

**VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE – JUNE 21, 2022**

**COMMUNICATIONS**

**Distributed June 20, 2022**

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| C1. Presentation material titled “VMC Parks and Wayfinding Master Plan Update”  | 1                  |
| C2. Presentation material titled “VMC Secondary Plan Update: Options”   | 2                  |
| C3. Presentation material titled “Vaughan Metropolitan Centre Sub-committee Update – City of Vaughan Cultural Arts Centre”                          | 3                  |
| C4. Mr. David A. McKay, Vice President & Partner, MHBC Planning Urban Design & Landscape Architecture, Weston Road, Woodbridge, dated June 20, 2022 | 2                  |
| C5. Billy Tung, Partner, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 20, 2022   | 2                  |
| C6. Lauren Capilongo, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 20, 2022  | 2                  |
| C7. Mr. David A. McKay, Vice President & Partner, MHBC Planning Urban Design & Landscape Architecture, Weston Road, Woodbridge, dated June 20, 2022 | 2                  |
| C8. Don Given, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 20, 2022   | 1 and 2            |
| C9. Sabrina Sgotto, Vice President, Weston Consulting, Millway Avenue, Vaughan, dated June 20, 2022   | 1 and 2            |

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**Please note there may be further Communications.**

Communication : C 1  
VMC Sub-committee  
June 21, 2022  
Agenda Item # 1

# VMC Parks and **Wayfinding** Master Plan Update

VMC Sub-Committee  
June 21, 2022

**The City is undertaking the **VMC Parks and Wayfinding Master Plan** to guide the timely development of parks and open spaces in the VMC and to create a world class public realm.**

A man in a white tank top and dark shorts is running on a paved path in a park. The park features a river with a stone-lined bank, a bridge, and several trees with autumn foliage. In the background, tall skyscrapers are visible under a hazy sky. A white text box is overlaid on the right side of the image.

The VMC Parks & Wayfinding Master Plan will create a **compact, balanced, and meaningful parks and open space network** reflective of the urban context within the VMC boundary, with access to larger sporting facilities, trails, and green space nearby.

# VMC Parks & Wayfinding Master Plan



## Overview

- This master plan is being coordinated with, and informing, the VMC Secondary Plan Update, which will **deal with land use designation**.
- The VMC Secondary Plan study may **refine and adjust** the parkland as necessary.
- The study is now **concentrating on an implementation strategy** to determine **when** parks can be delivered and **how much** they will cost, including preparation of a detailed cost estimate.
- Significant **coordination** has taken place with, and input provided into, the City's DC background study update, Community Benefit Charge Bylaw study, and Parkland Dedication Bylaw study.



80% of respondents walk to parks and 65% will walk 15 minutes to a park. Running/walking (1st) and cycling (2nd) were ranked as the most popular recreational activities in parks.

67% of respondents go to parks to be active and healthy. 24% of respondents want off-leash dog areas and 21% want community gardens.

90% of respondents cited parks & green spaces as an important factor when considering where to live and 72% stated it was the most important factor.

56% of respondents are willing to travel more than 15 minutes by car or transit to use sports courts and fields. But 62% expect parks within a 10-minute walk to have trails for walking and cycling.

# Engagement

## Virtual Connections

- Consultation methods continue to focus on **virtual connections**
- Engagements have utilized the City's **Have Your Say** page to generate **online feedback**
- **Virtual focus groups** have generated valuable feedback

## Recent Engagements

- Vaughan Design Review Panel - September 30, 2021
- Have Your Say 2 - December, 2021
- Landowner and Resident Meetings - March 3, 2022

**By 2031**



## Park Development

### Open by 2031

- Only **8.4 hectares** of active parkland is projected to be available for the 63,000 VMC residents expected by 2031, or about a third of the SP minimum
- If current development trends continue, and no additional active parkland is opened, **current park provision is unlikely to support the 2031 VMC population**

### Cost Breakdown to 2031

- \$98.1m Construction Cost
- \$25.7m DCs Available
- (\$72.4m Funding Gap)
- \$43.9m in CIL collected to date

**By 2041**



## Park Development

### Open by 2041

- The South Urban Park is projected to be completed, along with the Millway Promenade
- Parkland north of the VMC boundary expands Edgeley Pond + Park and facilitates a cycle loop
- TRCA's Black Creek Pioneer Village North Lands are activated, serving the VMC and Steeles West

### Cost Breakdown (2032 to 2041)

- \$247.9m Construction Cost
- \$66.7m DCs Available
- (\$181.2m Funding Gap) (at current DCs)



**By 2051**



## Park Development

### Open by 2051

- Far future parks include a large neighbourhood park and district parks outside of the VMC boundary
- The district parks can accommodate large sports facilities, should they be required

### Cost Breakdown (2042 to 2051)

- \$333.7m Construction Cost
- \$51.7m DCs Available
- (\$282.0m Funding Gap) (at current DCs)

**It is crucial to understand how the VMC relates to other parks and open spaces found within 5km, and to identify possible park locations outside the VMC, should they be necessary to meet required service levels.**

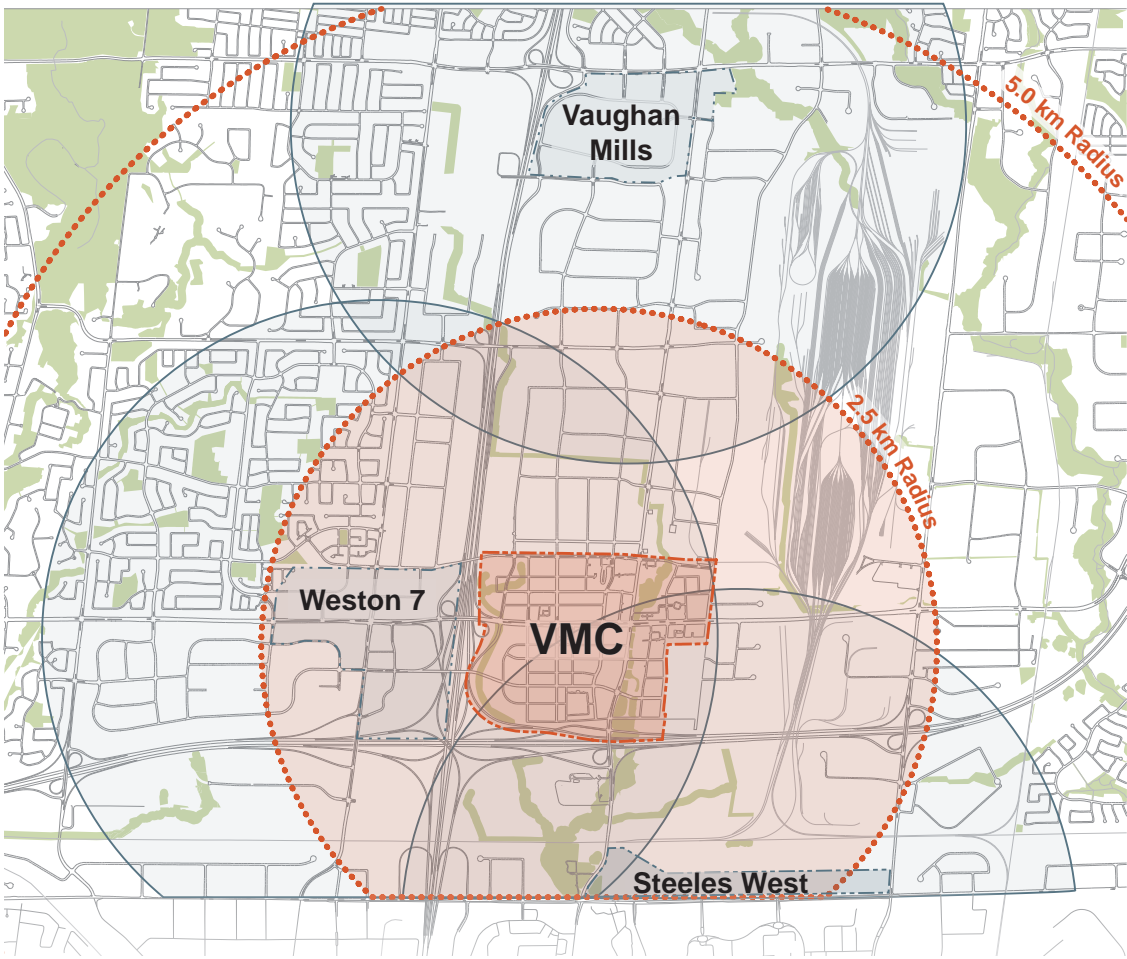
# Parks Decision Matrix

## VMC Parkland Context

- The study recognizes the need to identify potential parkland outside of intensification area boundaries that can accommodate large format sports facilities and other active uses

## VMC Parkland Criteria

- The New Parkland Decision Matrix is being developed to guide the City in determining if land is desirable for acquisition as parkland
- It will establish criteria for assessing parcels of land as they become available



| ASSESSMENT CRITERIA                             |   | YES                   | NO                    |
|---|---|-----------------------|-----------------------|
| Is the parcel within a 2.5km radius of the VMC? |   | <input type="radio"/> | <input type="radio"/> |
| SIZE  | Is the site large enough to develop a parkland typology OR does the site allow for additional park facilities to be added to an existing park?                            | <input type="radio"/> | <input type="radio"/> |
| LOCATION & ADJACENCIES                          | Is the site contiguous with existing parkland or open space?  | <input type="radio"/> | <input type="radio"/> |
|   | Does the site fill a gap in an existing park or open space network?   | <input type="radio"/> | <input type="radio"/> |
|   | Does the site address a parkland typology gap in the area?  | <input type="radio"/> | <input type="radio"/> |
|   | Is the site located within walking distance of an existing or planned community to attract local residents?   | <input type="radio"/> | <input type="radio"/> |
|   | Are site adjacencies compatible with parkland designation?  | <input type="radio"/> | <input type="radio"/> |
| CONSTRAINTS                                     | Does the site provide a tableland condition suitable for the development or installation of built recreational amenities (i.e. sports fields, playgrounds, courts, etc.)? | <input type="radio"/> | <input type="radio"/> |
| ECOLOGICAL FUNCTION                             | Does the site allow opportunities to celebrate natural features and functions?  | <input type="radio"/> | <input type="radio"/> |

## Park Governance Model Typologies

### 1 City-Led

- Municipal Parks Department Led
- No Additional Policies/Structures Req'd.
- Dependent on City Operations Budget

### 2 Specialized Unit

- Specialized Unit in Parks Department
- Provides Specialized Care & Programming
- Dependent on City Operations Budget

### 3 Multiple Parties / Partners

- Municipality + External Partner(s)
- Broader Community Reach/Engagement
- Partner Groups can Bring in Funding
- May Involve Competing Interests

### 4 Hybrid

- Municipality + One NGO
- Single Partner Brings Clarity & Funding
- City Typically Funds Operations & Maintenance

### 5 Independent Entity

- NGO or Arms Length Government Entity
- Partner Largely Assumes All Park Operations
- Maintains Coherent Identity & Funding
- Risk of Feeling Private
- Requires Oversight (ex. Board of Directors)

# Governance

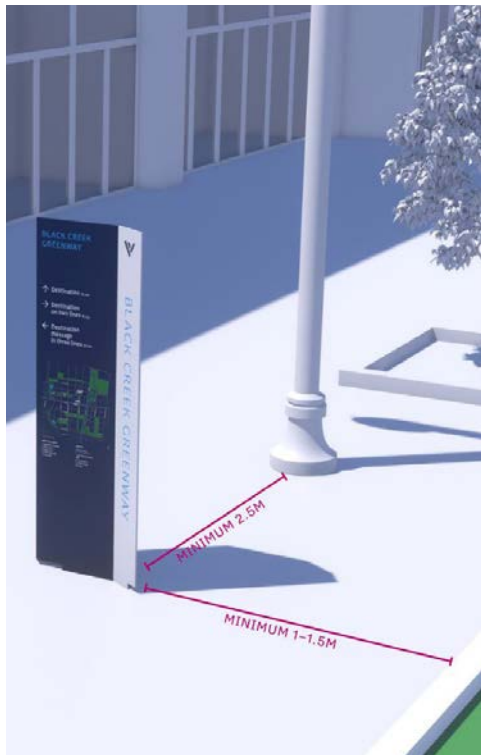
## Framework

- A VMC **park governance decision-making framework** has been developed to help the City identify beneficial opportunities to facilitate the programming, activation, and operations & maintenance of parks and open spaces.
- It will assist to **guide and define conversations about relevant and best-serving park governance models** (but is not meant as a prescriptive tool)
- It is intended to assist the City in determining **which models can best serve each individual park** planned for the VMC

# Signage & Wayfinding

## Where We Are

- Developed and **refined signage options** based on input from public consultation, coordination with various City departments and key stakeholders
- Underwent **procurement process** and retained Spectra Advertising



*Keep signage simple and consistent*

*Use QR code to link to additional information*

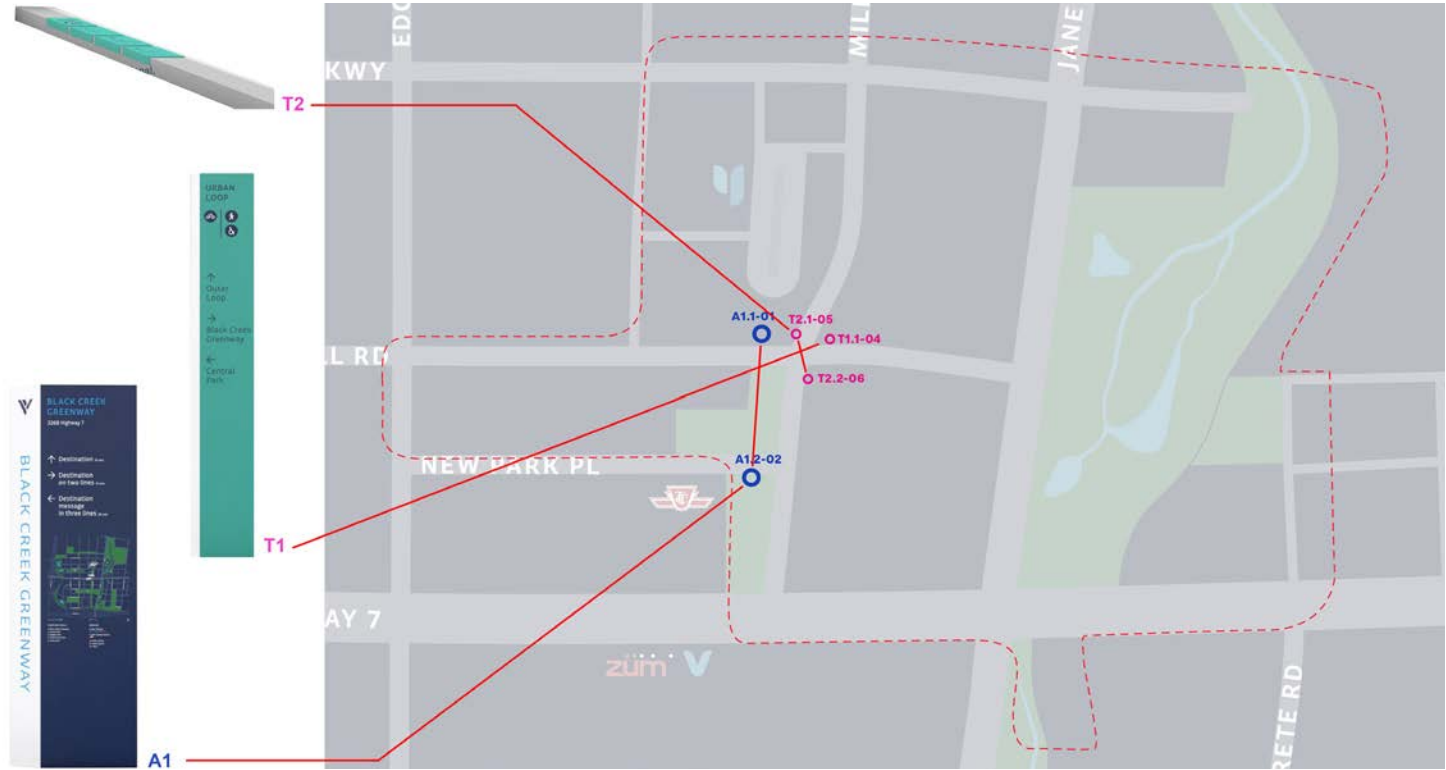
*Signs must be accessible and legible during day and night*



# Signage & Wayfinding

## Next Steps

- Spectra Advertising to **fabricate and install pilot project** by Q4 2022
- Second Consultation for signage pilot project in Q4 2022



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# Parks and Wayfinding Master Plan - Next Steps

## Finalize Parks Master Plan

- Final **costing** and **park development timelines**
- Final **modifications** to master plan, development of **recommendations**, and draft of **master plan document**
- Continued **coordination** with the VMC Secondary Plan Update on **land use designation**

## Advance Signage

- Oversee **fabrication, installation, and public consultation** related to the pilot project

# Connect with VMC Program

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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



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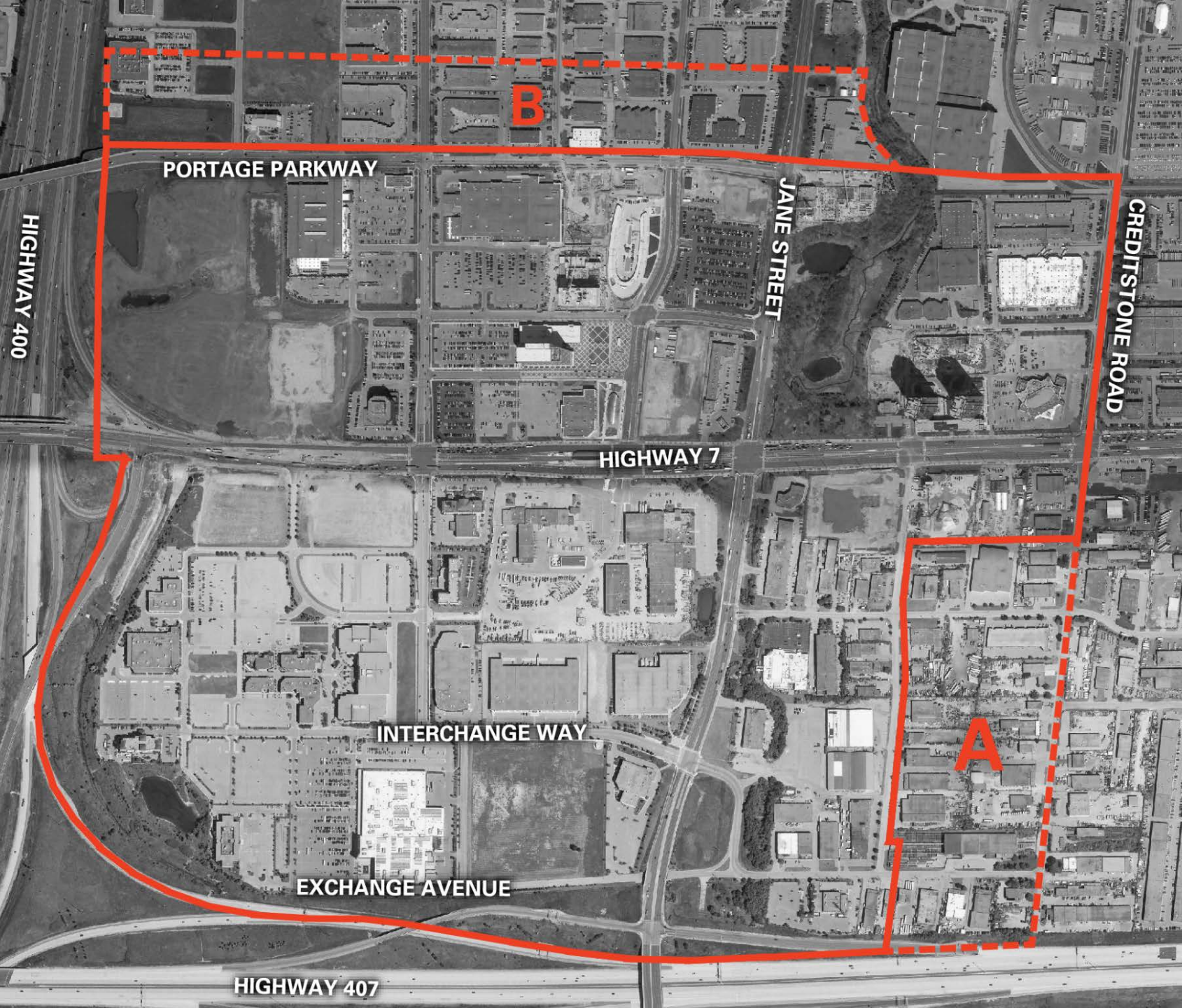
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# Study Area

Current VMC  
Secondary Plan Area

Potential Expansion  
Areas



# VMCSP Update: Process and Timeline\*



To review existing policies, initiatives, developments, studies, and background reports. To develop an understanding of current conditions and the opportunities and challenges facing the VMC. To develop a vision and guiding principles as the basis for creation of the Secondary Plan.

## Consultation\*\*

- Technical Advisory Committee meeting
- Online survey/engagement
- Targeted engagement with Council and Indigenous groups
- Landowners meetings
- Community meeting

## Deliverables

- Background Study Report
- Engagement Summary Memo

## Options

To explore different ideas and present preliminary findings for the future of Vaughan Metropolitan Centre, including variations on height and density, transportation networks, land use, parks and open spaces, and community amenities.

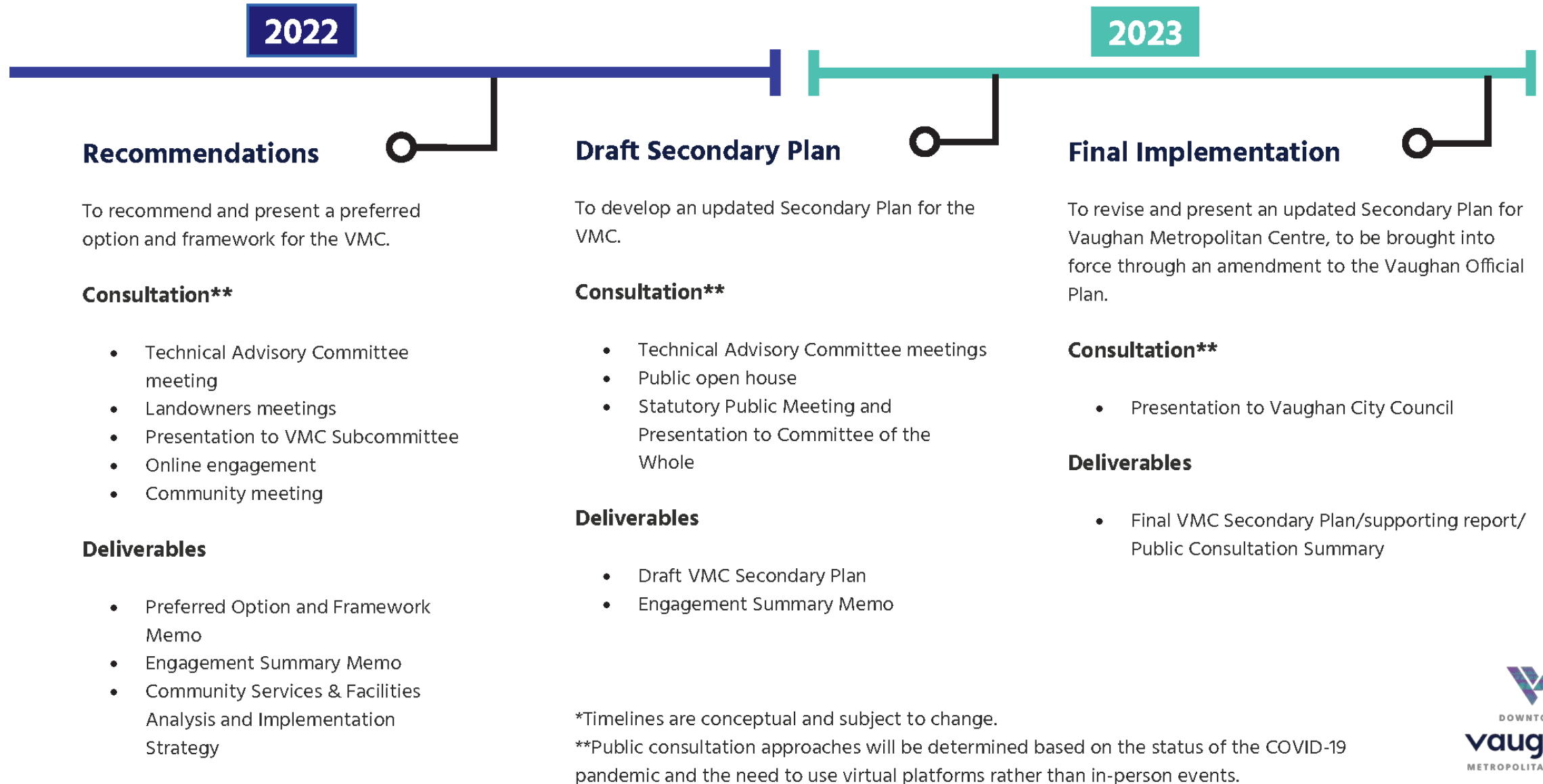
## Consultation\*\*

- Technical Advisory Committee meeting
- Landowners meetings
- Online engagement
- Community meeting
- Presentation to VMC Subcommittee

## Deliverables

- Office Feasibility Assessment
- Options and Implications (built form, density, land use)
- Engagement Summary Memo

# VMCSP Update: Process and Timeline\*



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





SUBWAY

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# 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



# Options

# Options

## Option 1

Maintain Permitted  
Intensity of Development

Recalibrating to achieve  
Built Form Variety and  
Adequate Social  
Infrastructure

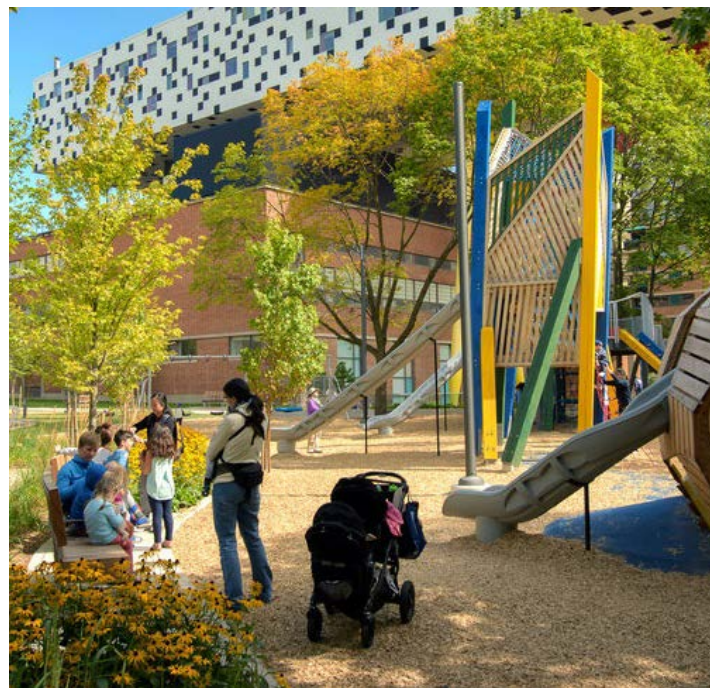
## Option 2

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<br>Neighbourhood-scaled development<br>Maintains existing employment precincts | Expansion of Mixed Use<br>Expansion office requirement<br>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<br>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
  - Mews
  - School
- 
- VMC Boundary
  - Potential Expansion Area Boundaries
  - Recent / Approved Development
  - Subway / Station Entrance
  - BRT / Station
  - Future BRT / Station
  - Stormwater Management Facility

# Retail: Option 1

Planned Bridge



- Required Retail, Service Commercial or Public Use Frontage
- Recommended Retail, Service Commercial or Public Use Frontage

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- 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
- BRT / Station
- Future BRT / Station
- Stormwater Management Facility

# Civic Facilities: Option 1











Planned Bridge



-  Freestanding Facility
  -  Integrated Facility
  -  School
- 
-  VMC Boundary
  -  Potential Expansion Area Boundaries
  -  Recent / Approved Development
  -  Subway / Station Entrance
  -  BRT / Station
  -  Future BRT / Station
  -  Stormwater Management Facility



# Civic Facilities: Option 2

-  Freestanding Facility
  -  Integrated Facility
  -  School
- 
-  VMC Boundary
  -  Potential Expansion Area Boundaries
  -  Recent / Approved Development
  -  Subway / Station Entrance
  -  BRT / Station
  -  Future BRT / Station
  -  Stormwater Management Facility

