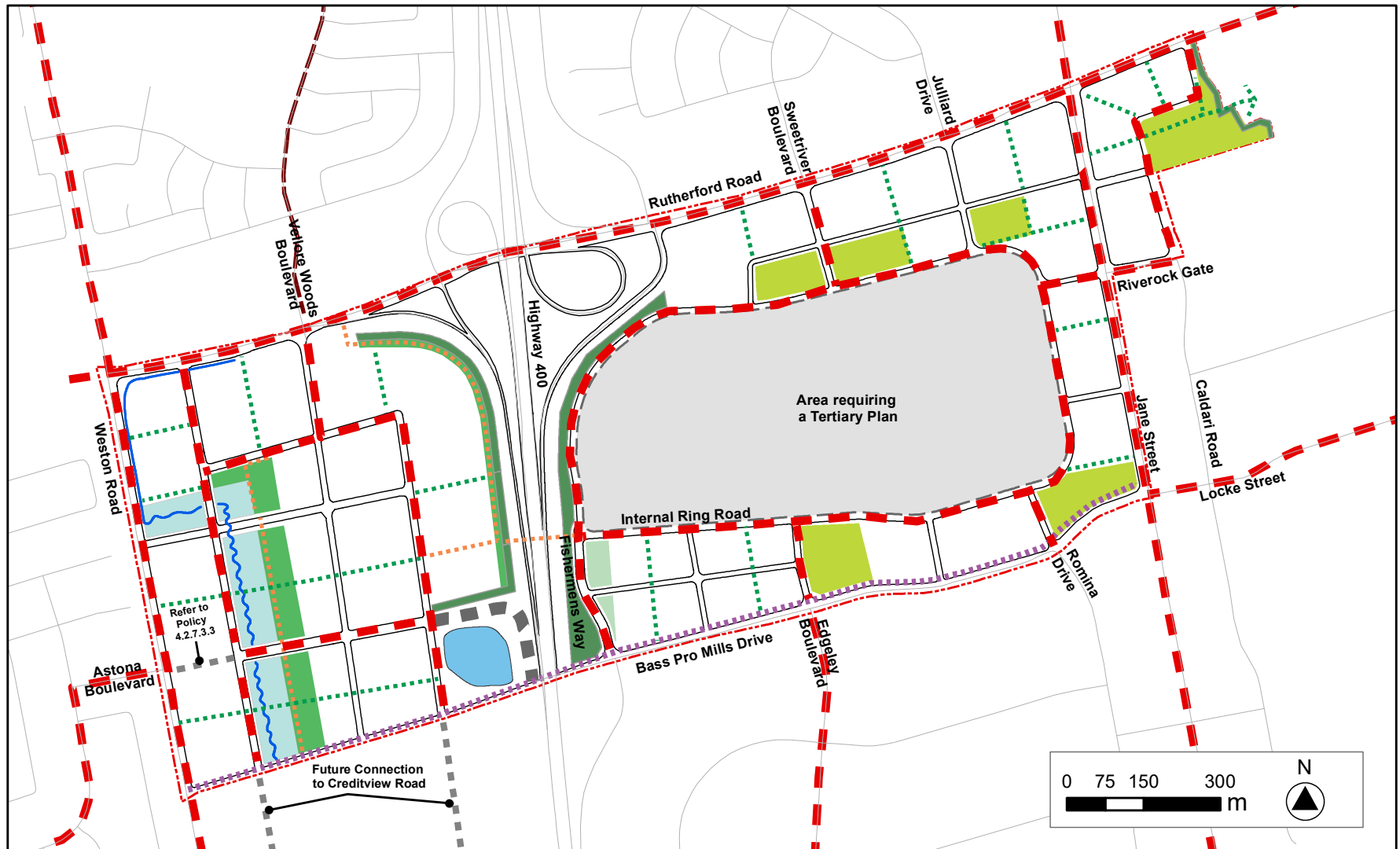
Schedule G: Transportation Network



Legend

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|---|--|---|--|
|  Potential Future Rapid Transit |  Potential Future Transit Hub |  Potential Future Transit Stop |  Plan Area Boundary |
|  Potential Future YRT |  Conceptual Subway Alignment | |  Area Requiring Tertiary Plan |
|  Transit Priority (HOV Lanes) |  Potential Future Subway Entrances & Platform | |  Road Network |
|  Existing Transit Terminal (Bus) | | | |

