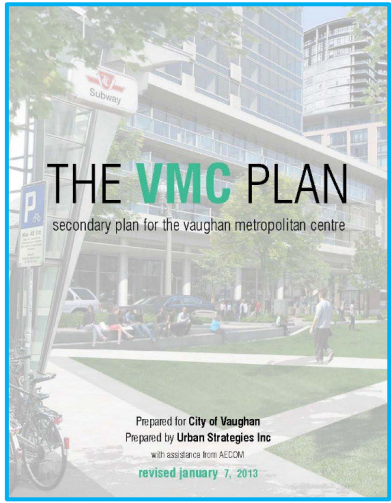


Communication : C3
VMC Sub-committee
April 11, 2023
Agenda Item # 3

VMC Studies Update



VMC Secondary Plan



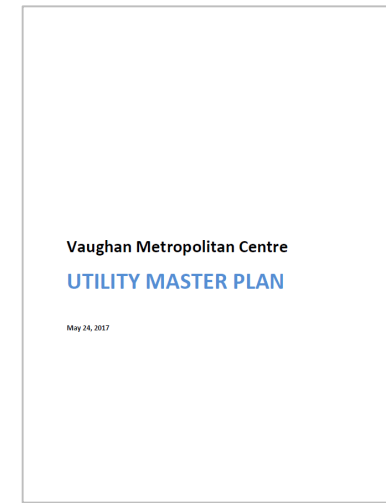
VMC Streetscape + Open Space Plan



VMC Cultural + Public Art Framework



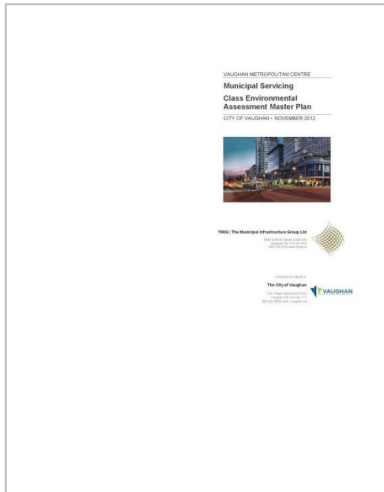
VMC Urban Design Guidelines



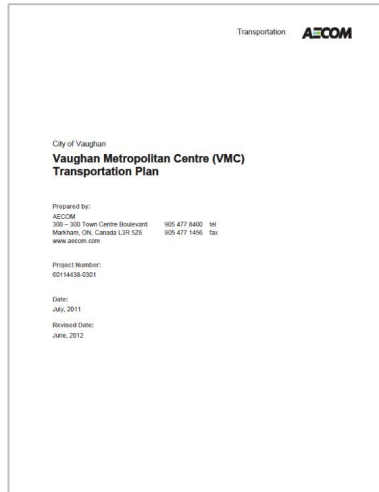
Utility Master Plan



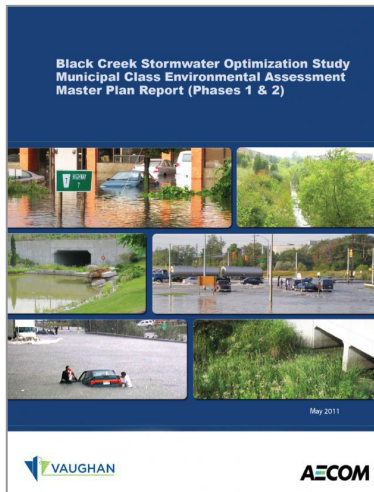
Community Improvement Plan



VMC Servicing Master Plan



VMC Transportation Master Plan



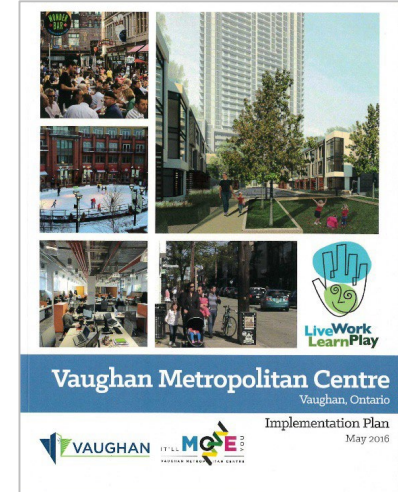
Black Creek Stormwater EA Phases 1+2



Reconnaissance + Strategic Assessment



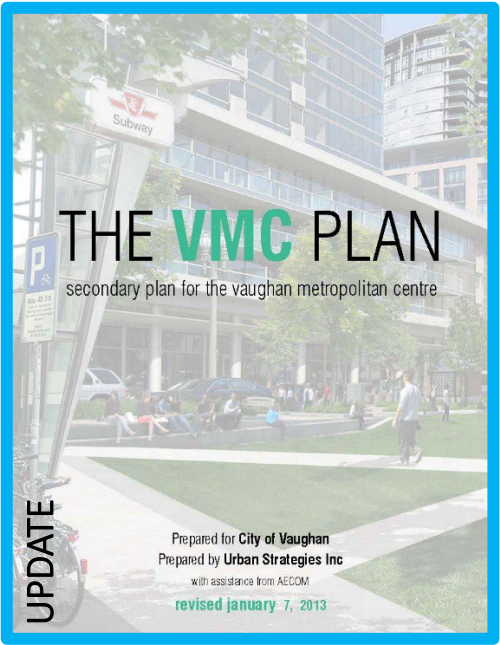
Market Assessment



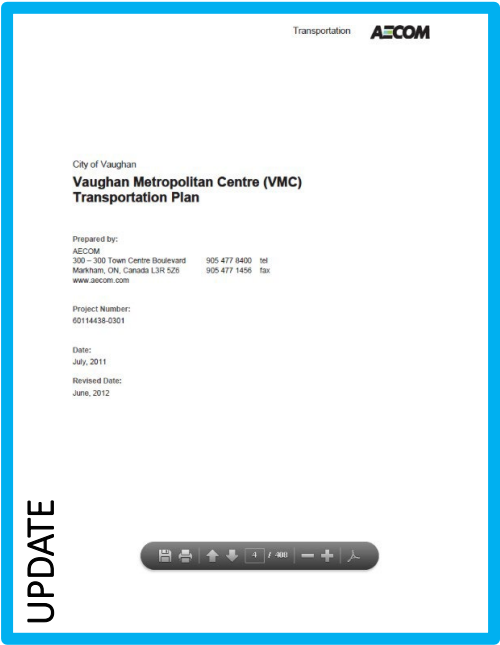
Implementation Plan

The average density of development projects continues to increase with new applications, a factor which must be **balanced** with measured delivery of **community services, parks, open space, social and hard infrastructure.**

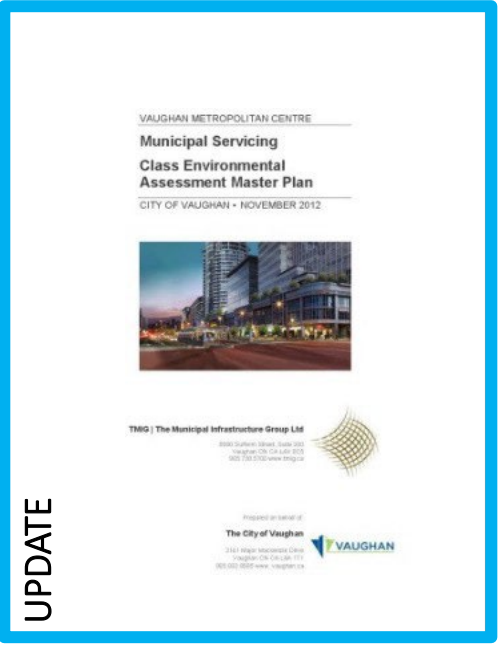
VMC Current Studies



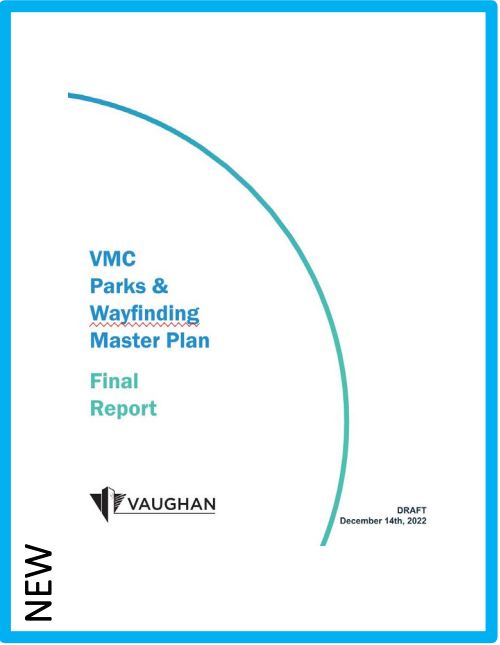
VMC Secondary Plan
UPDATE



VMC Transportation Master Plan
UPDATE



VMC Functional Servicing Strategy
UPDATE



VMC Parks and Wayfinding
Master Plan

VMC Growth Trends

Original Residential Targets

- The VMC Secondary Plan established a population target of **25,000** residents and **11,500** jobs by **2031**, with a maximum population of approximately **50,000** residents at full build-out.
- Actual growth **far exceeds** these targets.