# Conceptual Massing: Option 1





# Conceptual Massing: Option 2

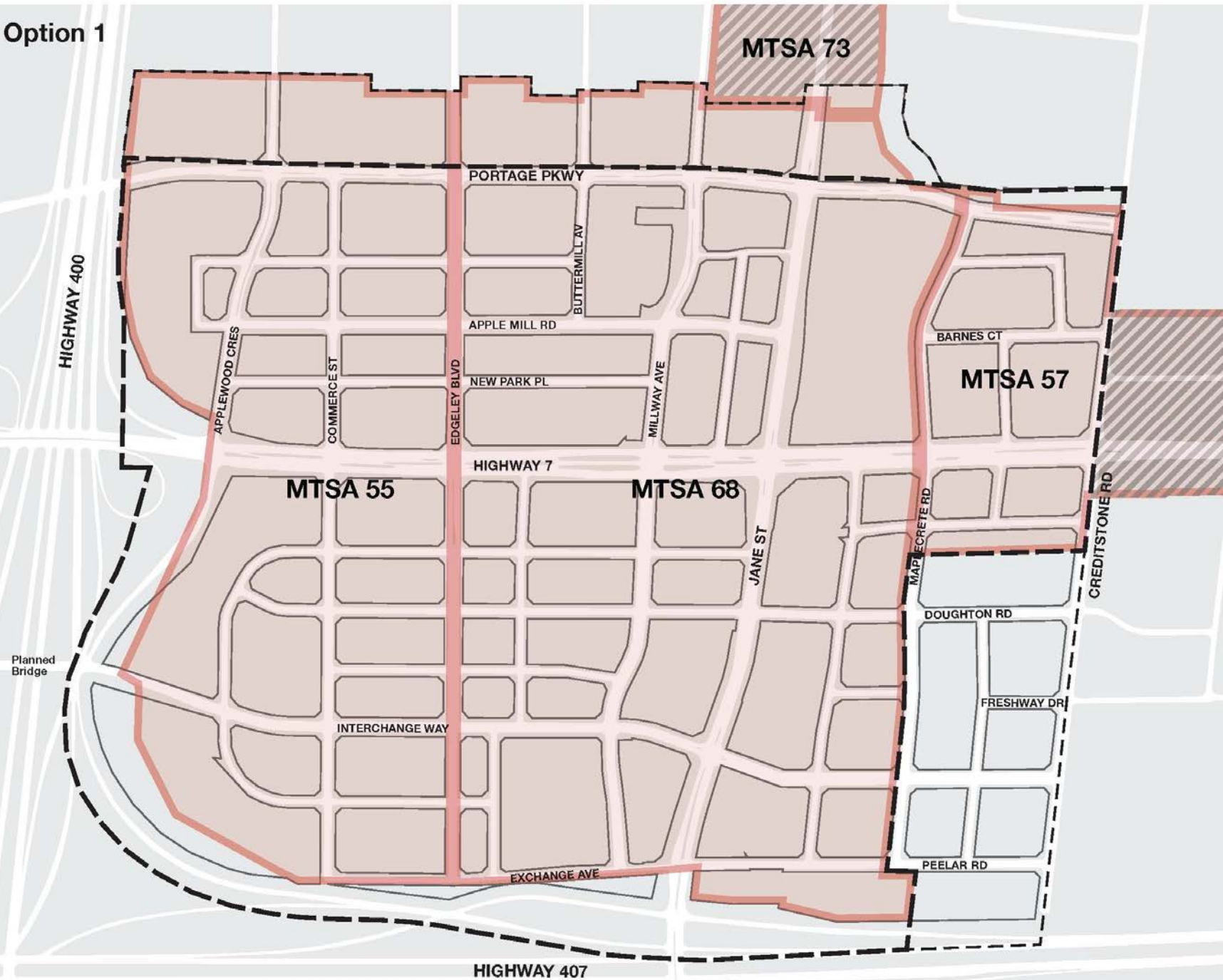






# Options by the Numbers

| 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<br>10,000 at full-buildout | 9,000    | 18,000   |
| Ppl+Jobs/ha          | 200 by 2031<br>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

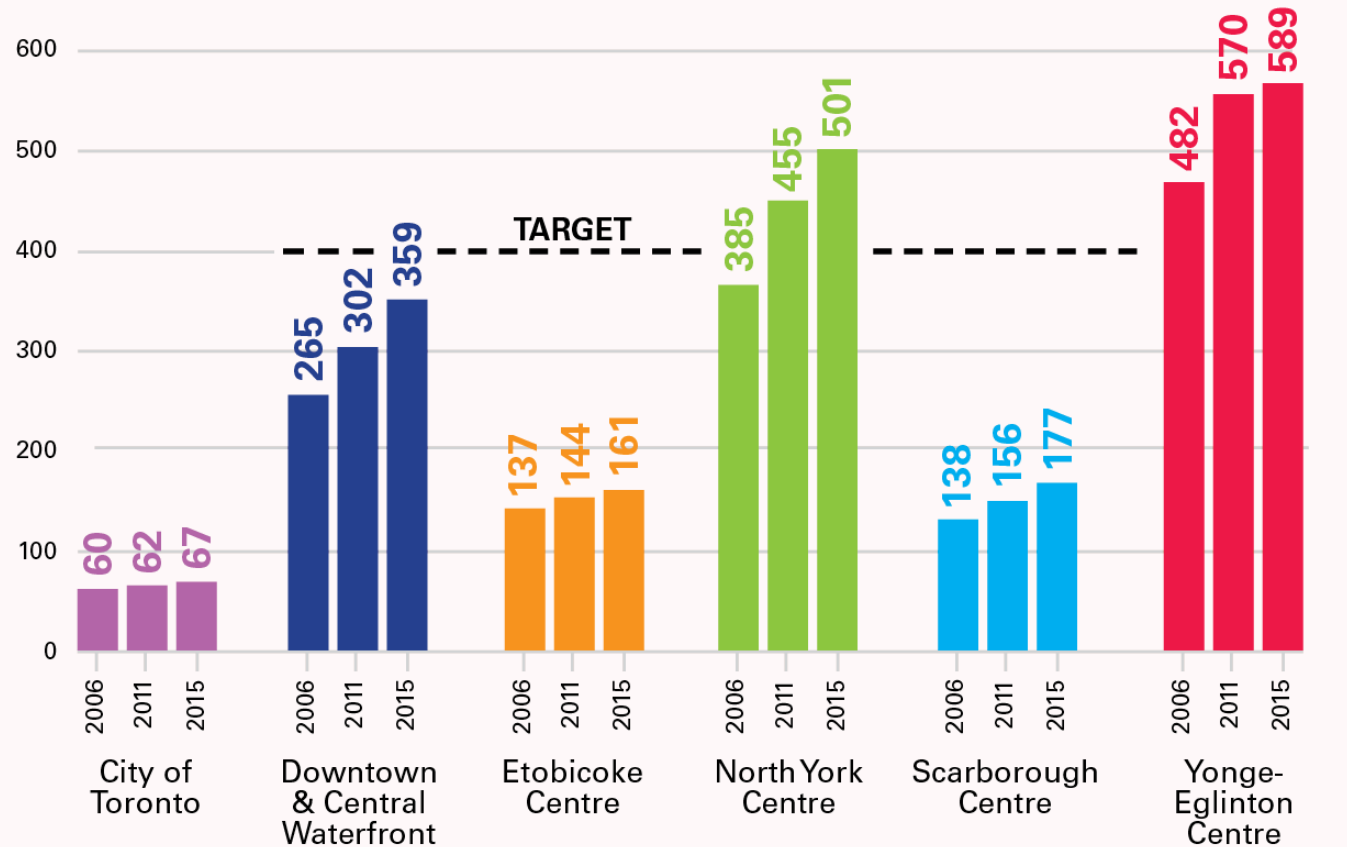
| MTSA                       | Minimum Target | Option 1 | Option 2 |
|----------------------------|----------------|----------|----------|
| MTSA 55<br>Commerce BRT    | 350            | 460      | 572      |
| MTSA 68<br>VMC Subway      | 400            | 661      | 889      |
| MTSA 57<br>Creditstone 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



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# 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.”*

*“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.**”*

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

# 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



Get  
Involved





# Connect with VMC Program

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Thank you!



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# Vaughan Metropolitan Centre Sub-Committee Update

City of Vaughan Cultural Arts Centre

June 21, 2022



Communication : C 3  
VMC Sub-committee  
June 21, 2022  
Agenda item # 3

HARIRI PONTARINI  
ARCHITECTS

AMS  
PLANNING  
& RESEARCH



# Agenda

- Context
- Research framework
- Exemplars
- Observations
- Next steps

# Goals

- Demonstrate continuity of key themes from Phase I of the cultural arts centre study
- Seek Council endorsement of proposed next steps
  - *“Hub and spoke” model*
  - *Approach to VMC activations in summer 2022 forward*



# The Context

# What we know...

Despite pandemic impacts, Vaughan's development continues to set the standard



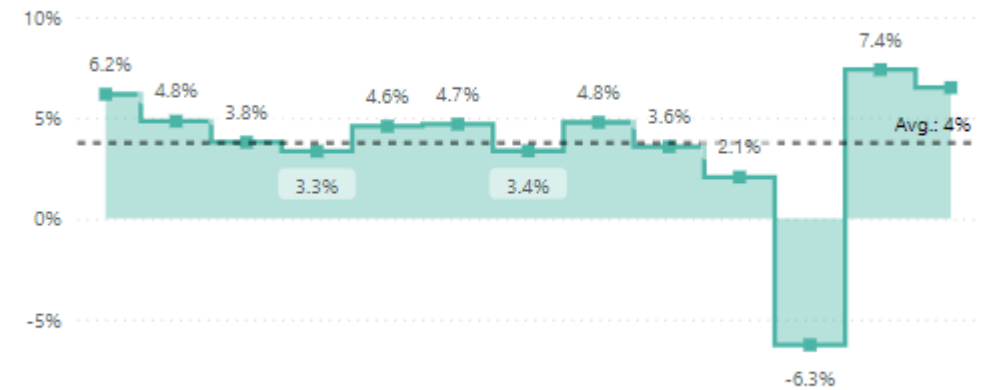
## A new state-of-the-art library and recreation space is opening in Vaughan's downtown core

Explore the David Braley Vaughan Metropolitan Centre of Community on April 25

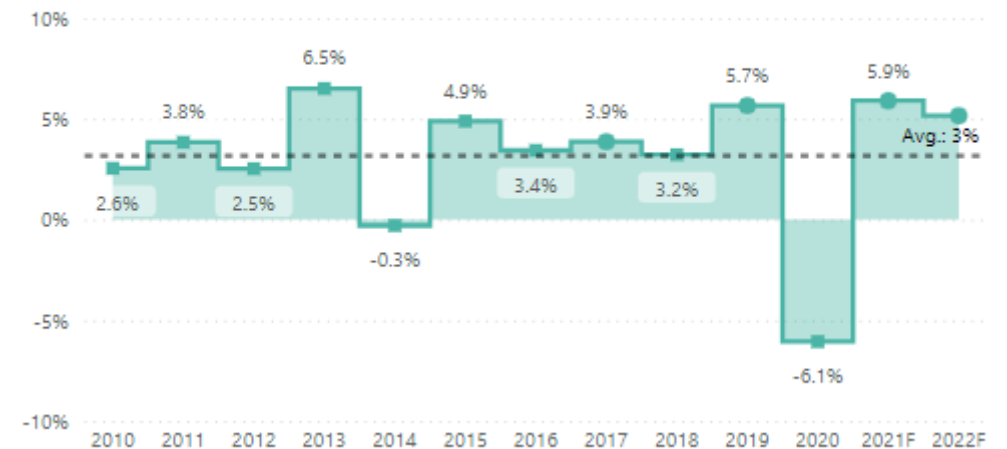
Vaughan's emerging downtown core – the Vaughan Metropolitan Centre (VMC) – is home to Vaughan's first university, first subway station and, now, a new state-of-the-art recreation facility and library. On Monday, April 25, the City of Vaughan, Vaughan Public Libraries (VPL) and the YMCA will open the doors to the new David Braley Vaughan Metropolitan Centre of Community – and you're invited to check it out!



Real GDP Growth (chained in 2007 CAD) in 2020, by Year



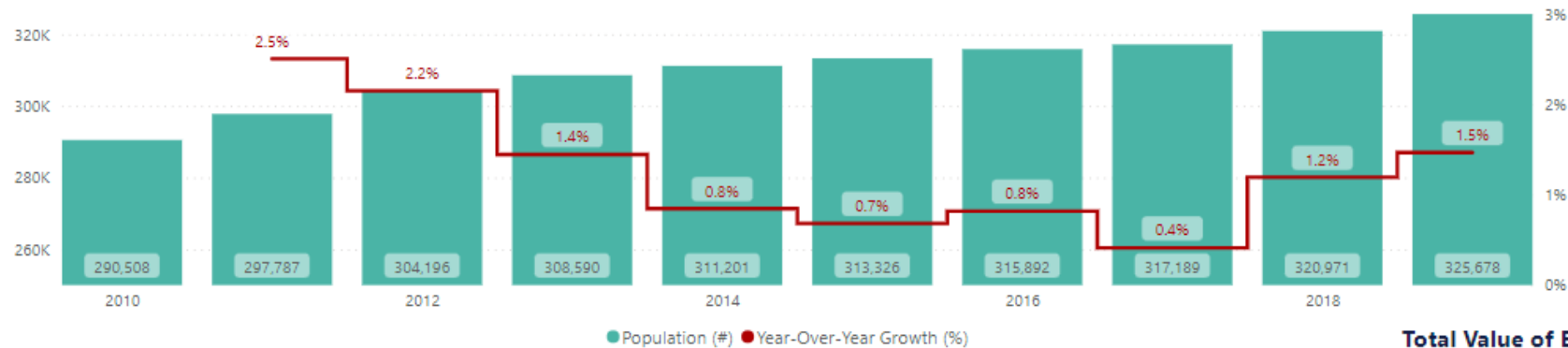
Total Employment Growth in 2020, by Year



# Steady population growth parallels capital development

Robust residential development is complemented by the creation of the hospital and commercial space

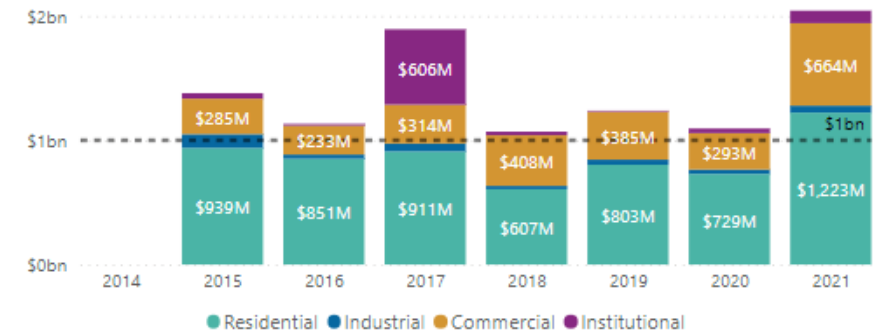
Annual Population Estimate (2019), by Year and Year-Over-Year Growth



Vaughan has welcomed ~36,000 residents since 2010.

Nearly \$10 billion in construction investments since 2015, over \$30,000 per resident.

Total Value of Building Permits Issued in Vaughan, by Year and Sector





# A sizeable immigrant population

How do new communities seek out culture?

Total Population in 2015    Immigrant Pop. in 2015

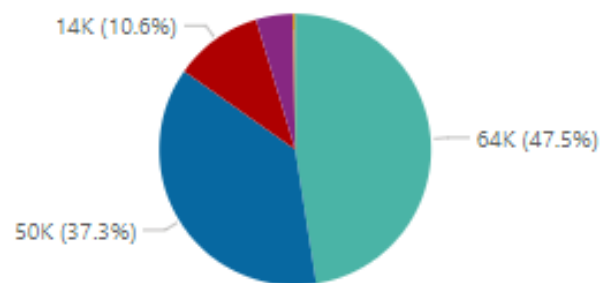
306.3K

Vaughan

140.7K

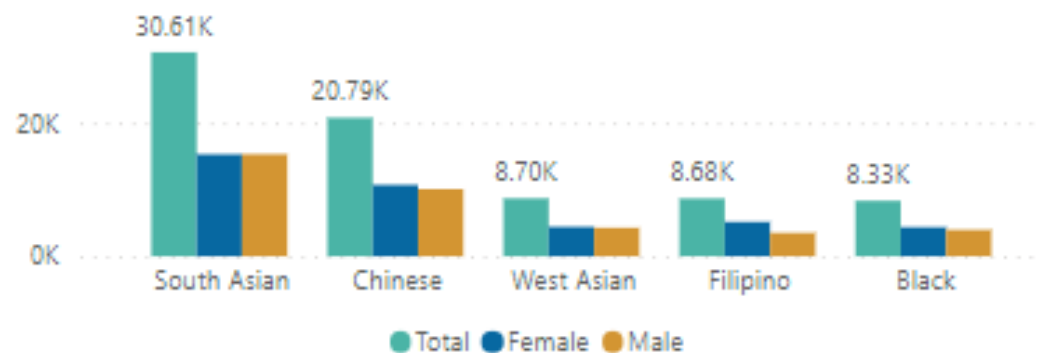
Vaughan

Immigrant Population in 2015, by Selected Places of Birth



● Asia ● Europe ● Americas ● Africa ● Oceania and other places of birth

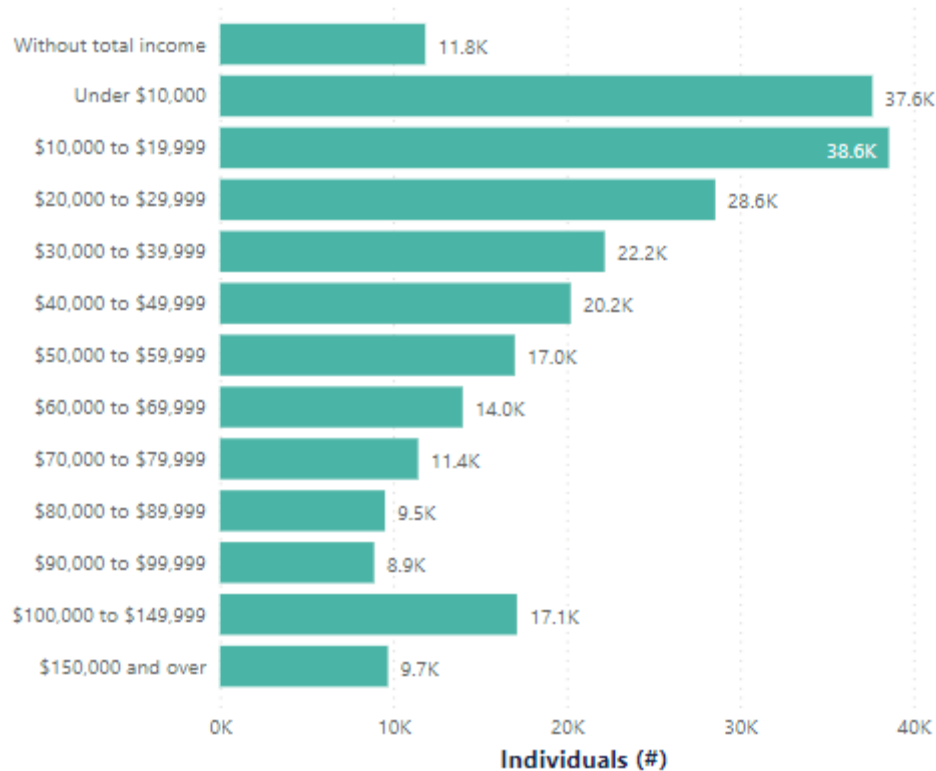
Population Distribution in 2015, by Top 5 Visible Minorities



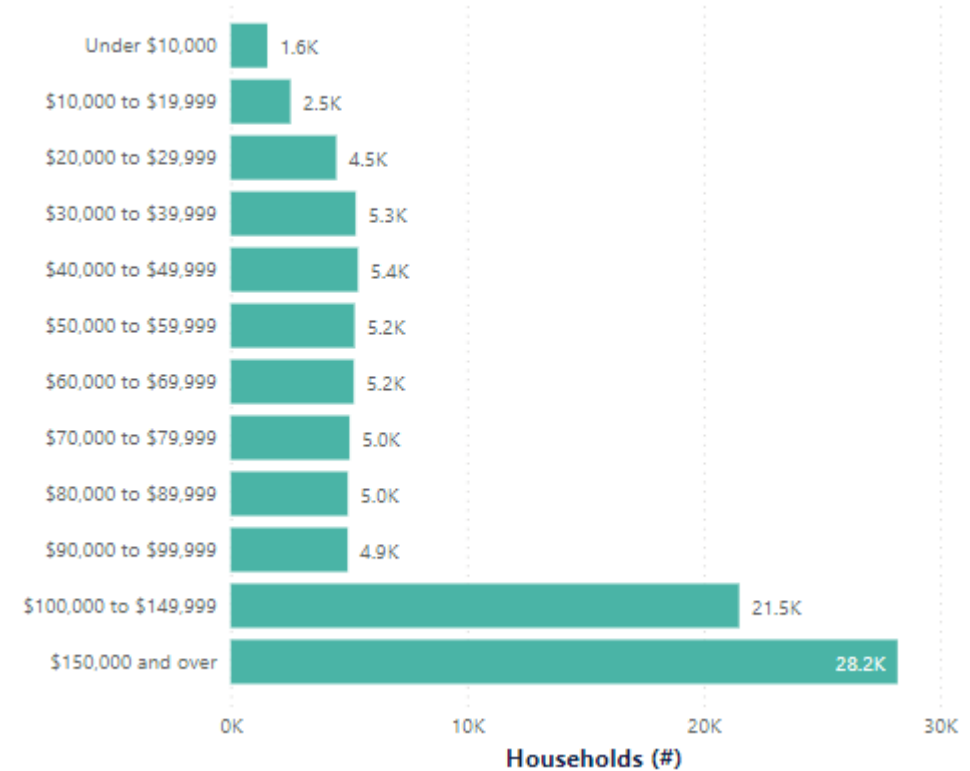
# High household incomes suggest a growing, affluent population

A subset of high earning households may be key to robust arts and cultural participation

Individual Income Distribution in 2015, by Income Level (CAD)



Household Income Distribution in 2015, by Income Level (CAD)



# Planning initiatives consistently seek to engage art and culture

An asset-based approach has prioritized capital investment, with presumed positive outcomes in public engagement, community cohesion, and economic results

**2009**

***York Region Official Plan***

Concentrate “residential, employment, live work, mobility, investment, and cultural and government functions;” Explicit calls for public art policies.

***Green Directions Vaughan***

enhance social cohesion through common spaces, including public art and central hubs for arts, culture, and recreation.

**2012 (reiterated in 2017)**

***VMC Secondary Plan***

Vision and mandate for culture in VMC, with focus on facilities (including a Cultural Arts Centre) and public art.

**2018-2019**

***Phase I – Feasibility Study for Performing and Cultural Arts Centre in the VMC***

Recommendations included 4 approaches to development and further policy development.

**Next/Ongoing**

*Economic and Cultural Development Strategic Business Plan 2020-2023  
Vaughan Official Plan Update  
VMC Secondary Plan Update*

**2010**

***Vaughan Official Plan***

Recognize VMC as cultural and creative hub for the City, requiring implementation of ***VMC Culture & Public Art Framework***.

***Vaughan Economic Development Strategy: Building a Gateway to Tomorrow's Economy***

Strategies include investment in creative economy, incubate entrepreneurial and economic activity.

**2015**

***VMC Culture & Public Art Framework***

Give direction to create public and private spaces for cultural activation in the VMC, and invest in cultural facilities as ‘anchors’ for creative and cultural development.

**2022—**

***Phase II – Feasibility Study for Performing and Cultural Arts Centre in the VMC***

Underway. Emerging recommendations include a ‘hub and spoke’ model with priority on policy development and formalized, long-term private sector partnership.

# Land ownership in the VMC



**Plan of built, under construction, approved and/or under review development applications in the Vaughan Metropolitan Centre.**

*The information contained herein is provided for illustration purposes only and may not be an exact representation of the ultimate design.*

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# There is a lot happening

At every scale and across the field, change is happening fast

**The pandemic** has upended expectations globally and across industries

**Demographic change** is reshaping everything

**Reconciliation and social justice** are at the forefront and will be enduring priorities

Government of Canada / Gouvernement du Canada

Search FIN

MENU

Canada.ca > Department of Finance Canada > News

### Government introduces Canada Emergency Response Benefit to help workers and businesses

From: Department of Finance Canada

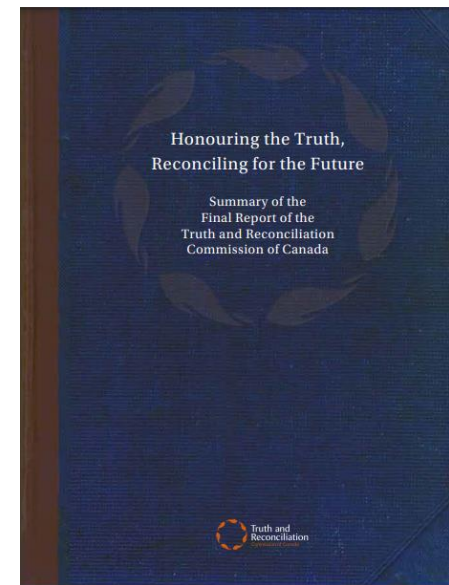
#### News release

March 25, 2020 - Ottawa, Ontario - Department of Finance Canada

The Government of Canada continues to take action to help Canadians and businesses facing hardship as a result of the COVID-19 outbreak. Learn more about the latest measures at [Canada's COVID-19 Economic Response Plan](#).

The Government of Canada is taking strong, immediate and effective action to protect Canadians and the economy from the impacts of the global COVID-19 pandemic. No Canadian should have to choose between protecting their health, putting food on the table, paying for their medication or caring for a family member.

To support workers and help businesses keep their employees, the government has proposed legislation to establish the



# What has changed?

Even with continuity of *intent*, the external circumstances are very different than in 2019

| How we use <i>space</i> ...   | How we <i>lead</i> ...   | How we <i>consume</i> ...  |
|---|--|--|
| <i>Public assembly constrains reduced attendance by over 50%, even accounting for conversion to digital delivery.</i> | <i>Professional leadership within the CoV has refined the focus on culture as a tool <u>and</u> a set of outcomes.</i>                                   | <i>Consumer spending shifted during shutdowns. Retail, entertainment, travel, and hospitality sectors have only nascent understanding of the path forward.</i>   |
| <b>Vaughan Studios and Event Space</b> opening was delayed to April 2022.   | <b>Private sector-led activations</b> have become more prominent. A new approach to unifying VMC-based activations is underway – <i>Experience!VMC</i> . | According to an April 2022 study by Numerator, <b>nearly half of Canadian consumers</b> remain uncomfortable attending a concert or show.*<br><br>Even as the apparent severity of COVID subsides, fears of a new variant drive rapid and significant constraints on consumer choices, especially in leisure and travel. |



# Alignment with Phase I study findings

# Phase 1 included 20 stakeholder interviews

## Background Review: Interviews

### Completed

- Sunny Bains, Director, Recreation Services, City of Vaughan
- Pat Di Rauso, Chief Executive Officer, Arcadia Academy of Music/Arcadia Music Group
- Maurizio Di Rauso, CEO Arcadia Music Group/Arcadia Academy of Music
- Sharon Baum-Kuchar, Senior Art Curator and Planner, City of Vaughan
- Antonio Tenco, Co-Founder, Vaughan International Film Festival
- Alex Karolyi, Artistic Director, Shadowpath Theatre Productions
- Katie Maginn, Manager, Municipal Partnerships, City of Vaughan
- Mark Pagliaroli, Co-Founder, Vaughan International Film Festival
- Sandra Quiteria, Field Manager - York, Central Counties Tourism

- Mirella Tersigni, Creative + Cultural Officer, City Wide, City of Vaughan
- Samantha Wainberg, Executive Director, York Regional Arts Council

### Scheduled

- Mayor Maurizio Bevilacqua, City of Vaughan
- Sandra Yeung Racco, Councillor, Ward 4, City of Vaughan
- ... Caralla, Councillor, Ward 3, City of Vaughan
- ... Monahan, ... City Manager, City of Vaughan
- ... Robert ... ... of ...
- P. ... Kaiser and M. Simone, SmartCentres

A **diverse segment** of City decision-makers, landowners, and arts and culture leaders with strong ties to Vaughan.

