

VMC SUB-COMMITTEE – OCTOBER 4, 2023

COMMUNICATIONS

Distributed September 29, 2023

Item No.

C1. Emma West, Bousfields Inc., Church Street, Toronto, dated September 26, 2023	1
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Distributed October 3, 2023

C2. Jacob Lapointe, Planner, Weston Consulting, Millway Avenue, Vaughan, dated September 29, 2023.	1
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C3. Stephen Albanese, Associate Principal, Arcadis Professional Services (Canada) Inc., St. Clair Avenue West, Toronto, dated October 2, 2023.	1
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C4. Alison Quigg, Planner, Infrastructure Ontario, dated October 2, 2023.	2
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Please note there may be further Communications.



September 26, 2023

VMC Subcommittee
c/o Andrew Haagsma
Planner I, Policy Planning and Special Programs
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T

Delivered by email to Andrew.Haagsma@vaughan.ca and Gaston.Soucy@vaughan.ca

Dear Members of the VMC Subcommittee:

**Re: VMC Secondary Plan Update
Response to Preferred Option and Draft Framework**

We are the planning consultants for Toromont Industries Ltd. (“Toromont”) with respect to their lands at 3131 Highway 7 (the “subject site”) which is located at the southeast corner of Jane Street and Highway 7 in the centre of the Vaughan Metropolitan Centre (“VMC”) Secondary Plan area.

We are aware that the City is currently undertaking a review and update of the 2010 VMC Secondary Plan, as amended (the “current Secondary Plan”), to prepare an updated Secondary Plan that is expected to be finalized in 2024 (the “updated Secondary Plan”).

We have been participating in the City’s work on the updated Secondary Plan on behalf of Toromont, including two recent engagement sessions conducted by the City: a virtual Landowners Consultation held on September 8, 2023; and a public open house held on September 14, 2023. At these meetings, the City presented their preferred option and draft framework for the updated plan.

We have reviewed the materials presented at these two meetings and have a number of comments and concerns regarding the preferred option and draft framework presented.

With respect to density (see **Figure 1**), we note that the proposed change to a maximum of 9.0 FSI does not significantly increase the permitted density on the site due to proposed changes in the way density is calculated.

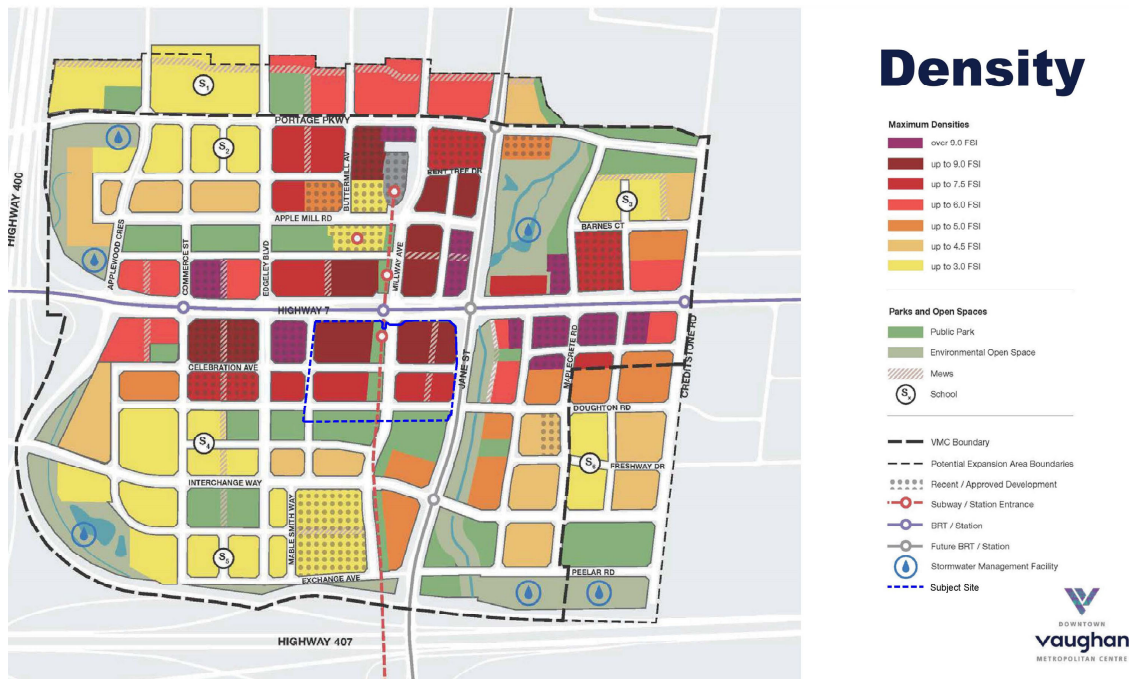


Figure 1 – VMC Secondary Plan update – Preferred option: Density

The proposed significant increase of required non-residential uses does not optimize the use of land and we are concerned it may result in oversupply of non-viable non-residential space.

In general, we are concerned that the preferred concept penalizes and places undue burden on the subject site to correct for the perceived residential over-development of sites in the VMC and under-provision of non-residentials uses.

1. URBAN STRUCTURE

As you may be aware, Toromont has initiated the process to submit applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for the subject site, including attending a Pre-Application Consultation with City Staff and a presentation of the draft concept to the Vaughan Design Review Panel. The plan prepared for these applications aligns with the City’s in-force Secondary Plan in terms of the approach to the overall urban structure, with the subject site located in an area that would permit the highest heights and the greatest densities.

In this regard, our primary concern with the City’s preferred option and draft framework for the updated Secondary Plan (see **Figure 1**) is that the urban

structure that is currently provided in the current Secondary Plan (see **Figure 2**), with a height and density peak at the subject site, is no longer the proposed approach.

SCHEDULE I > HEIGHT AND DENSITY PARAMETERS

LEGEND

- H 6 storey minimum - 35 storey maximum
D 3.5 minimum FSI - 6.0 maximum FSI
- H 5 storey minimum - 30 storey maximum
D 2.5 minimum FSI - 5.0 maximum FSI
- H 5 storey minimum - 25 storey maximum
D 2.5 minimum FSI - 4.5 maximum FSI
- H 3 storey minimum - 10 storey maximum (up to 15 storeys may be permitted subject to policy 8.7.11)
D 1.5 minimum FSI - 3.0 maximum FSI
- major parks and open spaces
- see policy 6.3.2
- Subject Site