Current Residential Trends*

- Based on development applications received to date:
 - Units **completed** 3,900 / **7,722** residents
 - Units **under construction** 5,649 / **11,185** residents
 - Units **approved by Council** 10,666 / **21,119** residents
 - Units **proposed** through development applications and subject to Council approval 18,933 / **37,487** residents
- The realization of developments that are occupied, under construction, or approved represents more than **40,000** residents in over 20,000 units, **greatly exceeding the population target established for the 2031** planning horizon.

*Based on current development trends and subject to the VMC Secondary Plan update and Council's discretion

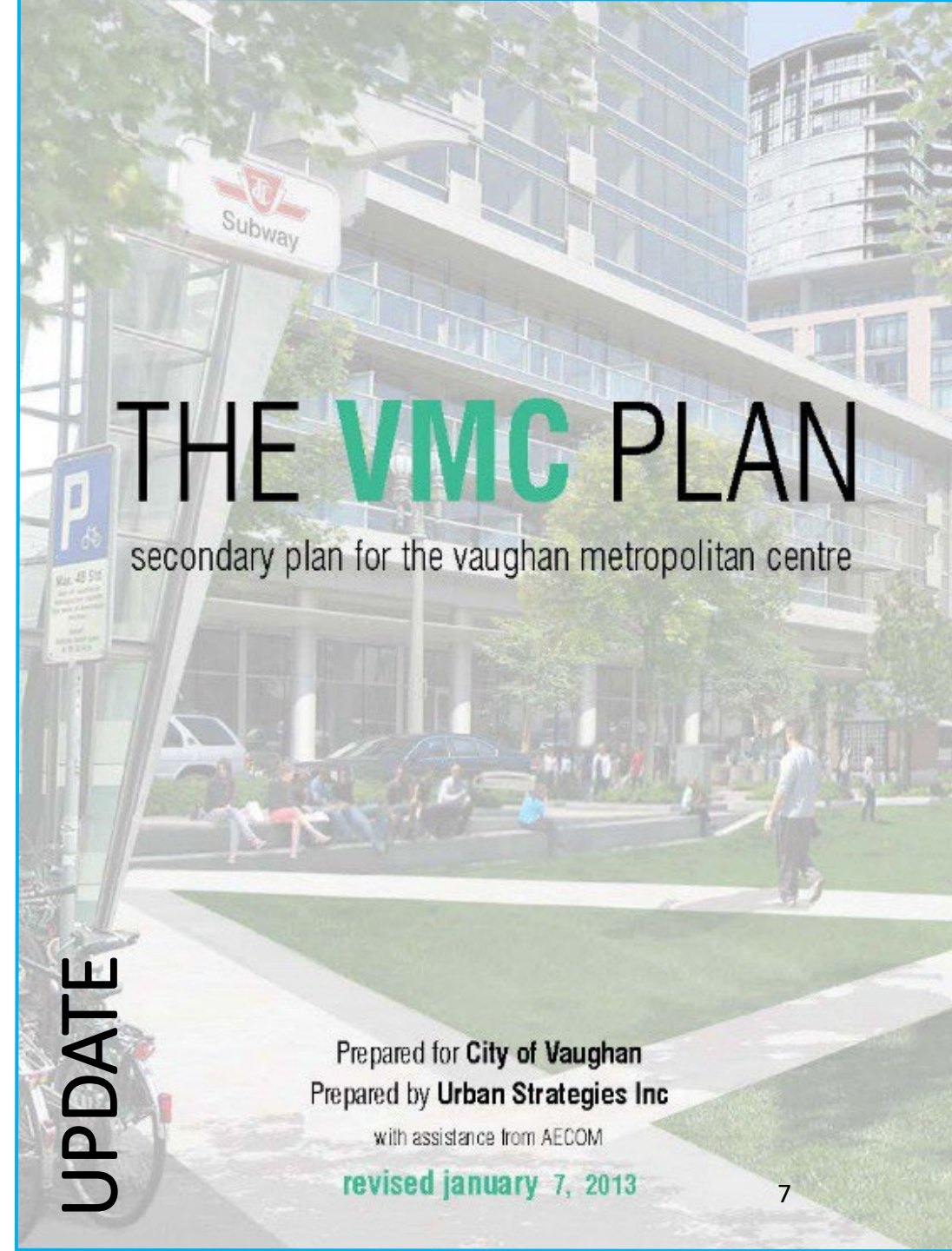


The City is committed to ensuring that the downtown continues to develop as a **complete and balanced community** that is transit supportive and pedestrian friendly, with a **vibrant sense of place, a high-quality public realm and environmentally sustainable** design approaches.

VMC Secondary Plan Update

Policy Updates to Support a Complete Community

- VMC Secondary Plan is being undertaken to address provincial and regional policy updates, in response to the **rapid growth** that is putting pressure on realizing Council's vision for a **vibrant** and **balanced** downtown.
- VMCSU Update will result in a **renewed policy framework** that supports the completion of a downtown and central business district as a **complete community** that is well **supported by municipal services** and **social infrastructure** to 2051 and beyond.



THE VMC PLAN

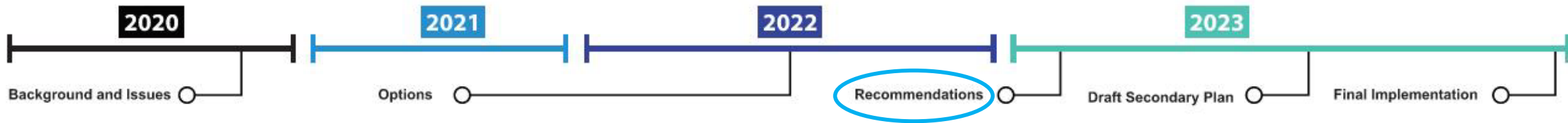
secondary plan for the vaughan metropolitan centre

UPDATE

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

revised january 7, 2013

VMC Secondary Plan Process and Timeline



- VMC Secondary Plan concluded **Phase II – Prepare and Develop Land Use Options** which utilized the priority issues identified from Phase I – *Background and Issues* to develop preliminary land use options for consideration.
- Project team has initiated **Phase III – Elaborate a Preferred Framework**, which will assess and balance the feedback that was received as part of the Phase II consultation and will develop a preferred land use framework that best achieves Council’s vision of a world class downtown and complete community.
- As part of Phase III, the project team will ensure **hard and soft infrastructure** is available to deliver a renewed VMCSPP vision. This work includes collaborating with the VMC’s **Transportation Master Plan** team to run traffic models on the land use options; as well as working with the City’s Development Engineering Department and York Region to confirm **servicing capacity**.

Key Priorities of VMC Secondary Plan Update

Create a complete community by:

- Managing **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



Balanced Community

Working with our stakeholders to:

- Incorporate **social infrastructure** in recognition that there is a significant deficiency
- Distribute **community facilities and amenities** within each quadrant
- Ensure an adequate number of **schools** are provided to serve the population
- Bring services within **walking distances** to residents
- Provide a diversity of **public spaces**, facilities and recreation amenities to activate the open space network
- Accommodate locally owned **small businesses** that contribute to the economic base and vibrancy



The **TMP Update** will enhance the **sustainable and multi-modal transportation system** with a network that supports **all users and all modes of transportation**. The transportation system will be **accessible** and promote **connectivity**, leveraging existing rapid transit infrastructure and service within the broader area.

VMC Transportation Master Plan Update (TMP)

