

Communication : C 2
VMC Sub-committee
June 21, 2022
Agenda item # 2

VMC Secondary Plan Update: Options

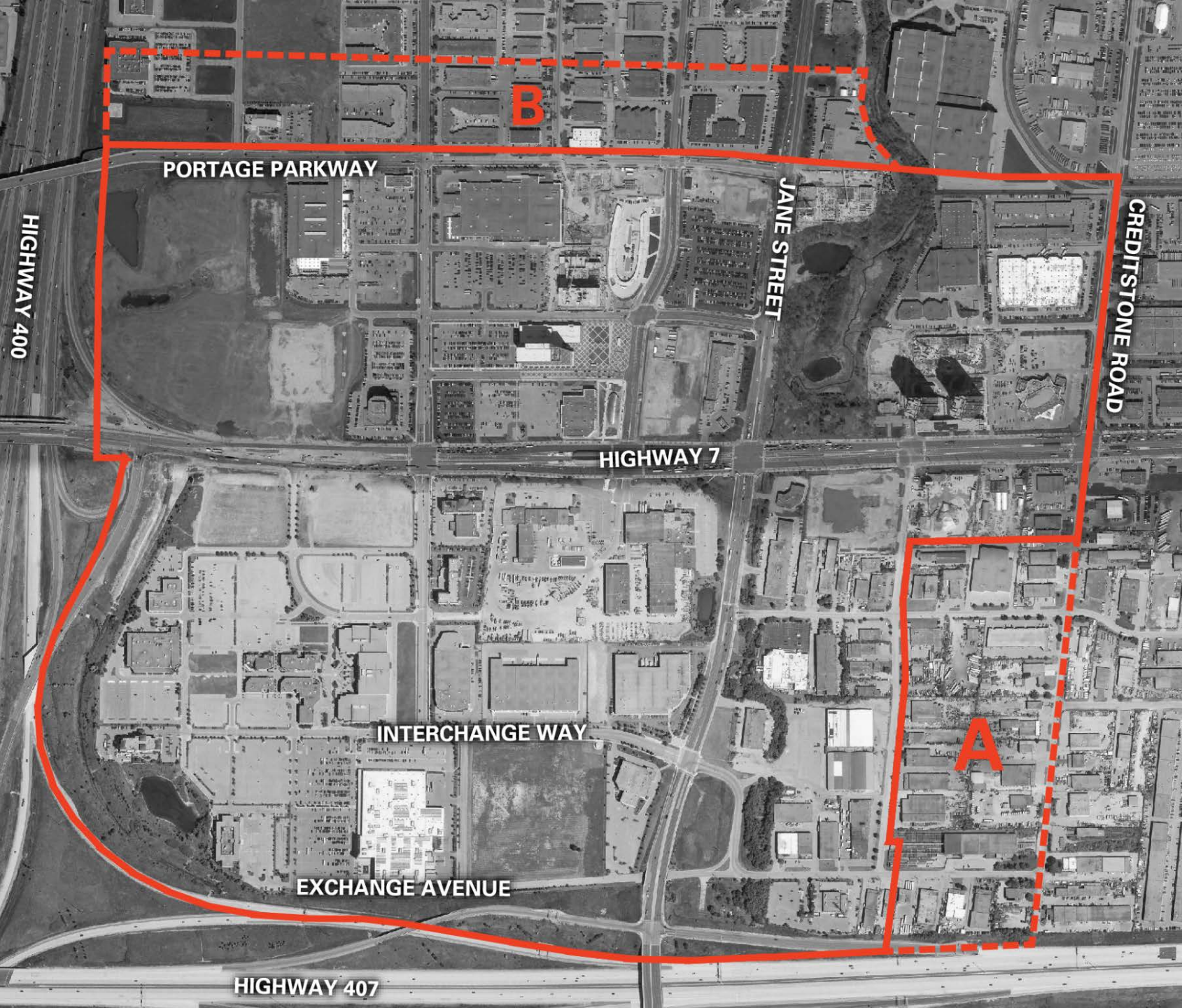
Presentation to VMC Sub-committee

June 21, 2022

Study Area

Current VMC