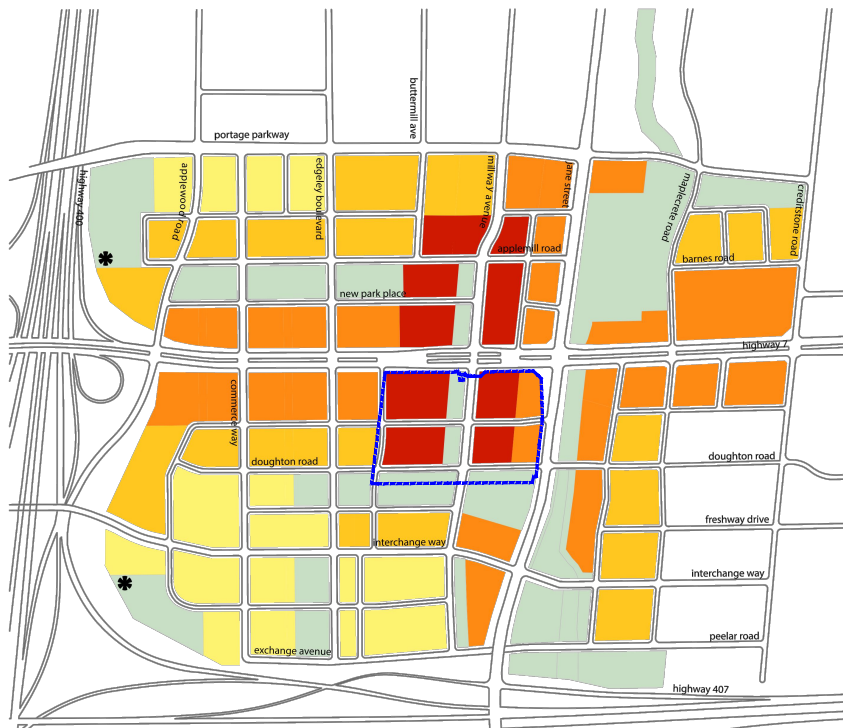


Figure 2 – Schedule I, VMC Secondary Plan

This is of importance because the subject site is located within an “urban growth centre” and is directly adjacent to the interchange of the Highway 7 BRT and the VMC subway station, with the potential for direct access to the station. Accordingly, the subject site is located within a “major transit station area” as defined by the Growth Plan (2019) and as identified in the York Regional Official Plan (November 2022).

The urban structure in the current Secondary Plan was based upon the concept of nodal intensification, which represents an appropriate method for planning around higher order transit and in an urban growth centre.

The preferred option does not carry forward this structure of nodal intensification from the current Secondary Plan. In our opinion, the subject site should continue to be identified as the appropriate location for the greatest heights and densities in the VMC.

In the materials presented (see **Figure 1**), the density mapping for the preferred option shows a more disparate and diluted vision of density in the VMC, identifying parcels that are farther from transit infrastructure with higher density permissions than the subject site.

We understand that these other parcels have existing site-specific approvals beyond 9.0 FSI, whereas the subject site is recommended to have a maximum net FSI of 9.0. Consistent with the current Secondary Plan, the highest density should be at the subject site and other sites with direct connections to transit infrastructure.

2. PROPOSED DENSITY AND METHOD OF CALCULATION

In addition to the relative lower density permissions for the subject site compared to the surroundings, we are concerned with the inclusion of maximum density decisions in this important MTSA.

Given the provincial focus on intensification in MTSAs, evidenced in the Provincial decision in the City of Mississauga regarding the removal of maximum heights in MTSAs, there should not be maximum densities included in the Secondary Plan area.

We are also concerned that the updated Secondary Plan proposes to calculate density in a different way than in the current Secondary Plan, as presented at the Landowners meeting, although the specific changes to the policy wording have not been provided.

The current VMC Secondary Plan calculates density based on gross site area minus parkland. It is our understanding that the City is proposing to align the density calculation with other policy documents in the City, by calculating it on a net site basis (we understand this to mean that parkland and new roads and widenings would be excluded).

This is of concern because the proposed densities could be misunderstood to have been calculated in the same way as they were for the current Secondary Plan and this causes confusion in terms of the proposed approach.

In this regard, the preferred option appears to provide more than a 50% increase in density as-of-right over the current Secondary Plan. But with the proposed change in methodology for calculating density, over 3 hectares of new public roads/widenings that form part of the current site design are now no longer granted any density. Thus, what seems like a significant increase in density in the preferred concept is far less.

In our opinion, the preferred concept does not reflect an appropriate density for the subject site, particularly given the emerging context and the level of intensification seen on sites in the surrounding area which ranges up to 12.58 FSI for sites in the VMC, constructed or approved. The proposed density for the subject site is 9.91 FSI. Of note, these other sites are all located in parts of the VMC intended to have lower heights and densities than the subject site.

The way that density is calculated is particularly important for the subject site given that the Secondary Plan provides that it is intended to accommodate new road infrastructure and parkland to support the VMC as a whole, taking up approximately 42 percent of the subject site.

3. BALANCE OF USES

“Ensuring a balance of uses” was identified as a priority for the updated Secondary Plan. The presentation materials for the updated Secondary Plan provide target mixes of people and jobs per hectare, showing how future developments could be used to increase the proportion of jobs per hectare.

While we are generally supportive of removing the requirement for office space, we have concerns that the amount of non-residential area to be applied to the remaining development sites is not realistic and does not align with market demands. The proposed requirements for 19% and 18.5% non-residential gross floor area on the subject site, are a significant increase in the requirement for non-residential uses and could result in the sterilization of the development of the subject site, or could result in an oversupply of non-viable non-residential space.

According to a review undertaken by NBLC (**Attachment 1**) of the *Office Feasibility Assessment* (April 14, 2023) prepared by Parcel which was used to inform the preferred option, the recommendations made by Parcel do not appropriately

acknowledge the importance of market demand, and conclude that there is no market evidence to support the assumption that the proposed incentives of extra density and above-ground parking can lead to an increase non-residential uses.

Further, we have concerns that it is not practical to integrate this quantum of non-residential area into mixed-use buildings of the proposed scale.

We request that the City significantly reduce the requirements for non-residential uses to better reflect the market demand, community needs and the appropriate form.

4. CIVIC FACILITIES

The preferred option identifies a Potential Major Facility, and two Potential Minor Facilities on the subject site along the Millway frontage. No policies have been provided with respect to these facilities. We request that additional information be provided regarding these facilities so that we can review this approach and provide comments before a draft of the updated Secondary Plan has been released.

5. INTENSITY OF DEVELOPMENT

“Intensity of development” and “development trajectory” were identified as priority issues that were used to shape the preferred option.

The intensity of development and development trajectory for the VMC has been determined through the approval of development applications which were deemed, by City Council or the Ontario Land Tribunal (or its predecessor), to represent good planning.

In our opinion, the intensity of development is reflective of the substantial investments that brought rapid transit and other infrastructure to the area. In addition, the intensity of development is also reflective of a growing need to provide new housing in a compact built form not just within existing downtown areas, but also within new areas identified for intensification.

As noted above, we are concerned that the preferred concept penalizes and places undue burden on the subject site to correct for the perceived residential over-development of sites in the VMC, and does not provide an appropriate level of density on the subject site.