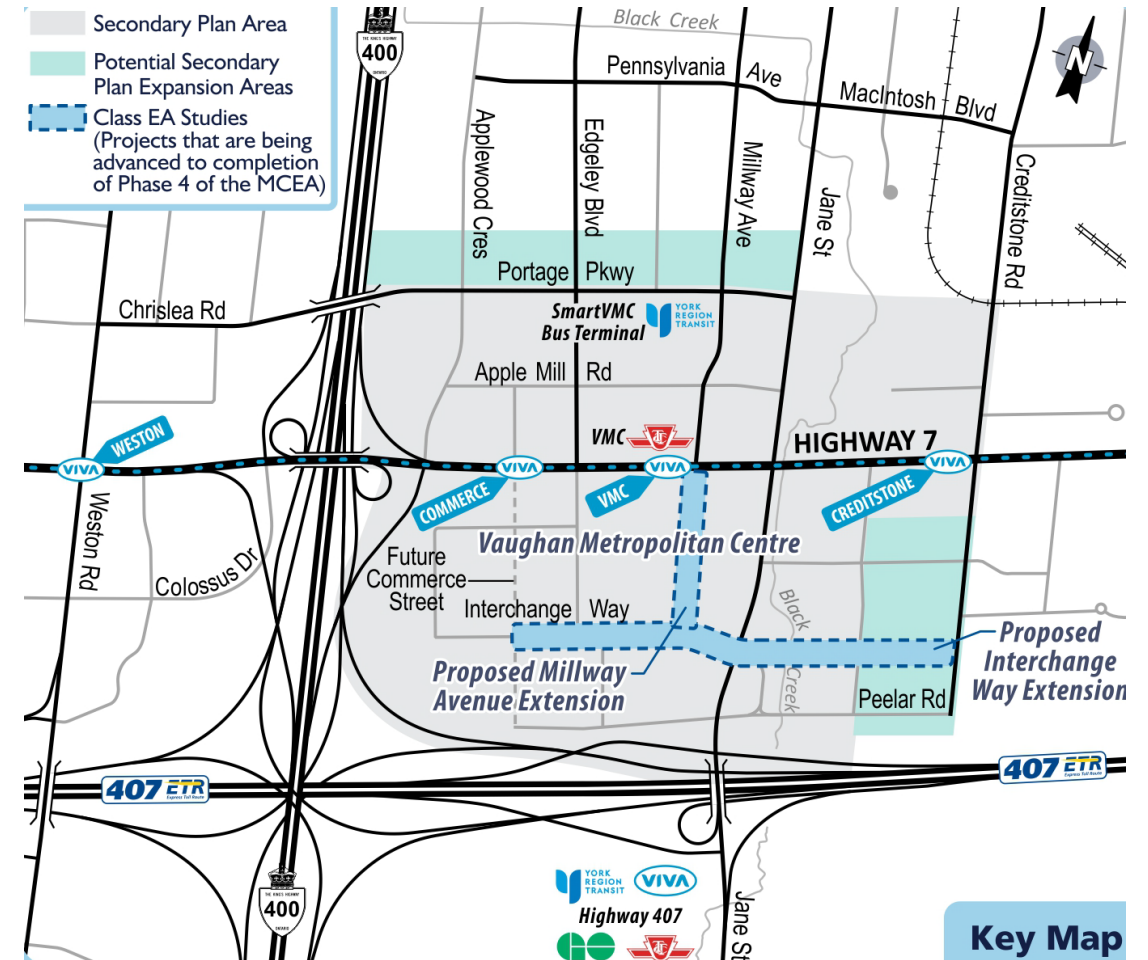
Background and Purpose

- The VMC Secondary Plan area Transportation Plan was first developed as part of the City-wide Transportation Master Plan [A New Path 2012] almost **10 years ago**.
- Transportation in the VMC has evolved since to include the **Vaughan Metropolitan Centre Station, VMC Bus Terminal** and Highway 7 **viva Rapid Transit** which anchors the VMC.
- The Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and Regional Transportation Plan have been updated on the provincial level.
- The City is updating the VMC Transportation Master Plan (TMP) to confirm and update transportation needs, supportive policies and a phasing strategy with a focus on **street connectivity, accessibility** and support for **multi-modal mobility** (i.e. walking, cycling, transit, ride share).
- The planning and design for improvements and extensions of **Millway Avenue** and **Interchange Way** will also be advanced through these Studies. These transportation studies are being carried out concurrently and in support of the VMC Secondary Update.

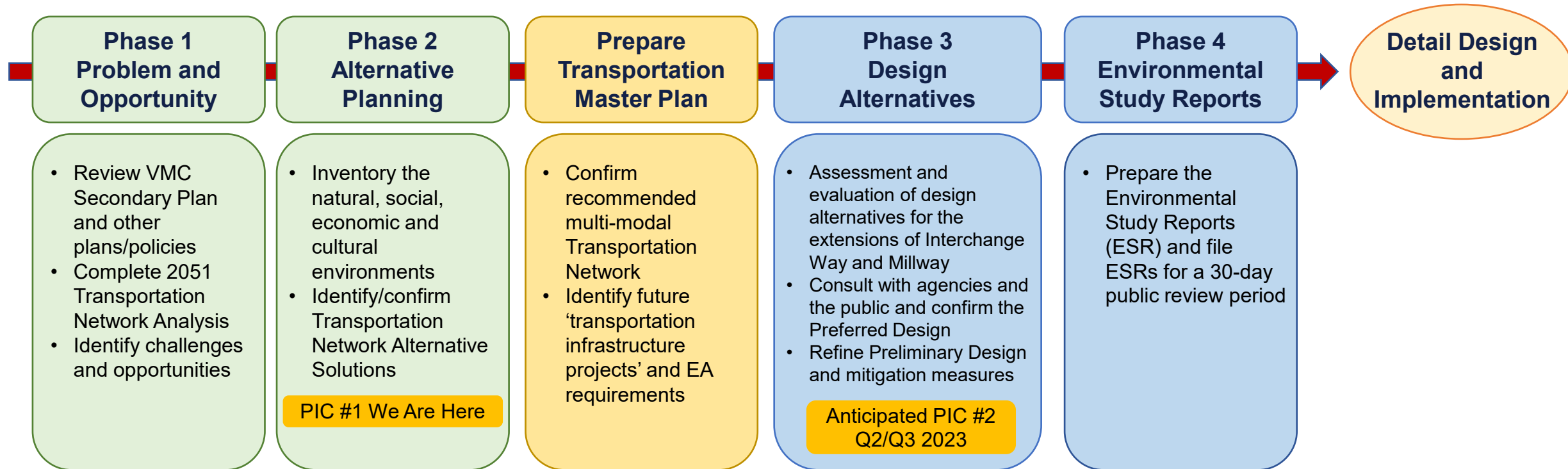


TMP Study Area








- The study area (Secondary Plan Area) for the VMC TMP Update is bounded by Creditstone Road to the east, Portage Parkway to the north, Highway 400 to the west and 407ETR to the south.
- The limits for the road projects proceeding as Schedule 'C' under the MCEA for the extension of Millway Avenue and Interchange Way are generally:
 - Millway Avenue from Highway 7 to Interchange Way; and,
 - Interchange Way from Commerce Street to Jane Street (Improvement) and from Jane Street extending east crossing the Black Creek Channel to Creditstone Road (Extension).



Municipal Class Environmental Assessment Process



TMP Evaluation Criteria

<u>Policy Framework</u>	<u>Healthy Communities</u>	<u>Socio-Economic Environment</u>	<u>Constructability and Design</u>
<ul style="list-style-type: none"> Comply with Federal, Provincial, Regional and City policies and guidelines Addressing Challenges and Opportunity Statement 	<ul style="list-style-type: none"> Promotion of comfortable cycling and walking routes Streetscape amenities and landscape elements Accessible network for all ages and abilities Connections to key destinations and community facilities 	<ul style="list-style-type: none"> Property impacts Impacts to existing communities Changes in neighbourhood characteristics Potential noise and nuisance impacts 	<ul style="list-style-type: none"> Construction costs Impact on floodplain Impact to existing utilities Operations and maintenance costs of new infrastructure Construction phasing 
<u>Equitable Mobility</u>	<u>Natural Environment</u>	<u>Cultural Environment</u>	
<ul style="list-style-type: none"> Provide equitable, safe and reliable access to high quality, efficient transit, walking and cycling routes Mitigate vehicle traffic concerns Network resiliency for emergency services Protect for future transportation trends Promotes autonomous vehicles for micro-mobility Safety for all modes of travel 	<ul style="list-style-type: none"> Impacts to natural heritage features Impacts to wildlife and species of concern Impacts to Black Creek and groundwater supply Stormwater management Greenhouse gas emissions Impacts to air quality Climate change resiliency 	<ul style="list-style-type: none"> Impact to built and cultural heritage resources Impact to archaeological resources Impacts to Indigenous Peoples lands, treaty rights, archaeological sites, or land claims 	

TMP Next Steps



Review the comments and survey results received prior to and following PIC #1 and respond to comments.



Continue to advance the schedule 'C' Municipal Class EA (MCEA) Study and complete the analysis and evaluation of the alternative design concepts for Interchange Way and Millway Avenue and select preferred alternative designs for each road.



Anticipate holding PIC #2 in Spring/Summer 2023 to present the preferred transportation options.



Finalize study in coordination with the VMC SP Update and file the Environmental Study Reports (ESR) by Q1/Q2 2024.