*Elected leaders*

*CoV Economic Development & Culture team*

*Tourism*

*Creative business leaders in Vaughan*



# Phase 1 included 20 stakeholder interviews

## Key stakeholders describe priorities and constraints – the basis for the core vision

### Priorities

- Key stakeholders are interested in a 'hub' that hosts a variety of activities
- Integrated pre-professional and high caliber training is of interest
- A place to go (destination) and a place to stay (community)
- Public access to space, programs, decision-making
- Align with and accommodate rapid growth

### Constraints

- Net positive financial results are expected to fund operations
- The operator must be nimble with programming and able to collaborate with City agencies
- A venue with capacity to host major events and performances, right-sized for the market's needs
- Program content for audiences diverse in age, local tenure, and cultural affinities

(Source: Interviews)

Much of the Phase I **feedback continues to resonate**, even with the many expected and unexpected changes of the past 3 years.

- A 'hub'
- Both an attractive destination and a 'complete community'
- Cultural commitments that can grow with/in the VMC
- Diverse, authentic program content for a diverse local base

# Phase 1 definition of 'success' remains accurate, even in times of significant change.

## Active Together Master Plan and VMC Culture & Public Art Framework



A **flexible hub...**

engaged with the **private sector...**  
and **operated by an independent agency...**

the cultural centre showcases **high-quality, unique content...**

and **features 'preferred' local content providers.**

## Phase 1 goals and principles align with our emerging Phase 2 understanding.

*The VMC cultural centre goals are to...*

- **Vision:** Gather people to a creative hub
- **Programming:** Offer a mix of high-quality local and more distant content
- **Partnerships and users:** Select local partners and market-rate users
- **Design:** Appeal to many users with a quality, flexible space/set of spaces
- **Capital funding:** Secure funding through public-private collaboration
- **Operating finances:** Engage public and private subsidy, with earned revenue offsetting program costs
- **Governance:** Not-for-profit (existing or new entity)

*Aligned with these principles...*

Economic  
Development

Creative Industry  
Growth

Downtown Vitality

*...Achieving these impacts*

Activate  
Inspire  
Collaborate  
Educate  
Innovate

# Phase I final recommendations

32

FINANCIAL MODEL

## Recommendations

*Policy couches economic, stakeholder, and design decision*

*Implementation will flow from policy and the work to date*

- **A private (nonprofit) operator** will need predictable relationships with the developer and City
- **Subsidy** will be needed to offset operating requirements
- **Collaboration with prospective anchor tenants** and other stakeholders will be key to driving the level and quality of programming envisioned
- **Early programming**, akin to Daniels Spectrum's pre-building initiatives, will develop an audience and (potential) donor base
- The **policy context** will impact...
  - Amount of subsidy needed
  - Nature and breadth of partnerships
  - Early engagement opportunities



Phase I findings shone a light on the need for a policy to couch City investment, partnership priorities, and the nature of programming and public engagement.

## In Phase II, we heard a clear message from 18 additional stakeholders

How can (or should) Vaughan define and advance its cultural agenda?

### *Key informants*

- TVC Board members
- Major landowners and developers
- Program providers
- City staff
- Area educators

### ***Phase I study alignment is strong...***

- A 'hub'
- Both an attractive destination and a 'complete community'
- Cultural commitments that can grow with/in the VMC
- Diverse, authentic program content for a diverse local base

### ***Phase II drives at specificity in the path forward.***

- Planning initiatives that reference culture are extensive, but tangible outcomes have only nascent definition.
- Aspirations to a vibrant cultural centre in the VMC are shared, but resources to enable long-term growth of the creative ecosystem are modest or shift frequently.
- Significant interest in enhanced specificity regarding the City's goals and investment.

# Phase 1 priorities align with stakeholders' objectives in Phase 2

Economic  
Development

Creative Industry  
Growth

Downtown Vitality

**Activate**

**Inspire**

**Collaborate**

**Educate**

**Innovate**

Culture in Vaughan will be **ambitious**.  
*Executed at scale, prioritizing innovative ways of making and sharing creative experiences and content.*

Culture in Vaughan will be **authentic**.  
*Derived from Vaughan's diverse communities, new and established.*

Culture in Vaughan will be **transformative**.  
*Investments in culture will drive broad impacts on the connectedness and vitality of Vaughan's residents and businesses.*

Culture in Vaughan will be **purpose-driven**.  
*Strong leadership and policy alignment will inform desired impacts and outcomes.*

# Key takeaways

- The City and VMC landowners have committed to extensive study and activations
- Phase II findings to date reinforce the outcomes and desired impacts of Phase I study
- *Nevertheless*, changes in the environment suggest a shift in the precise approach from a 'singular centre of culture' to a 'hub and spokes' model
  - The hub is a venue/facility operated by a specific entity. Spokes are independently operated venues/facilities.
  - The unifying factor is the overarching curatorial vision, guided by an up-to-date inventory of offerings and a resource base.

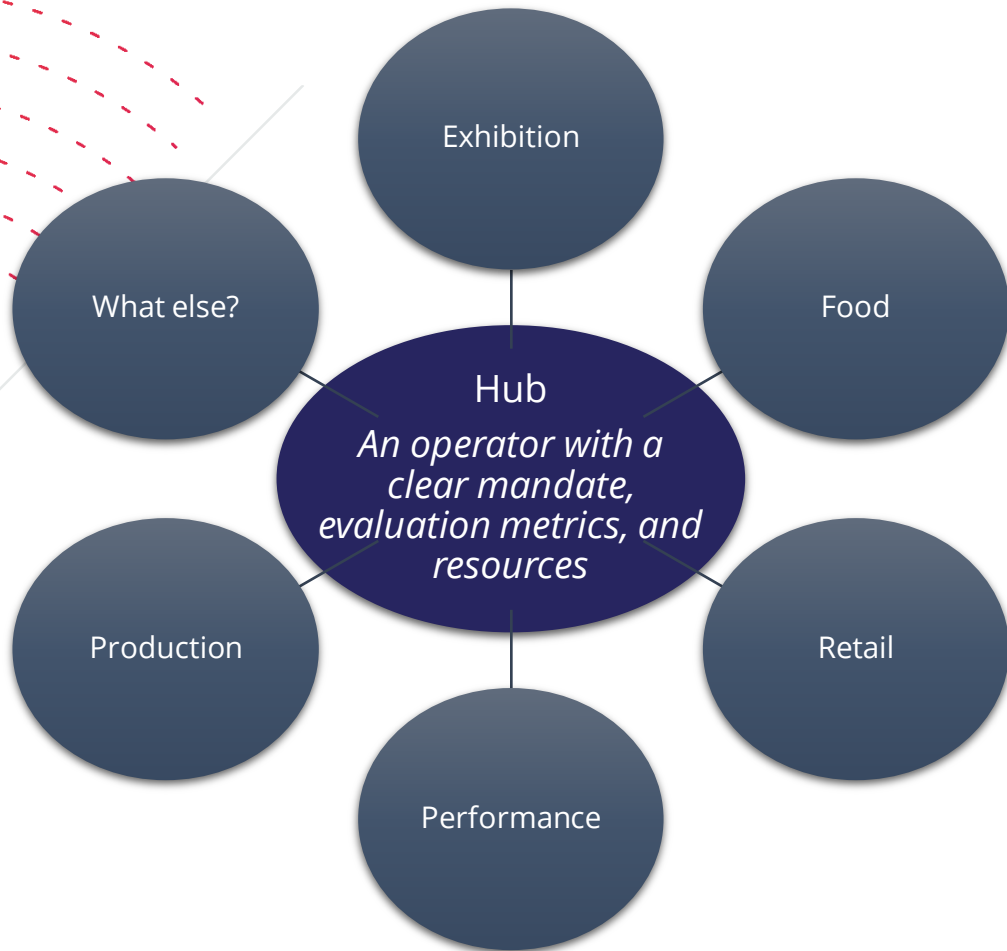


# The Opportunity

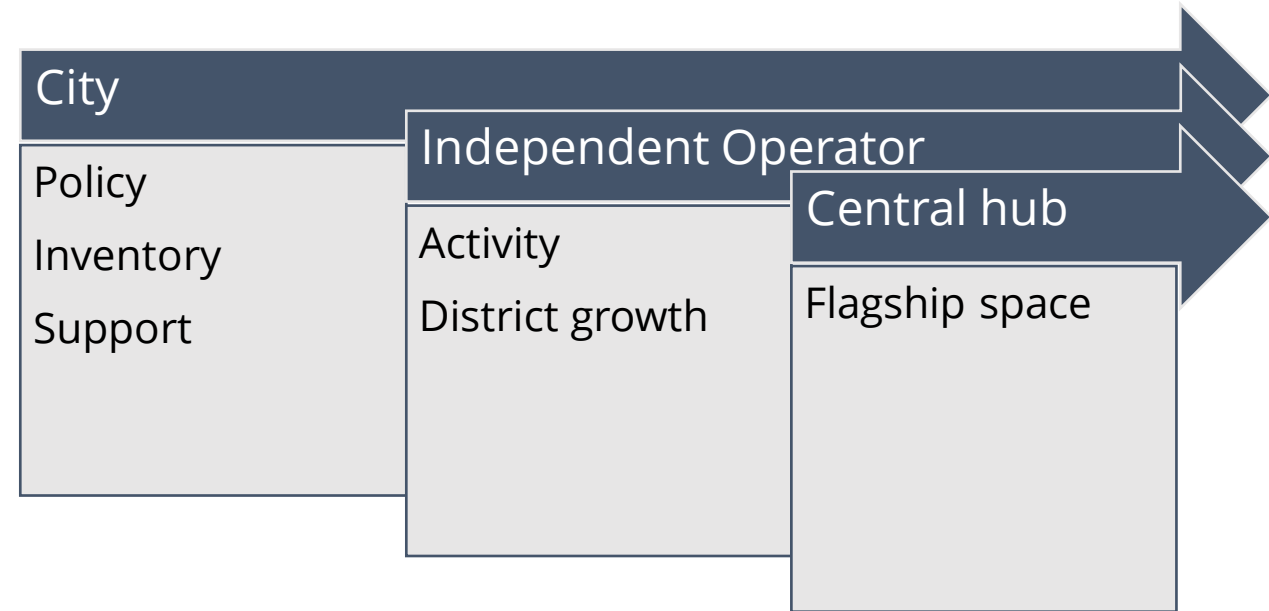


# A 'hub and spokes' model would leverage Vaughan's assets

**In Phase I**, it was believed that a designated operator would be charged with advancing Vaughan's arts and culture agenda, activating independent 'spokes' from a central 'hub.'



**Today**, the thinking has evolved. Spokes would be developed through a policy that encourages organic growth, leading to a large-scale investment in a physical 'hub' that drives a coherent arts and culture agenda.



# How do the Phase II findings to date link to the VMC Culture and Public Art Framework?

OBJECTIVE 1- Enable Art and Cultural Investments with Supportive Municipal Policy Structures

OBJECTIVE 2- Establish Rich Cultural Resources

OBJECTIVE 3 -Leverage Creativity and Culture to Attract and Retain People as Key Drivers of Innovation and Economic Growth

OBJECTIVE 5 -Animate the Urban Environment with a Variety of Cultural Programs and Activities

OBJECTIVE 7- Implement a Recognizable Cultural Identity for the VMC that Communicates an Innovative, Transformative and Authentic Experience

R1. Invest in major cultural facility(ies) as anchors for creative and cultural developments in the VMC.

R2. Integrate cultural resources and assets into new investment and development (both public and private) within the VMC.

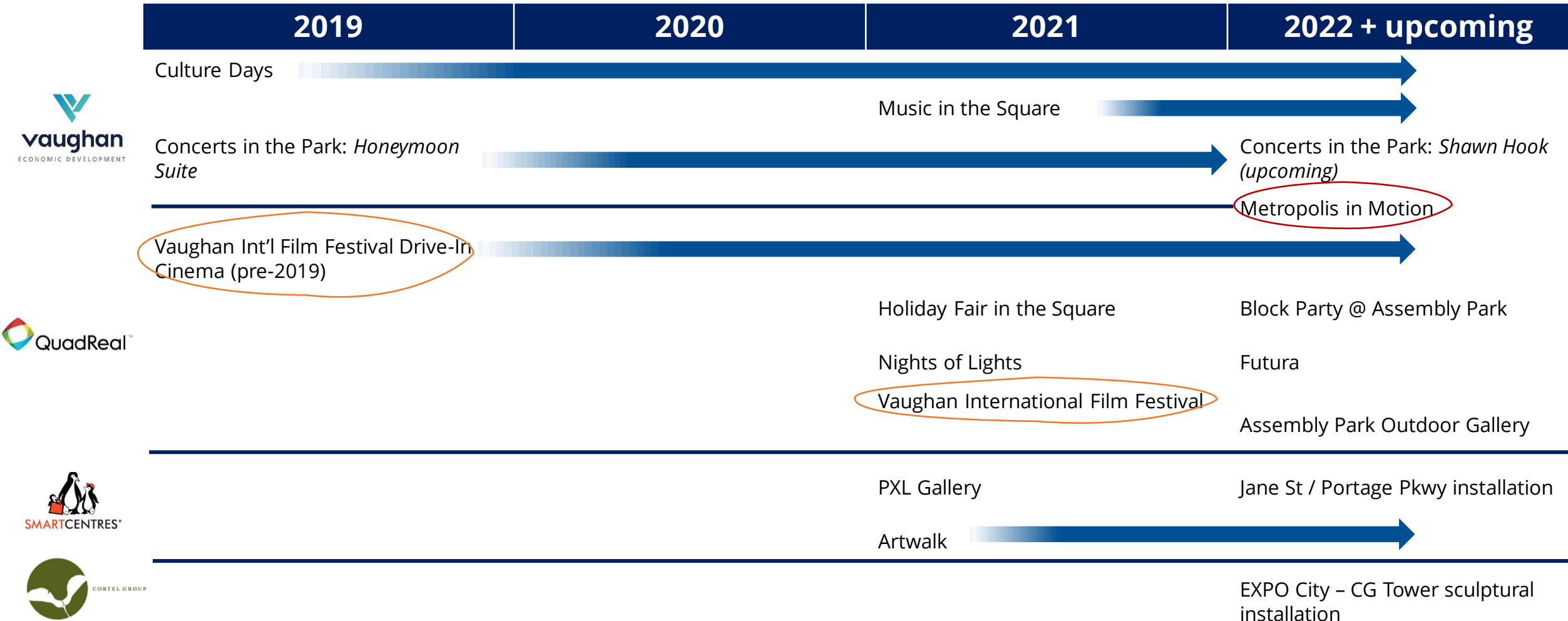
R7. Identify existing strengths and gaps in Vaughan's current cultural resources.

R13. Develop and implement a multi-year business and funding model to support cultural development in the VMC. Leverage funding mechanisms for arts and culture.

Action 13B. Initiate a public-private sector led "Cultural Leadership Committee" with the mandate to provide advice, expertise, advocacy to move cultural initiatives forward.

# A growing inventory of activations will fall within a unified brand

## Experience VMC



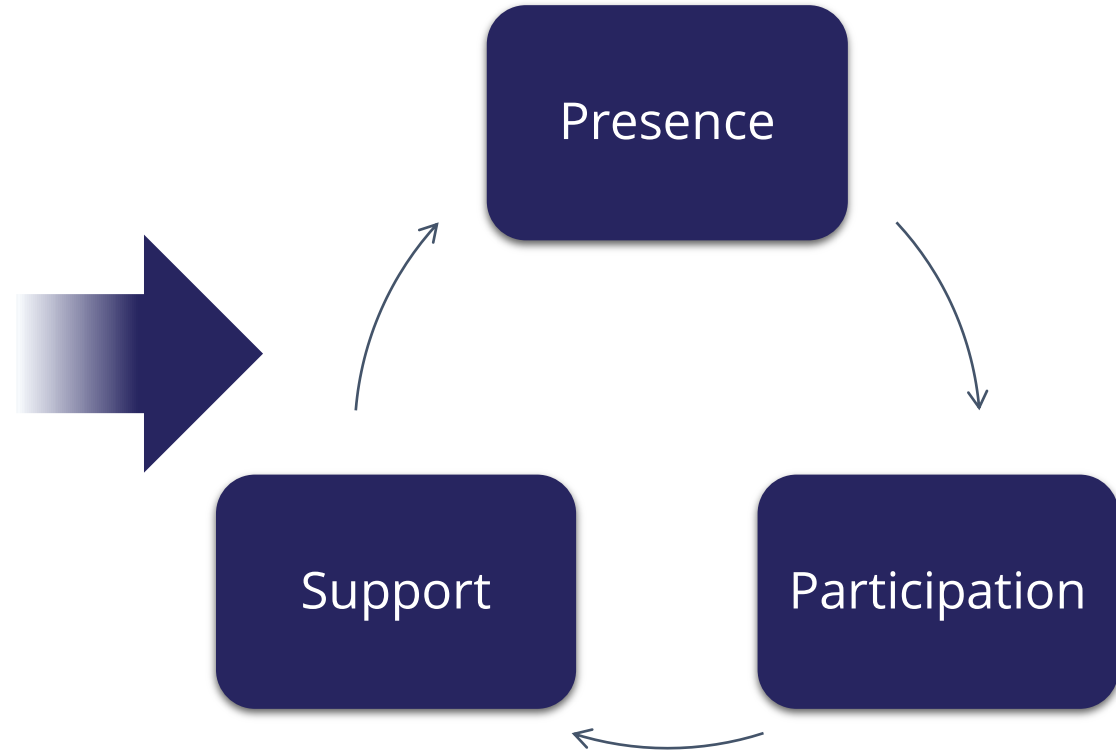
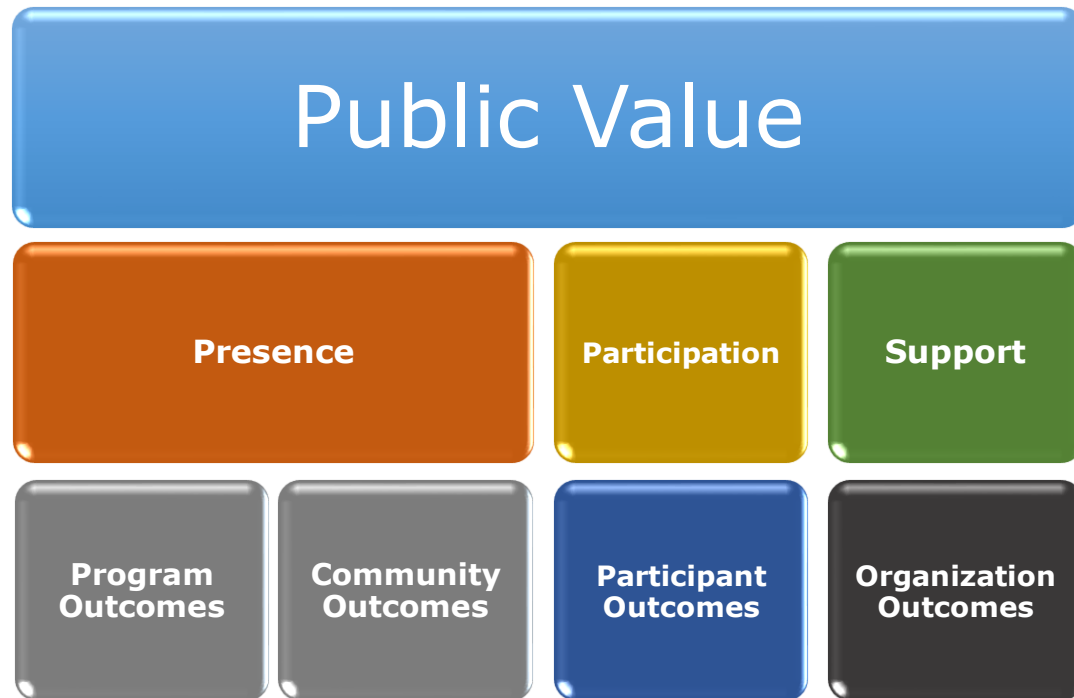
# Cultural districts have ample precedent and recent momentum

Federal and provincial interest has grown markedly in the last decade



# Cultural Vitality in Communities

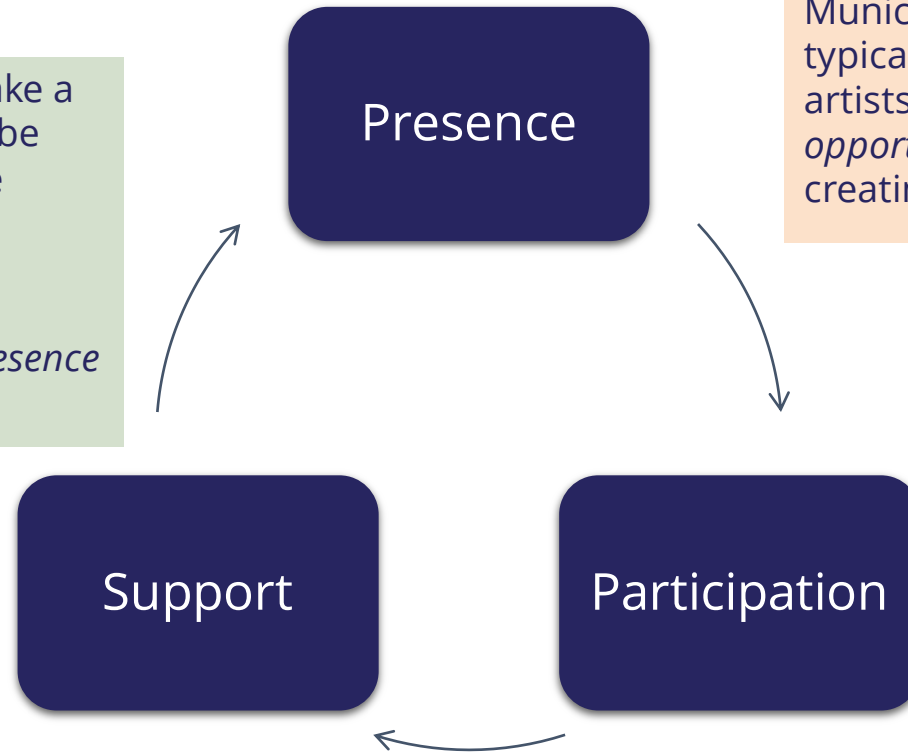
Urban Institute (2006)



# How does the public value framework apply to Vaughan?

Each element becomes a lever to drive impact and create public value.

Places that use **support** as a lever take a more 'top down' approach. This can be used in mature and nascent creative ecosystems. Using policy tools, deep public sector investment, and highly visible champions, support-driven initiatives *create the conditions for presence and participation to flourish.*

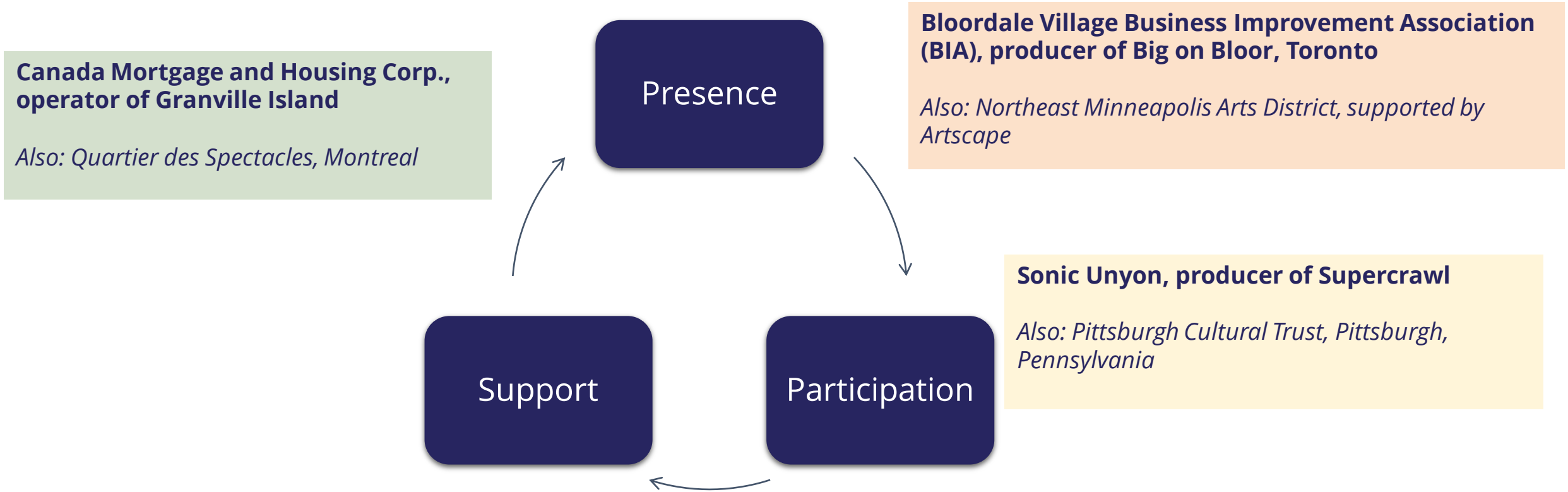


Municipalities that draw on **presence of opportunities** typically have a mature local arts ecosystem. With many artists and arts organizations available, *making opportunities available* is the critical first step toward creating public value.

Places that draw on **participation** use third-party agencies, often including Tourism and community-based partners and small businesses, to reinforce habits of attendance. Coordinated, multidisciplinary offerings *maximize participation in arts and culture*, driving growth in programs and increasing awareness.

# How does the public value framework apply to Vaughan?

Each element becomes a lever to drive impact and create public value.