6. RETAIL LOCATIONS

With respect to required retail frontages, we look forward to reviewing the policies associated with these areas. We recommend that the policies for “required” frontages continue to provide the opportunity for an applicant to demonstrate that there are functional or operational constraints that warrant relief from this requirement.

7. ADDITIONAL COMMENTS

We note that no details related to height structure have been provided. We support the removal of maximum height limits for the subject site.

Built form variety and housing variety (which we interpret as unit mix) were identified as priority issues. At this time, we are not certain how these issues will be included within the updated Secondary Plan. We look forward to reviewing a draft of the updated Secondary Plan and providing further commentary at that time.

8. CONCLUSION

We are grateful to have the opportunity to review the preferred concept for the updated Secondary Plan.

In our opinion, the preferred concept has not captured the changing context of the VMC, and does not reflect an appropriate scale of development for the subject site.

In our opinion, the preferred concept puts undue burden on the subject site to correct for the perceived over-development of sites in the VMC and under-provision of non-residential uses, resulting in a small increase in permitted density with substantial additional non-residential GFA requirements.

For the foregoing reasons, we request that City Planning staff address the comments noted herein. We look forward to reviewing the complete draft of the updated Secondary Plan when it is ready.

We appreciate your consideration of the foregoing submission. Should you require any additional information, please do not hesitate to Anna Wynveen or the undersigned.

Yours very truly,

Bousfields Inc.



Emma West
MCIP, RPP

cc: Garnet Pierson, Toromont Industries Ltd.

Attachment 1 – Letter prepared by NBLC dated September 25, 2023

September 25, 2023

Mr. Garnet Nicholas Peirson
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The Vaughan Metropolitan Centre Secondary Plan and Office Uses

We have been asked by Toromont Industries to review the latest policy directions as they apply to non-residential uses summarized in the “VMC Secondary Plan Update: Preferred Option” dated September 5 & 8th, 2023.

Summary and Opinion

An objective of the update is to encourage additional office development in the VMC. The approach to achieving this is to offset weaknesses in market demand with incentives such as extra density and to allow above grade parking. To test and support this approach, a financial analysis was undertaken by Parcel Economics (Parcel) that provides hypothetical development models to test policy outcomes.

There is no market evidence to suggest the assumptions contained in the report are valid. In fact, the market trends for office development in both the Greater Toronto Area and North America suggest a prolonged period of weakness as workplaces adjust to reduced demand from increased remote working. The inputs used in the Parcel models in no way reflect the current or probable market outlook for the development of new office space in Vaughan.

Despite the weakening market conditions, the proposed policy dramatically increases the required amount of non-residential uses on the Toromont lands from 15% of the northern two blocks (Blocks A and B) to 18.5% and 19% of all the development blocks (Blocks A, B, C and D, net of parkland and road dedications). This represents a significant increase in the amount of non-residential requirements.

As an incentive, allowable densities have been proposed on the property from up to 6.0 times FSI to a maximum of 9.0 times FSI. However, based on the discussion provided in the Bousfields letter dated September 26, 2023, we understand that the actual increase in density increase is far less due to proposed methodological changes.

Incentives do not create market demand. Where demand is present incentives can, at best, influence location and accelerate decision making. But if there is no market need, there is no investment. In our view, the incentives proposed would have no impact on the policy objective. It is more likely to have unintended consequences such as sterilizing the redevelopment of a part of this key parcel.

Background

The VMC has been successful in attracting office investment since the approval of the Secondary Plan. During one of the strongest investment environments for office development, it attracted two stand-alone office buildings totalling approximately 585,000 square feet (ft²). A City-staff report indicates that there is currently an additional 200,000 ft² approved but not constructed. This is the best illustration of the magnitude of market demand for office use at the VMC during a strong market period.

The last decade has been one of the strongest investment periods for new office development. Despite this, since 2010 only 6% of the total GTA office demand was attracted to the City of Vaughan. Of this, the VMC captured about 35%. Toronto remains the primary office market in the GTA – accounting for 63% of the GTA’s new office space over the past decade, 88% of which has been located in the Downtown Core. Leading up to the pandemic, over 90% of the GTA’s under construction major office inventory was in Downtown Toronto.

Neither the original Urban Metrics Commercial Land Use Assessment for the VMC or the Parcel report provide any evidence that the market trajectory for office uses would grow past what has been observed over the last 13 years to support the proposed policy increase in required non residential uses.

In the post-pandemic environment, there is virtually no demand for the construction of new large scale office spaces throughout the Greater Toronto Area. The fundamentals that underpinned this once healthy market have changed dramatically. Increased remote working practices threaten to reduce office space requirements permanently. Cities across North America are considering strategies to convert office spaces for residential uses.

In the GTA, we have observed office vacancies climb monthly to just under 11%. This rate of vacancies is expected to grow as tenants, in the face of the higher levels of remote working, continue to downsize at lease renewal. Vacancies are also expected to grow as tenants move to newly completed projects in the core (the Well, Bay Adelaide, CIBC), leaving older B and C class spaces vacant with little backfill demand.

Demand for office development in the VMC, as with the rest of the GTA, is therefore expected to be very weak for the foreseeable future.

Over the past 36 months NBLC has undertaken numerous studies on the state of the GTA office market as part of feasibility studies for developers or as part of municipal explorations that sought to understand what role, if any, incentives could play to stimulate office markets. In January 2023, NBLC specifically undertook research to assess the nature and characteristic of demand for new office uses on the Toromont property.

The Parcel report suggests that incentives such as increased density or allowing less expensive above grade parking would encourage higher rates of office investment. NBLC has undertaken focused research in this sector for cities in both Ontario and British Columbia. In our research, incentives were found to have no material impact on market demand. A developer will not invest capital and resources into a product that they cannot lease or sell. Financiers will not lend money for a project with high risks. Incentives do not address these issues. For incentives to be effective, there must already be demonstrable demand, where the only obstacle is funding. Affordable housing is a good example of where incentives can have a strong impact, given the extraordinary demand in the market for this product type.

Incentives are useful when a developer is already considering a development and is looking at competitive sites within different municipalities. Incentives can also motivate developers to make decisions more quickly. But mostly, developers need to see that there are strong demand characteristics from potential tenants normally illustrated through very tight vacancies and growing rents which, of course, are not present in today's market.

We also think that using incentives that trade off built form objectives for market demand seems to be an unreasonable compromise. The idea of allowing above grade parking in a highly urban context could have serious negative impacts on the market demand for adjacent properties.

Summary

Our analysis for Toromont January 2023 suggested that market weakness would persist across the Greater Toronto Area including Vaughan for many years to come. Even if market demand accelerated, there is certainly no evidence to suggest that the VMC will attract more than its historical share of office investment.

The Parcel report simply offers hypothetical financial modeling for a development in a market that does not exist. It cannot be used as a basis to justify the proposed increase in non-residential requirements for the VMC.