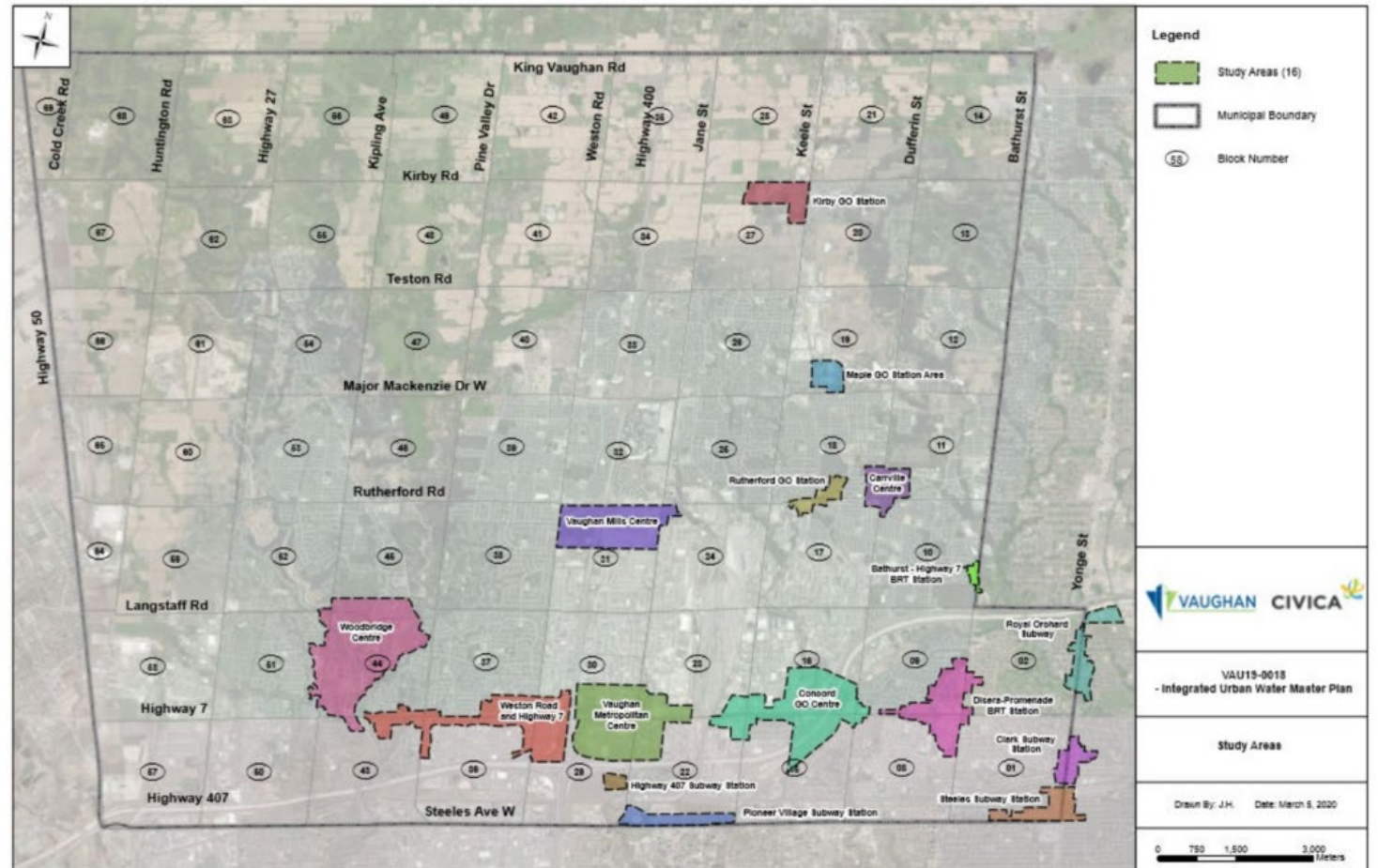
The **VMC FSSR**, an update to the Municipal Servicing Master Plan (2012), considers and evaluates solutions and identifies **preferred water, wastewater, and stormwater servicing strategies**, ensuring that servicing capacity can **support the anticipated increase in density** of future growth and intensification in the VMC.

VMC Functional Services Strategy Report (FSSR) Update

Supporting Growth

- The VMC FSSR is part of the city-wide Integrated Urban Water Master Plan (IUWMP)
- The IUWMP includes the VMC and all other study areas and will be finalized in Q3 2023

Integrated Urban Water Master Plan Study Areas

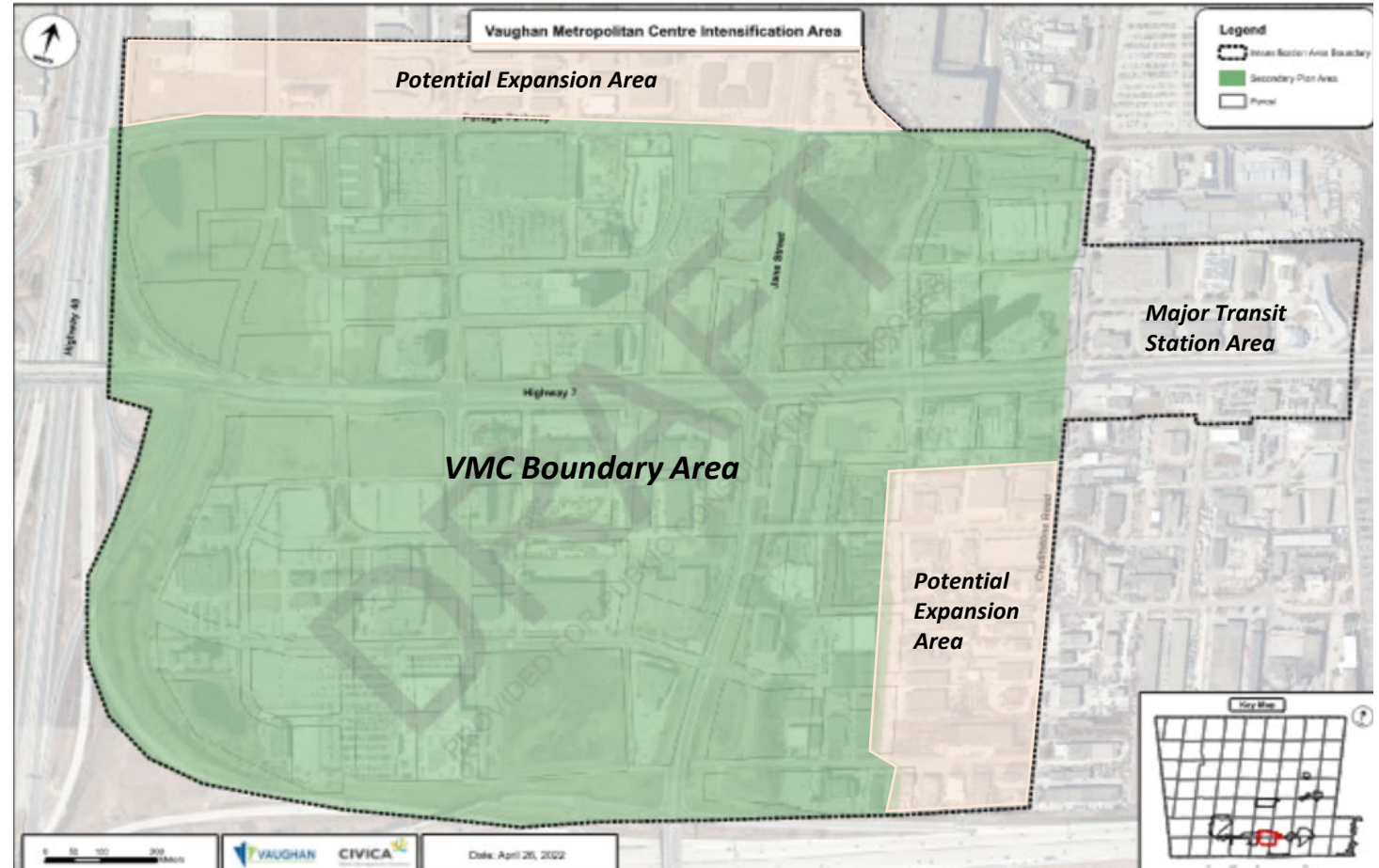


VMC Functional Services Strategy Report (FSSR) Update

Study Limits

- The VMC FSSR considers the current VMC boundary area as well as the potential expansion areas and Major Transit Station Area
- Will establish a **long-term strategy to provide safe, reliable, and sustainable municipal services** to the existing and future population of the VMC

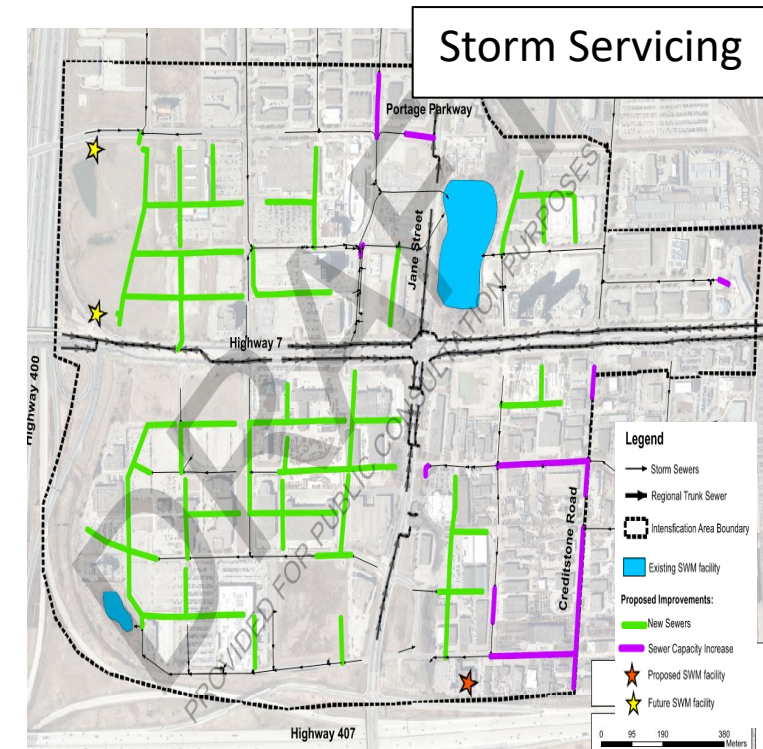
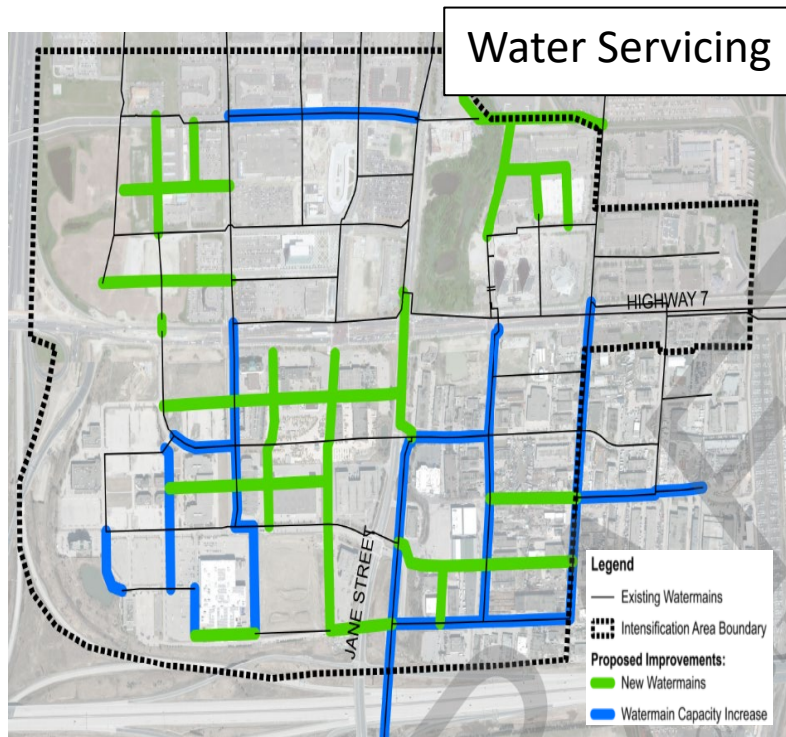
VMC Boundary Area and Potential Expansion Areas and MTSA