Secondary Plan Area

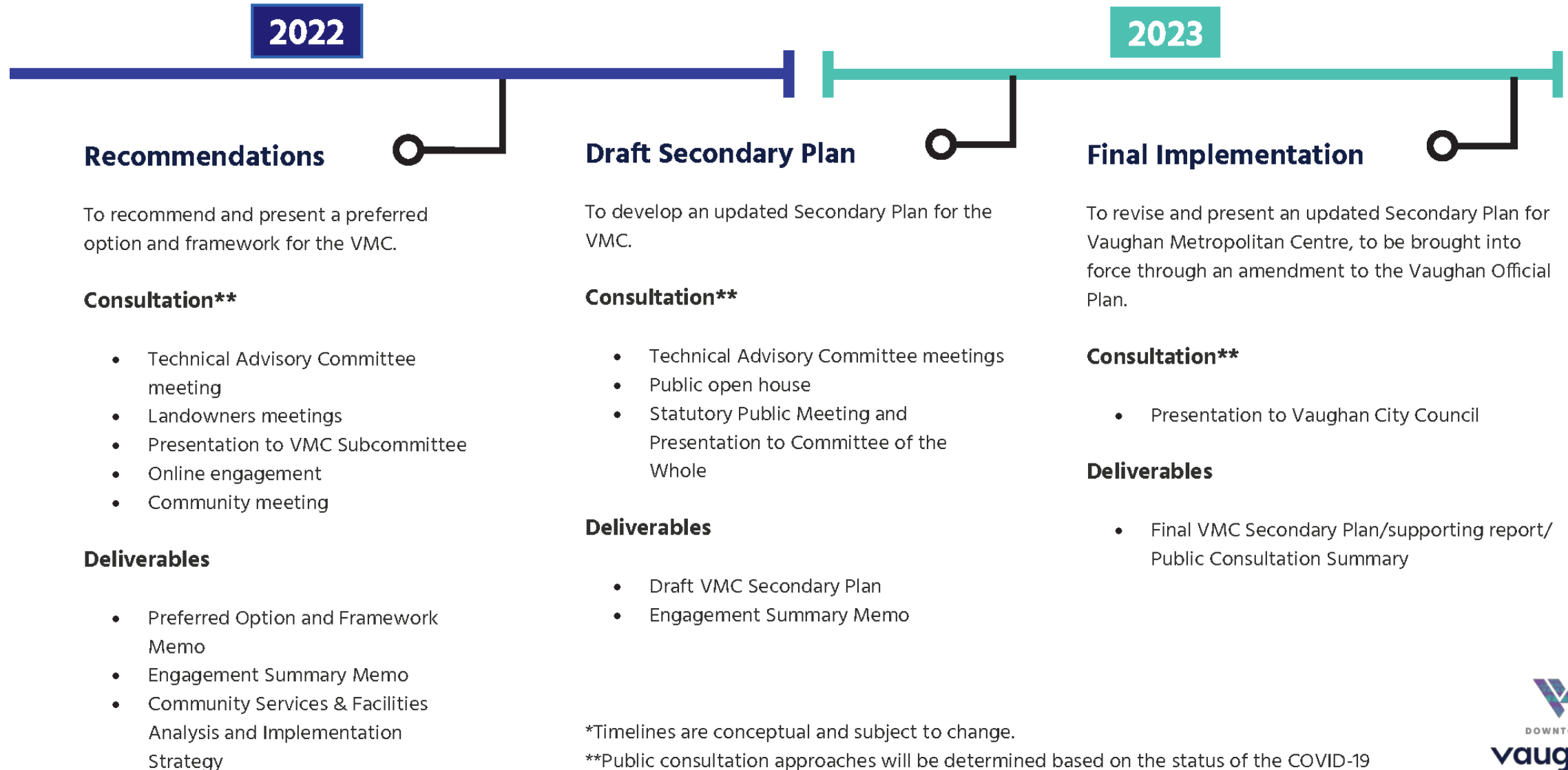
Potential Expansion
Areas



VMCSP Update: Process and Timeline*



VMCSP Update: Process and Timeline*



*Timelines are conceptual and subject to change.