# Presence

Artist-driven initiatives that build on authentic engagement and grassroots effort

| Drivers   | Operator(s)   | Outcomes  |
|---|---|---|
| <ul style="list-style-type: none"> <li>• A mature local ecosystem of artists, arts organizations, and community entities creates the <b>presence of opportunities for cultural participation</b></li> <li>• Resource constraints felt by the arts and culture sector informs an <b>activation strategy first, followed by creation of a formal “operator”</b> at a neighbourhood or district level</li> </ul> | <ul style="list-style-type: none"> <li>• Typically not-for-profit</li> <li>• <b>Rooted in the local community with governing board members derived from the arts and culture ecosystem,</b> local business, and other community-embedded entities</li> <li>• Focused on broad quality-of-life and economic goals</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Drive economic benefit to empower artists and arts organizations,</b> helping them expand or stabilize their financial circumstances</li> <li>• Enable community brand-building</li> <li>• <b>Secure/create/ preserve real assets for creative industries’ use</b></li> </ul> |





# Participation

Audience-driven initiatives that grow from enthusiastic local buy-in, particularly in the business community

| Drivers   | Operator(s)  | Outcomes   |
|---|--|--|
| <ul style="list-style-type: none"> <li>• <b>Ample but diffuse activity</b> – and organizations with capacity to scale choose to pool resources</li> <li>• <b>Visionary leadership</b> receives a mandate to improve business outcomes on behalf of willing peers</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Varied legal structures support this model</b>, including nimble commercial producers and program-based initiatives within not-for-profit entities</li> <li>• Continuous, <b>experienced leadership</b> is key to success</li> </ul> | <ul style="list-style-type: none"> <li>• <b>‘Spokes’ create the ‘hub’</b> by agreeing to join a formal coalition</li> <li>• Drives a <b>range of benefits to participating organizations</b>, including through sponsorship, direct expansion of customer base, and access to technical resources</li> </ul> |



# Support

Policy-driven initiatives championed by an 'impresario' or empowered task force, supported by a clear mandate and tangible resources

| Drivers   | Operator(s)   | Outcomes   |
|---|---|--|
| <ul style="list-style-type: none"> <li>Underutilized assets in a high-priority area.</li> <li><b>Diffuse cultural ecosystem with significant constraints on land use / real assets.</b></li> <li><b>Empowered public sector with strong private partnership.</b></li> </ul> | <ul style="list-style-type: none"> <li>Functionally, operators are quasi-public. Legal structures include Crown Corporations and not-for-profits.</li> <li>Typically <b>charged with policy development and directing use of resources.</b> Programming is an equal or lesser concern.</li> <li>Represent the public interest.</li> </ul> | <ul style="list-style-type: none"> <li><b>Animate a geographically defined area with cultural organizations and content,</b> in alignment with explicit public mandates.</li> <li><b>Drive benefit to artists and arts organizations</b> through grants, technical support, and operation of public spaces / venues.</li> <li><b>Culture has a 'seat at the table.'</b></li> </ul> |

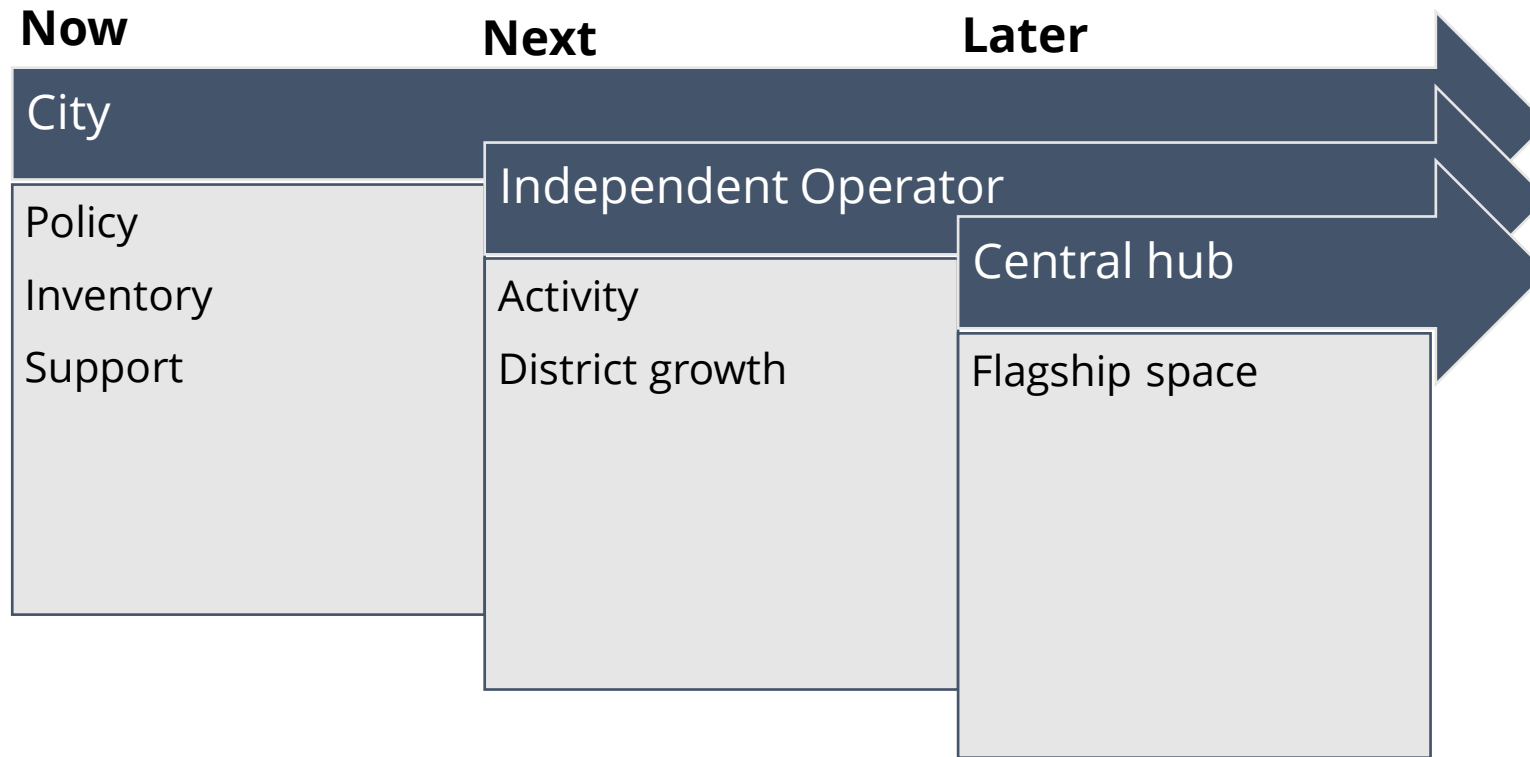
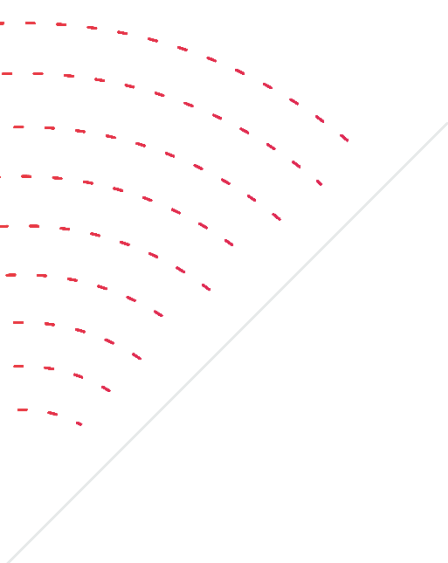


# Exemplars define the opportunity

| <i>Driver</i> | <i>Operator/ Producer</i>               | <i>Operator Type</i> | <i>Signature Event</i>                        | <i>Ambitious</i><br><i>Executed at scale, prioritizing innovative ways of making and sharing creative experiences and content.</i> | <i>Authentic</i><br><i>Derived from Vaughan's diverse communities, new and established.</i> | <i>Transformative</i><br><i>Investments in culture drive broad impacts on the vitality of Vaughan's residents and businesses.</i> | <i>Purpose-driven</i><br><i>Strong leadership and policy alignment will inform desired impacts and outcomes.</i> |
|---------------|---|----------------------|---|--|---|---|--|
| Presence      | Bloordale Improvement Association       | BIA (charity)        | Big on Bloor                                  | ✓  | ✓   | Local arts ecosystem  | ✓  |
|               | Northeast Minneapolis Arts District     | Not-for-profit       | Art-a-Whirl                                   | ✓  | ✓   | Local artists and art lovers  | ✓  |
| Participation | Sonic Unyon                             | Commercial           | Supercrawl                                    | ✓  | ✓   | Industry  | ✓  |
|               | Pittsburgh Cultural Trust               | Not-for-profit       | Broadway touring                              | ✓  |   | Regional arts participation   | ✓  |
| Support       | Canada Mortgage and Housing Corporation | Quasi-public         | Granville Island                              | ✓  | ✓   | Geographic focus  | ✓  |
|               | Quartier des Spectacles                 | Not-for-profit       | Luminothérapie (winter)<br>21 Swings (spring) | ✓  | ✓   | Geographic focus  | ✓  |

# The 'hub and spoke model' can evolve with managed support

Near term investment drives long-term impacts



# Observations

- Policy development is an opportunity.
  - The Vaughan Official Plan and the VMC Secondary Plan updates are concurrent with this study. City stakeholders indicate an opportunity to integrate cultural policy with these efforts.
  - Identifying and resourcing a champion(s) to advance future cultural development will be key.
- A people-first approach responds to Vaughan's unique value proposition.
  - Activations should be at the centre of the cultural strategy, responding to longstanding (and new) residents' heritage and affinities.
  - The built environment should enable development of a richer, deeper cultural ecosystem, by securing spaces and supporting activations (policies) and capital investment (a 'hub').
- Clearer public sector goals would instill confidence and draw investment.
  - Key VMC landowners are eager for City leadership to state concrete objectives within policies or programs.
  - The private sector is poised to lead the evolution of a cultural ecosystem, with appropriate City engagement in a formal partnership.
- Pending the impact of Bill 108 and the allocation of related Community Benefit Charges, resources are an open question.

# Today's objectives

- Demonstrate continuity of key themes from Phase I of the cultural arts centre study
- Seek Council endorsement of proposed next steps
  - *“Hub and spoke” model*
  - *Approach to VMC activations in summer 2022 forward*

## Longer-term next steps

- City adopts a cultural strategy for the VMC which is incorporated into the current policy framework updates
- City identifies an internal champion(s) to lead cultural strategy development and implementation in the VMC, with resources to act on opportunities
  - An emerging charge for the identified champion(s) with support from the VMC Sub-Committee...
    - *Identify cultural assets*
    - *Identify a preferred site(s) for activations and capital investment*
    - *Embrace a unified activation program*

**We are the world.  
The world lives in Vaughan.**  
*-- Key stakeholder interview*





KITCHENER  
WOODBRIDGE  
LONDON  
KINGSTON  
BARRIE  
BURLINGTON

**Communication : C 4  
VMC Sub-committee  
June 21, 2022  
Agenda item # 2**

June 20, 2022

Mayor Maurizio Bevilacqua and Members of Council  
Vaughan Metropolitan Centre Sub-Committee  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

Sent by email: clerks@vaughan.ca

Dear Mayor Bevilacqua and Members of Council:

**RE: ITEM 4.2 – VMC SECONDARY PLAN UPDATE: PHASE II – LAND USE OPTIONS  
79 PEELAR ROAD (the “Subject Lands”)  
2128475 ONTARIO INC. (the “Owner”)  
OUR FILE 1512W**

On behalf of our client, the 2128475 Ontario Inc., we have reviewed the Staff Report on the VMC Secondary Plan Update and the proposed Land Use Options. The Subject Lands are located at the southeast corner of Peelar Road and Maplecrete Road.

We are writing to express our client’s concerns with regards to the VMC Secondary Plan Update materials. The Sub-Committee may not be aware that our client has an outstanding appeal on the current VMC Secondary Plan (Appellant No. 146). By way of background, the outstanding appeal relates to the current VMC Secondary Plan designation of the Subject Lands as Major Parks and Open Space and subject to the Black Creek Renewal EA designation.

At the time of the original approval, there was some expectation that the lands owned by client may be needed for storm water management (“SWM”) purposes. In fact, it was not even likely or definitive at the time and was only a possibility. That possibility found its way into the VMC Secondary Plan as adopted as placing a proposed designation of Open Space on these lands, a designation that our clients contested. The Open Space permitted either SWM or parkland, but parkland was not an issue at the time and the VMC Secondary Plan was contested thereto. Our client’s position on these designations is that they were and are not appropriate and the Subject Lands should rather be designated for development for Mixed Use purposes.

Through the appeal process, it was agreed between our client and the City to defer a hearing on the matter to allow the City some time to complete an assessment if a SWM facility was actually required in this location that was the basis for the Open Space designation in the base VMC Secondary Plan. We would go so far to suggest that there was an expectation that if the lands were not needed for a SWM facility, then the use would revert to Mixed Use. The City review process has gone on for many years. This result

is of significant procedural unfairness to our client and is resulting in subsequent policies/justification being applied to its lands that did not exist at the time the current VMC Secondary Plan was adopted.

It appears that in the VMC Secondary Plan Update, the City continues to designate our clients lands for parks and open space (as Environmental Open Space which includes a stormwater management symbol) shown in this area in both Land Use Options. As noted above, in our client's opinion the Subject Lands should be designated for development purposes.

To address this issue with some specificity, rather than observe a confusing land use process to be loosely applied to the Subject Lands, our client's civil engineer, EXP has undertaken a detailed analysis of stormwater management requirements and the Black Creek Renewal process (attached hereto). **EXP concludes that the Subject Lands are not required for either stormwater management purposes nor for the Black Creek Renewal to occur.** The Subject Lands are not needed for a SWM facility after due review and should be acknowledged.

***The Subject Lands should be designated for development purposes (through a settlement of the appeal in the current VMC Secondary Plan) and through the VMC Secondary Plan Update process. We therefore request that the designation be modified accordingly in both Land Use Options and provide a land use designation which would permit mixed use development on the Subject Lands.***

Thank you.

Yours truly,

**MHBC**



David A. McKay, MSc, MLAI, MCIP, RPP  
Vice President & Partner

cc: Project Team

Encl.



April 5<sup>th</sup>, 2022

Project No. ALL-21019668-A0

MHBC Planning, Urban Design & Landscape Architecture  
 7050 Weston Road, Suite 230  
 Woodbridge, ON  
 L4L 8G7

Attention: Mr. David McKay, Vice President & Partner

Re: 79 Peelar Road, Vaughan  
**Stormwater Management Review**

We have been retained by your client, 2128475 Ontario Corporation (“Owner”) to provide this stormwater management review (“review”) in consideration to the current impasse that the Owner is experiencing with the City of Vaughan regarding the lands owned at 79 Peelar Road (“site”) in the City of Vaughan.

It is our understanding that notwithstanding completion of the detailed design of the channel improvements works related to the City’s approved Black Creek Renewal Municipal Class Environmental Assessment (EA), and the clear conclusion that the site is not required for any works related to the EA, City staff have advised your team that they need to hold the site (or “freeze”) from any potential redevelopment applications until the detailed design works are completed. It is also our understanding that City staff have advised the site should be frozen due to the potential need for stormwater management (SWM) related works from the EA such as flood protection, etc.

Therefore, we have been asked to assess the reasonableness of the City’s position to freeze the site from an engineering perspective after the completion of our review.

### **Background**

The site area is located on the south side of Peelar Road, bound by Highway 407 to the south, and existing industrial developments to the east and west, with a driveway access to Peelar Road. The site is located within the southeast quadrant of the City of Vaughan’s Vaughan Metropolitan Centre (VMC) Secondary Plan, where the VMC Secondary Plan has designated the Owner’s site as greenspace due to potential flooding from the adjacent Black Creek. Please see the attached Figure 1 which highlights the site location on the City’s figure “Schedule J – Floodplain and Environmental Open Spaces” for reference.

Some of the key publicly available documents that were referenced for our review can be summarized as follows:

- Toronto and Region Conservation Authority Regulated Mapping (TRCA database);
- VMC Secondary Plan (Urban Strategies & AECOM);
- Black Creek Stormwater Optimization Study Municipal Class EA Master Plan Report - Phase 1 & 2 (AECOM) dated February 2012;

- VMC Municipal Servicing Class EA Master Plan (TMIG) dated November 2012;
- Stormwater Management Master Plan Municipal Class EA (Cole Engineering) dated June 2014;
- Allocation of Funding Sources Report & Development Charges Background Study – Black Creek Financial Strategy (Fabian Papa & Partners, Hemson Consulting Ltd) dated May 2016;
- VMC Black Creek Renewal Class EA Environmental Study Report (TMIG) dated August 2018;
- Various City of Vaughan Council Reports and Meeting Documents; and,
- Various Discussions with City of Vaughan Development Engineering staff.

The findings from our review are summarized below per each specified document where our comments focus on any proposed SWM related works that may impact the subject site.

### **Toronto and Region Conservation Authority Regulated Mapping**

The Toronto and Region Conservation Authority's (TRCA) current regulatory mapping shows all existing hazards and the corresponding regulatory limits to be located approx 150 m to the west from the west property line of the site. See the excerpt from the TRCA database provided in Appendix A for the site location in regard to the TRCA regulated limits. Therefore, the site is not deemed to be located near any existing hazards of concern associated with Black Creek based on the TRCA's regulated mapping database.

### **Vaughan Metropolitan Centre Secondary Plan (2010)**

The VMC Secondary Plan study commenced in Nov 2008 with engineering support from AECOM, and was adopted by Vaughan Council in September 2010. Section 6.3.6 of the Secondary plan speaks to the Black Creek Corridor as an important part of the VMC in providing an "innovative" approach to stormwater management including recreation amenities, and a unique frontage opportunity for development.

The Secondary Plan then states that the City shall prepare a detailed design for the Black Creek corridor south of Highway 7 based on the City's SWM Master Plans and the Black Creek Renewal EA. Schedules D and J within the Secondary Plan show the site to be designated as "environmental open space" and as a "black creek remediation area" with notes that the "final configuration of parks and open spaces within this area are subject to the results of the VMC Black Creek Renewal EA (Stages 3 and 4) and the detailed design of the Black Creek Corridor. Refer to Figure 1 for the Schedule J figure taken from the Secondary Plan. In summary, the VMC Secondary Plan flags the 79 Peelar Road site as a potential location for Black Creek related works pending the results of the VMC Black Creek Renewal EA.

### **Black Creek Stormwater Optimization Study Master Plan Class EA (2012)**

The Black Creek Stormwater Optimization Study Master Plan Class EA was prepared by AECOM in Feb 2012. The objective of their study was to address the ongoing flooding, water quality and channel erosion issues that have been identified within the study area which includes the subject 79 Peelar Road site area. The Optimization Study looked carefully at various alternatives including the

contemplated SWM pond across the subject site. The study focused on possible channel improvements to improve channel flow involving the construction of a new naturalized channel to replace the existing segment of Black Creek between Edgeley Pond and the 407 ETR and new bridges at all road crossings.

From all the alternatives considered, Alternative F4 was selected which consisted of channel and road improvements with new bridge construction. The objective behind Alternative F4 is to provide sufficient capacity within Black Creek to convey the runoff generated by the Region Storm (Hurricane Hazel), thereby accommodating the future development of the Vaughan Metropolitan Centre. See the attached Figure 10 in Appendix A showing the proposed Alternative F4.

Overall, the AECOM Black Creek Stormwater Optimization Study Master Plan appears to be the first comprehensive engineering study that provides detailed engineering calculations to support each reviewed alternative. The AECOM study recommends a final solution that clearly does not include any SWM related works within or in the vicinity of the 79 Peelar Road site, and notes that their solution is the “only alternative that truly addresses the problems and opportunities defined for their study”.

#### **VMC Municipal Servicing Class EA Master Plan (2012)**

The VMC Municipal Servicing Class EA Master Plan was prepared by TMIG in November 2012 after the issuance of the Black Creek Stormwater Optimization Study prepared by AECOM earlier in February 2012. It is very clear that this TMIG Master Plan stands out in isolation as it does not capture any of the findings from the Black Creek Stormwater Optimization Study Master Plan Class EA prepared by AECOM completed earlier that year.

The Master Plan identifies that the VMC area is entirely within the Black Creek watershed where drainage is conveyed in the southerly direction and breaks the VMC area into four drainage areas (NW, NE, SW and SE). The Master Plan also identifies that subject site is located within the SE quadrant and currently discharges direct to the main branch of Black Creek without any stormwater management controls. Finally, the Master Plan identifies that three existing SWM ponds are to be planned to be retrofitted with a “fourth new pond” proposed for the SE quadrant as project “SF-04” which is located across the subject site. See the attached Figure 11-5 for reference.

Section 2.10 within the Master Plan mentions that the “Storm Drainage and SWM Master Plan” is still to be completed in parallel to this study. While Section 2.11 mentions that the Black Creek Stormwater Optimization Municipal Class EA has been completed by AECOM to determine what measures can be implemented to improve stormwater quality and quantity, and minimize erosion and flood potential.

Overall, the TMIG Master Plan outlined the requirements for a new SWM pond across the 79 Peelar Road site but also notes that further investigation is required. As previously mentioned, the TMIG Master Plan appears to neglect the detailed findings from the AECOM Black Creek Stormwater Optimization Study which provided a detailed engineering solution that did not include any SWM related works across the 79 Peelar Road site.

**Stormwater Management Master Plan Municipal Class EA (2014)**

The Stormwater Management Master Plan Municipal Class EA prepared by Cole Engineering in June 2014 does not provide any specific SWM measures in the subject area and simply cross references the ongoing Black Creek renewal studies. Therefore, the SWM Master Plan Municipal Class EA does not appear to advance any SWM studies or engineering calculations any further in the subject area of the site.

**Allocation of Funding Sources Report & Development Charges Background Study – Black Creek Financial Strategy (2016)**

The Funding Sources Report was prepared by Fabian Papa & Partners and Hemson Consulting Ltd in May 2016. The Funding Sources Report references various engineering studies including the recommendations from the AECOM Black Creek Stormwater Optimization Study. The Funding Sources Report inserts the cost estimates for the proposed financial funding strategy based on the recommended option (Alternative F4) outlined in the AECOM Black Creek Stormwater Optimization Study including the channel improvements, bridge construction and road improvements. Overall, the Funding Sources Report does not incorporate any costs associated with any required SWM works within the 79 Peelar Road site.

**VMC Black Creek Renewal Environmental Study Report (2018)**

The VMC Black Creek Renewal Class EA Environmental Study Report (ESR) was prepared by TMIG in August 2018 and was approved in August 2019. The objective of the ESR was to develop and evaluate potential channel alignments and physical forms for the Black Creek renewal works between Highway 7 and 407. The ESR cross references the previous engineering studies including the AECOM Black Creek Optimization Study and notes that the “proposed SWM strategy for the SE quadrant of the VMC was updated in 2017”.

The ESR considered four alternatives and selected Alternative 4 as the preferred alternative which does not include proposing any SWM works or related facilities across the site (see the Figure ES-4 in Appendix A). Additional drawings related to the proposed Alternative 4 are provided in Appendix A including Figure 7-1 which shows the property requirements which are not in the vicinity of the subject site. Therefore, at no point was the 79 Peelar Road site shown to be required for any SWM related works within the TMIG ESR and it finally cross references the findings from the AECOM Black Creek Optimization Study.

Finally, it is our understanding through recent discussions with City of Vaughan engineering staff that the Infrastructure Delivery Group has now commenced the detailed design works with their retained consultant (Aquafor Beech). City staff have also confirmed that they are only considering land acquisitions within the noted areas (black hatching) on the Property Requirements figure (ESR Report Figure 7-1) shown on Figure 2, and there is no need for any SWM works on the 79 Peelar Road site which is entirely outside their study area. Please also find the VMC Sub-committee Report memo dated December 4<sup>th</sup>, 2019 for additional background information.

EXP Services Inc.  
220 Commerce Valley Drive W., Suite 110  
Markham, ON  
L3T 0A8

**Summary**

After our review of the listed documents we believe that any previously contemplated SWM works located across the subject site (outlined within the VMC Secondary Plan or Municipal Servicing Master Plans) are no longer required. Based on our review, the recommended alternative (Alternative F4) outlined within the AECOM Black Creek Stormwater Optimization Study incorporates a detailed strategy to improve the Black Creek channel including road crossing and bridge construction without any proposed works in the vicinity of the site. Please also note that the AECOM Black Creek Optimization Study has been endorsed by the TRCA, and the findings have now been incorporated into the City of Vaughan's financial funding model. Finally, we understand that the City of Vaughan is now moving forward with the detailed design drawings for construction through their retained consultant (Aquafor Beech) based on the findings from the AECOM Optimization study and the approved TMIG ESR report.

Therefore, based on our review, we believe it is not reasonable for City staff to continue to freeze the site from any potential redevelopment applications, as we believe the site is not required for any SWM related purposes within the approved Black Creek Renewal Municipal Class EA.

We trust this information meets your requirements at this time. As always, should you have any questions or comments, please do not hesitate to contact the undersigned directly.

Sincerely,

EXP Services Inc.








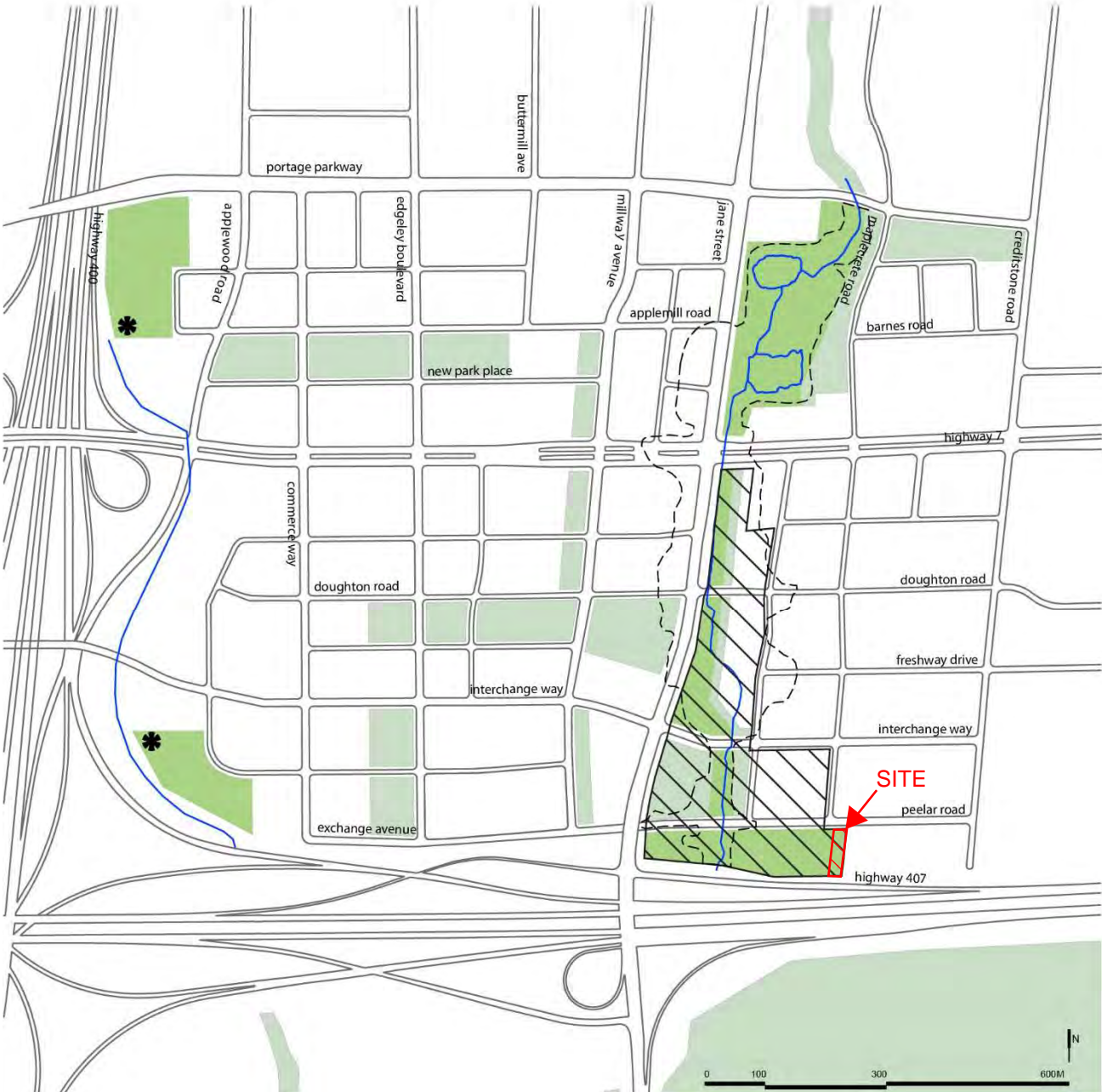
Scott W. Passmore, P.Eng.  
Vice President, Land Development

- Attachments:   Figure 1: Site Location  
                      Figure 2: Property Requirements  
                      Appendix A – Background Documents

### SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

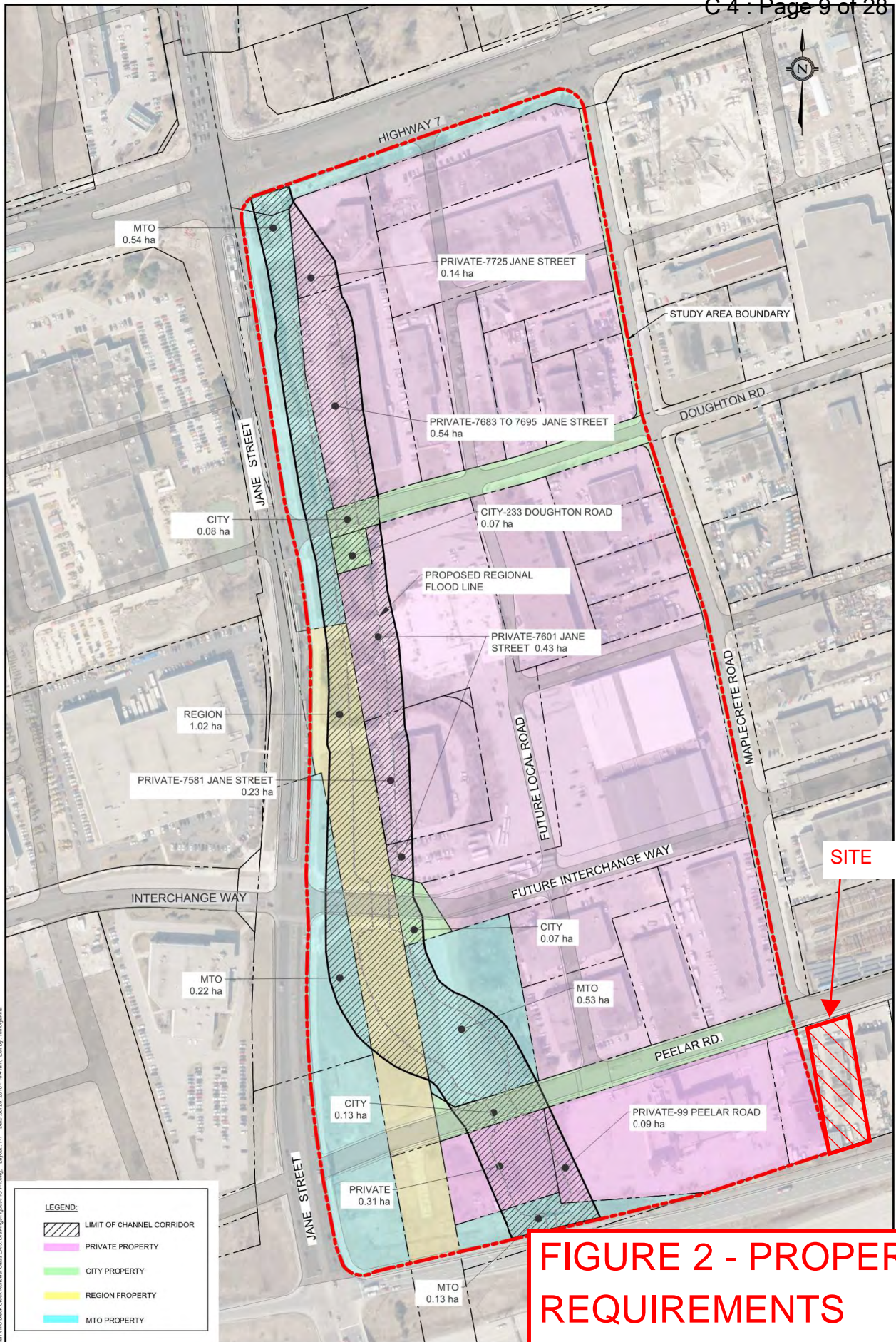
LEGEND

-  environmental open spaces
-  black creek remediation area (see policies 5.6.4 - 5.6.10, and 3.6.4 of Volume 1)
-  existing watercourses (future alignment to be determined)
-  existing floodplain (see policies 5.6.4 - 5.6.10)
-  see policy 6.3.2