VMC Functional Services Strategy Report (FSSR) Update

Methodology

- Assesses water, wastewater, and stormwater systems under existing and ultimate buildout scenarios, based on projected population targets and trends



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 create a **world class public realm**.

VMC Parks & Wayfinding Master Plan (PWMP)

Concerns About Density

- Based on current development trends, the VMC is on track to become one of the **most dense areas in North America** placing a large strain on the parkland currently planned for the VMC
- The current VMC Secondary Plan calls for a minimum of **20 hectares of parkland** in the VMC based on an anticipated **population of 50,000** (or 0.40 hectares per 1,000 population)
- Development trends suggest that the VMC population may reach **120,000 or more**, likely outpacing the provision of social infrastructure, with **parkland an area of particular concern** (and allowing for parkland provision of only 0.15 hectares per 1,000 population)



“When it comes to the transformation underway in the VMC, what has you most excited?”



Consultation

Consultation Has Shaped the Master Plan

Assessment Phase

- Online Survey
- Stakeholder Meetings

Master Plan Phase

- Online Focus Groups
- Have Your Say
- Design Review Panel

Implementation Phase

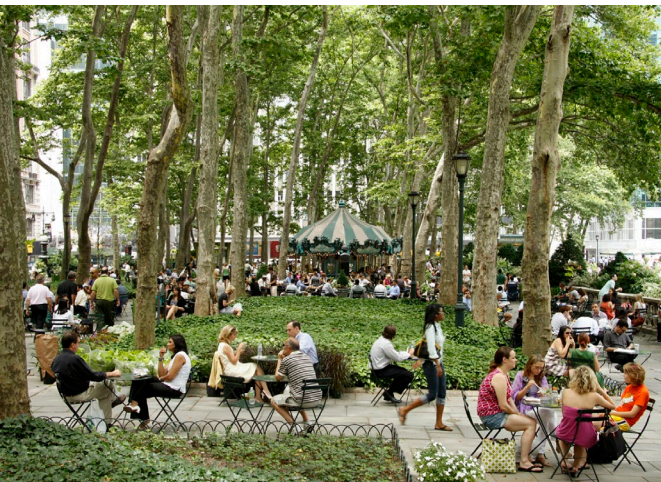
- Have Your Say
- Stakeholder Meetings

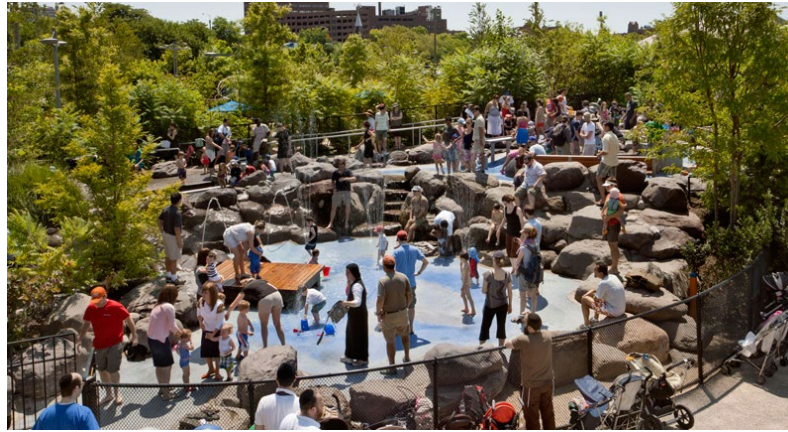


Principles

Balance Parks in the VMC

- Create a Parks and Open Space Master Plan with a **compact, balanced, and meaningful** parks and open space network **within** the VMC boundary
- Outdoor facilities should **reflect the unique needs** and demographics of a **dense urban population**
- Parks and open space in or adjacent to the VMC should be **programmed according to a hierarchy** that **recognizes the frequency and importance of use** to ensure that facilities are appropriately located





Principles

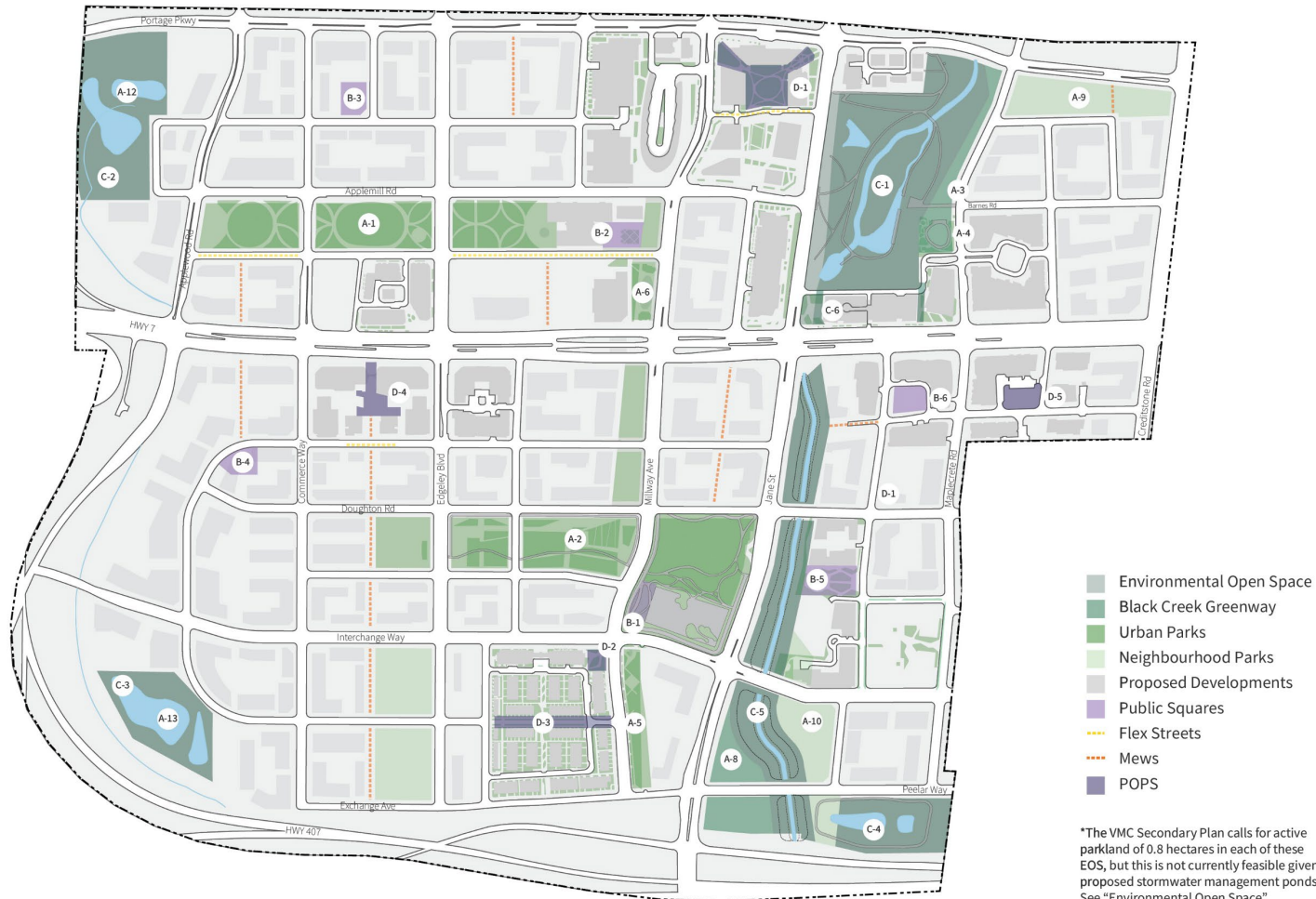
Implement Parks Outside the VMC and Strengthen Connectivity

- Facilitate the planning and design of parks **outside** the VMC boundary that include **sports facilities** with **large footprints**
- Parks and open space within and adjacent to the VMC must be **conveniently and safely accessible** from any part of the VMC – **roads should not function as barriers** to a connected VMC
- Create a safe, convenient **circulation system** – the **optimization** of parkland requires **safe, convenient access** – including south to an extension of the Vaughan Super Trail to provide VMC residents with **access to many kilometers of trails, parks, and open space**

Parks & Open Space Inventory - VMC

Qualitative Study

- City has developed **comprehensive planning framework** for VMC parks and open spaces – VMC Secondary Plan, Streetscape & Open Space Plan and Urban Design Guidelines
- Assessment of existing, proposed and planned parks and open spaces versus **qualitative goals of planning documents**



*The VMC Secondary Plan calls for active parkland of 0.8 hectares in each of these EOS, but this is not currently feasible given proposed stormwater management ponds. See "Environmental Open Space".