**Public consultation approaches will be determined based on the status of the COVID-19 pandemic and the need to use virtual platforms rather than in-person events.

The VMCSPP Update will be a **nuanced recalibration exercise**, not a departure from the original plan. Many elements of the original vision are strong and relevant today. The Update will be an opportunity to **rebalance** the plan and **strengthen** policy **to deliver a complete community**.



Vision, Principles, Objectives

Existing

Transit-oriented
Walkable
Accessible
Diverse
Vibrant
Green
Beautiful

Missing

Balanced

Provision and delivery of parks, community amenities and retail in step with and to support the population

A ratio of people to jobs that supports the vision of the VMC as the city's Central Business District

A variety of built form that creates areas of different character

What We Heard – Phase 1: Themes

Diverse Housing Options

Including rental, affordable housing and family-size units

Arts, Culture and Entertainment

Create a destination and build an identity

Great Street Life, Parks and Public Spaces

Animated by retail and restaurants
Community meeting places
Green

Connected Transportation

Choices about how to get around, creating alternatives to the car

Balance of Uses

Not just residential, job-creating uses and retail important too

Built Form Variety

More than high- and low-rise
High quality architecture and design

Key Priorities of VMCSP Update

- **Intensity of Development** and its Trajectory
- Achieving **Built Form** Variety, Including **Mid-Rise** Built Form
- Finding a **Balance** of Uses
- Serving the Population with **Public Amenities**
- Realizing the **Housing Variety** Necessary for an Inclusive Community
- Establishing **Transitions** at the VMC's Boundaries





Office Feasibility Assessment

Office Feasibility Assessment

Policy Context:

- Attract & accommodate a variety of employment uses
- In time, fulfill role of a Central Business District (CBD)
- Diversity: corporate / government offices, retail, services (all sizes)
- Inclusion of office space in initial phases of intensification

Research Context:

- Expand on findings of *Commercial Use Assessment*
- Established demand for office (market opportunity)
- Supplementary evaluation of financial feasibility
- Policy exercise = long-term view / post-COVID



Office Feasibility Assessment

Key Question:

How can we secure more office uses in mixed use developments without compromising development feasibility?

Method:

- Baseline financial analysis of prototypical developments
- Landowner Interviews (private sector perspective)
- Scenario analysis ("break-even" targets and conditions required within various sub-geographies)

Office Feasibility Assessment

Challenge:

- Competitiveness of Office vs. "Highest & Best Use"
- Rising Construction Costs (Hard + Soft)
- Disconnect: Aspiration vs. Implementation

Solution(s):

1. Density Provisions
2. Above-Grade Parking
3. Fee Rebates
4. Other Financial Incentives
5. Shorten Entitlements

Office Feasibility Assessment

Key Findings

- Office uses will continue to be challenging from financial feasibility perspective, requiring direct support / offsets
- Provision of extra density = strongest policy tool available to enable office
- Multi-pronged approach required (no “silver bullet” solution)
- Extra density + 25% above-ground parking could support office requirement of ~10-20% of GFA in select policy areas