**FIGURE 1 - SITE LOCATION PLAN**





**FIGURE 2 - PROPERTY REQUIREMENTS**

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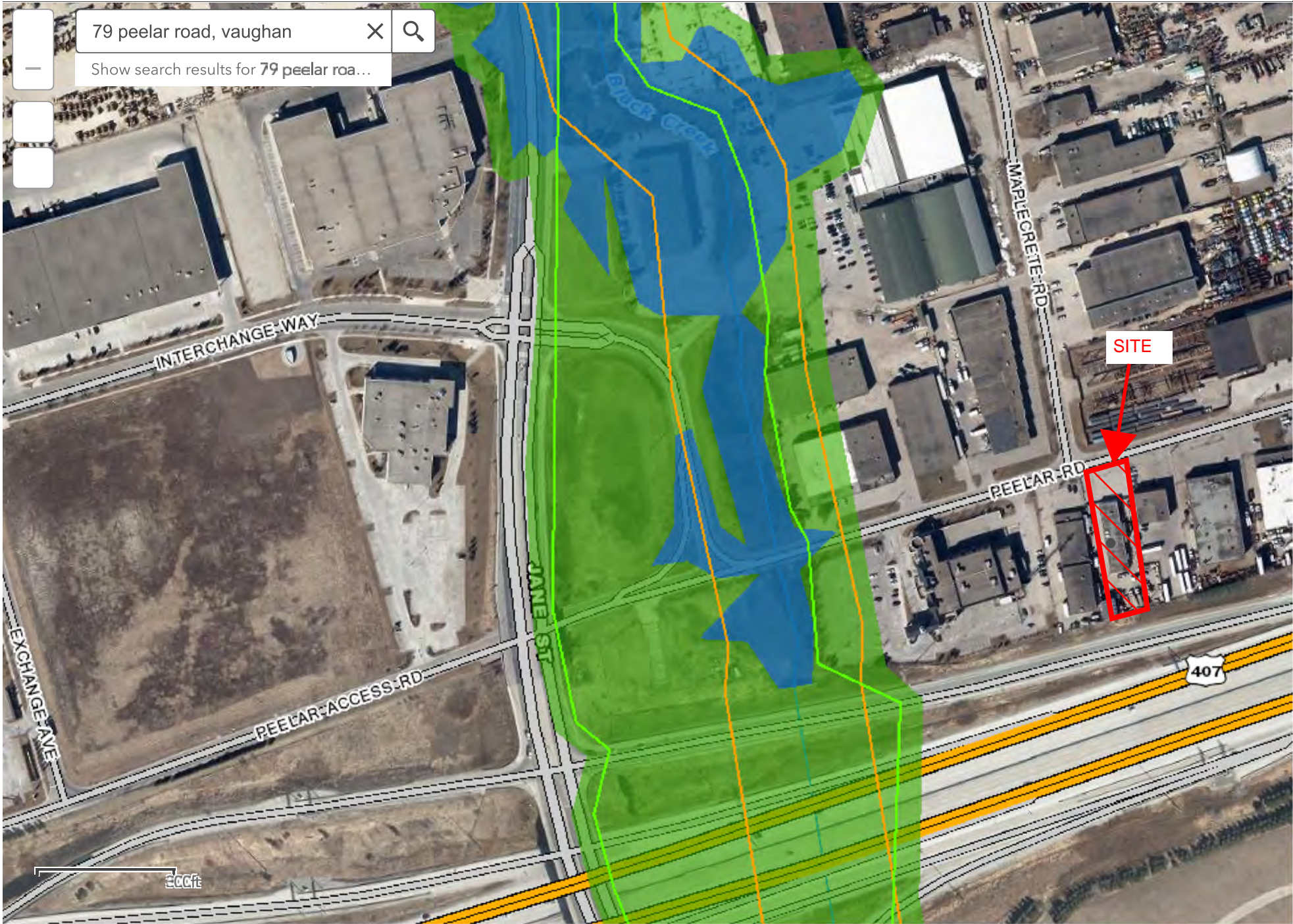
**VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA**  
**PROPERTY REQUIREMENTS**

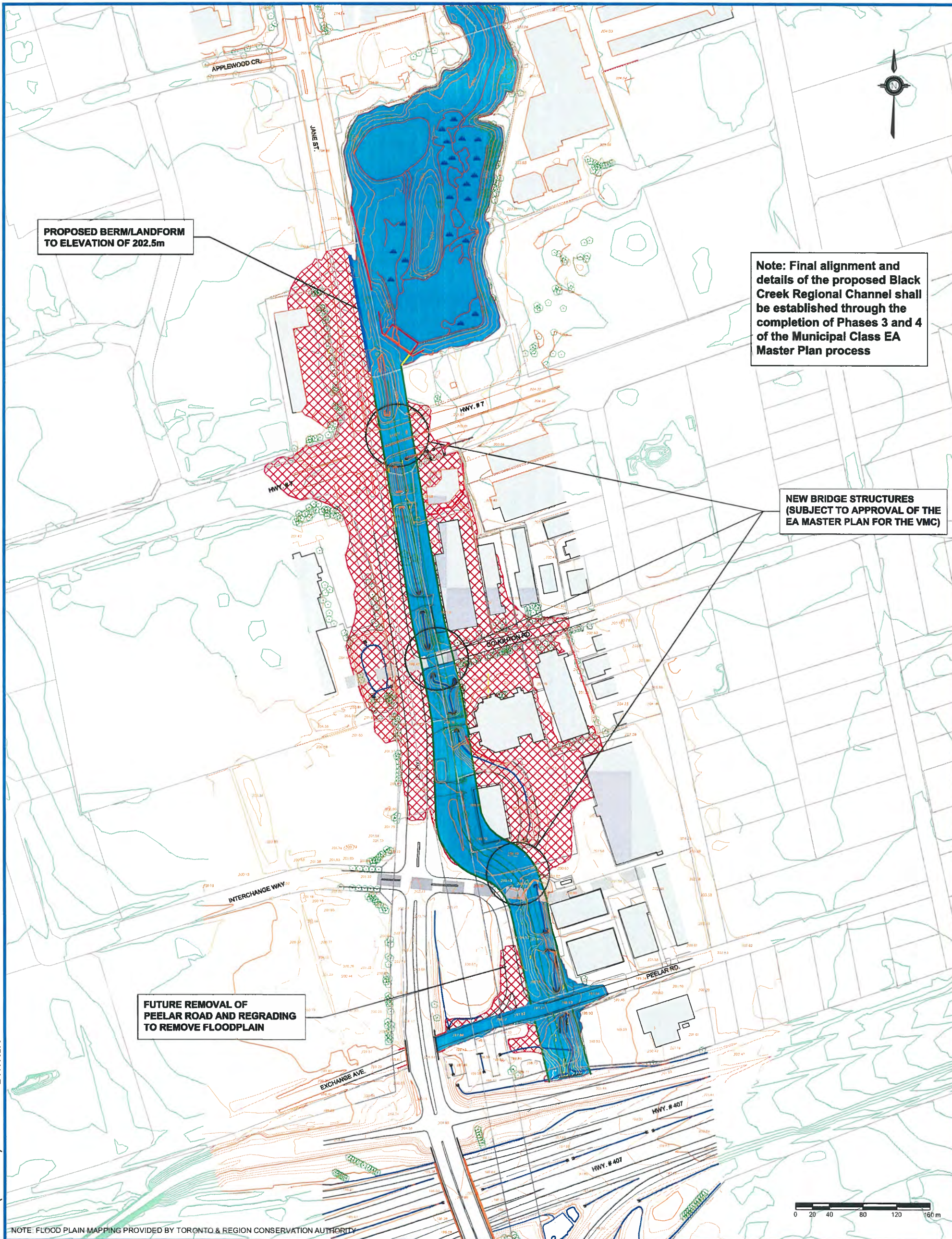
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| PROJECT No: | 12122 |
| FIGURE No:  | 7-1   |

## Appendix A

### Background Documents





**PROPOSED BERM/LANDFORM TO ELEVATION OF 202.5m**

**Note: Final alignment and details of the proposed Black Creek Regional Channel shall be established through the completion of Phases 3 and 4 of the Municipal Class EA Master Plan process**

**NEW BRIDGE STRUCTURES (SUBJECT TO APPROVAL OF THE EA MASTER PLAN FOR THE VMC)**

**FUTURE REMOVAL OF PEELAR ROAD AND REGRADING TO REMOVE FLOODPLAIN**

NOTE: FLOOD PLAIN MAPPING PROVIDED BY TORONTO & REGION CONSERVATION AUTHORITY

DO NOT SCALE THIS DOCUMENT. ALL MEASUREMENTS MUST BE OBTAINED FROM STATED DIMENSIONS.

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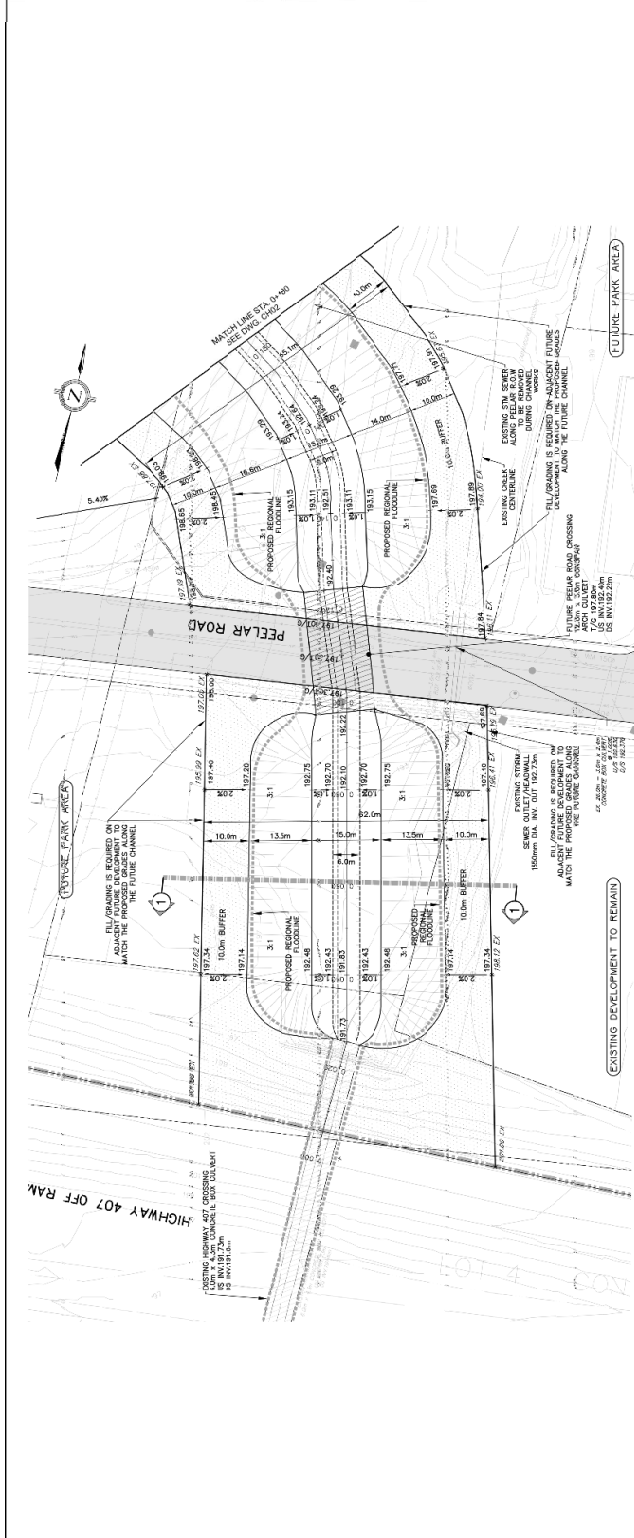
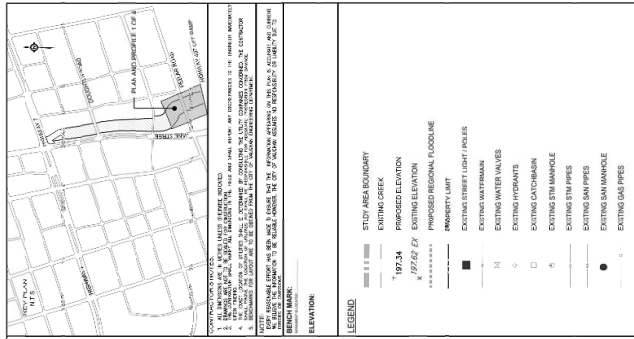


| Legend |                                | FLOODLINES |  |
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|        | BUILDING                       |            | AUGUST 19, 2005 STORM (EXISTING)   |
|        | WATERCOURSE                    |            | AUGUST 19, 2005 STORM (PROPOSED)   |
|        | CONTOUR (1m)                   |            | REGIONAL STORM   |
|        | TREE                           |            | EXTENT OF FLOODING   |
|        | PROPERTY FABRIC                |            | EXISTING   |
|        | PROPOSED CHANNEL (TOP OF BANK) |            | PROPOSED   |
|        |                                |            | APPROVED ROW ALIGNMENT IN ACCORDANCE WITH VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN |

**VAUGHAN**  
**Black Creek Stormwater Optimization Study**  
**Master Plan Class Environmental Assessment**  
**Preferred EA Flood Improvement Alternative**  
**Regional Storm Improvements (F4)**

| PROJECT NUMBER | DATE     | FIGURE NUMBER |
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FILE NAME: FLOOD IMPROVEMENT ALTS FIGS (MAY 2011)-R2.DWG BY:TRCA PLOT: 24/05/2011 3:56:25 PM



**TMIG**  
The Mechanical Infrastructure Group Ltd  
8800 Cummer Street,  
Markham, ON  
L3R 9V7  
p. 905.738.6700  
f. 905.738.0095

ENGINEER'S STAMP:  
PROFESSIONAL ENGINEER IN THE PROVINCE OF ONTARIO  
JACQ GRANDES, P. ENG., 4474,  
DIRECTOR OF INDUSTRIAL SERVICES  
DATE: \_\_\_\_\_

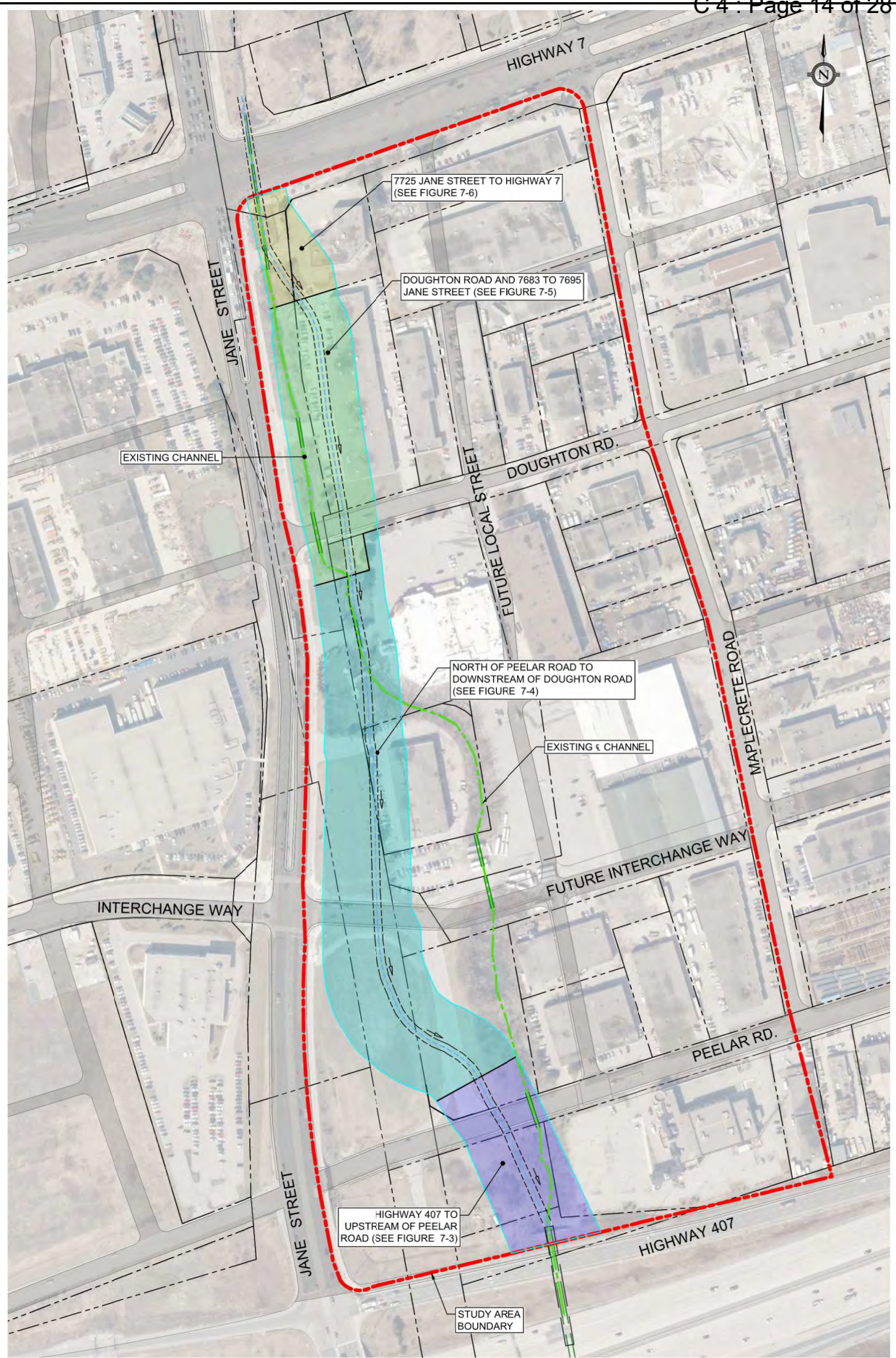
**VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA**  
PRELIMINARY CHANNEL DESIGN PLAN AND PROFILE 1 OF 4

**VAUGHAN**  
Engineering Services

DESIGNED BY: T.D. DATE: AUGUST 2018 CHECKED BY: E.T.  
DRAWN BY: M.M. PROJECT NO: 12122 APPROVED BY: S.H.  
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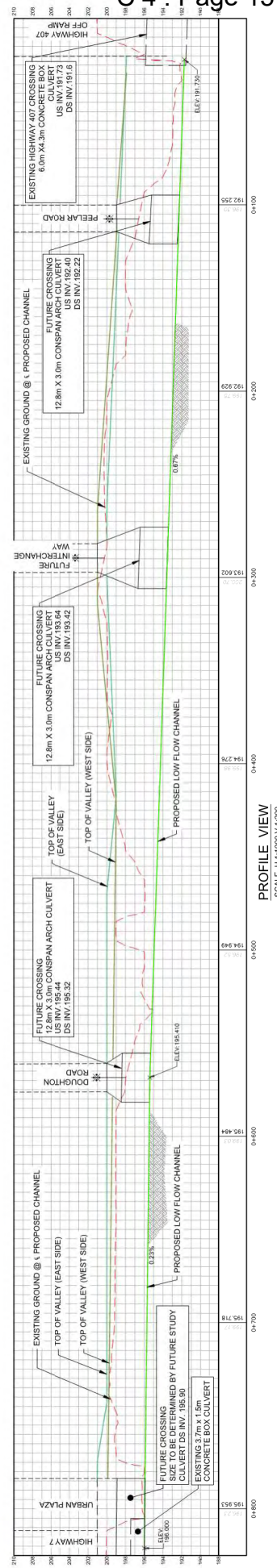
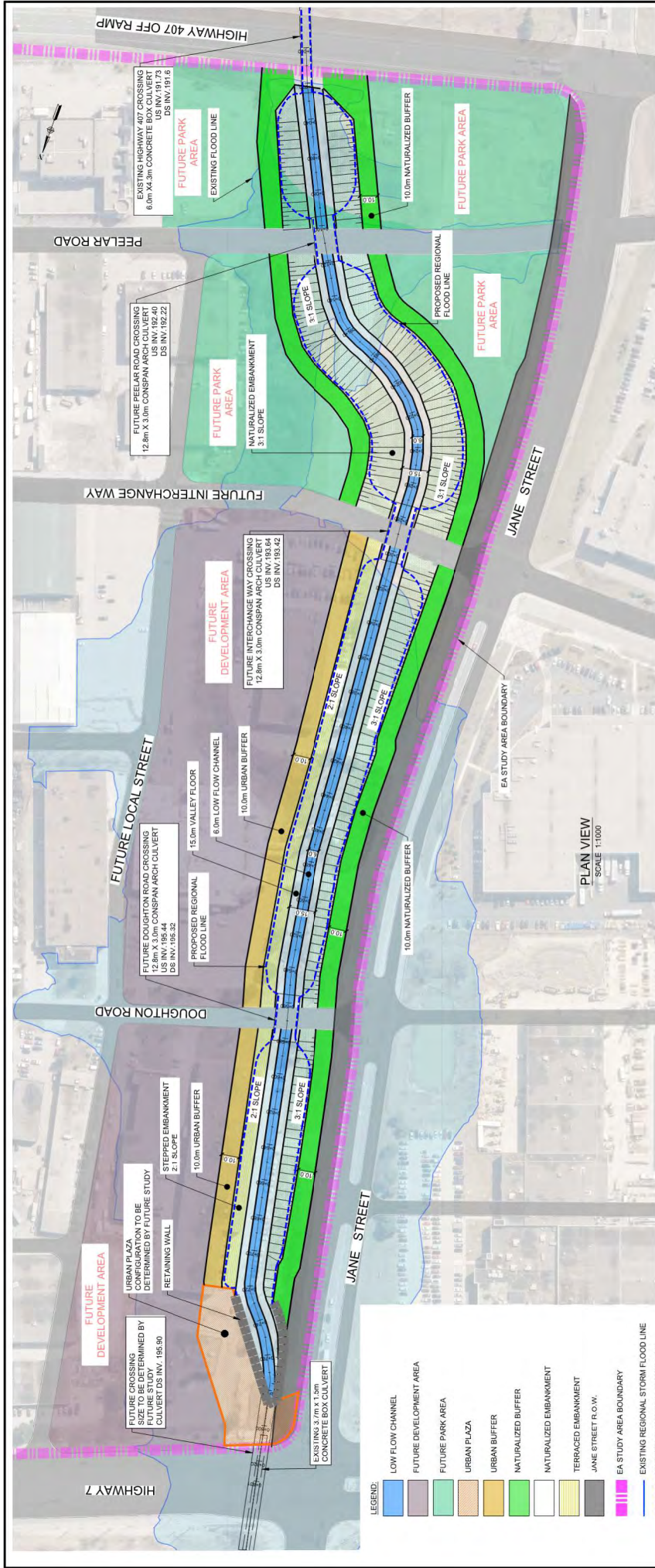


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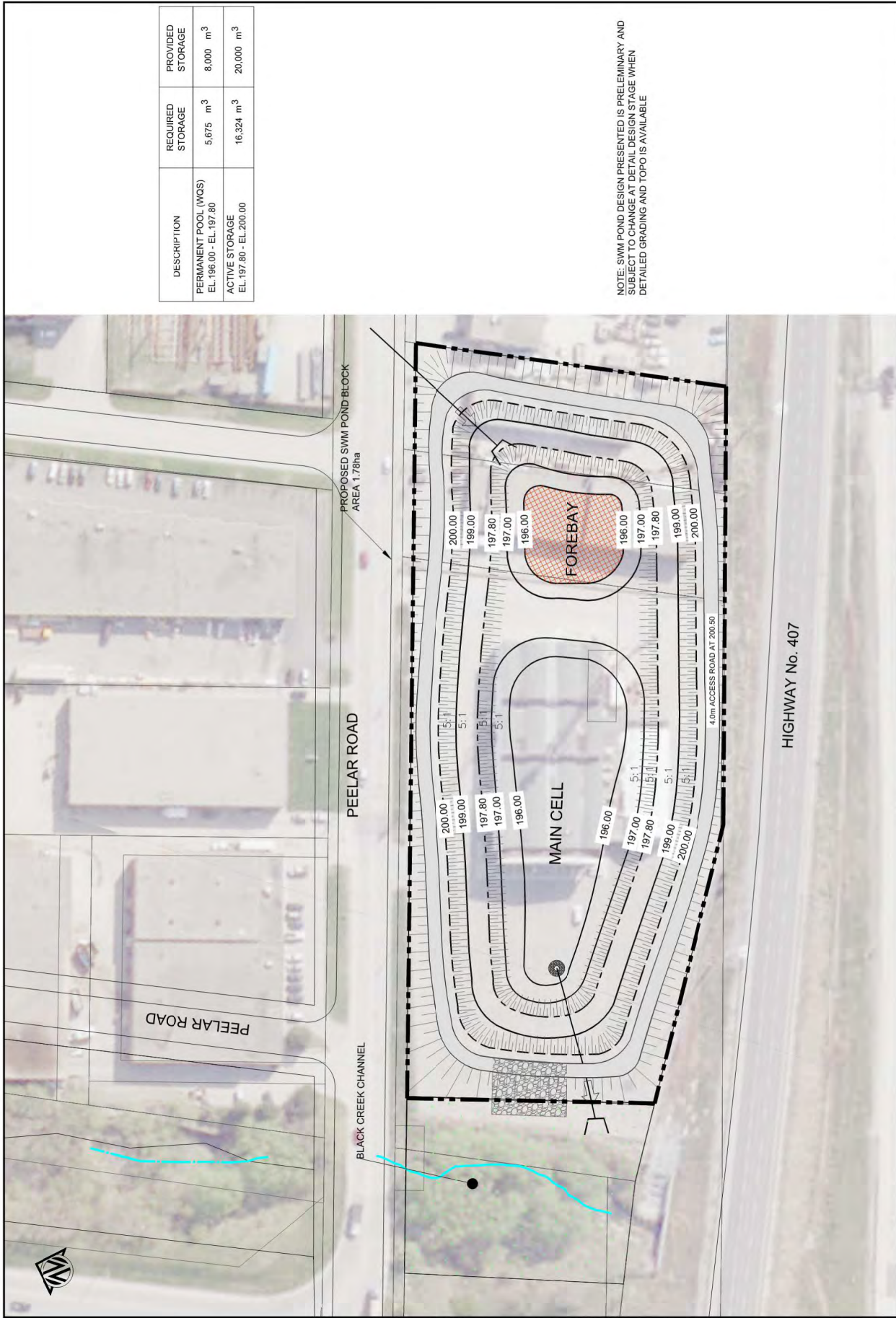


**VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA**  
**CONSTRUCTION STAGING/PHASING**  
**FOR NEW CHANNEL CORRIDOR**

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| DATE:        | AUGUST 2018 | FIGURE No.  | 7-2   |
| DESIGNED BY: | T.D.        | DRAWN BY:   | M.M.  |
| CHECKED BY:  | S.H.        | CHECKED BY: |       |



|  |   |   |  |   |
|--|---|---|--|---|
| <p><b>TMIG</b><br/>The Municipal Infrastructure Group Ltd.</p> <p>8800 Dufferin Street<br/>Vaughan, ON<br/>L4R 4K6<br/>Tel: 905.738.0700<br/>Fax: 905.738.0605</p> | <p>VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA</p> | <p>ALTERNATIVE #4 (PREFERRED)<br/>MEANDER BETWEEN INTERCHANGE WAY</p> | <p>SCALE: AS SHOWN<br/>DATE: AUGUST 2018<br/>DESIGNED BY: T.D.<br/>DRAWN BY: M.M.<br/>CHECKED BY: S.H.</p> | <p>PROJECT NO: 12122<br/>FIGURE NO: 5-3</p> |
|  | <p>12122</p>                                    |   |  |   |



| DESCRIPTION                                   | REQUIRED STORAGE      | PROVIDED STORAGE      |
|---|-----------------------|-----------------------|
| PERMANENT POOL (WQS)<br>EL.196.00 - EL.197.80 | 5,675 m <sup>3</sup>  | 8,000 m <sup>3</sup>  |
| ACTIVE STORAGE<br>EL.197.80 - EL.200.00       | 16,324 m <sup>3</sup> | 20,000 m <sup>3</sup> |