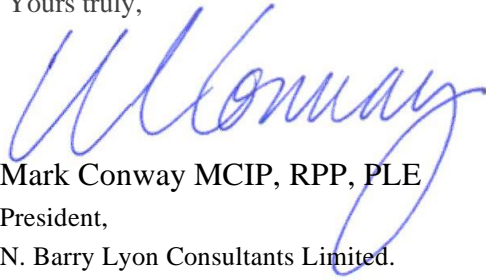
There is no evidence to suggest that incentives could be used to offset the national economic factors that are undermining market demand for office development. In fact, office incentive programs in Brampton, Mississauga, Richmond Hill, and Hamilton have received very little interest and underscore the lack of impact incentives have on investment.

Given this, the notion of increasing the non-residential development component on the Toromont lands will only perpetuate a serious development challenge. The current approved Secondary Plan 15% requirement on the northern blocks requires an estimated 450,000 square feet (41,806 square metres) of

office uses. There is no foreseeable demand for this space let alone the estimated 1,100,000 square feet (102,193 square metres) of non-residential gross floor area proposed in the VMC Secondary Plan Update: Preferred Option. Adding to this requirement will only sterilize a larger portion of the property. In doing so, the City will forego significant fees and charges, tax assessment, and broader economic and community benefits.

I trust this is helpful. If you have any questions please do not hesitate to contact me.

Yours truly,



Mark Conway MCIP, RPP, PLE
President,
N. Barry Lyon Consultants Limited.

Communication : C 2
VMC Sub-committee
October 4, 2023
Agenda Item # 1

From: Jacob Lapointe <jlapointe@westonconsulting.com>

Sent: Friday, September 29, 2023 3:36 PM

To: Clerks@vaughan.ca

Cc: Jenna Thibault <jthibault@westonconsulting.com>

Subject: [External] Comments on VMC Secondary Plan Update Process - VMC Subcommittee Meeting October 4th, 2023

Good afternoon,

On behalf of the owners of the property known as 350 Creditstone Road in the City of Vaughan, please find a letter attached outlining our comments on the ongoing secondary plan review process.

We kindly request staff to provide written responses to our comments at their earliest convenience, and that these comments be provided to members of the VMCSPP subcommittee in advance of their upcoming meeting on October 4th.

Many thanks,

JACOB LAPOINTE, BURPI, RPP, MCIP
PLANNER

DIRECT 905.671.9766
OFFICE 905.738.8080 x299
WESTONCONSULTING.COM



City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
ON L6A 1T1

September 29, 2023
File 6166-2

Attn: Gaston Soucy - Senior Manager
Planning and Urban Design, VMC Program
Comment Letter

Weston Consulting is the Planning Consultant for the legally registered owner of the property known as 350 Creditstone Road in the City of Vaughan (herein referred to as the “subject property”). We are writing to provide the below comments related to the ongoing review of the Vaughan Metropolitan Centre Secondary Plan (VMCSP).

Subject Property

The subject property is located on the west side of Creditstone Road, north of Highway 7 in the City of Vaughan. The subject property is currently occupied by a multi-unit industrial building. The City of Vaughan Zoning By-law 001-2021 split-zones the subject property with a zone category of “V4 – VMC Employment Zone” over the eastern portion of the property, which permits existing uses, as well as offices and limited retail, clinics and financial institutions. The western portion of the subject property is zoned “V3 – VMC Neighbourhood Zone”, which permits various forms of multiple-unit residential dwellings such as townhouses and high-rise apartments, restaurants and limited small-format retail such as convenience stores.

The current Vaughan Metropolitan Centre Secondary Plan (VMCSP) (as of May 13, 2021) designates the western portion of the subject property as “neighbourhood precincts” which permits residential uses, as well as various non-residential uses that are considered to be neighbourhood supportive and compatible uses such as retail, personal service shops, community facilities, schools, parks, daycares and live-work units. The eastern portion of the subject property is designated “West and East Employment Precincts” which permits offices, research facilities and light industrial uses, as well as limited non-employment uses such as retail and restaurants with some restrictions.

The current VMCSP permits a building height of between 5 - 25 storeys, with a density of between 2.5 - 4.5 FSI on the subject property. The VMCSP Schedule E – Community Services and Cultural Facilities also shows a school site conceptually on the western portion of the subject property.

Background - Conceptual School Sites

The decision to overlay the school site designation over the underlying land-use designation, as shown on Schedule E over the subject property was determined through substantial without-prejudice mediation through 2014, 2015 and 2016, with the City of Vaughan adopting modifications as part of a settlement on December 13, 2016. Weston Consulting on behalf of the owner participated in the mediation process as the landowner’s Expert Planner, providing evidence on their behalf. This resulted in a settlement based on revised schedules to the VMCSP adopted by Vaughan Council on December 13, 2016. The revised schedules removed school sites as a land use designation, to instead show them as placeholders or labels on the land use schedules. The purpose of this was to maintain the school sites for the school boards should they be identified as required at the time of an application submission, but to also enable the provision of a land use designation for the lands which would allow the lands to be redeveloped for an efficient land use in the future should the site not be required by the school board. The revised schedules placed the portion of the subject property with the conceptual school site within the “Neighbourhood Precincts” designation and changed the maximum height across the subject property to 5 – 25 storeys and the maximum density to 2.5 – 4.5 FSI.

Weston Consulting has been monitoring the VMCSP process including the VMCSP sub-committee meeting held on April 11, 2023 and notes that several comments were raised by the Mayor and Councillors relating to the school sites. The concerns raised seemed to primarily fit into two categories. This first category is ensuring that school sites are reserved, available and financially obtainable to the two school boards should their need be identified to serve students

within the developing VMCSF area. The second being ensuring that the designation of school sites does not impede the development of lands within the VMCSF or unfairly or arbitrarily limit the development of specific properties over others. The Mayor also raised the idea of exploring an integration of potential school facilities within mixed-use developments as a means of efficiently using space, while reducing costs to the school boards.

Additionally, Weston Consulting monitored the Vaughan Metropolitan Centre Landowner's meeting (VMC Meeting) for the lands east of Jane Street on September 8, 2023. We understand from that meeting that any lands with school site designations would continue to retain their underlying designations, which would apply should the school boards determine the lands are not required for schools. Additionally, we understand that Staff are continuing to explore the idea of 'urban schools' which could be integrated into mixed-use developments, rather than located within standalone buildings. We support the exploration of 'urban schools' as a way to support mixed-use development on lands within the VMCSF such as the subject property.