SUBWAY

VAUGHAN METROPOLITAN CENTRE



Options

Options

Option 1

Maintain Permitted
Intensity of Development

Recalibrating to achieve
Built Form Variety and
Adequate Social
Infrastructure

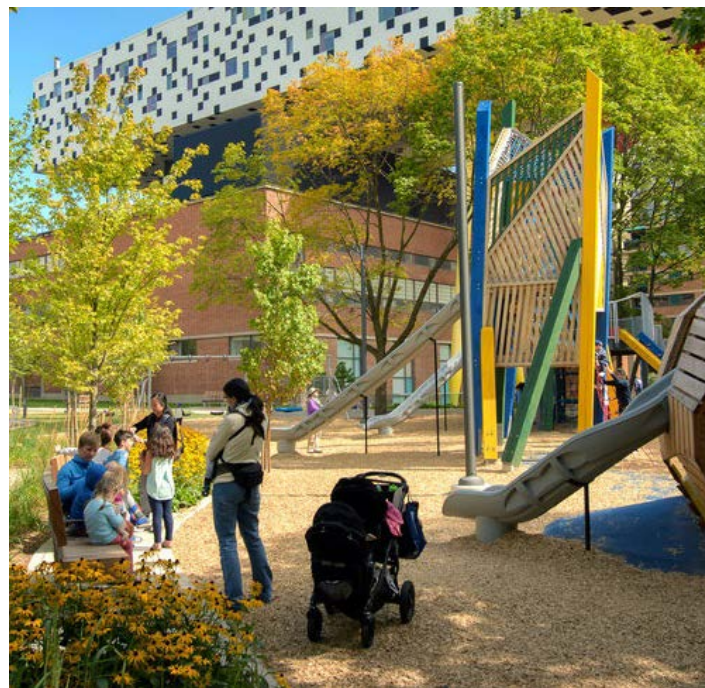
Option 2

Recalibrating to Achieve a
Balance of Uses

Deliver a True Central
Business District

Constants

- High quality built environment and a dynamic community
- Attention to the quality of place and investment in the public realm
- Great design – buildings, streets, public spaces
- Iconic parks and open space system
- Art and culture → identity
- Real transportation choice – walking, cycling, transit
- Housing options
- Sustainability



Options in a Nutshell

	Option 1	Option 2
Land Use	Minor changes Neighbourhood-scaled development Maintains existing employment precincts	Expansion of Mixed Use Expansion office requirement Changes at periphery
Density	Current permissions with a height transition strategy	Increase where office requirement applies
Retail	Millway + Dispersed	Millway + Strong Core + Highway 7
Civic Facilities	Concentrated on Millway	Millway + Dispersed
Schools	Separate 5-acre sites	Consolidated 6-acre sites High School

Land Use: Option 1



- Mixed Use
 - Mixed Use (Office Uses Required)
 - Mixed Use Retail Office
 - Neighbourhood
 - Employment
- Parks and Open Spaces**
- Public Park
 - Environmental Open Space
 - Mews
 - School
- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Future BRT / Station
- Stormwater Management Facility

Land Use: Option 2



- Mixed Use
 - Mixed Use (Office Uses Required)
 - Mixed Use Retail Office
 - Neighbourhood
 - Employment
- Parks and Open Spaces**
- Public Park
 - Environmental Open Space
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 - School
- VMC Boundary
- - - Potential Expansion Area Boundaries
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Retail: Option 1

- Required Retail, Service Commercial or Public Use Frontage
- Recommended Retail, Service Commercial or Public Use Frontage
- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Future BRT / Station
- Stormwater Management Facility

Retail: Option 2



- Required Retail, Service Commercial or Public Use Frontage
- Recommended Retail, Service Commercial or Public Use Frontage
- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
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Civic Facilities: Option 1

- Freestanding Facility
- Integrated Facility
- School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Future BRT / Station
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Civic Facilities: Option 2

- Freestanding Facility
- Integrated Facility
- School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
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Conceptual Massing: Option 1