NOTE: SWM POND DESIGN PRESENTED IS PRELIMINARY AND SUBJECT TO CHANGE AT DETAIL DESIGN STAGE WHEN DETAILED GRADING AND TOPO IS AVAILABLE

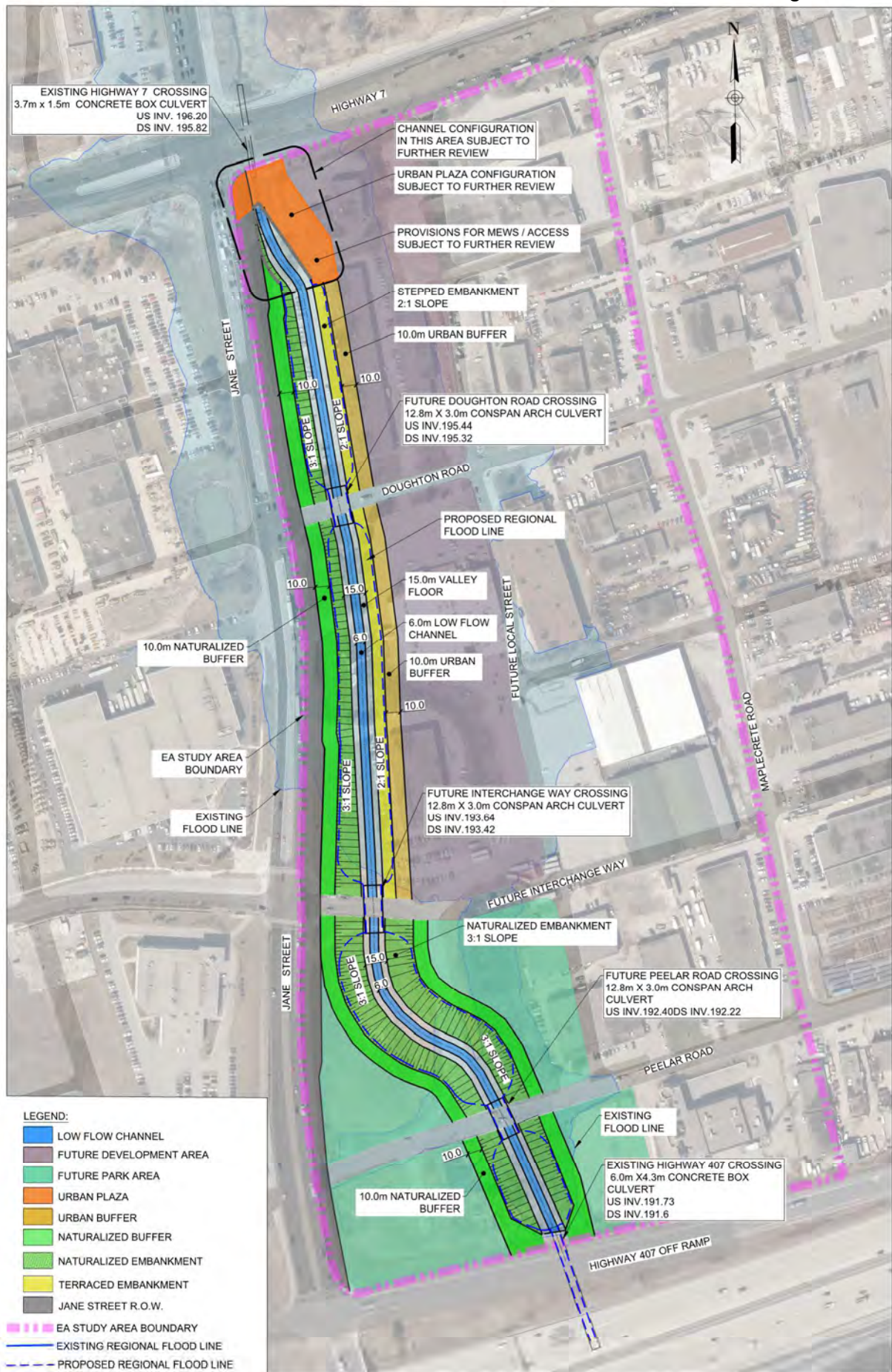


**VAUGHAN METROPOLITAN CENTRE**  
MUNICIPAL SERVICING CLASS  
ENVIRONMENTAL ASSESSMENT  
MASTER PLAN

**PROPOSED SE QUADRANT SWM POND**

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| 08104       | NOV 2012 | 11-5       |





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VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA  
 MEANDER NORTH OF PEELAR ROAD ALIGNMENT

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| DESIGNED BY: T.D. | DRAWN BY: M.M. |
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|                   | ES-4           |



## VMC Sub-committee Report

---

**DATE:** Wednesday, December 04, 2019

**WARD(S):** 4

**TITLE: VMC IMPLEMENTATION AND CONSTRUCTION UPDATE**

**FROM:**

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

**ACTION:** FOR INFORMATION

---

**Purpose**

To provide an update on the priority infrastructure projects, development activity and construction updates within the Vaughan Metropolitan Centre (VMC).

**Report Highlights**

- Vaughan's skyline is rapidly transforming as new developments and high-rise towers reach unprecedented heights in the VMC Mobility Hub and Edgeley Pond and Park priority areas.
- Vaughan Council has approved development applications in all four quadrants of the VMC, and construction activity for new developments is expected to take place across the VMC in 2020.
- Construction of several critical infrastructure projects required to support early redevelopment activity in the downtown is underway or complete, including the SmartCentres Place bus terminal which opened for service on November 3, 2019
- The Black Creek Renewal Class Environmental Assessment received Ministry approval in August 2019
- Several new planning and design studies are advancing through 2020 to support the next phase of development
- The VMC team is focused on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the transitioning downtown.

## **Recommendation**

1. That this report be received for information.

## **Background**

Construction activity is currently underway for approved developments located in the Mobility Hub area of the northwest quadrant, as well as the area surrounding the Edgeley Pond and Park in the northeast quadrant. More development will occur across the VMC through 2020 based on Council approved applications. Refer to Attachment 1, VMC Development Activity.

As construction continues, the VMC team continues to focus on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the emerging downtown. Given the complexity of the planned capital infrastructure, seamless design coordination and timing of constructed works are being carried out.

Construction commenced for many of the priority infrastructure projects outlined in the VMC Implementation Plan, several of which are complete. The major and minor collector roads within the northwest quadrant, known as the west lands spine roads, were opened in August and October 2019 to deliver on Council's Members Resolution related to the Minister's Zoning Order for the relocation of a large format retail store in the VMC.

Construction was recently initiated for the Portage Parkway Extension east of Jane Street to Black Creek, as well for the Interchange Way sanitary trunk from Highway 7 south and east to Jane Street.

The City received notice that the landmark Black Creek Renewal Class Environmental Assessment Study (BCR EA) was approved by the Ministry of the Environment, Conservation and Parks (MECP) in August 2019.

Additional assessments, approvals and permits are being completed for the Edgeley Pond and Park project. Design and construction of critical infrastructure is being advanced in the southwest quadrant area.

In parallel to implementing these critical civil infrastructure works, the VMC team is advancing the planning and design of parkland to ensure that a complete community is developed for the growing population.

Refer to Attachment 2, VMC Infrastructure Projects for the location and extent of the above noted infrastructure.

## **Previous Reports/Authority**

[VMC Development Activity Update March 2019](#)

[VMC Implementation Plan and Priority Infrastructure Project Update March 2019](#)

[VMC NW and SW Quadrants Implementation Update June 2019](#)

[VMC Parking Conditions and Management Strategy June 2019](#)

## **Analysis and Options**

### ***Development activity is advancing in each quadrant of the VMC***

#### **Northwest Quadrant**

The construction of catalyst projects in the VMC Mobility Hub continue to propel the transformation of Vaughan's downtown, supported by the early successes of the first completed projects at the heart of the VMC. These catalyst projects include the KPMG office building, VMC Subway and Highway 7 vivaNext Bus Rapid Transit (BRT) Stations, and Transit Square and TTC Plaza where a strategic investment in architectural excellence and high-quality public realm is defining a new identity for Vaughan.

Completion of the next comprehensive development block continues to advance with the construction of the iconic VMC Centre of Community, Transit City development and SmartCentres Place bus terminal. This mixed use block will feature an enhanced pedestrian mews and public art installations, and capture the vision for integrated design and placemaking envisioned for the VMC.

Construction of the Centre of Community is nearing completion. Interior fit-out of the office floors is progressing as scheduled. PriceWaterhouseCoopers (PwC) will be taking occupancy by end of November, with Scotia Bank to follow by the end of the year. Completion of the associated civic uses, including the YMCA, daycare and City of Vaughan library and community recreation space is expected by end of Q2 2020. Topping off of the first two iconic 55-storey Transit City towers will be celebrated by the end of 2019 and construction of the third tower is progressing as scheduled, with completion of the entire project within 2021.

Following Council approval in May, construction activity has mobilized for Transit City Towers 4 and 5 (45 and 50 storeys) on the east side of Millway Avenue at Portage Parkway. Currently, underground works for all three towers have commenced, including the first purpose-built rental building in the downtown. This development will include a large privately-owned public space, which will augment the parks network in

the VMC and provide additional gathering space for residents and visitors, as well as a pedestrian oriented flexible street. Construction is expected to continue through 2023.

Portions of the temporary surface parking lot at Apple Mill Road have been relocated to the vacant lands across from the VMC Subway Station to enable construction of the second phase of the Transit City development.

Projects within this quadrant showcase high quality architecture with well-articulated building massing, complemented by public art, ground-related commercial activity and investment in public realm design to prioritize pedestrian activity and wayfinding within the Mobility Hub.

#### Northeast Quadrant

The northeast quadrant is shaping up to be the VMC's first residential community centred around the Edgeley Pond and Park, a signature amenity and open space destination. The first and only occupied residential towers in the VMC to date are the Expo City towers 1 and 2, each at 37-storeys, which also feature the Region's first post-secondary education facility (Niagara University) within the podium of Tower 2. Topping off of the 39-storey Nord Condos (Expo City towers 3 and 4) was celebrated in August, with occupancy expected to commence by Q4 2019/Q1 2020.

The distinctive 60-storey CG Tower (Expo City tower 5) was approved by Council in June and will set the record as the tallest tower in York Region. Construction of this first masonry tower in the emerging downtown is expected to commence in this last phase of Expo City in 2020.

The 35-storey Met development located at the southeast corner of Jane Street and Portage Parkway is currently under construction with anticipated occupancy in early 2020. This development will feature the first urban townhouse blocks constructed in the VMC to support a wider variety in building type in the downtown.

#### Southwest Quadrant

Development activity in the southwest quadrant has gained momentum following Council approval of the first two development proposals (Icona and Block 2/Mobilio), with additional mixed-use development applications under review. Construction is set to begin in early 2020 on the Mobilio development which will feature the VMC's first mid-rise buildings, urban townhouse blocks and extension of the Millway Avenue Linear Park as a family-oriented neighbourhood.

Given the development interest and infrastructure improvements needed to comprehensively plan this quadrant, staff have begun to facilitate coordination workshops amongst landowners in order to plan and implement necessary capital infrastructure and public realm improvements to support and advance development.

### Southeast Quadrant

The Black Creek corridor defines the westerly edge of the southeast quadrant and provides a unique frontage opportunity for development. With the approval of the Black Creek Renewal EA in August and forthcoming initiation of detailed design for the corridor, development interest within this quadrant has peaked with new development inquiries, pre-application consultations and a new formal development application. While construction has not yet taken place in this quadrant, the recent Council approved Liberty Cement Site application is advancing through the agreements process. This development will feature two residential towers (34 and 40 storeys) and a 7-storey mid-rise residential building with retail uses and outdoor amenity space at-grade to activate the public realm along Maplecrete Road.

### **Construction of the Edgeley Pond and Park is pending finalization of third party review and agency approval**

The Edgeley Pond and Park (EPP) retrofit is one of the most complex and multi-faceted projects that the City has undertaken. The project has considered a wide range of stakeholder needs while resolving challenging technical requirements. The existing on-line pond and future park block combination is the largest uninterrupted open space and City-owned land in the Vaughan Metropolitan Centre (VMC). The main purpose of the EPP project is to retrofit the existing pond to achieve the required stormwater management function to manage flooding risk and unlock development potential, while creating a signature public destination that captures the imagination of VMC residents and visitors. This central destination was planned and timed to provide the first park and open space amenities for the some 14,000 estimated new residents moving into the VMC in the next 5 years. The EPP will be a key part of creating a complete community for the first residents of the downtown

The design for the EPP project was initiated in October 2016. Timing for implementation of the pond works has been delayed as a result of several factors including the Ministry of Resources and Forestry (MNR) staff identifying the Edgeley Pond as a potential dam during the preparation of the 90% detailed design in June 2018 and pond water level concerns during major storm events, which would result in surcharging of the drainage network west of the pond. The pond water level concern was identified in September 2018 and resolved by end of Q1 2019.

The Project team recently retained a third party, peer review engineering consulting firm to assess the EPP retrofit detailed design and associated models to ensure the design

of the pond retrofit conforms to all approval agencies' standards such that approval and permits will be attained seamlessly. The peer review engineering firm will also confirm whether the existing and retrofit Edgeley on-line pond would be considered a dam as per MNRF definition and will also identify the necessary studies required for MNRF approval to attain a the MNRF Lakes and Rivers Improvement Act (LRIA) permit for a dam.

Results and recommendations from the peer review of the Edgeley Pond is expected in mid-December 2019. At that time, the project team will initiate the required assessments for a dam, should Edgeley pond be identified as a dam and will finalize the construction drawings and finalize permit applications to MNRF, MECP, DFO and TRCA. An update on the status of the Edgeley Pond and Park project will be provided at the first VMC Sub-committee in 2020.

***The Black Creek Renewal Class EA is approved by the Ministry and the detailed design assignment is being advanced***

The Black Creek Renewal (BCR) Environmental Assessment (EA) was completed and filed for public review in September 2018. On August 16, 2019, the City received confirmation from the MECP that both Part II Order requests for the BCR EA were denied and the City of Vaughan was approved to move forward with the next phase of the project.

The BCR is a highly complex, multi-disciplinary project that, coupled with a high estimated capital cost, led the VMC team to consider alternative project delivery models. Through successful consultation with Infrastructure Development, the VMC team have chosen a multi-phase modified design-build format. It will be a pilot project for this innovative project delivery model and new to the City.

Furthermore, also new to the City of Vaughan, is the retention of a technical advisor (TA). It is common on design-build projects for the owner to first retain a TA to assist in the preparation of the Owner's Statement of Requirements. The TA will also provide technical guidance, subject matter expertise, oversight and support during the subsequent project phases. The VMC team is developing a Terms of Reference (TOR) for TA services, which will be released as a competitive Request for Proposal in early 2020.

The TOR is a joint effort between the VMC team and Infrastructure Development, with input from various City departments and external agencies, including the Toronto Region and Conservation Authority (TRCA). Award of the project is anticipated in Q2 2020.

***The Transportation Master Plan is undergoing a fulsome update for the VMC due to increased transit service, densities and population***

The City will be undertaking an update to the transportation planning and design study focused on the VMC. The VMC Transportation Planning and Design Study will be used to provide direction on developing a refined multi-modal transportation network for the VMC area, supporting innovative mobility strategies and a strategic implementation plan. The study scope will be aligned with the on-going city-wide Transportation Master Plan (TMP) update and include completion of multiple Municipal Class Environmental Assessments up to Phase 4 for Schedule C activities for VMC roads as required. The outputs of the study will be used to inform transportation policies, initiatives, infrastructure improvements, and the preparation of upcoming VMC Secondary Plan and City of Vaughan Official Plan updates.

The Request for Proposal (RFP) for the VMC Transportation Planning and Design Study is anticipated to be released by end of Q1 2020.

***The SmartCentres Place bus terminal is now open***

A key catalyst for the developing Mobility Hub is the SmartCentres Place bus terminal which opened for service on November 3, 2019.

The terminal contains 9 bus bays with connections to both the VMC Subway Station and vivaNext Bus Rapid Transit (BRT) station at Highway 7 through both the above grade linear park along Millway Avenue and an underground tunnel. The terminal features modern, open architecture and provides convenient access from all directions to pedestrians, cyclists and transit users, including a passenger pick-up and drop-off area on Millway Avenue.

***Three new roads have been opened in the northwest quadrant to provide better connectivity and support new development***

The VMC team worked effectively with SmartCentres, York Region and TRCA to meet the opening deadline for delivery of major spine roads within the VMC northwest quadrant. Completion of the spine roads realizes Council's Members Resolution related to the Minister's Zoning Order for the relocation of a large format retail store in the VMC.

Applewood Crescent from Highway 7 to Portage Parkway was opened in conjunction with the opening of the relocated Highway 400 northbound offramp in August 2019. Commerce Street from Highway 7 to Apple Mill Road, and Apple Mill Road from Edgeley Boulevard to Applewood Crescent opened to the public on October 22, 2019. The construction of these spine roads has greatly improved access and circulation in the VMC and have framed the future development blocks and urban park.

***Works are advancing on the widening and extension of Portage Parkway, west and east of Jane Street***



Staff are currently working with SmartCentres to advance the detailed design work related to the widening and reconstruction of Portage Parkway between Jane Street and Applewood Crescent, including functional design, utility locates, and developing an overall project work plan with the objective of completing the road works in Q4 of 2021.

The detailed design for Portage Parkway extension east of Jane Street to the west limit of the Black Creek channel is under review and anticipated to be approved by the City and TRCA by the end of 2019. Construction of Portage Parkway from Jane Street to the Black Creek channel will begin in Q1 2020.

***Construction of critical infrastructure on Interchange Way has started in the southwest quadrant***

Improvements to the sanitary trunk sewer along Interchange Way, from Highway 7 to Jane Street required to facilitate development, is currently under construction. These works are being led by QuadReal and their consulting team, in collaboration with the City's project team. Construction is expected to be completed in summer 2020. Concurrently, modelling for the overall block plan and supporting servicing studies has commenced and will continue to inform infrastructure upgrades in the southwest quadrant area.

***Construction of the Expo City strata park to commence in the second half of 2020***

Through 2019, City staff have worked with the Cortel Group to advance the detailed design of Vaughan's first stratified park located within the Expo City development lands (VMC northwest quadrant). Building upon the park vision and program set through the Edgeley Pond and Park public consultation, this parkland is a crucial component of the overall Edgeley Pond and Park open space system. The strata park will provide active recreation facilities, including a natural playground, an ice-skating loop, a splash pad, and a pavilion with programmable community space and washrooms where private and public events can be hosted throughout the year. Currently, the site is being excavated to accommodate an underground commercial parking facility.

***Phase 1 of Vaughan's first Urban Park to commence next year***

City staff and SmartCentres are working collaboratively to develop a work plan to advance the Urban Park Phase 1 detailed design through 2020. The delivery of the first urban park block in the VMC will provide active and passive recreation park amenities to the growing downtown population. More importantly, this park block will provide service to the approximately 6,200 new residents expected to move into the six residential towers that SmartCentres is currently building within the Mobility Hub. The Urban Park phase one block is located within the northwest quadrant, between Edgeley Boulevard to the west and KPMG Tower to the east and seamlessly integrated with the KPMG and Transit Square landscape design.

### ***The Millway Avenue Linear Park detailed design is ongoing***

City staff and QuadReal's consulting team have been working through 2019 on the vision for the extension of the Millway Avenue linear park south of Interchange Way to Exchange Avenue in the southeast quadrant. Phase 1 of this park will have facilities suitable for the new Mobilio community, including a senior playground, active play equipment, shade structure and social gathering spaces flanked by perennial planting beds and a linear flexible lawn. The park construction is forecasted to commence as early as 2022.

### ***The VMC Parks and Wayfinding Master Plan to start in 2020***

The VMC team anticipates the release of the VMC Parks and Wayfinding Master Plan RFP by the end of 2019, with the commencement of the study in Q1 of 2020. The development of a Parks and Wayfinding Master Plan will help the City to ensure that the parks and open spaces located within the downtown have complementary programs and facilities that provide a variety of uses, services and experiential qualities.

Through this study, the City of Vaughan will be able to identify unique opportunities for innovative design that may allow for an incremental and phased development of parkland, to study different park management strategies that may help the City of Vaughan to operate and maintain an adequate level of service in all VMC parks and open space, and to set up a strategy to develop an intuitive and robust wayfinding system that will help VMC visitors and residents to navigate through the various distinctive precincts and downtown areas.

This study will review and adapt any current park design framework and parameters already prepared for some of the VMC parks and open spaces, such as SmartCentres vision for Central Park and the Edgeley Pond and Park detailed design among others, and inform updates to the upcoming VMC Secondary Plan review.

### **Financial Impact**

There are no economic impacts resulting from this report.

### **Broader Regional Impacts/Considerations**

Collaboration continues with regional stakeholders which is an important factor in realizing the success of the VMC.

### **Conclusion**

As the next phase of development proceeds, the VMC team are focused on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the transitioning

downtown. The VMC team will continue to work closely with York Region, York Region Rapid Transit Corporation, VMC landowners, other external agencies and internal departments to facilitate the advancement of these projects in the downtown.

Implementation of key infrastructure projects will continue to leverage investments in transit and support early placemaking strategies for the downtown.

**For more information**, please contact: Christina Bruce, VMC Program Director, ext. 8231

### **Attachments**

1. VMC Priority Infrastructure Projects
2. VMC Development Activity

### **Prepared by**

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Amy Roots, Senior Manager, Planning and Urban Design (VMC), ext. 8035

Jennifer Cappola-Logullo, Manager, Development Engineering (VMC), ext. 8433

Gerardo Paez-Alonso, Manager, Parks Development (VMC), ext. 8195

Christina Bruce, VMC Program Director, ext. 8231

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End of Document



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SENT VIA EMAIL

P-3298

June 20, 2022

Mayor Maurizio Bevilacqua and Members of Council  
Vaughan Metropolitan Centre Sub-Committee  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Communication : C 5**  
**VMC Sub-committee**  
**June 21, 2022**  
**Agenda Item # 2**

**Re: Comments on VMC Secondary Plan Update: Land Use Options**  
185 Doughton Road & 108-112 Maplecrete Road (19T-21V003, OP.21.008 & Z.21.011) and  
2851 Regional Road 7 (19T-19V004, OP.19.009 & Z.19.024).  
GB (Maplecrete) Limited Partnership and GB (Vaughan Seven) Limited Partnership  
City of Vaughan, York Region

---

Dear Mayor Bevilacqua and Members of Council:

KLM Planning Partners Inc. represents GB (Maplecrete) Limited Partnership and GB (Vaughan Seven) Limited Partnership, respective owners of the above cited two development parcels ("subject lands"). We are writing with respect to the above noted report to VMC Sub-Committee dated June 21, 2022.

Comments related to 2851 Regional Road 7 (Site 'A')

These lands were approved with a partial Mix Use development block south of the east-west public road that is intended to be developed in conjunction 130 Doughton Road to the south. Our client is concerned with the proposed school block on 130 Doughton Road as shown on Land Use Option 1, as it does not appear to take the aforementioned approvals into account (see Figure 1).

With respect to Land Use Option 2, while we are encouraged with the proposed Mixed Use designation on the partial development block, we are concerned with the proposed mandatory office use requirement, which is not an existing requirement. This presents a challenge, particularly in a post-pandemic market where remote working has significant impacts on demands. Land Use Option 2 also illustrates a proposed north-south public road connection through the approved development block down to Doughton Road which was not accounted by the approved development applications (See Figure 2).

Comments related to 185 Doughton Road & 108-112 Maplecrete Road (Site 'B')

We note that both Land Use Option proposes either a public park or school site across the site on the east side of Maplecrete Road that interrupts the extension of Freshway Drive, which the current development applications provides in compliance with the existing Secondary Plan. Should Freshway Drive not extend as intended under the existing Secondary Plan, we would suggest that the City eliminate the need for the public road at the south end of the site and in its place, provide for other means of connectivity, such as a private roadway with public access easement.

These are our initial comments on the presented Land Use Options. We look forward to working with the VMC Secondary Plan team and the City throughout the stakeholder engagement process as the Secondary Plan Update progresses.

Yours truly,

**KLM PLANNING PARTNERS INC.**

A handwritten signature in blue ink, appearing to read 'Billy Tung', with a large circular flourish underneath.

Billy Tung, BES, MCIP, RPP  
Partner

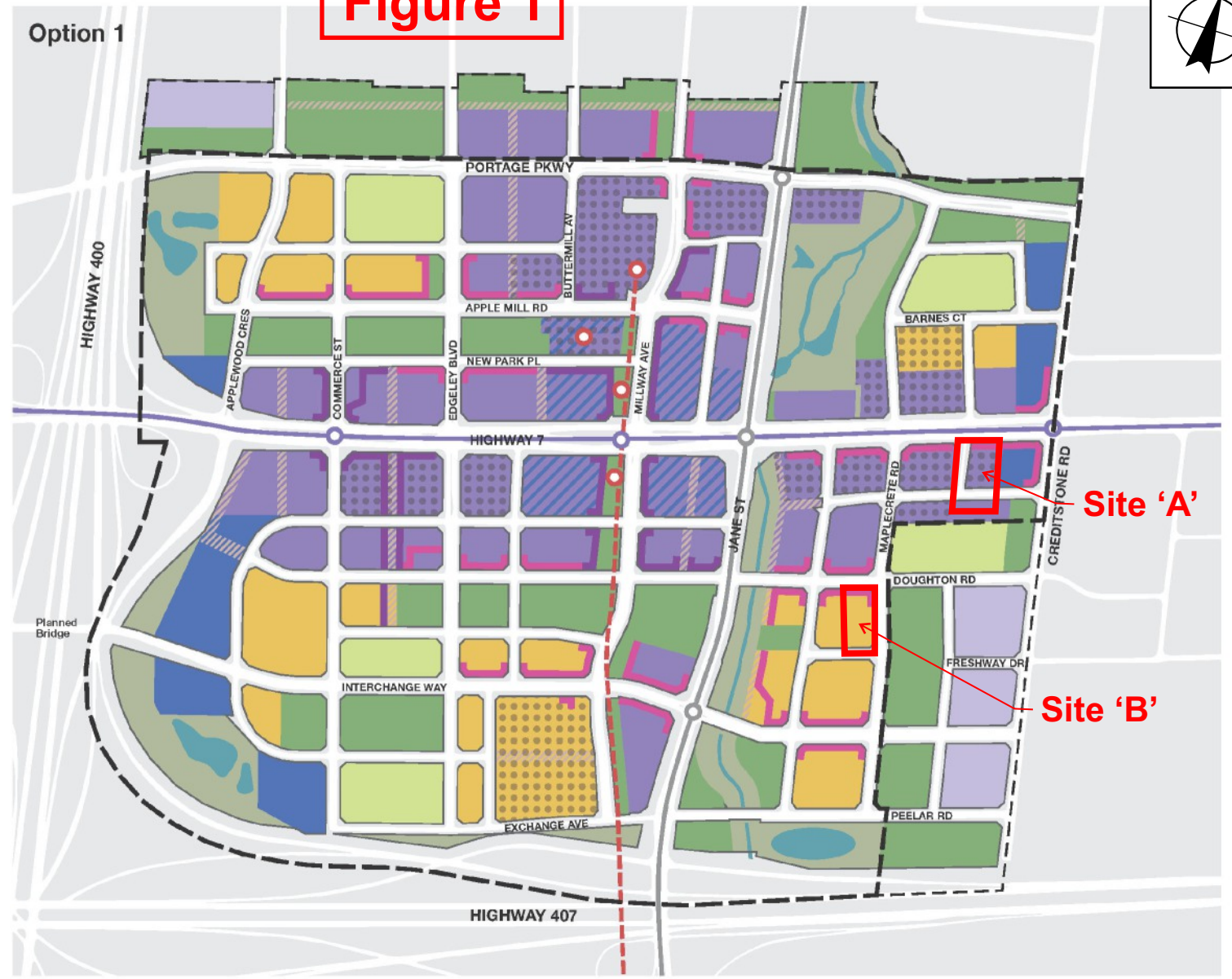
Cc: GB (Maplecrete) Limited Partnership and GB (Vaughan Seven) Limited Partnership (encl.)  
Mr. Haiqing Xu, Deputy City Manager, Planning and Growth Management



**Figure 1**

# Land Use Designations

- Land Uses**
- Mixed Use
  - Mixed Use (Office Uses Required)
  - Mixed Use Retail Office
  - Neighbourhood
  - Employment
- 
- Parks and Open Spaces**
- Public Park
  - Environmental Open Space
  - Mews (Private)
  - School
- 
- Retail Frontages**
- Required Retail, Service Commercial or Public Use Frontage
  - Recommended Retail, Service Commercial or Public Use Frontage
- 
- Other Features**
- VMC Boundary
  - Potential Expansion Area Boundaries
  - Recent / Approved Development
  - Subway / Station Entrance
  - BRT / Station
  - Future BRT / Station



## Land Use Option 1

**LOCATION:**  
 Part of Lots 4 to 7, Concession 5 and  
 Part of Lots 3 to 7, Concession 4

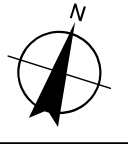


## Attachment

**DATE:**  
 June 21, 2022

**PROJECT:**  
 VMC Secondary Plan Update

# 3



**Figure 2**

# Land Use Designations

- Land Uses**
- Mixed Use
  - Mixed Use (Office Uses Required)
  - Mixed Use Retail Office
  - Neighbourhood
  - Employment
- 
- Parks and Open Spaces**
- Public Park
  - Environmental Open Space
  - Mews (Private)
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- Retail Frontages**
- Required Retail, Service Commercial or Public Use Frontage
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- VMC Boundary**
- VMC Boundary
  - Potential Expansion Area Boundaries
  - Recent / Approved Development
  - Subway / Station Entrance
  - BRT / Station
  - Future BRT / Station



## Land Use Option 2

**LOCATION:**  
Part of Lots 4 to 7, Concession 5 and  
Part of Lots 3 to 7, Concession 4



## Attachment

**DATE:**  
June 21, 2022  
**PROJECT:**  
VMC Secondary Plan Update

**4**





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P-3342

June 20, 2022

Mayor Maurizio Bevilacqua and Members of Council  
Vaughan Metropolitan Centre Sub-Committee  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Re: Comments on VMC Secondary Plan Update: Land Use Options**  
Townwood Homes  
City of Vaughan, York Region

---

Dear Mayor Bevilacqua and Members of Council:

KLM Planning Partners Inc. represents Townwood Homes, who has interests in various properties generally situated south of Doughton Road between Maplecrete Road and Creditstone Road. We are writing with respect to the above noted report to VMC Sub-Committee dated June 21, 2022.