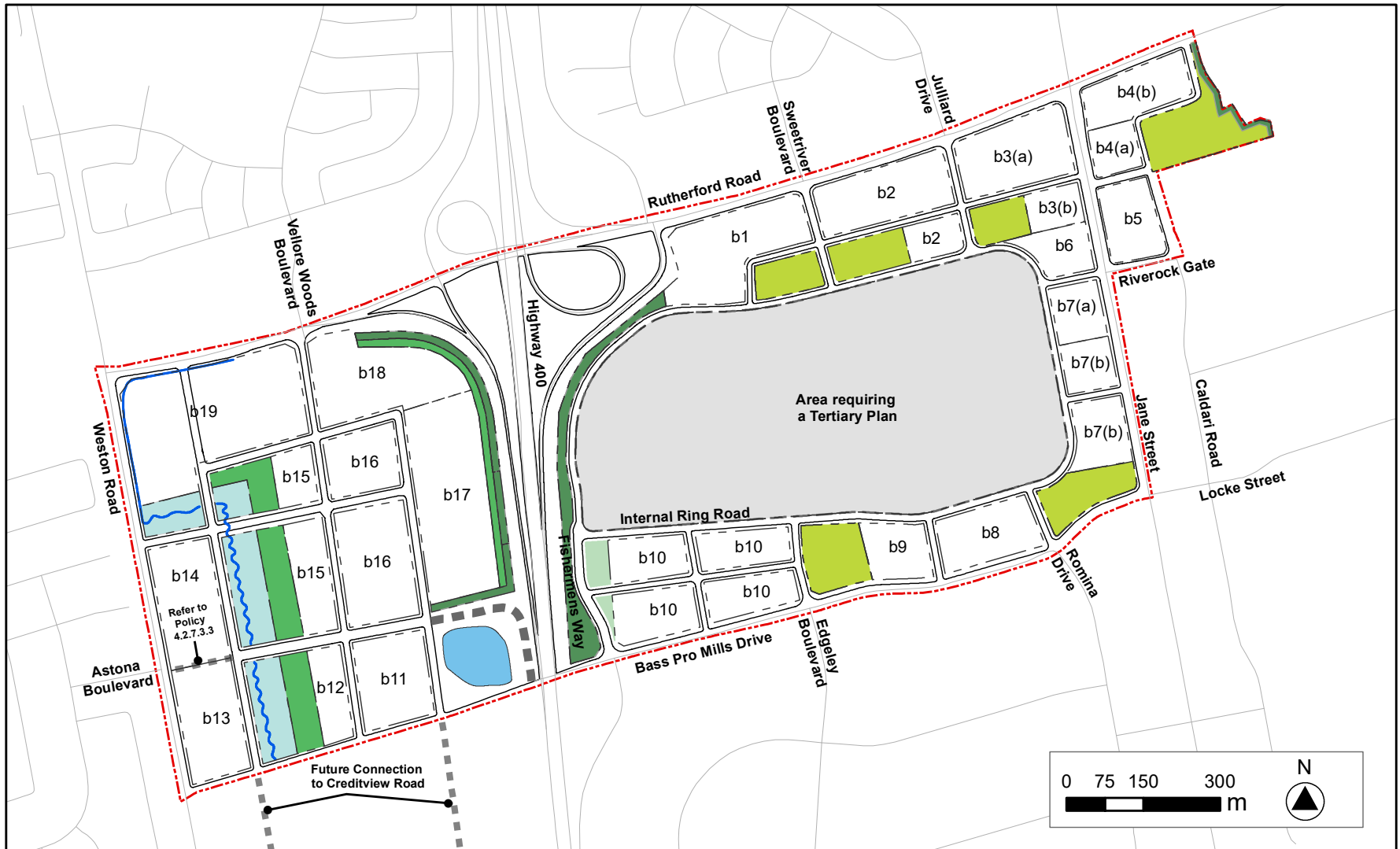
Schedule H: Active Transportation Network



Legend

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| Dedicated On-Street Cycling | Neighbourhood Signed Bike Route - No Formal Facility or Pavement Markings | Neighbourhood Park | Plan Area Boundary |
| Multi-Use Pathway (Off-Road) | Landscape Mid-Block Pedestrian Connections | Public Square | Area Requiring Tertiary Plan |
| Multi-Use Pathway (On-Road Within Public Right-of-Way) | Potential Future Ramp Reconfiguration | Greenway Public Open Space | Road Network |
| | Green Buffer Area | Black Creek Corridor | |

Schedule I: Development Blocks



Legend

Development Blocks

- Neighbourhood Park
- Public Square
- Greenway Public Open Space
- Green Buffer Area
- Black Creek Corridor

- Plan Area Boundary
- Area Requiring Tertiary Plan
- Road Network