Conceptual Massing: Option 2

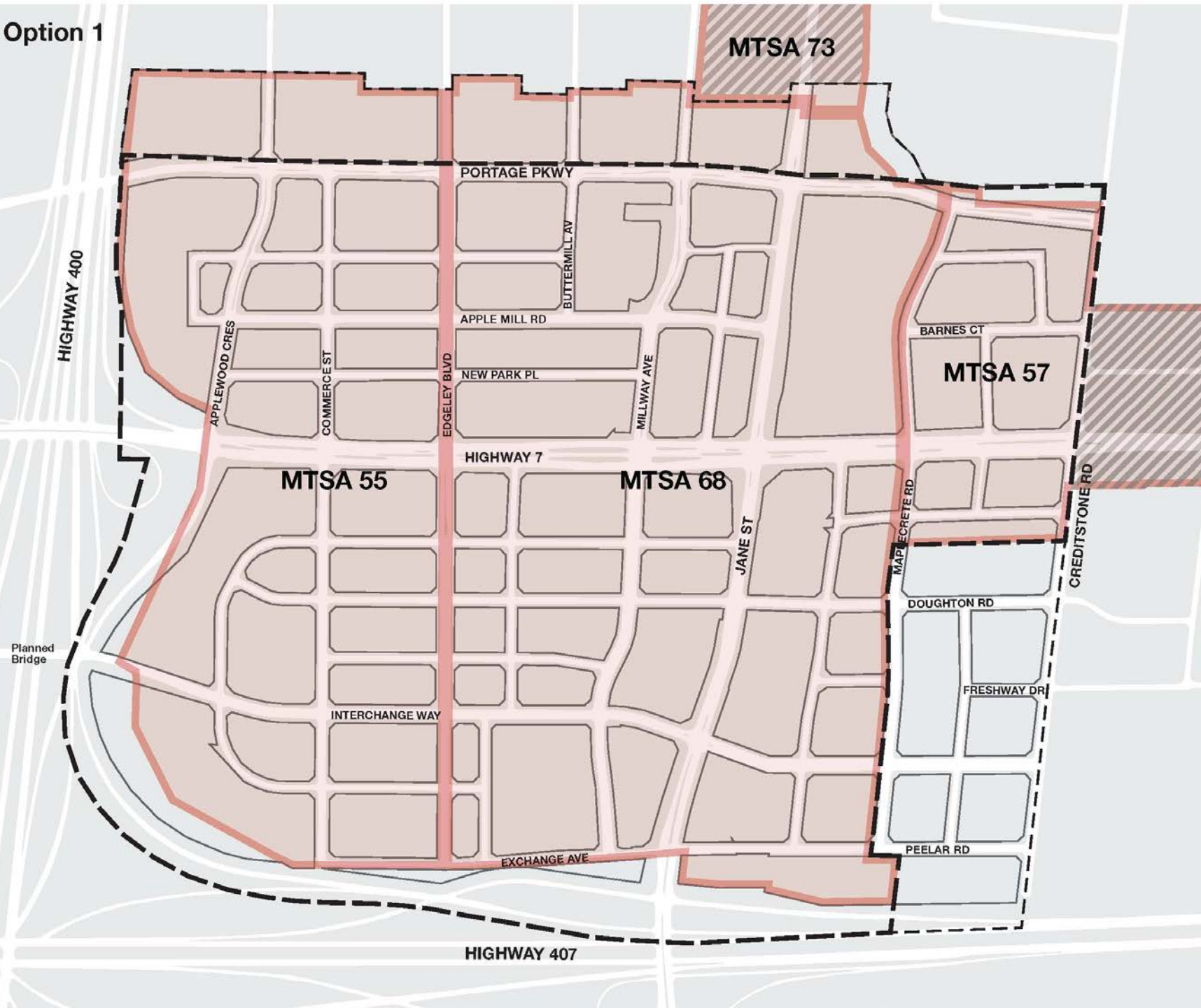






Options by the Numbers

Current VMC Boundary	Original VMCS Vision	Option 1	Option 2
Population	50,000	98,000	118,000
Jobs	23,000	13,000	23,000
Pop : Jobs	2.2 : 1	7.6 : 1	5.1 : 1
Office Jobs	5,000 by 2031 10,000 at full-buildout	9,000	18,000
Ppl+Jobs/ha	200 by 2031 400 at full-buildout	623	790

*Draft and subject to change. Estimates take into consideration approved development, but not development currently in the pipeline.

MTSA Boundaries



-  MTSA Boundaries
-  Portions of MTSAs Excluded From Study
-  VMC Boundary
-  Potential Expansion Area Boundaries