Secondary Plan Review

In accordance with the above discussion, we are writing to provide the following comments as it relates to the preferred Land Use Concept presented at the VMC Meeting:

1. We support the direction to continue having the underlying land-use designation on school sites apply should the school boards determine that the lands are not required for school sites and note that that this policy approach was agreed to as part of the mediation process that resulted in the December 2016 amendment to the Secondary Plan as it relates to the subject property. We kindly request that this be clearly outlined in the updated Secondary plan policies.
2. The preferred land use concept shows the eastern portion of the subject property as Non-Residential Mixed-Use and the western portion as Neighbourhood, with a conceptual school site notation. We are in support of the Neighbourhood designation on the western portion of the subject property, which is in keeping with the 2016 settlement. We ask for consideration for the Non-Residential Mixed-Use designation to be modified to a mixed-use designation which would also permit residential uses along with non-residential uses. The inclusion of residential uses on the eastern portion of the subject property would be compatible with the western portion of the subject property, along with the surrounding area, and support the population growth objectives for the VMCSF.
3. The preferred Density schedule shows an FSI of up to 4.5 on the eastern portion and up to 3.0 FSI on the western portion. We request that the FSI of the western portion be increased to up to an FSI of 4.5 which would be consistent with the 2016 settlement and the current VMCSF.
4. No Height schedule was presented at the meeting. We request that a maximum height of 5 - 25 storeys be maintained across the subject property as agreed to in the 2016 settlement and shown in the current VMCSF.
5. We support the direction for Staff to explore options for integrating school facilities into mixed-use developments in order to allow sites designated as school sites within the VMCSF to be used as efficiently as possible while supporting intensification in the VMCSF.

We kindly request staff to provide written responses to our above comments at their earliest convenience. We further request these comments be provided to members of the VMCSF subcommittee in advance of their next meeting on October 4, 2023. We ask to be circulated on all correspondence and notices relating to the VMCSF Review Process going forward.

Should you have any questions about the above, please reach out to the undersigned at ext. 309 or Jacob Lapointe at ext. 299.

Yours truly,

Weston Consulting

Per:



Jenna Thibault, BSc, MPL, MCIP, RPP
Associate

Communication : C 3
VMC Sub-committee
October 4, 2023
Agenda Item # 1

VMC Sub-Committee (c/o Office of the City Clerk)
 City of Vaughan
 2141 Major Mackenzie Drive
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Arcadis Professional Services (Canada) Inc.
 55 St. Clair Avenue West
 7th Floor
 Toronto, Ontario M4V 2Y7
 Canada
 Phone: 416 596 1930
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Date: Tuesday, October 2nd, 2023

Subject: **Vaughan Metropolitan Centre Secondary Plan – Preferred Option Comments**

Dear Members of the VMC Sub-Committee,

Arcadis Professional Services (Canada) Inc. (“Arcadis”) is writing this letter on behalf of 2748355 Canada Inc. (our “client”) and its various joint venture partnerships (Mobilio Developments Ltd., RP B3N Holdings Inc., and RP B3S Holdings Inc.) for their landholdings within the Vaughan Metropolitan Centre (VMC). Our client owns approximately 84 acres of land within the southwest quadrant of the VMC, as illustrated in Figure 1 below. The following letter is in respect to the proposed Preferred Option for the VMC Secondary Plan Update. A previous letter dated Tuesday, September 26th, 2023 was submitted to City Staff in response to the presentation on September 5th, 2023 at the Landowners Group session. The intention of this letter is to provide additional detail to the comments previously submitted.

Figure 1: VMC SP Preferred Option and 2748355 Canada Inc. Development Blocks



VMC Sub-Committee
 City of Vaughan
 October 2nd, 2023

Our client has been working with the City on the development and redevelopment of these lands for the past 20+ years. Over the course of this period, the area has undergone a substantial change both in terms of policy framework and progress in building construction. As part of this current Secondary Plan Update process, Arcadis and our clients have met with both City Staff, Consultants, and relevant commenting agencies to provide input. In addition, we attended the landowner meeting (west of Jane Street), on September 5th, 2023 where the draft schedules for the updated Secondary Plan were shared. This letter builds upon comments previously provided to City Staff in June 2022, recognizing the current state of the new draft Schedules. We wish to provide the following input and comments for consideration as it relates to impacts on our client’s lands and address areas of interest and concern.

This input includes the provision of a Master Plan that has been undertaken for the entirety of our client’s landholdings. This Master Plan is intended to help demonstrate our client’s overall vision for the entire landholdings and how each block would be integrated to create a complete and comprehensive community. It is our submission that the Master Plan is a creative interpretation of the existing and emerging framework and provides a more detailed reflection of how these lands would work within the larger VMC vision (Figure 2). However, the Preferred Option fails to recognize the larger Master Planning that has occurred to date despite the fact the lands are being developed consistent with that Master Plan.

Figure 2: Master Plan - 2748355 Canada Inc.



VMC Sub-Committee
 City of Vaughan
 October 2nd, 2023

Proposed School Location(s)

As the City is aware, our clients have been working with both the York Catholic District School Board, and the York District School Board boards to determine the optimal location, size, layout, and built form of the school(s) that are planned to be located within our client's lands, and their surroundings. Further to our commenting letter from June 2022, the overall Master Plan anticipates the main East-West Collector Road (Interchange Way) as the transition zone between the higher density mixed use urban fabric and the "neighbourhoods". As such it was recommended that, for a variety of reasons, the two schools within the Southwest Quadrant be co-located in the lands adjacent to the SWM pond and future municipal park. Unfortunately, the preferred option demonstrates no change to the school's location. A recommendation that we do not support.

As noted, our client, after extensive work with surrounding landowners, has presented a preferred location for a dual school site in the SW corner of the quadrant.

This site is appropriately sized, is removed from the heavy traffic areas within the quadrant, is able to be substantially augmented by additional parkland, is in keeping with the *Neighbourhood* designation that is emerging south of Interchange and mitigates shadowing issues related to siting ground related schools within concentrated high rise environments. Additionally, the proposed site would also permit both school boards to proceed with a joint school site in the near future should they desire.

In consideration of the above justification, we would request that the school locations shown as S4 and S5 be relocated to the southwest corner of the SW quadrant (on the lands identified as BLK7)

Civic Facilities

In addition to the school locations, the Potential Major Facility shown in the SW quadrant is not reflective of discussions with City Staff regarding the potential for such a facility. Our client has had numerous discussions with staff regarding a central location for any possible municipal facility. We submit that such a facility would be best located to build upon the comprehensive retail and park/open space strategy that has been developed as part of the overall Master Plan. We would request that the location of any Potential Major Facility be deferred until such time as further consultation with the City is possible.

Parkland Locations

In recognition of the increased population that is being proposed within the VMC, our client has previously proposed additional parkland and open spaces in their Master Plan that would complement the planned parks and open space network. However, as is the case with the overall approach of the Preferred Option, this was not reflected.

Road and Mews Network

Our clients continue to have concerns related to some of the proposed roads/mews identified within the Preferred Option. As part of our clients Draft Plan of Subdivision application (File No. 19T-23V001), there has been substantial work on the proposed grading and servicing across the entire quadrant. Unfortunately, the proposed road networks, in part, continues to fail to recognize the realities on the ground, either presently or in the future.