Inventory of VMC Parks & Open Space



Parks & Open Spaces - VMC

Parks

- Urban Parks:
 - Proposed designs for large Urban Parks generally **responding well** to planning goals
- Neighborhood Parks:
 - SP calls for **three** Neighborhood Parks, none of which are designed
 - Total area of 4.4 hectares **will not accommodate required facilities**
 - If current development trends continue, **additional 25 hectares** required in or near VMC

Transit Square



Parks & Open Spaces - VMC

Parks

- Public Squares:
 - Transit Square responds well to planning vision
 - Future squares will **add to, but not replace** the need for more **active parkland**
- Millway Promenade:
 - Planned as major north-south 'spine' with integrated design
 - Built portions excellent, but do not fully respond to **vision**, which **remains unrealized**
 - Renewed focus south of Highway 7

Millway - VMC Station Block





Open Spaces - VMC

Environmental Open Space

- Edgeley Pond and Park:
 - **Successful** in reflecting planning goals for Black Creek
 - **Continue approach** south of Highway 7
- West EOS Areas:
 - **Some challenges** with storm ponds and highways
 - **Further thought required** to optimize



Open Spaces - VMC

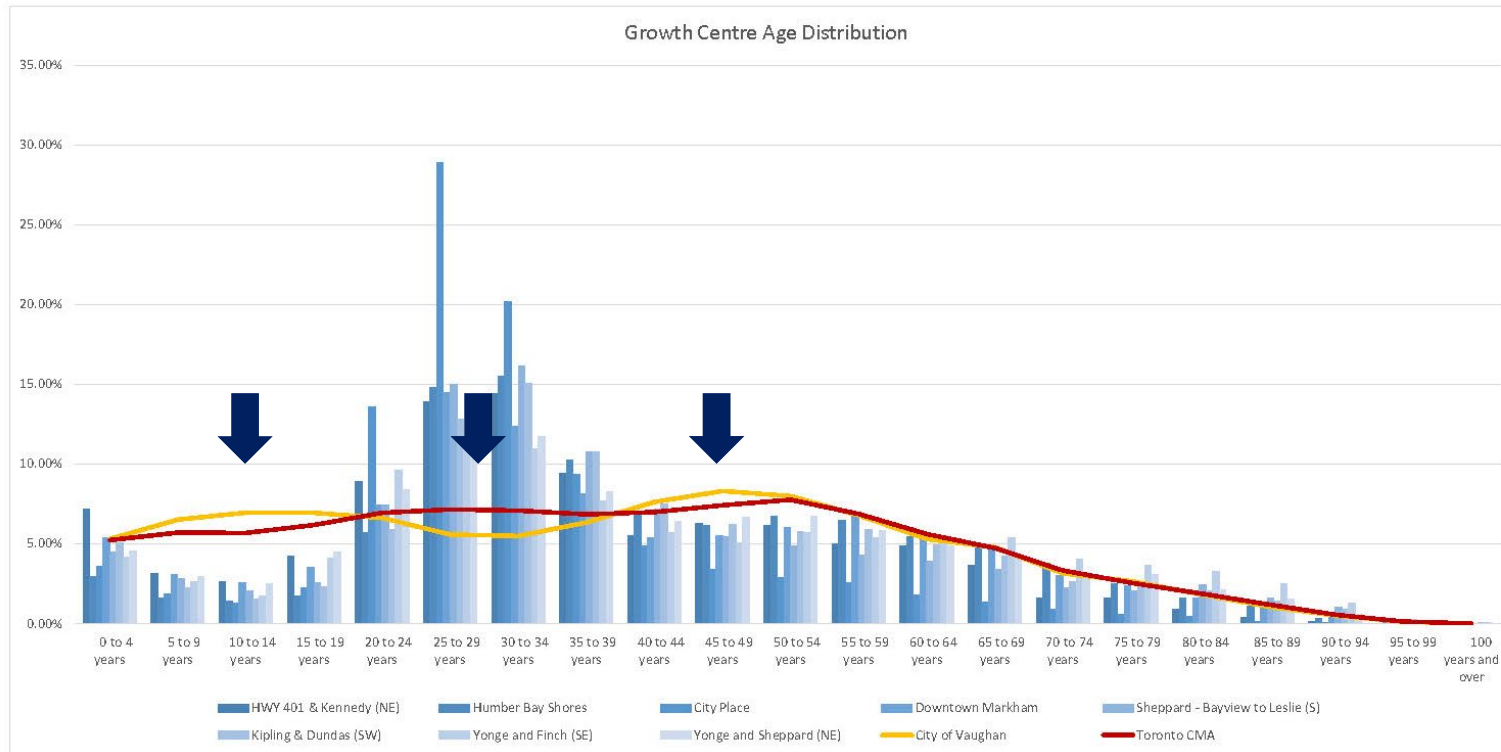
POPS, Mews & Flex Streets

- Proposed Privately Owned Publicly Accessible Spaces (**POPS**) and **Mews** can be **excellent** additions to public realm
- Locations of **future spaces** should be **outward-focused** to maximize integration in urban fabric
- POPS and Mews do not provide full range of uses and benefits of parks – they **add to, but do not replace** the need for **active parkland**
- **Flex streets are successful**

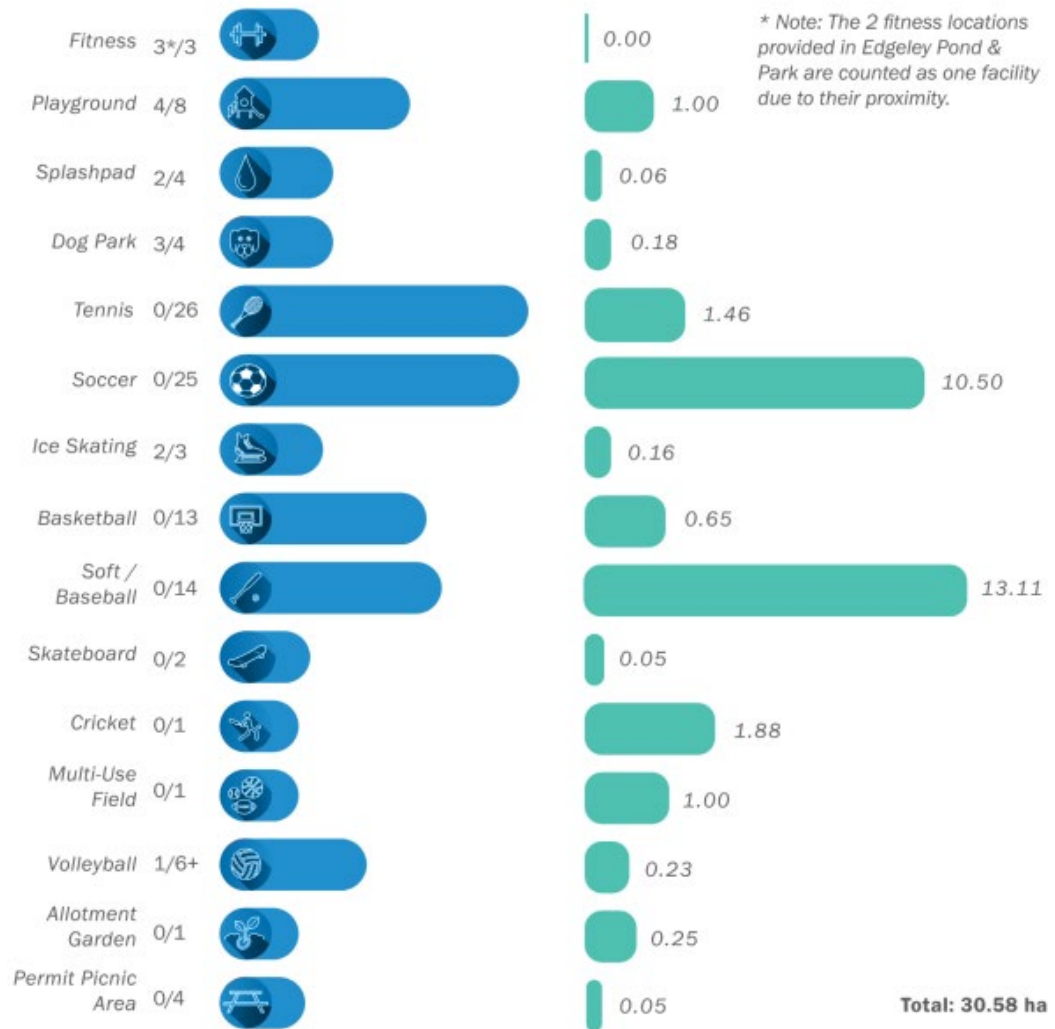


Demographics

To Anticipate Facility Needs



- VMC unique to Vaughan – facilities need to reflect demographics
- Housing types: high % of one- and two-bedroom units, over 90% of units in buildings over five storeys
- Reviewed demographics of eight high-density centres in GTA
- Compared to Vaughan as a whole, VMC will have:
 - **Less children**
 - **More young adults**
 - **Less middle-age**