In general, our client has the following concerns and suggestions with the presented Land Use Options:

1. The amount of mandatory provision of office uses, particularly in a post-pandemic market where remote working has significant impacts on demands.
2. Through the recent May 20<sup>th</sup> presentation of these Land Use Options to the stakeholders, we understood from the Secondary Plan team that the proposed school blocks are intended to be 6 acres in size at the request of the School Boards. We have expressed our disappointment to the Secondary Plan team on the use of suburban standards for the school blocks, both in sizing and requirement that they be stand-alone use, within what is envisioned to be the City's Metropolitan Centre.

We are requesting the City use this update as an opportunity to plan in a more urban context, by requiring school sites in the VMC to be developed with residential uses above a school podium base and to share the outdoor recreational programming with City parks. There are examples of such developments within the City of Toronto where the Toronto District School Board collaborated with developers with investment from the Province.

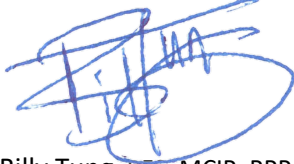
3. We would like to better understand the amount of proposed new parkland and open space, particularly within with southeast quadrant of the VMC. Land Use Option 2 proposes a significant amount of parkland along Creditstone Road, across from existing industrial uses, which is not an ideal land use interface. A more appropriate land use interface would be Mixed Use residential uses, permitting non-residential uses along Creditstone Road.

4. The City should allow for stratified public parkland to facilitate underground parking below new public park spaces.
5. The City should also look to the City of Toronto for development policies that assigns density to public uses, including school and park sites and allow for the transfer of such density to adjacent development sites. This has been a successful policy framework that encourages the redevelopment of lands within growth centres for the advancement of planned public facilities, thereby avoiding the use of expropriation.

These are our initial comments on the presented Land Use Options. We look forward to working with the VMC Secondary Plan team and the City throughout the stakeholder engagement process as the Secondary Plan Update progresses.

Yours truly,

**KLM PLANNING PARTNERS INC.**



Billy Tung, BES, MCIP, RPP  
Partner

Cc: Townwood Homes  
Mr. Haiqing Xu, Deputy City Manager, Planning and Growth Management



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P-3119

June 20, 2022

Mayor Maurizio Bevilacqua and Members of Council  
 Vaughan Metropolitan Centre Sub-Committee  
 2141 Major Mackenzie Drive  
 Vaughan, Ontario  
 L6A 1T1

**Re: Comments on VMC Secondary Plan Update: Land Use Options**

130 Doughton Road  
 130 Doughton Road Investments Inc.  
 City of Vaughan, York Region

---

Dear Mayor Bevilacqua and Members of Council:

KLM Planning Partners Inc. represents 130 Doughton Road Investments Inc., owner of the lands situated south of Regional Road 7 between Maplecrete Road and Creditstone Road, more particularly on the north side of Doughton Road and municipally known as 130 Doughton Road ("subject lands"). As indicated in the above noted report to VMC Sub-Committee dated June 21, 2022, the subject lands were subject to a granted employment land conversion through the Region's MCR and Official Plan Update process. It should also be noted that the subject lands are intended to be developed in conjunction with a partial Mix Use development block that was created as part of the approved Draft Plan of Subdivision, Official Plan Amendment and Zoning Amendment applications on 2851 Regional Road 7 (19T-19V004, OP.19.009 & Z.19.024).

As you can appreciate, our client is very disappointed to see a proposed school block on their property shown on Land Use Option 1, particularly after having gone through the employment land conversion process and the coordination with the development approvals to the north, which the Land Use Option does not account for (see Figure 1).

While we note that Land Use Option 2 proposes a Mixed Use designation, we are concerned with the office use requirement, which is not a requirement on the aforementioned approved partial development block. Our client is concerned for mandatory provision of office uses, particularly in a post-pandemic market where remote working has significant impacts on demands. Land Use Option 2 also illustrates a proposed north-south public road connection to Doughton Road which was not accounted for through the approved development applications to the north (See Figure 2).

Through the recent May 20<sup>th</sup> presentation of these Land Use Options to the stakeholders, we understood from the Secondary Plan team that the proposed school blocks are sized to be 6 acres at the request of the School Boards. We expressed our disappointment to the Secondary Plan team on the use of suburban standards, both in sizing and requirement that they be stand-alone uses, within what is envisioned to be the City's Metropolitan Centre. We are requesting the City plan in an urban context, by requiring school sites in the VMC to be developed with residential uses above a school podium base and to share the outdoor recreational programming with City parks. There are

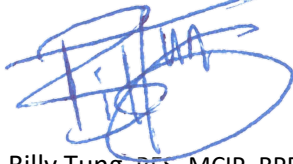
examples of such developments within the City of Toronto where the Toronto District School Board collaborated with developers with investment from the Province.

Urban Growth Centres with subway service, such as the VMC, should take bold and creative approaches to creating truly efficient, urban and compact developments for all land uses, including institutional uses. As the update to the Secondary Plan progresses, the City should also look to the City of Toronto for development policies that assigns density to public uses, including school and park sites and allows for the transfer of such density to adjacent development sites. This has been a successful policy framework that encourages the redevelopment of lands within growth centres for the advancement of planned public facilities avoiding the use of expropriation.

We look forward to working with the VMC Secondary Plan team and the City throughout the stakeholder engagement process as the Secondary Plan Update progresses.

Yours truly,

**KLM PLANNING PARTNERS INC.**



Billy Tung, BES, MCIP, RPP  
Partner

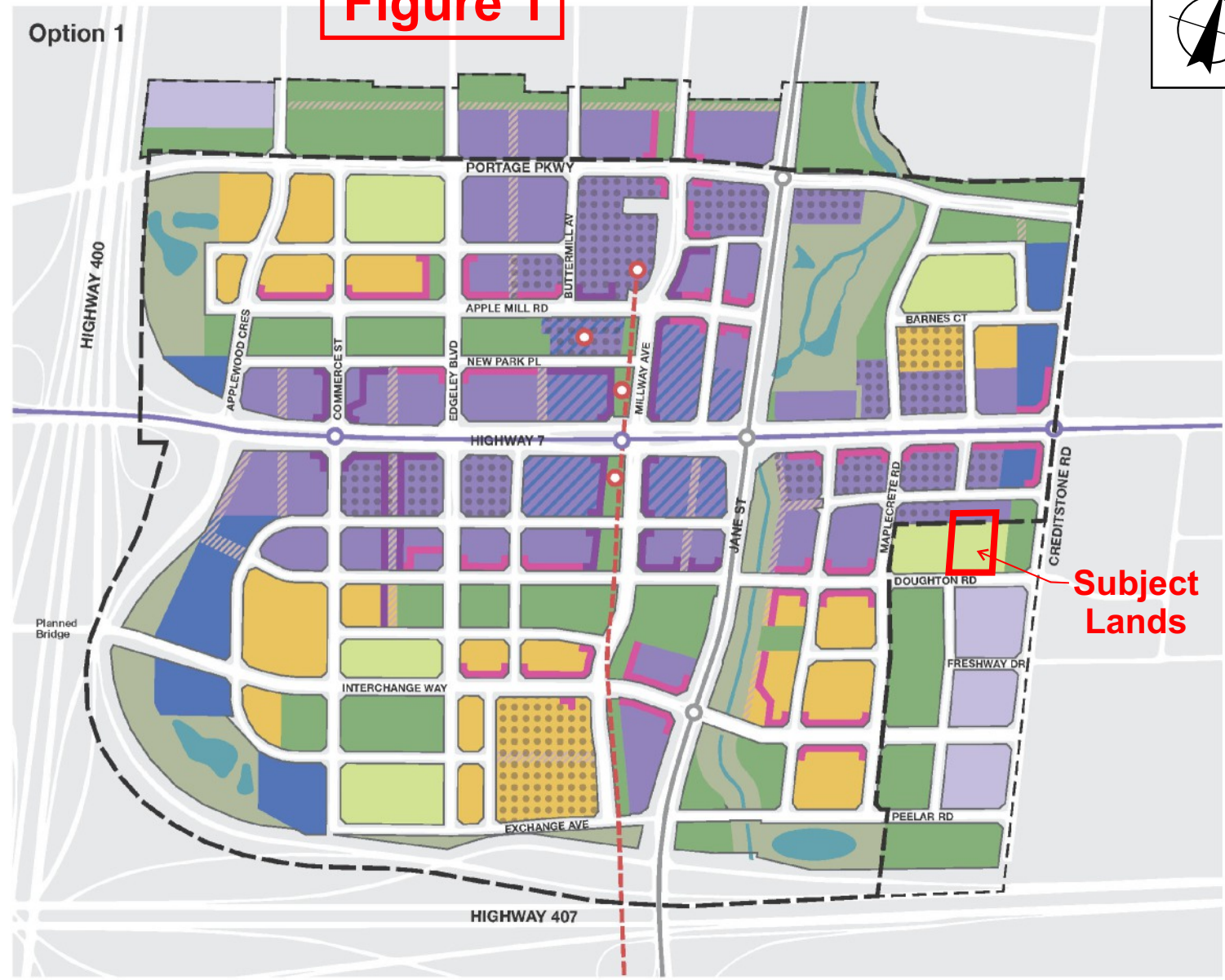
Cc: 130 Doughton Road Investments Inc. (encl.)  
Mr. Haiqing Xu, Deputy City Manager, Planning and Growth Management



**Figure 1**

# Land Use Designations

- Land Uses**
- Mixed Use
  - Mixed Use (Office Uses Required)
  - Mixed Use Retail Office
  - Neighbourhood
  - Employment
- 
- Parks and Open Spaces**
- Public Park
  - Environmental Open Space
  - Mews (Private)
  - School
- 
- Retail Frontages**
- Required Retail, Service Commercial or Public Use Frontage
  - Recommended Retail, Service Commercial or Public Use Frontage
- 
- Other Designations**
- VMC Boundary
  - Potential Expansion Area Boundaries
  - Recent / Approved Development
  - Subway / Station Entrance
  - BRT / Station
  - Future BRT / Station



**Subject Lands**

## Land Use Option 1

**LOCATION:**  
 Part of Lots 4 to 7, Concession 5 and  
 Part of Lots 3 to 7, Concession 4



## Attachment

**DATE:**  
 June 21, 2022  
**PROJECT:**  
 VMC Secondary Plan Update

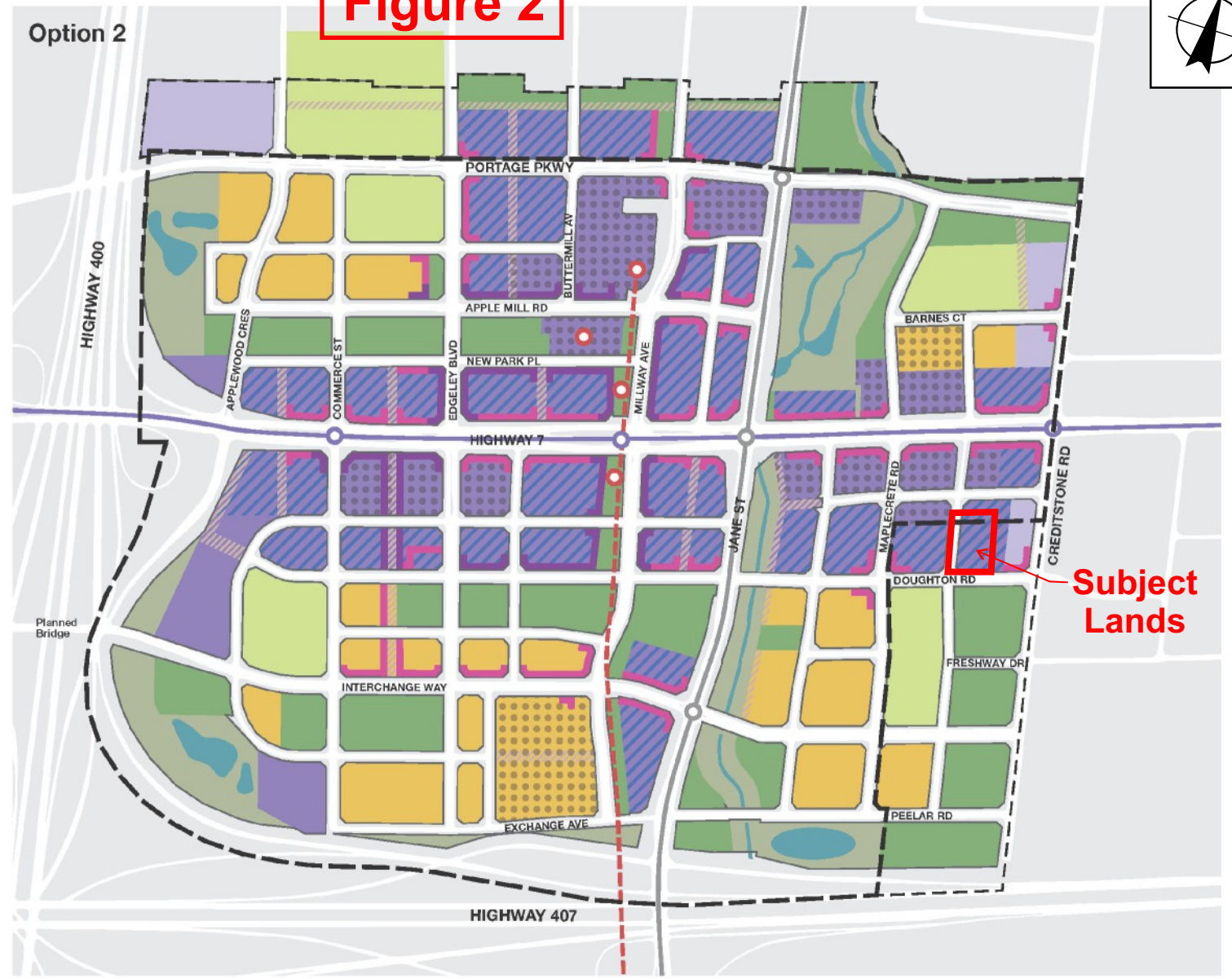
**3**



**Figure 2**

# Land Use Designations

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



**Subject Lands**

## Land Use Option 2

**LOCATION:**  
Part of Lots 4 to 7, Concession 5 and  
Part of Lots 3 to 7, Concession 4



## Attachment

**DATE:**  
June 21, 2022  
**PROJECT:**  
VMC Secondary Plan Update

# 4



Lauren Capilongo  
905 513 0170 x112  
LCapilongo@mgp.ca

June 20<sup>th</sup>, 2022

MGP File: 21-3054

Diana DiGirolamo – Senior Planner  
City of Vaughan  
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**Communication : C 6  
VMC Sub-committee  
June 21, 2022  
Agenda Item # 2**

via email: [diana.digirolamo@vaughan.ca](mailto:diana.digirolamo@vaughan.ca) / [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

**Attention: Ms. Diana DiGirolamo  
Senior Planner**

Dear Ms. DiGirolamo:

**RE: VMC Secondary Plan Update Phase II – Land Use Options  
Comments on behalf of Intergreen Development (BT) Inc, 25 Interchange Way,  
Vaughan**

Malone Given Parsons Ltd. (“MGP”) is the land use planner for Intergreen Development (BT) Inc. (“Intergreen”), the owner of the lands at 25 Interchange Way (“Subject Lands”) within the Vaughan Metropolitan Centre (“VMC”). Intergreen has been actively participating in the Vaughan Metropolitan Centre Secondary Plan (“VMCSP”) Update process, including attending the VMC Landowners Meeting on May 24, 2022 where the land use options being considered in Phase II of the VMCSP Update were presented.

We have reviewed the presentation materials from May 24, 2022 and the staff reports on the June 21, 2022 VMC Sub-Committee meeting agenda and have concerns.

It should be noted that it is difficult to provide a fulsome set of comments on the Land Use Options in the absence of the City providing any policy framework. As such, our comments respond to the proposed change in land use designation on the basis of the current VMCSP policies. In our opinion, providing a summary of the land use policies, at a minimum, related to height and density, is required to understand the proposed options. Notwithstanding this, we request that:

1. The heights and densities should reflect the VMC’s status as an Urban Growth Centre. More specifically, the height and density framework in the VMCSP should be updated to have regard for approved developments which have effectively more than doubled the planned heights and densities in the current VMCSP;
2. The Subject Lands be recognized as an appropriate location for height and density and should maintain an appropriate designation that allows for significant development rather than the proposed “Neighbourhood” designation;

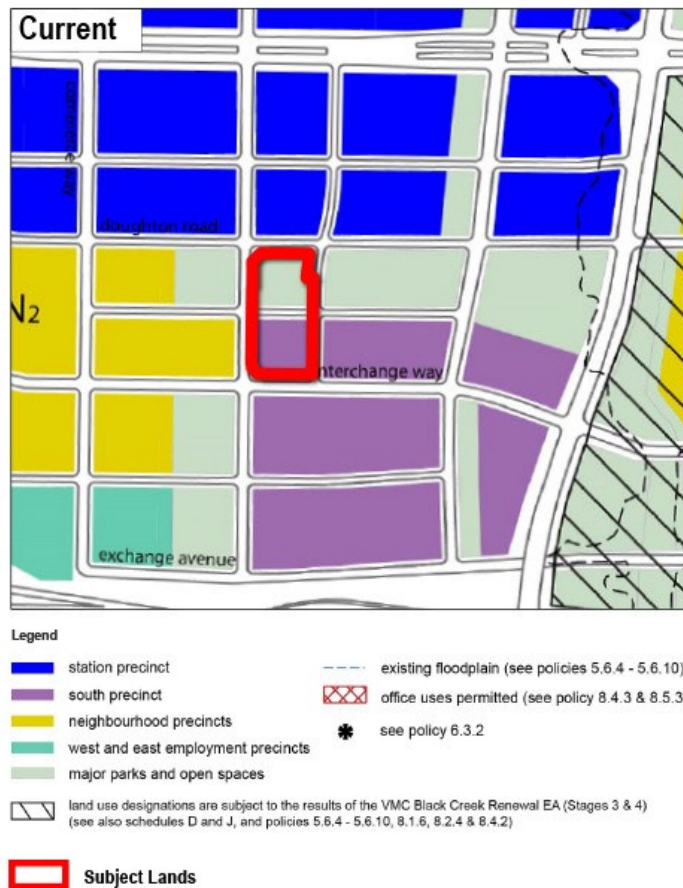
3. The Recommended Retail, Service Commercial or Public Use Frontage on the Subject Lands be moved from Interchange Way (east-west portion) to the future local road and facing the proposed public park; and
4. Policies be included within the updated VMCSPP that align with Council’s latest direction and recommendations regarding parkland definitions and dedication credits, particularly as they relate to 100% credit for strata parkland.

**Background**

The Subject Lands are located at the northeast intersection of Interchange Way (east-west) and Interchange Way (north-south). In the current VMCSPP, the southern half of the Subject Lands is designated “South Precinct” with height permissions ranging from 5 to 25 storeys and a density permission ranging from 2.5 to 4.5 FSI. The South Precinct designation encourages a mix of uses, particularly retail and office uses, and permits all uses that are permitted in the Station Precinct (being the lands to the north surrounding the VMC Subway Station). Policy 8.3.1 of the VMCSPP also promotes a variety of low- (3-4 storeys), mid- (5-10 storeys), and high-rise (more than 10 storeys) buildings within the South Precinct.

The northern half of the Subject Lands is designated Major Parks and Open Spaces. A proposed east-west local street (20 to 22 metres wide) bisects the Subject Lands between the two land use designations/precincts and a proposed north-south local street straddles the eastern boundary of the Subject Lands. A map of the current and proposed land use designations under the VMCSPP is provided in Figure 1 below.

Figure 1: Current VMCSPP Land Use Designations





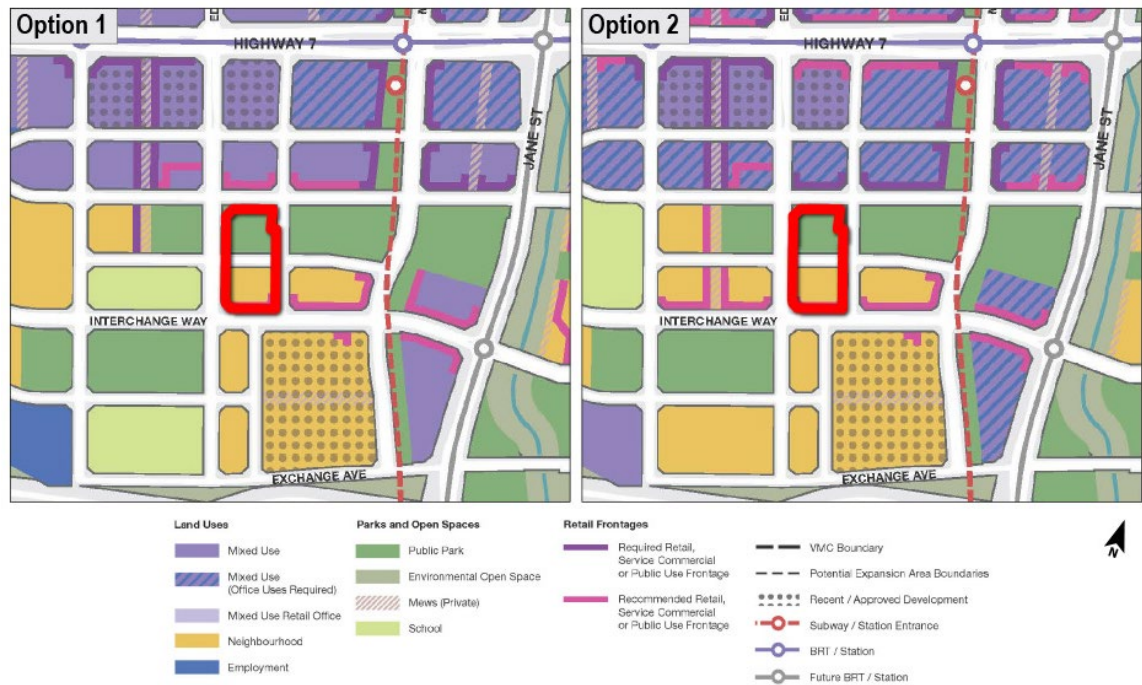
**Forthcoming Development Applications**

Intergreen attended a Pre-Application Consultation meeting with the City on October 19, 2021 and is currently preparing development applications to redevelop the Subject Lands into a high-density, mixed-use development on the south half with a public park on the north half.

**Proposed Land Use Designation**

Under the proposed VMCSPP Land Use Options, the Subject Lands are proposed to be designated “Neighbourhood” and “Public Park”. The staff report indicates that this designation change from “South Precinct” to “Neighbourhood” is “*primarily intended for residential uses, to align with the approval of neighbourhood-scaled development*”. This reference to “neighbourhood-scaled development” appears to be related to the “Mobilio” development, which we note includes both townhouses and high-density buildings up to 18 storeys on the south side of Interchange Way. While we support the notion to concentrate residential uses within this area of the VMC, we do not believe that the approval of a residential development on other lands should preclude high-density, mixed-use development on the Subject Lands or result in the loss of land use, density, and height flexibility within the VMCSPP policy framework.

Figure 2: Proposed VMCSPP Land Use Options



The materials presented to date in the VMCSPP Update process do not provide sufficient information or policies to holistically review the impacts of the proposed land use options on the Subject Lands. The staff report states that “The permissions for the “Neighbourhood” designation have been altered for Option 2, to allow for a greater mix of uses complementary to residential development”, however it is unclear what this mix of uses is

or how it differentiates from Option 1. We request that staff provide clarification on what the Neighbourhood designation specifically entails, in particular, land use permissions and built form standards, under each of the proposed land use options.

In the absence of any policies relating to the Neighbourhood designation, we request that the Subject Lands be designated to an appropriate designation that permits significant redevelopment in terms of permitted heights, densities, and built forms. The Subject Lands have many attributes that make the site suitable for high density development rather than the proposed “Neighbourhood” designation such as being within 500 metres of the existing VMC Subway Station, located with the VMC Subway MTSA, and adjacent to approved and planned high density developments.

Furthermore, we are also concerned that any planned reduction in building heights and density represents a “downzoning” on the Subject Lands which is inconsistent with provincial and regional policies.

The southern edge of the Subject Lands along the east-west portion of Interchange Way is also identified as a “Recommended Retail, Service Commercial or Public Use Frontage” on the land use options maps. Staff indicate that “Retail is generally recommended in areas generally fronting onto the parks system, and along minor collector and local roads”. On the Subject Lands, the retail frontage is identified along Interchange Way (currently identified as a Major Collector road in the existing VMC). Given that the southern half of the Subject Lands will front on a future local road opposite a future public park, we request that staff move the “Recommended Retail, Service Commercial or Public Use Frontage” identification on the map to a more appropriate location along the future local road bisecting the Subject Lands and adjacent to the planned park.

### ***Parkland***

The Proposed Land Use Options continue to identify a Park on the north half of the Subject Lands. Intergreen, as part of their proposed development, have made provisions for the inclusion of parkland on the north half of the Subject Lands which will include underground parking, making the proposed park a strata park.

Given the urban context of the VMC, the updated VMCSPP should contain greater flexibility to allow stratified parkland rather than it being conditional on the provision of significant office development. Furthermore, the parkland policies should be consistent with the June 7, 2022, draft Parkland Dedication Bylaw which was revised to reflect Council's direction provided on May 17, 2022. Council directed staff to amend the draft bylaw to allow 100% parkland credit for stratified parkland, including those encumbered by underground parking.

### ***Conclusion***

On behalf of our client, we appreciate the opportunity to provide initial comments on the Land Use Options and welcome the opportunity to meet with staff to discuss our concerns. We kindly request to be notified of any future public or landowner engagement meetings regarding this process and reserve the right to provide comments on future versions of the VMC Secondary Plan. We look forward to working with the City on the development of a vibrant downtown.

Should you have any questions, please do not hesitate to contact me.

RE: VMC Secondary Plan Update Phase II – Land Use Options  
Comments on behalf of Intergreen Development (BT) Inc., 25 Interchange Way,  
Vaughan

Yours very truly,  
Malone Given Parsons Ltd.