Retail

The overall retail strategy, as identified in the Master Plan consolidates the retail into a critical mass along a specifically designed retail spine. The location of retail has been carefully considered in order to create a vibrant retail and service core for the emerging community. The strategy has been proposed in the development applications for Block 4S and 6E and approved on Mobilio (Block 2), Festival (Block 3N) and Bravo (Block 3S). The

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Recommended Retail as outlined in the 'Preferred Option' fails to recognize this emerging retail strategy and identifies isolated and disconnected retail that appear to have little viability and should be removed.

Density and FSI

Our client is concerned the densities and FSI proposed on lands in the SW quadrant appear arbitrary and inconsistent with the previously approved built form in the surrounding area. Our client's Master Plan identifies a logical transition of density from Highway 7 to the neighborhood south of Interchange Way. It is our understanding the overall proposed density across the entire VMC is being reduced in the Preferred Option through an adjustment of how density is calculated across the VMC, an increase in non-residential requirement, and seemingly to justify boundary expansions or accommodate growth in adjacent nodes. This appears inconsistent with previous approvals, the emerging built form and the efficient use of urban land within MTSAs.

Our client objects to the proposed density allocation and the redefining of how density is calculated. As noted above, our clients Master Plan demonstrates a reasonable transition of density across their lands.

Mixed Use Non-residential Requirement

The location and quantity of minimum Non-residential requirements fails to recognize market conditions and will result in stalling development across the VMC. Existing blocks that are currently under construction, approved or proposed include a comprehensive non-residential/retail strategy that has been designed into the overall Master Plan. The location and size of this non-residential strategy has been carefully considered in order to provide an integrated community. We continually submit that the careful location of these uses is the key to the overall success of the Master Plan and VMC. The location and amount of non-residential uses proposed in the Preferred Option seems to lack any comprehensive strategy, recognition of market conditions or cohesive community objective. We suggest this schedule be deleted and better addressed through policy.

Land Use

As noted at the outset of this letter and our previous submission, our client has proposed a comprehensive, integrate Master Plan that is consistent with the intent of the City's vision for the VMC. There has been substantial work already undertaken to develop this vision. The land use strategy in the Preferred Option seems not to recognize all the work undertaken to date or the long term cohesive vision for our clients lands. We continue to submit that the east-west corridor (Interchange Way) represents the logical transition point from a high-rise mixed use urban centre to a more supportive "neighbourhood" character. This transition has already been reinforced with the Mobilio development, IKEA store and potential school campus.

Summary

To summarize the forgoing, 2748355 Canada Inc. requests the Preferred Option schedules be adjusted to better reflect our client's Master Plan, as submitted to the City, and the ongoing development and discussions with the City that reflect this Master Plan.

Table 1: VMC SP Preferred Option Schedule Changes

No.	Changes
Land Use	
1	Block 1W, 5, 6W changed to Mixed Use.
2	Block 6E changes to Mixed Use with Non-Residential Uses Required.

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3	Move Schools (S4 and S5 onto Block 7).
4	Remove E-W road from Block 7 and 6E.
Non-Res Required	
5	Should be deleted and better addressed through policy.
Density	
6	Oppose the proposed changes in definition.
7	Block 1W up to 5.0 FSI.
8	Block 1E up to 6.0 FSI.
9	Block 4N up to 9.0 FSI.
10	Block 4S up to 7.5 FSI.
11	Block 5 up to 5.0 FSI.
12	Block 6W up to 5.0 FSI.
13	Block 6E up to 7.5 FSI.
Retail	
14	Remove street retail from Blocks 5, 6W and 7 frontages.
15	Add internal retail in 4S and 6E.
16	Remove retail from Mobilio (Block 2) other than the NE corner to reflect as-built.
17	Remove retail from Block 1W and shift retail in Block 1E to along urban square only.
Civic Facilities	
18	Move Major Facility onto Block 6E.

Conclusion

We respectfully request that the VMC Sub-Committee defer endorsing the Preferred Option at this time and direct staff to continue to work with the VMC landowners towards a resolution.

Arcadis and our clients, 2748355 Canada Inc. and their joint venture partnerships, continue to look forward to the opportunity to refine these draft schedules and work collaboratively with the City of Vaughan, Region of York, and all other relevant agencies, stakeholders, and the public with regards to these Land Use designations, policies, and permissions.

Please do not hesitate to contact the undersigned should you require clarification or additional information.

Sincerely,

Arcadis Professional Services (Canada) Inc.



Stephen Albanese MCIP RPP
Associate Principal
stephen.albanese@arcadis.com
+1 416 596 1930 ext 61425

CC.
jay.claggett@quadreal.com

**Communication : C 4
VMC Sub-committee
October 4, 2023
Agenda Item # 2**

From: Quigg, Alison (IO) <Alison.Quigg@infrastructureontario.ca>

Sent: Monday, October 02, 2023 2:56 PM

To: Clerks@vaughan.ca

Cc: Emm, Amy (IO) <Amy.Emm@infrastructureontario.ca>; Andrew Haagsma <Andrew.Haagsma@vaughan.ca>

Subject: [External] VMC Sub-Committee Meeting - October 4, 2023 - Item #4.2: VMC Parks and Wayfinding Master Plan Update

Good afternoon,

Infrastructure Ontario (“IO”) is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure (“MOI”). Part of IO’s mandate is to protect and optimize the value of the portfolio, while ensuring that real estate decisions reflect public policy objectives. Please consider this email as a Communication for Item 4.2. (VMC Parks and Wayfinding Master Plan Update – October 2023) of the VMC Sub-Committee Meeting being held on Wednesday, October 4, 2023.

IO manages several parcels of land that abut the boundary of the VMC Secondary Plan (VMC SP) on behalf of MOI, including a large parcel of land located immediately south of Highway 407, east of Highway 400, west of Jane Street, and north of the rail corridor. IO is aware that the City is in the process of creating a VMC Parks and Wayfinding Master Plan (VMC PWMP) to support parks development within the VMC. IO also understands that the growth trends in the VMC are outpacing the provision of parkland so the City is looking to lands outside of the VMC to help support the parkland targets for this Secondary Plan area. One of the adjacent areas that the City is looking into for additional parkland is the Provincially-owned land located south of Highway 407 and east of Highway 400. These lands are labelled as the ‘South Adjacent Lands’ on the draft VMC PWMP map (See Attachment A) and are proposed to be identified for an Urban & Neighbourhood Park.

IO is concerned with the identification of this Provincial land as park space, as this land has EA-Approved plans for an MTO 407 Transitway, an operations maintenance facility, and parking related uses (See Attachment B). This land is intended to support numerous Provincial priorities and IO is worried that it’s identification as a park within the VMC PWMP will prevent the Province from being able to develop this land as intended.

We recently met with the VMC Parks team to voice our concerns about the identification of this land as a park and are currently working with this team on a possible solution. We kindly request that any

approval of the VMC PWMP be deferred until the Province reaches a resolution with the Parks team. We also wish to reserve the right to continue to provide comments on the VMC PWMP and VMC SP as both of these processes evolve.