MTSA Densities

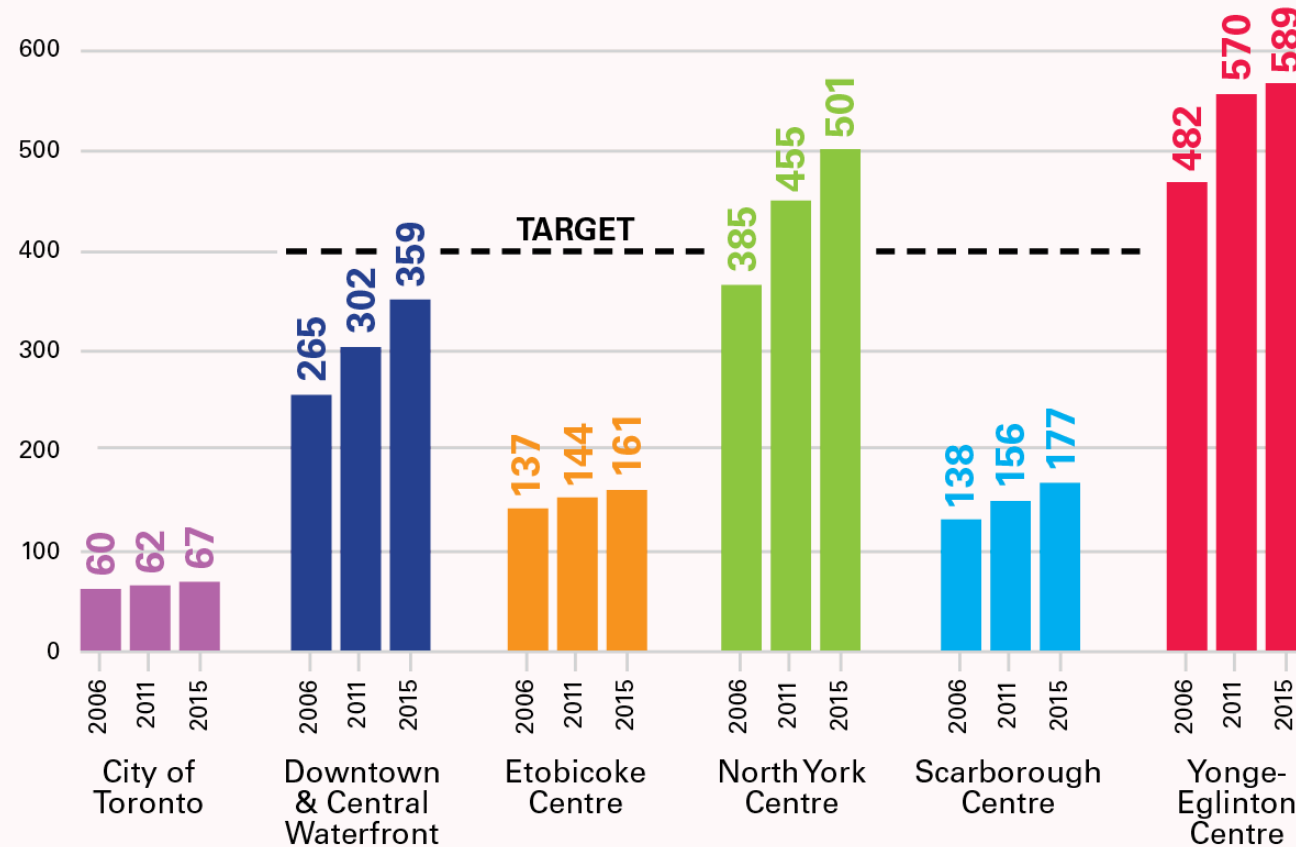
MTSA	Minimum Target	Option 1	Option 2
MTSA 55 Commerce BRT	350	460	572
MTSA 68 VMC Subway	400	661	889
MTSA 57 Creditstone BRT	300	544	567

*Draft and subject to change. Estimates take into consideration approved development, but not development currently in the pipeline.

Numbers in Context

People and Jobs Combined Per Hectare (2006, 2011, 2015)

Source: Toronto Employment Survey (2006, 2011, 2015) and Census (2006, 2011)



Transportation Master Plan

Scope of Assessment

- Combined assessment of build out of Weston 7 and the VMC.