**Lauren Capilongo, MCIP, RPP**

*cc: Intergreen Development (BT) Inc.*



KITCHENER  
WOODBRIDGE  
LONDON  
KINGSTON  
BARRIE  
BURLINGTON

June 20, 2022

Mayor Maurizio Bevilacqua and Members of Council  
Vaughan Metropolitan Centre Sub-Committee  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

**Communication : C 7**  
**VMC Sub-committee**  
**June 21, 2022**  
**Agenda item # 2**

Sent by email: clerks@vaughan.ca

Dear Mayor Bevilacqua and Members of Council:

**RE: ITEM 4.2 – VMC SECONDARY PLAN UPDATE: PHASE II – LAND USE OPTIONS**  
**171 MAPLECRETE ROAD, 140 AND 160 DOUGHTON ROAD (the “Subject Lands”)**  
**171 MAPLECRETE LIMITED PARTNERSHIP (the “Landowner”)**  
**OUR FILE 1512W**

We have been retained by the Landowner in connection with the VMC Secondary Plan process. On behalf of our client, we have reviewed the Staff Report on the VMC Secondary Plan Update and the proposed Land Use Options. The Subject Lands are located at the northeast corner of Doughton Road and Maplecrete Road.

We provide the following comments on the Land Use Options and general policy considerations at this time:

**A) School Site in the Southeast VMC Expansion Lands**

1. While we acknowledge the desire to increase infrastructure and services in the VMC to address its further development as Vaughan’s Downtown, for the reasons stated below, we do not agree with Land Use Option 1 relative to the proposed school site depicted on the Subject Lands.
2. We have not been provided with any analysis which confirms whether a further school site, in addition to the four already identified in the current VMC Secondary Plan) is warranted. We request this analysis be provided for review and commentary prior to the Land Use Options being finalized.
3. As discussed in detail when the current VMC Secondary Plan was being created and refined, greater emphasis should be placed on providing schools in a Downtown location within an urban (more intensified), rather than suburban, built form. The current VMC Secondary Plan policies encourage this already (through Policies 7.2.4 and 7.2.5), however, this encouragement should be

modified to become a requirement to more efficiently utilize land and optimize infrastructure in the VMC as called for by Provincial policy.

4. If a further school site is warranted, we do not believe that the Subject Lands are the appropriate location. The location identified in Option 2 is preferable for multiple reasons. First, locating the school on the north side of Doughton Road takes intensification opportunity away from the Subject Lands which enjoy closer proximity to transit services on Highway 7 and the subway station. Second, Doughton Road forms a natural Mixed Use area boundary, rather than splitting the boundary midway through the block. Third, the school site in Option 2 which has a better school -park relationship and is a larger site which can consequently be utilized by both school boards, as noted in the staff's report.
5. Lastly, we request that any Updated Secondary Plan mapping depict school sites as symbols, rather than land use designations. Should the School Boards not proceed with a school as depicted in the VMC Secondary Plan, properties should continue to enjoy land use permissions. This approach was taken in the current VMC Secondary Plan both in terms of mapping and policy (Policy 7.2.1) and it is our opinion that this approach should continue in any Updated VMC Secondary Plan.
6. Notwithstanding the foregoing, our client believes it is imperative that the City implement a cost sharing program in connection with this plan, so as not to punitively target the Subject Lands or any other landowners in either option.

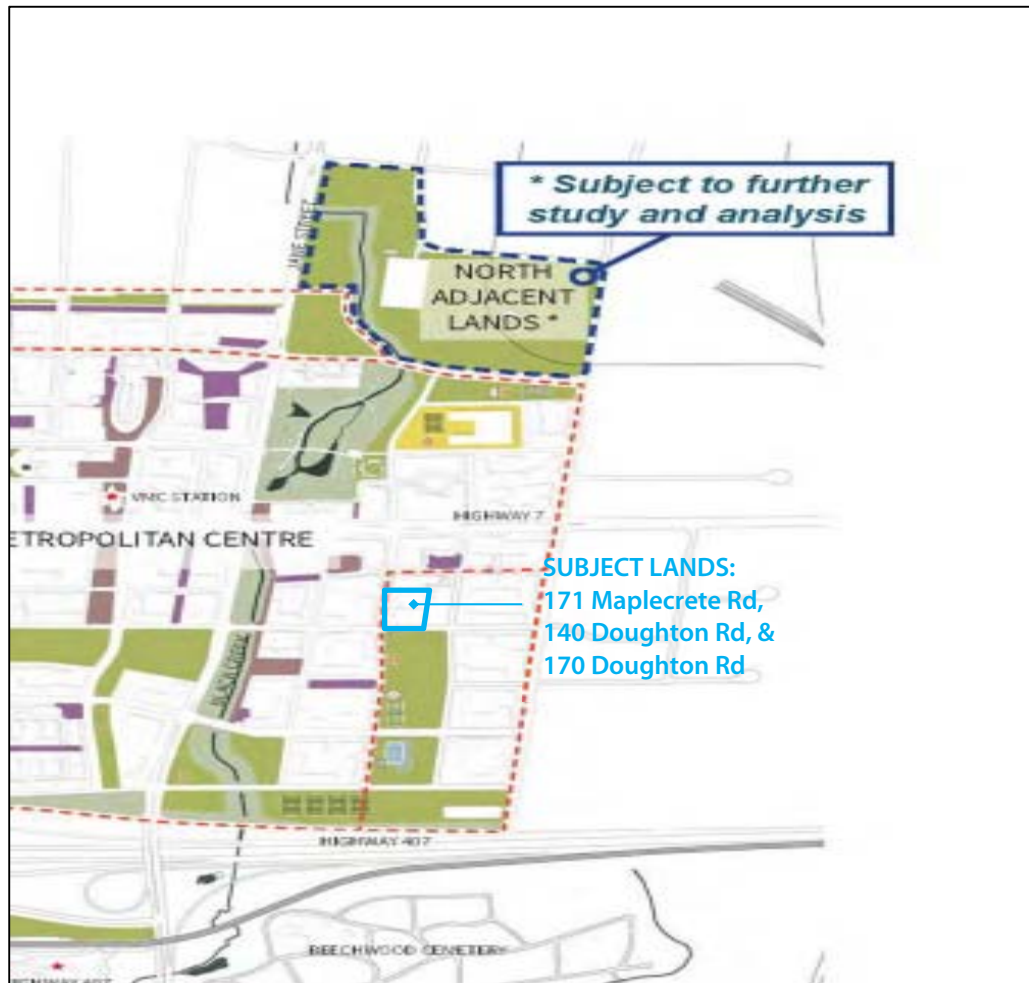
#### **B) Land Use Designations and Policies**

1. As an initial comment on land use designations and policies, we wish to remind Council that a great deal of time and effort was undertaken in the creation and refinement of the current VMC Secondary Plan. While no land use policies have been provided at this time, through the Land Use Options, it appears that new designations, and thus new policies, will be drafted. This is appropriate in an update process, however, our client does not believe wholesale changes to the policies are necessary, as the current policies have resulted in the great success shown to date through the construction occurring in the VMC.
2. Flexibility should be inherent in the policies to allow for development to meet market conditions, pivot to meet emerging needs, and promote great architecture and design to occur. Overly prescriptive policy requirements should be avoided.
3. We would appreciate revised policies be provided for review and comment as soon as possible in the next phase of the Update Project. If possible, this should be provided in a track change or comparison chart format for ease of review and reference between the existing and proposed policies.
4. The predominant use for the southeast expansion lands should be residential, balanced with supporting uses, so as not to create a monoculture of uses (i.e. not all residential and not all employment). In other words, the community which is being created in the southeast quadrant expansion should include the same broad mix of uses as current VMC Precincts. As such, the Mixed Use designation is preferable for the Subject Lands as shown in Land Use Option 2.

5. In our client's view, housing should be made a priority in the updated VMC Secondary Plan. Ontario is in a housing crisis as has been reported widely in the media, acknowledged by all levels of government, and expressed in the Report of the Ontario Housing Affordability Task Force, dated February 8, 2022. To combat this crisis, there is a need to provide additional housing as quickly as possible.
6. The demand for office space has decreased as a result of the Covid-19 Pandemic and the increased work from home initiatives by many employers. The City should continue to focus office uses where employers want to be in the VMC which is in proximity (within 250 m) of the subway. Placing office uses on the periphery of the VMC is not consistent with good planning, with the exception of population serving offices (i.e. doctor's, dentists, professional services, etc). To this extent, our client prefers the Office Requirement proposal in Land Use Option 1, which continues to focus offices in and around the subway station. Current incentive programs should continue and / or be expanded to incentivize office development in the VMC.
7. A mix of heights and densities needs to be provided to support the infrastructure investments made by the Province, Region, and City. Minimum residential densities (not maximums) should be required in order to optimize these infrastructure investments. Heights should radiate from the Jane Street eastward and from Highway 7 southward from existing and proposed heights. With respect to the Subject Lands, a continuation of the heights and densities from the north, as has been recently proposed/approved, would be appropriate.
8. While MTSA Boundaries have been defined by the Region, once the Updated Secondary Plan is adopted by Council, we request that the City request the MTSA boundaries be expanded accordingly to include the expansion lands north of Doughton Road.

### **C) Parks and Open Space**

1. Our client supports community building and the inclusion of parks and open space within all of their developments. To this extent, our client supports the use of public parks (full ownership and/or strata) and privately owned publicly accessible spaces (POPS) to enhance the liveability of the expanded VMC area.
2. Our client also supports and encourages the City to utilize the significant amounts of parkland dedication funds which have been collected to date through VMC projects for the purchase of lands for parkland within and immediately surrounding the VMC. Early acquisition of property for parkland by the City will result in cheaper acquisitions occurring (as land costs continue to increase over time) and the ability to implement new park development and programming earlier in the development process (i.e. concurrent or before private sector development occurs).
3. Our client is generally in support of the proposed parks (as shown below) in an update to the VMC Parks and Wayfinding Master Plan (from Slide 20 of the Public Presentation, March 3, 2022), stretching from Doughton Road to Highway 407, and on the east side of Maplecrete Road. The parks will serve the anticipated growth in population from the Subject Lands, immediate neighbourhood, and the entire VMC Secondary Plan area. Given the location of the proposed parks, tall buildings on the Subject Lands are appropriate as they will not have material impact on the parks in terms of sun and shadow.



In conclusion, we appreciate the efforts made by City staff and the Consulting Team to date in the VMC Secondary Plan Update process. However, further work and refinement is required as noted above. We would be pleased to meet with City staff and the Consulting Team to discuss our commentary further and to work with them proactively to ensure that the Update VMC Secondary Plan continues the tremendous success that has been achieved to date in the VMC.

Thank you.

Yours truly,

**MHBC**



David A. McKay MSc, MCIP, RPP  
Vice President & Partner

cc: Project Team

June 20, 2022

MGP File: 19-2836

Mayor Maurizio Bevilacqua and Members of Council  
Vaughan Metropolitan Centre Sub-Committee  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**Communication : C 8  
VMC Sub-committee  
June 21, 2022  
Agenda Item # 1 and 2**

via email: clerks@vaughan.ca

Dear Mayor Bevilacqua and Members of Council

**RE:       ITEM 4.2 - VMC Secondary Plan Update: Phase 2 – Land Use Options  
          ITEM 4.1 - VMC Parks and Wayfinding Master Plan Update  
          Portage Conversion Landowners Group**

As the land use planners for the Portage Conversion Landowners Group (“**Portage Landowners**”) who own land north of Portage Parkway and west of Jane Street within the City of Vaughan (“**Portage Lands**”), Malone Given Parsons have reviewed the Staff Reports related to Items 4.1 and 4.2 on the VMC Sub-Committee agenda for June 21, 2022.

The Portage Lands are located adjacent to the northern boundary of the Vaughan Metropolitan Centre (“**VMC**”) and generally within 500-800m of the SmartVMC Bus Terminal and VMC Subway Station. The lands east of Edgeley Boulevard and north of Portage Parkway are within a MTSA as endorsed by Regional Council.

We thank staff for inviting the Portage Landowners to participate in a VMC Parks and Wayfinding Master Plan Landowners Meeting (March 3, 2022) and the VMC Secondary Plan Landowners Meeting – Expansion Areas (May 25, 2022). Both these meetings provided the Portage Landowners a preview of the proposed Landscape Master Plan and Land Use Options and in that context provide the following comments. We are writing to express our concerns with regards to the material and options provided and request a meeting with staff.

Our comments are provided in the context of the developments recently constructed, approved or submitted on lands opposite the Portage Lands on the south side of Portage Parkway. The lands on the south side of Portage Parkway have recently been constructed with 55 storey residential towers (Transit City 1-3) with no stepbacks or building articulation to minimize the mass of the building on Portage Parkway (see **Images 1 - 3**). Closer to Jane Street, TC 4 and TC5 are currently under construction of a similar built form at 45 and 50 stories in height. Recent Official Plan and Zoning applications for 101 Edgeley propose to continue this trend of extremely tall buildings along the south side of Portage Parkway with two towers adjacent to Portage at 59 and 63 storeys in height. These existing and proposed buildings have and will continue to dramatically change the streetscape along Portage Parkway and operations of the adjacent low-rise employment uses.



*Image 1/ View of Portage Pkwy looking east from Buttermilk Avenue*



*Image 2/ View of Portage Pkwy looking east just before Millway Avenue*



*Image 3/ View of Portage Pkwy Looking East from Monte Carlo Inn*



*Source: Monte Carlo Inn (May 2020)*

## **EMPLOYMENT LAND CONVERSION**

The Portage Landowners requested and received approval from Vaughan and Regional Council for an employment conversion on the basis that it would provide an opportunity to create a more logical transition and appropriate interface between the extreme height and densities approved on the south side of Portage and the existing low-density, low-rise employment lands to the north. Additionally, it would provide an opportunity to resolve related issues such as parking spill over and streetscape impacts.

## **VMC SECONDARY PLAN - EXPANSION AREA B**

As part of the VMC Secondary Plan Update, the Portage Lands have been identified within **Expansion Study Area ‘B’** to the VMCS Update. The June 21, 2022 Staff Report to VMC Sub-Committee states that the potential boundary expansions are being evaluated based on the following key principles:

1. Will the boundary expansion introduce meaningful and compatible transitions to the surrounding context and existing prestige employment uses?
2. Can appropriate buffering of uses be achieved?
3. Can the expansion area off opportunities to supplement the much-needed parkland and social infrastructure required within the VMC?
4. Can the boundary expansion be contained within the geographies outlined?

Additionally, the report notes that regardless of the outcome of the potential boundary expansions of the VMC, the lands afforded employment land conversions will continue to be permitted to redevelop for non-employment uses. Therefore, a fifth consideration should be given to whether the Expansion Areas are more appropriately guided by the policy framework within the VMC Secondary Plan or the City’s Official Plan. If the Portage Lands are not included as part of the VMC, they will have to be designated for land uses outside the context of more detailed VMC secondary plan policies and without the benefit of comprehensive planning.

***We continue to request that the Portage Lands be brought into the VMC Secondary Plan Area, as doing so can achieve the four key principles outlined by staff (as reviewed following), provides a better transition, and represents a logical extension of the VMC.***

## **VMC PARKS AND RECREATION MASTER PLAN**

Regarding the VMC Parks and Recreation Master Plan, we are concerned that that proposed approach to analyze and supply parkland and recreation facilities employs a suburban model or suburban development mindset; one that focuses on the delivery of parkland through traditional, land compulsive active parkland and recreation facilities rather than one that focuses on the provision of parkland to supply a dense, dynamic urban downtown as the VMC is envisioned.

The delivery of parkland in the VMC should employ creative, “out-of-the-box”, and innovative ideas to provide sufficient parks and open space that reflect the vibrant and cultural hub it desires to be. People living in dense residential buildings have little to no private outdoor space, have an immediate need for parkland within mere footsteps of their

homes, such as a small, designated places for pet relief or an urban oasis where you can grab some fresh air and sunshine and chat with your neighbours. The role of large urban active parks in a dynamic high-density area is in our opinion less important than that of small parkettes and open spaces frequently embedded into the urban fabric.

***In this regard and in support of the vision for the VMC, the VMC Secondary Plan and Parks Master Plan needs to be reconsidered to better promote and emphasize the role of publicly accessible, small parks and opens spaces provided frequently at street level, such as parkettes, POPS, plazas, courtyards, squares, etc.*** Development should be encouraged to- if not required to- provide these types of small parkettes and other urban open spaces at regular frequencies. The Parks Master Plan should include these small parkettes and open space (private or public) as they are an important and necessary component of the overall system of parks and open space. Further, parkland credit should be granted for providing these valuable urban parks and open spaces.

***Lastly, we are concerned that the expansion areas are being unjustly burdened with parkland requirements to make up for an under supply of parkland that was generated from existing or planned development within the VMC.*** The proposed public parkland illustrated in the Portage Lands is well beyond what would be required under the Planning Act and Vaughan’s Parkland Policies. Providing for parkland deficiencies on the periphery and not within reasonable distances from the residential units that generate the need for the parkland is not good planning or urban design. We suggest that the City consider more creative implementation strategies such as early acquisition to improve cost/value ratio and consider strata parkland models to provide the necessary parkland within the VMC.

#### **VMC SECONDARY PLAN UPDATE – LAND USE OPTIONS**

Based on the June 21, 2022 Staff Report on the VMCS Update, we understand Land Use Option 1 proposes to maintain the current intensity of development with a lens on achieving built form variety and supply adequate social infrastructure, while Land Use Option 2 proposes to recalibrate uses to deliver a thriving central business district, utilizing an Office Feasibility Assessment that was undertaken to improve the feasibility of development that delivers office uses.

Regarding the Portage Lands, both Land Use Options propose a linear park of varying widths and an adjacent “Private Mews”. Option 2 includes a requirement for office uses on land proposed as Mixed-Use and currently not developed. Option 1 proposes a large public park on the lands north of Portage between Applewood and Edgeley; whereas, Option 2 proposes these lands be designated as a new school site for a high school (larger than 6 acres). However, we note that no specific details or policies have been provided with regards to land use permissions, height, density and other aspects of city building that would help to understand the two options more fully.

***As such, we request more details with regards to the policies that will guide the land uses, built form, height, densities, and other development criteria in order to fully understand the two options.***

### **Mixed Use Designation**

The Portage Landowners Group is generally supportive of the requirement for other non-residential uses as part of the Mixed-Use designation. The Portage Landowners envision redevelopment of their properties in a manner that would at a minimum maintain, but most likely increase, the amount of employment that is currently within their lands. They are supportive of policy that would permit or require the first floors for active retail and / or service commercial uses while the upper floors permitted for a combination of employment generating uses and residential. We have questions with regards to Option 2 and what is meant by “Office Uses Required”.

***We suggest that the requirement not be too narrowly focused that it doesn't permit other employment generating uses such as cultural facilities, institutions, schools and the “Office Uses Required” be revised to state “Non-Residential Uses Required”.***

### **School/Park Use at 705 Applewood Cres.**

Both options propose public land uses either a public park or school on the lands between Applewood and Edgeley on the north side of Portage Parkway. This equals almost 4 hectares (10 acres) of land which is a very suburban sized model for a Secondary School and in a location that does not provide a future high school with immediate access to a transit station. The owners of 705 Applewood Cres. (currently the Monte Carlo Inn) and the properties immediately to the north and east (BK 9, Plan 65M3606 Vaughan and PT BK 8 Plan 65M3606 PT 2 65R27375 ET PT 1 Expropriation Plan YR3091961 Vaughan) envision the redevelopment of their property into a world class hotel in combination with other uses such as retail, cultural, institution and residential.

***As such, we do not support the designation of park or school on these three properties (705 Applewood Cres, BK 9, Plan 65M3606 Vaughan and PT BK 8 Plan 65M3606 PT 2 65R27375 ET PT 1 Expropriation Plan YR3091961 Vaughan) and we request they be designated for a mix of uses which would permit a hotel in combination of office/employment, retail and service commercial, residential, cultural and institutional uses.***

### **Linear Park and Private Mews**

It appears that the intent of the linear park along the north edge of the expansion area provided two functions besides passive recreation, 1) it created a northern trail linkage and 2) provides a “buffer” between existing employment uses further north. We question the appropriateness and rationale for locating public parkland in this location and suggest there may be alternative ways to design and organize the land uses to achieve the linkage and necessary buffer. Further work needs to be done to consider the best approach to successfully design and plan these areas given the immediate context south of Portage Parkway.

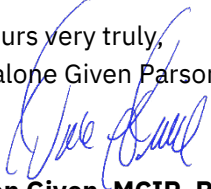
***We request additional information with regards to the linear park designations and private mews along the northern edge of the Portage Lands and opportunities to discuss the overall vision for the Portage Lands.***

**Meeting Request**

Given our concerns with the Land Use Options and the Parks and Recreation Master Plan, we request a meeting with staff to further understand the Land Use Options and what the implications on the Portage Lands and discuss the overall vision for the Portage Lands and how it align with and will advance the VMC vision.

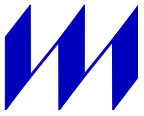
On behalf of our clients, we appreciate the opportunity to provide our comments and input. Should you have any questions, please do not hesitate to contact me.

Yours very truly,  
Malone Given Parsons Ltd.



**Don Given, MCIP, RPP**

Cc Haiqing Xu, Haiqing.xu@vaughan.ca  
Christina Bruce, christina.bruce@vaughan.ca  
Portage Conversion Landowners Group



**WESTON  
CONSULTING**

planning + urban design

City of Vaughan  
2141 Major Mackenzie Drive  
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L6A 1T1

**Communication : C 9  
VMC Sub-committee  
June 21, 2022  
Agenda Item # 1 and 2**

June 20, 2022  
File 9220

**Attn: Christina Bruce, Director, VMC Program**

**RE: Vaughan Metropolitan Centre Secondary Plan Update &  
Parks and Wayfinding Master Plan  
Submission of Comments for 99 Peelar Road, City of Vaughan**

Weston Consulting is the planning consultant for the 2752179 Ontario Inc. and L.K. Trustco Inc., the owners of the property municipally addressed as 99 Peelar Road, in the City of Vaughan (herein referred to as the 'subject lands'). We are actively monitoring and participating in the current Vaughan Metropolitan Centre Secondary Plan Update (the 'Secondary Plan Update') process on behalf of our clients with respect to the subject property and respectfully submit the enclosed comments on their behalf.

In our view, the proposed Environmental Open Space designation identified in the two land use options of the draft Secondary Plan Update are not appropriate for the subject lands in light of their existing use or the existing and planned context. Further, the subject lands are not necessary from an environmental perspective according to City-led environmental assessment work and environmental analysis undertaken on behalf of the landowners. On this basis, a land use designation that permits commercial and residential uses, consistent with the existing and planned context, would be more appropriate and better implement applicable policy direction. We would appreciate an opportunity to directly discuss these matters with City Staff and the City's consultant team as the Secondary Plan Update advances.

**Description of the Subject Lands**

The subject lands are located west of the corner of Peelar Road and Maplecrete Road in the Concord Planning area of the City of Vaughan (Figure 1). The property is rectangular in shape and abuts a Highway 407 off-ramp along the southern lot line. The parcel has a total lot area of approximately 1.42 hectares (3.51 acres) and has an approximate frontage on Peelar Road of 167.83 metres. The subject lands are currently occupied by a two-storey banquet hall and event venue known as the Hazelton Manor, with at grade parking and two vehicular access points from Peelar Road. The lands are fully developed save and except for a strip of landscaped area along the western property boundary and some sparse vegetation along the southern property boundary.

The subject lands are located within the Vaughan Metropolitan Centre Secondary Plan ("VMCSP") area. In accordance with Schedule F, the subject lands are within the "Major Parks and Open Spaces" precinct. The subject lands are zoned 'C10 – Corporate District Zone' by Zoning By-law 1-88. This zone permits a range of commercial uses. The City's new Comprehensive Zoning By-

law 001-2021 zones the subject lands as 'OS1(H)-1118 – Public Open Space Zone, Exception 1118'. This zone permits a range of park uses.

Consistent with their location immediately adjacent to Highway 407, the subject lands are situated within an area of the City that consists predominantly of industrial and employment land uses. To the west of the subject lands are existing woodlands, and to the north and east are employment uses.



*Figure 1 - Air Photograph of Subject Property*

The Region of York is currently undertaking its Municipal Comprehensive Review ('MCR') process where employment land conversions have been reviewed. The Draft Regional Official Plan ('ROP') proposes the designation of the subject property as 'Community Area' by Map 1A – Land Use Designations in the draft ROP. Residential, employment and community service uses are directed Community Areas to accommodate future population and employment growth.

### **Proposed Land Use Designations**

At the May 25, 2022 VMCSPP Landowner's Meeting, the City presented two land-use options for the VMCSPP area, as outlined below. Both options propose to designate the subject lands as "Environmental Open Space". In addition, both options show some form of water feature akin to a stormwater management pond on the subject lands.

### **The Environmental Open Space Designation is Inappropriate for the Vast Majority of the Subject Lands**

In our view, the proposed Environmental Open Space designation identified in the two land use options is not appropriate for the subject lands in light of their existing use or the existing and planned context. Further, the subject lands are not necessary from an environmental perspective according to City-led environmental assessment work and environmental analysis undertaken on behalf of the landowners.

First, the proposed land use options do not reflect the existing use of the subject lands. As noted above, the subject lands are the site of a long-standing event venue. Originally developed in the late 1960s, the subject lands have functioned as various employment uses since that time and have currently been operating as an event venue since 2010. The subject lands are fully serviced and fully functional to accommodate this existing use. It is inappropriate to contemplate uprooting an established use and effectively eliminating fully serviced and developed lands from the City's land supply given applicable policy direction to use existing infrastructure efficiently, especially within urban growth centres, to avoid the need for urban sprawl and the associated need to construct new infrastructure.

Second, there appears to be no technical basis for designating the subject lands Environmental Open Space. The preferred alternative for the reconstruction and renewal of Black Creek within the VMC, as determined through the Vaughan Metropolitan Centre Black Creek Renewal Class EA (the "Black Creek EA"), shows that the subject lands are located well outside the area required for the creek reconstruction, outside the associated naturalized buffer area, and also outside the planned future park area. In other words, the subject lands are not intended to serve any environmental purpose related to the reconstructed Black Creek that will address flooding matters within the VMC.

To further investigate the environmental condition of the subject lands, our client retained Pinchin Ltd. to undertake a Natural Heritage Assessment (NHA). The NHA confirms that the vast majority of the subject lands has no environmental significance and no potential contribution toward natural heritage. The NHA identifies only a small strip of land on the western portion of the site, immediately adjacent to Black Creek, as having some potential for environmental significance that warrants additional study in order to confirm its contribution to the surrounding environmental lands. This area is generally identified in orange in Figure 2 for reference (the "Western Strip"). Since the NHA and the Black Creek EA together indicate the portion of the subject lands beyond the Western Strip do not currently serve and are not planned to serve any environmental purpose, at minimum, the portion the subject lands located east of the Western Strip should not be designated as Environmental Open Space.





Figure 2: Ecological Land Classification Mapping prepared by Pinchin Ltd.

We recognize that additional study is required in order to fully understand the nature of the Western Strip. We would appreciate an opportunity to provide additional background information to the City of review and consideration of an appropriate land use designation for the lands given these findings.

In light of the existing use of the subject lands and the absence of a technical basis for designating the lands Environmental Open Space, in our opinion, the land use designation for the subject lands should permit commercial and residential uses. This approach would more closely align with the existing and planned uses in the immediate context, and better support the overall objectives for the VMC.

### Conclusion

As outlined above, it is our opinion that the proposed Environmental Open Space designation does not appropriately reflect the existing use and condition of the lands, nor does it accurately reflect the environmental conditions of the site. We request that additional consideration be given to the existing use of the lands, and that the subject lands be designated in a manner that would permit commercial and residential uses in line with the designations for the lands immediately north. Additionally, we request the opportunity to meet with City Staff or the appropriate VMCSPP team consultant to review the above land use and environmental information in more detail through the public consultation process.

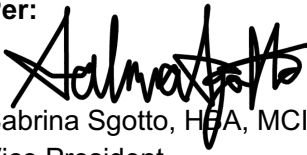
Weston Consulting will continue to monitor the Secondary Plan Update process on behalf of our Clients and reserves the right to provide further comments on this matter. We request to be notified of any future reports and/or meetings regarding the VMC Secondary Plan Update, as well as any discussion or decision pertaining to the boundary expansion and secondary plan policies for the subject property, including land use options. We further request an opportunity to meet with City Staff and their consultant team to further engage in the Secondary Plan Update.

Thank you for the opportunity to provide these comments. Please contact the undersigned at extension 236 should you have any questions regarding this submission.

Yours truly,

**Weston Consulting**

Per:



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