Thank you in advance for your consideration of our comments. Should you require any additional information, please do not hesitate to contact myself or Amy Emm.



Alison Quigg MCIP RPP (she, her)
Infrastructure Ontario
Planner

alison.quigg@infrastructureontario.ca

Mobile: 416-529-3068 | Office: 647-933-1595

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Follow IO at:   

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Master Plan

C 4 : Page 3 of 4

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

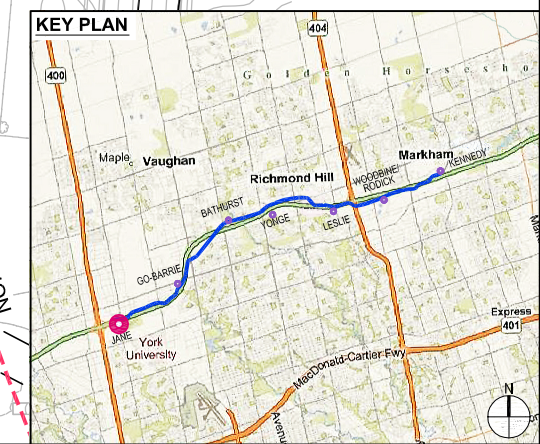
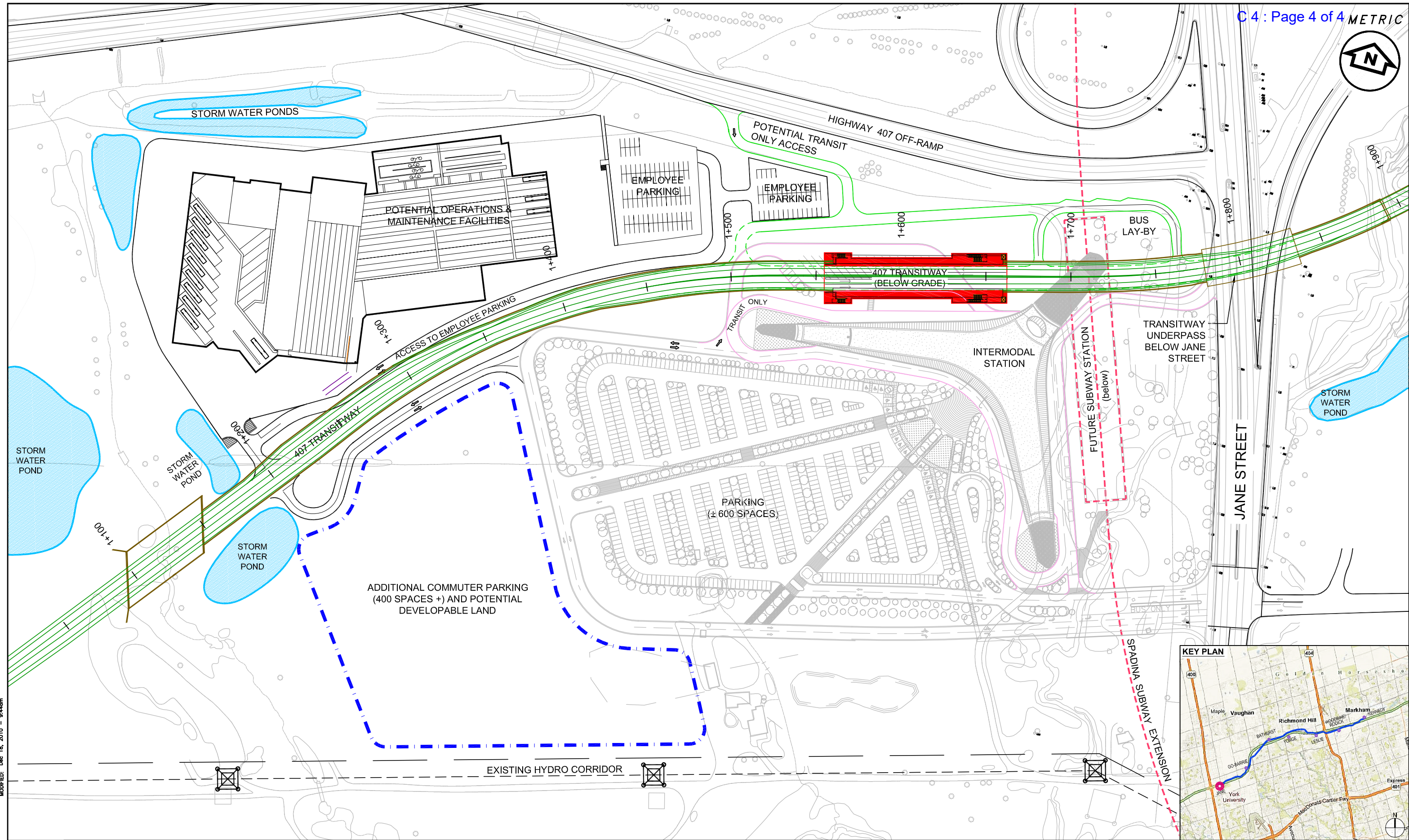
Plazas or promenades that are predominantly paved for urban uses.

4 POPS & MEWS

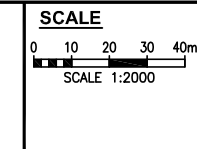
Privately-owned and maintained land open to the public that supplements parks and squares.