Proposed Versus
Required Facilities

Land Required for
Facilities (ha)

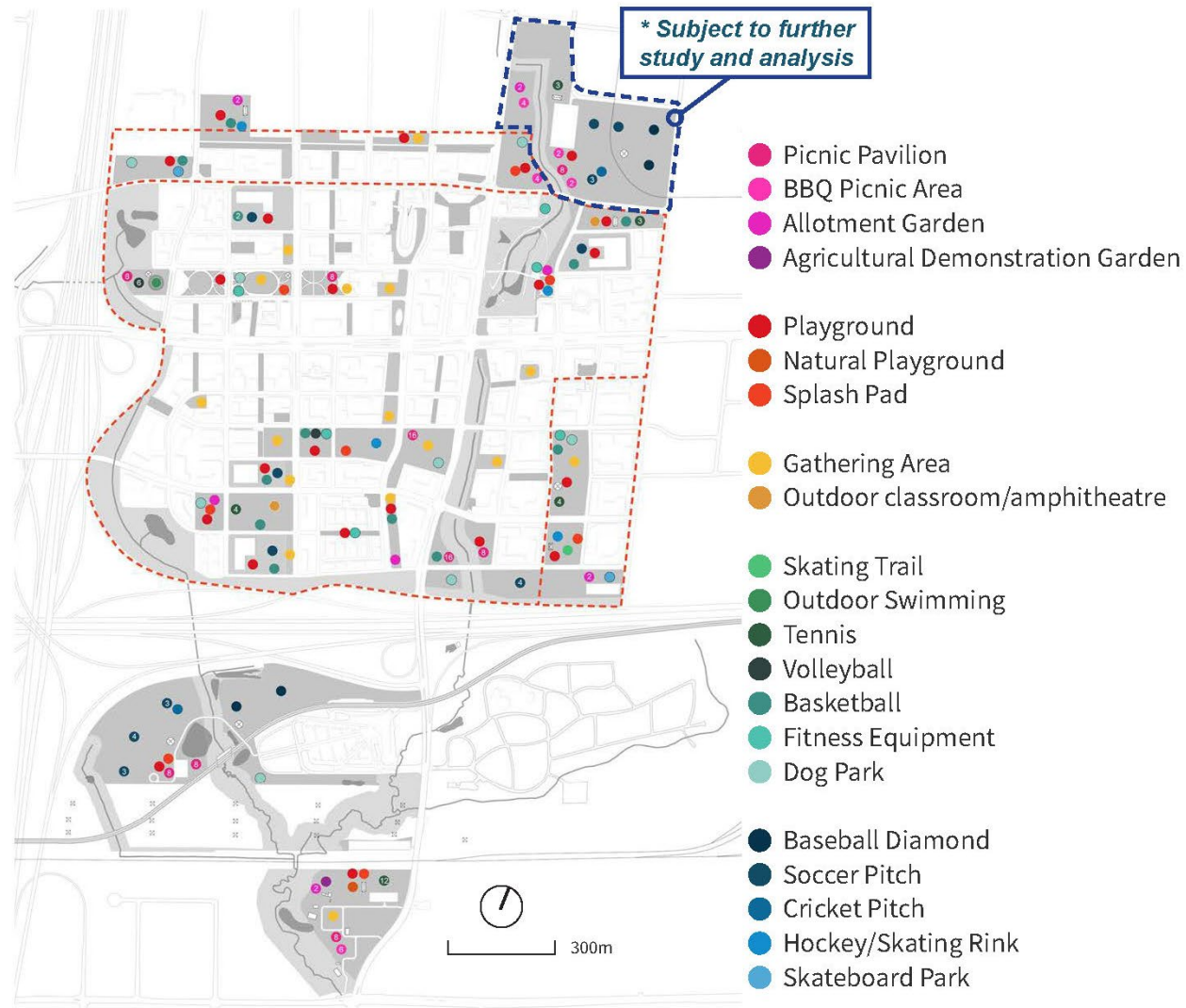
Park Facilities

Type, Number & Parkland Area

- The Active Together Master Plan (ATMP) reflects typical Vaughan, not VMC
- Facility provision rates of ATMP applied to full build-out population of 128,000*
- Rates then adjusted for anticipated demographic differences in VMC
- Identified facilities required given the lack of access to private outdoor space
- Calculated total active parkland required to accommodate facilities (31 hectares) and shortfall based on current active parkland (**25 hectares**)

Facilities

Ultimate Facilities Provision



- Facility provision is based on anticipated demographics identified in the Assessment Phase and described above
- Facilities are distributed throughout the VMC, and beyond, based on land requirements, ease of access, and anticipated frequency of use
- A majority of gathering spaces and neighbourhood focused facilities are within the VMC boundary
- To approach provision level requirements for all facilities, distribution to potential expansion areas and adjacent lands is required

Master Plan

Park Typologies

1 URBAN & NEIGHBOURHOOD PARKS

Land that allows for the full range of typical park uses.

2 ENVIRONMENTAL OPEN SPACE

Land used for environmental purposes, especially stormwater management, that can also support trails and passive recreation.

3 PUBLIC SQUARES

Plazas or promenades that are predominantly paved for urban uses.

4 POPS & MEWS

Privately-owned and maintained land open to the public that supplements parks and squares.

5 SCHOOL YARDS

Land owned by school boards that may contain facilities available for public use.



Master Plan

Calibrated to Development

- The PWMP has developed an ultimate **VMC master plan** supported by a draft **costing and implementation strategy** outlining short-to-long term parkland targets for the VMC.
- The master plan identifies up to **20.9 hectares*** of Public Squares, Neighbourhood Parks, and Urban Parks within the VMC, and up to **55.8 hectares** outside of it, **some of which may be shared with other intensification areas.**



** Up to 25.4 hectares, if the 4.5 hectares of Edgeley Pond + Park not used for stormwater management are included*



What We Own

Parkland Owned By City

The City currently owns **11.29 hectares** of parks and open space in the VMC:

- Edgeley Pond and Park 6.67 hectares
(including Jane Street streetscape)
- Strata Park 0.34 hectares
- North Urban Park Block 1B 0.86 hectares
- North Urban Park Block 2A 0.61 hectares
- North Urban Park Block 2B 0.67 hectares
- North Urban Park Block 3 1.04 hectares
- TTC Plaza 0.21 hectares
- TTC Station Plaza 0.36 hectares
- Millway Avenue Linear Park 0.53 hectares