Preliminary Conclusions

- Projected growth overwhelms the multi-modal transportation network
- Gridlock in the peak periods

Challenges

- Area already experiences a high level of congestion
- Scale of growth
- Land use mix heavily weighted to residential leads to many commuting trips
- Transit can only address a fraction of the trips

More detailed analysis to follow – September 2022

Parkland Provision

	Original VMCSP Vision	Option 1	Option 2
Current VMC Boundary	4.0 sq.m/person	2.0 sq.m/person	1.7 sq.m/person
VMC + Expansion Areas	n/a	3.4 sq.m/person	2.8 sq.m/person

*Draft and subject to change. Estimates take into consideration approved development, but not development currently in the pipeline.

Parks and Wayfinding Master Plan*



*Subject to revision.



What We Heard



What We Heard: Public

To what degree should office development be a priority in the VMC?

“Office space should be definitely a priority. In fact, if downtown Vaughan just becomes a bedroom commuter city, years from now we will look back and lament how much space was wasted and how poorly Vaughan's ambitions were to create a city where we can live/work/play.”

“[Focus] on bringing in downtown style office space around the subway stop and making VMC a true downtown”

“focus should be on job creation”

What We Heard: Public

Where should retail be located?

*“Having both a **main retail street** for shopping and **dispersed retail** should be considered.”*

*“Having retail [on] quieter streets/roads will be a pleasant experience...and **bring life and activity** (and more safety) to otherwise quiet streets.”*

*“I’d also like to see a more **concentrated area/street in downtown Vaughan** offering a variety of nicer (ideally local, non-franchised) restaurants and bars”*

*“Highway 7 would be a horrendous choice for a retail street. **Nobody wants to walk and shop on an 8-lane thoroughfare.**”*

What We Heard: Public

Where should civic facilities be located?

*“I think [the dispersed approach] would be more beneficial as the buildings will be more **accessible to all residents** living in the 4 quarters of the downtown area.”*

*“[The concentrated approach] because **close to public transit** stops. Don't need a car which makes it walkable.”*

*“Why have everything concentrated on one street that is already busy and may not have parking? I enjoy having a library and park in my neighborhood that is **close by for families and people to use separate from commercial areas.**”*

What We Heard: Public

Parks and Paths

Preference to not have parks and schools interfacing with industrial areas.

Expand parks in the VMC proper, rather than at the periphery

A giant park like the Toronto Rail Path, which is green and connects to Vaughan Mills allowing people to walk and cycle away from streets.

Family-friendly

Variety of building types, unit sizes, schools, community amenities.

Traffic

Concerns about congestion

What We Heard: Landowners

Flexibility

Avoid prescriptive in the amount and location of office and retail uses. Allow the market to determine.

Shifting Office Demand

Uncertainty given the new hybrid-work culture created by the pandemic

Critical Mass for Retail

Establish a critical mass of people and foot traffic before providing retail and services.

Density Transfers

Incent owners of lands identified for community facilities

Support for Expansion

Especially if areas can feature mixed use development

What We Heard: External Public Agencies

Schools

Both options require more school sites

Exploring models for urban schools, but challenges

Minimum 5-acre school sites

Potential need for employment conversions for school sites in expansion areas

Retail

Use of arts and cultural amenities to reinforce a retail destination

Potential retail street along Jane St. across from Edgeley Park



Next Steps

Phase 3

- **Recommendations**

Phase 4

- **Draft Secondary Plan**

The Vaughan Metropolitan Centre (VMC), Vaughan's downtown, is transforming into a transit-oriented community with unique residential, office and mixed-use areas linked by a network of parks, public squares open spaces and a street grid that allows for all types of transportation, including walking, driving and cycling.

Due to rapid growth in the VMC and recent changes to municipal and regional legislation, the City has initiated an update to the existing VMC Secondary Plan. A secondary plan defines all the elements needed for successful growth, including new roads and active transportation routes, new open spaces and parks, policies to establish land uses, height and density permissions, and hard and soft infrastructure requirements.

Public and stakeholder feedback is vital to the success of the plan update. A survey was available for citizens to share ideas about the future of the VMC, including travel patterns to and from the area, uses for the places and spaces within the downtown core and ideas for future growth and development. The survey is now closed. Thank you to those who participated. Read the [VMC Secondary Plan Update survey results \(PDF\)](#).

About



Project
Updates



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Thank you!



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