Open in 2031

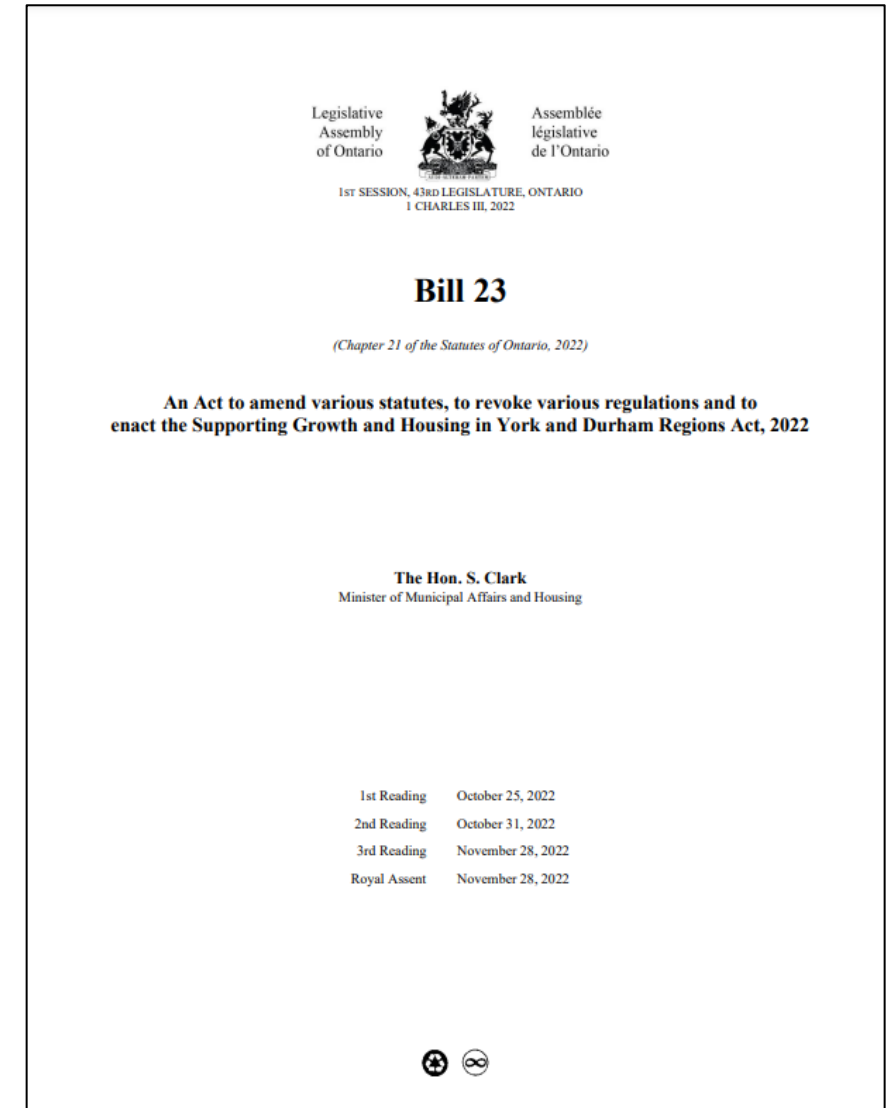
Near Term Parkland Provision

- Only **11.8 hectares of active parkland** is projected to be available for the **40,000 VMC residents expected by 2031**, including 4.5 hectares of Edgeley Pond + Park not used for stormwater management, or **0.29 hectares per 1,000 population** (compared to the original VMC SP target of 0.40 hectares per 1,000)
- While parkland provision to 2031 is near adequate, if current development trends continue, provision levels of active parkland post-2031 are **unlikely to support the VMC population** at full build out

Cash-In-Lieu Shortfall

Bill 23 Impacts

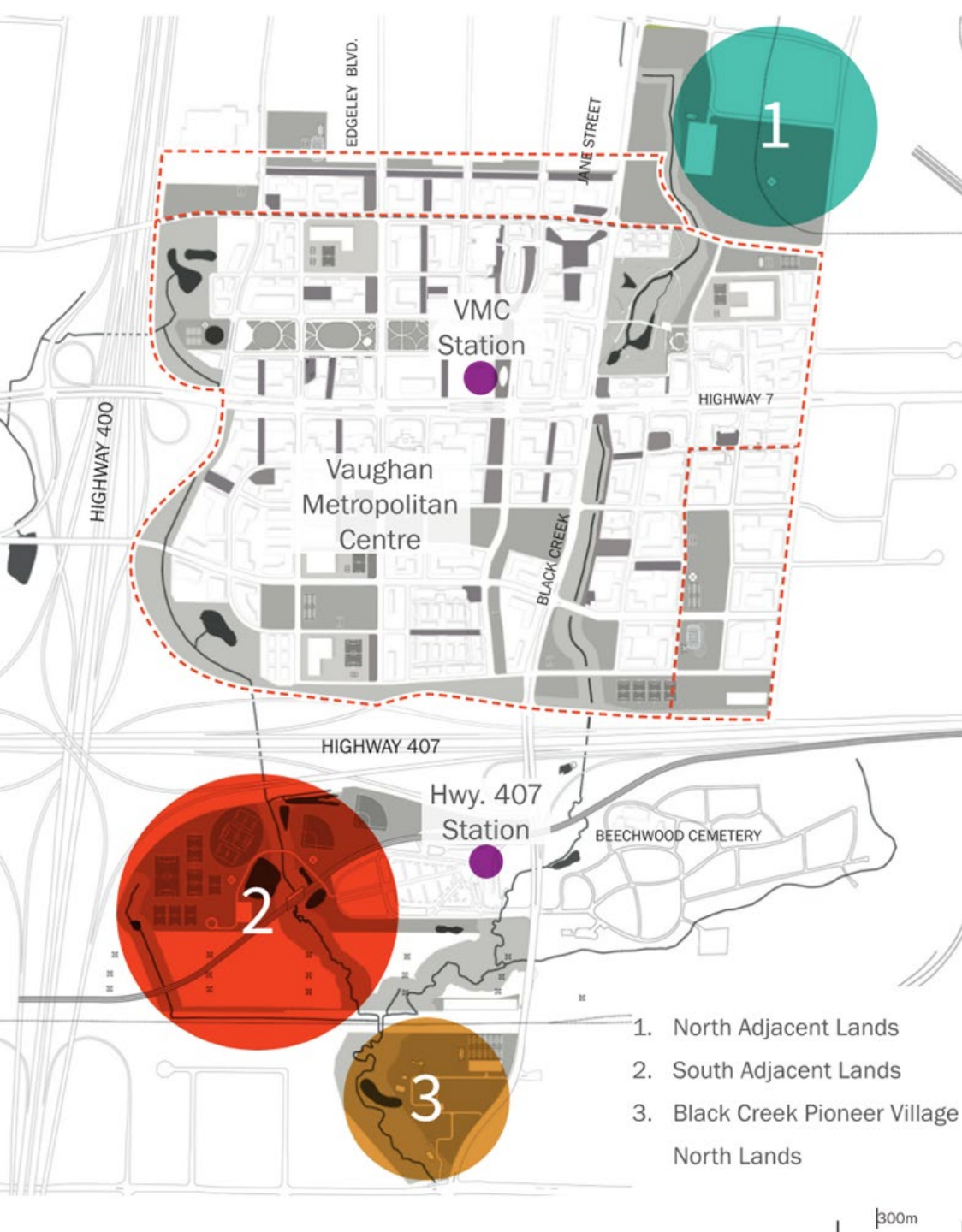
- Under Bill 23, the VMC can anticipate a combination of land and CIL totaling about **\$351 million** in today's dollars. This is about **\$5,200 per unit**, or a little more than half of what we were collecting under the previous bylaw. The City has collected (and spent) about \$50 million of this to date.
- Under the previous bylaw, at **\$8,500 per unit**, we would have collected about **\$590 million**.
- For reference, if the current Parkland Dedication Bylaw 168-2022 wasn't superseded by Bill 23, it would have allowed us to collect **\$1.8 billion**, or about **\$26,800 per unit**, on average.
- Further CIL expenditures within the current VMC boundary will total about **\$345 million** (CIL collection will only cover about **87%** of these expenditures)



Active Parkland

Looking Outside the Boundary

- The anticipated **active parkland requirement for the VMC is larger than the land available** within the bounds of the VMC Secondary Plan Area
- To provide sufficient parkland and facilities for current and future residents in the VMC, the PWMP has **identified opportunities for acquiring land outside, but accessible to, the VMC** in order to provide additional parkland and accommodate the need for facilities
- The need for meaningful parks and open spaces is **shared with Vaughan's other intensification areas**, which will also be looking to access larger sporting facilities, trails, and green space outside of their boundaries





Priorities

Looking Outside the Boundary

- The VMC PWMP recommends **prioritizing various future parks** identified in the VMC SP so that the City can continue to **meet service level standards** for current and future residents while **efficiently using its CIL budget**
- Parkland identified in the VMC PWMP that is **outside the VMC boundary will require an alternative acquisition strategy**, through a City-wide lens, and in alignment with the parkland needs of other intensification areas

Signage & Wayfinding

Where we are

- A **signage and wayfinding masterplan** and **strategy** was developed to help define how residents, visitors, and businesses perceive the VMC and assist them in moving through it.
- The consultant has developed and refined potential options for VMC signs, with significant input and evaluation by various City departments, transit authorities informed by consultation and engagement with stakeholders and the public.

Signs must be accessible and legible during day and night

Keep signage simple and consistent

Use QR code to link to additional information

VMC Vaughan Metropolitan Centre Signage and Wayfinding Master Plan

THE CYGNUS DESIGN GROUP INC
303 - 145 Front St. East, Toronto, ON M5A 1E3

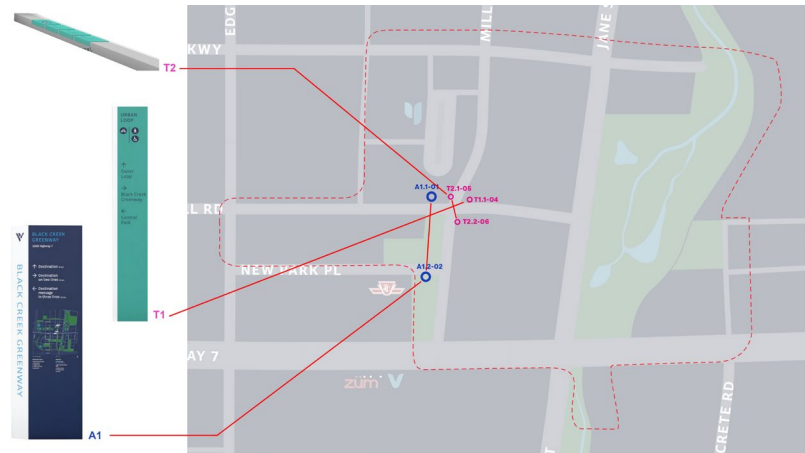
DATE
17 August 2022



Signage & Wayfinding

Next Steps

- Signage pilot prototypes are being **fabricated** to be **installed** in key areas of the VMC by Q2 2023.
- Signage will be assessed for **durability** and **effectiveness** and through an **engagement strategy** aimed at residents and visitors to the VMC.
- Feedback received will guide future refinement and expansion of the VMC wayfinding system.



Connect with VMC Program

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