5 SCHOOL YARDS

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



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LEGEND

407 BRT ROUTE	
BRT STATION	

VERTICAL ACCESS	
LOCAL BUSES	

VIVA BUSES	
POTENTIAL DEVELOPABLE LAND	

**407 TRANSITWAY - GWP 252-96-00
 ENVIRONMENTAL ASSESSMENT
 SPADINA SUBWAY/JANE STATION
 SITE PLAN**

35
 PLATE

Communication : C 5
VMC Sub-committee
October 4, 2023
Agenda Item # 1

VMC Secondary Plan Update: Preferred Option

Presentation to VMC Sub-committee

October 4, 2023



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Our Team

gladki
planning
associates

dtah

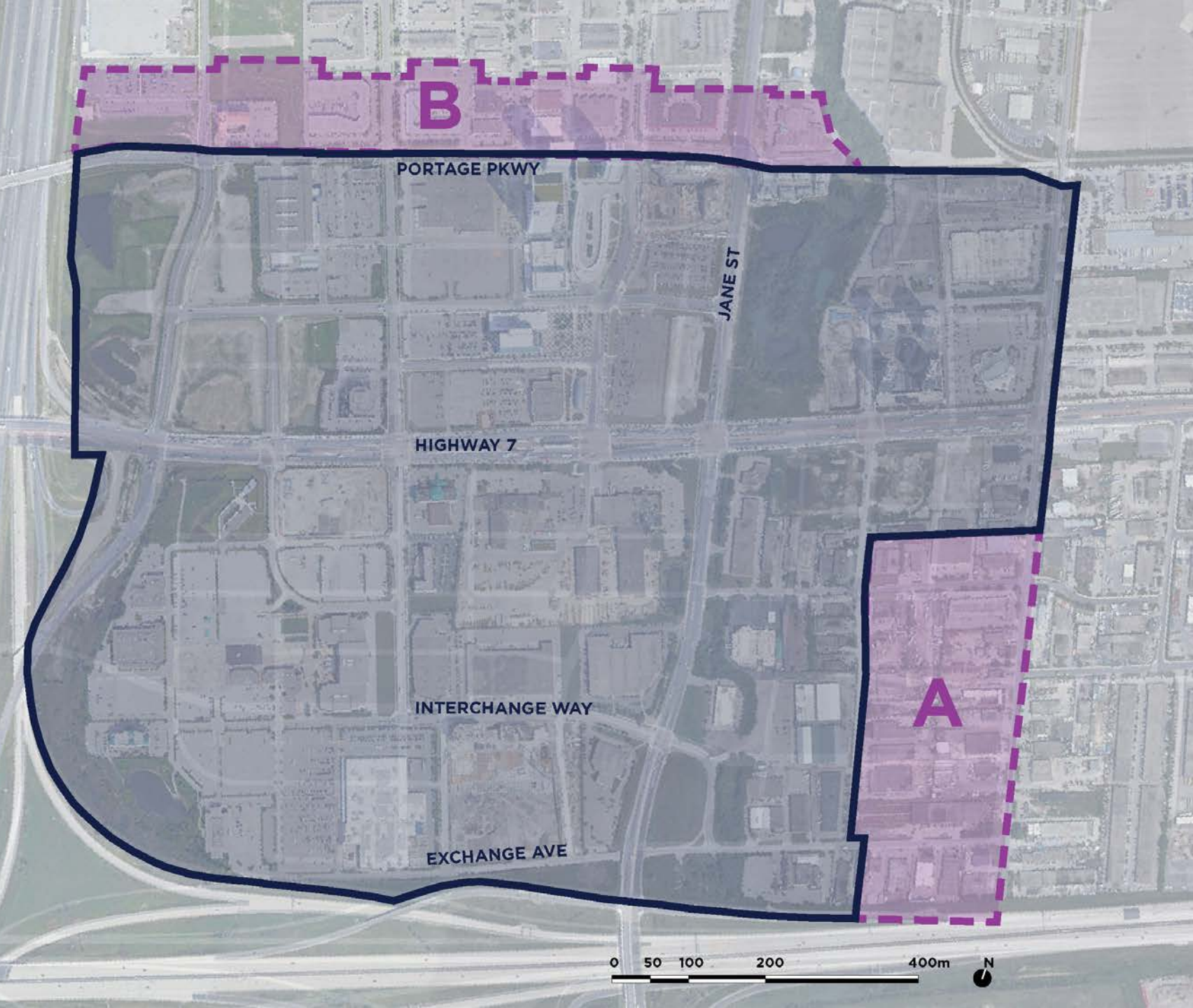
Parcel

Greenberg
Consultants
Inc.

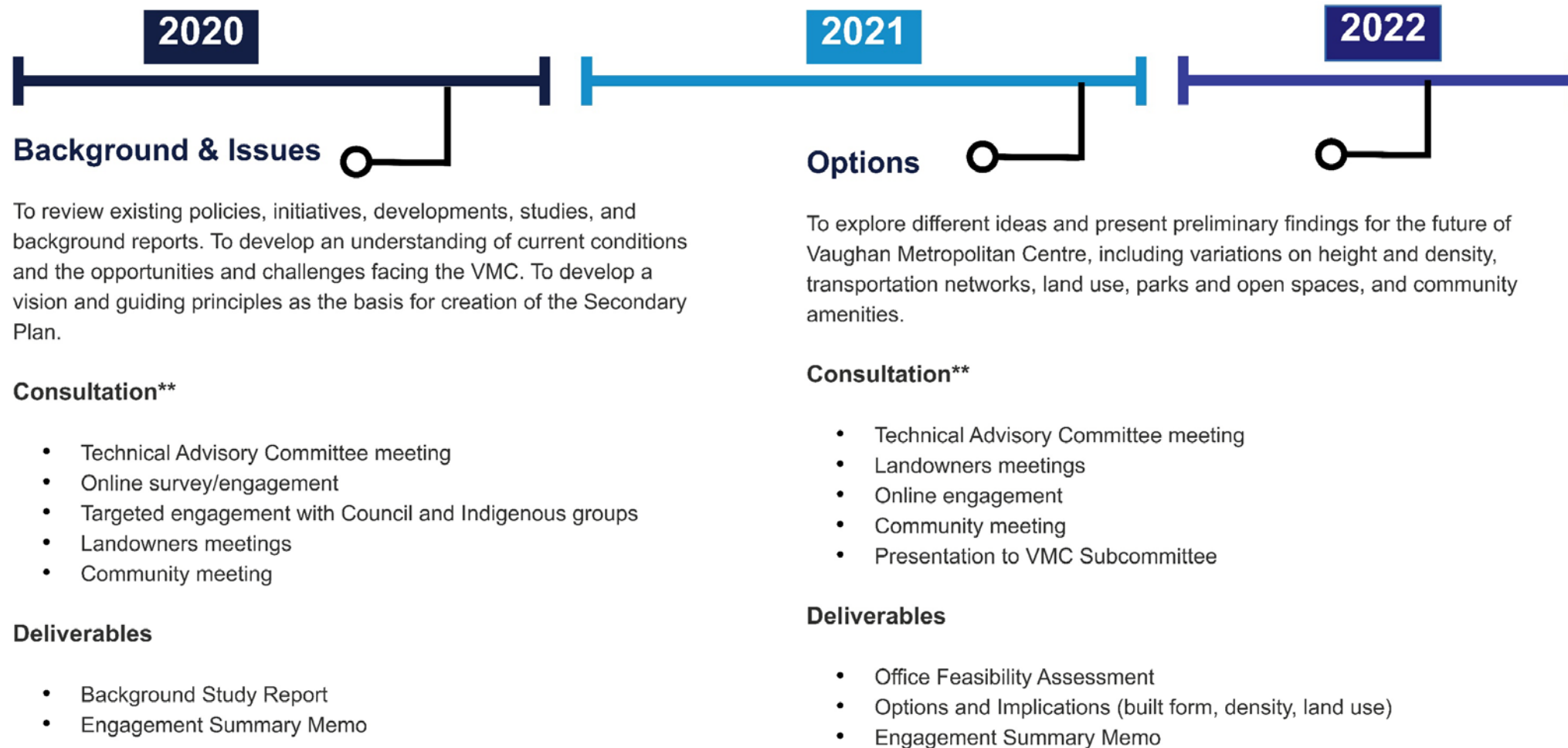
Study Area

Current VMC
Secondary Plan Area

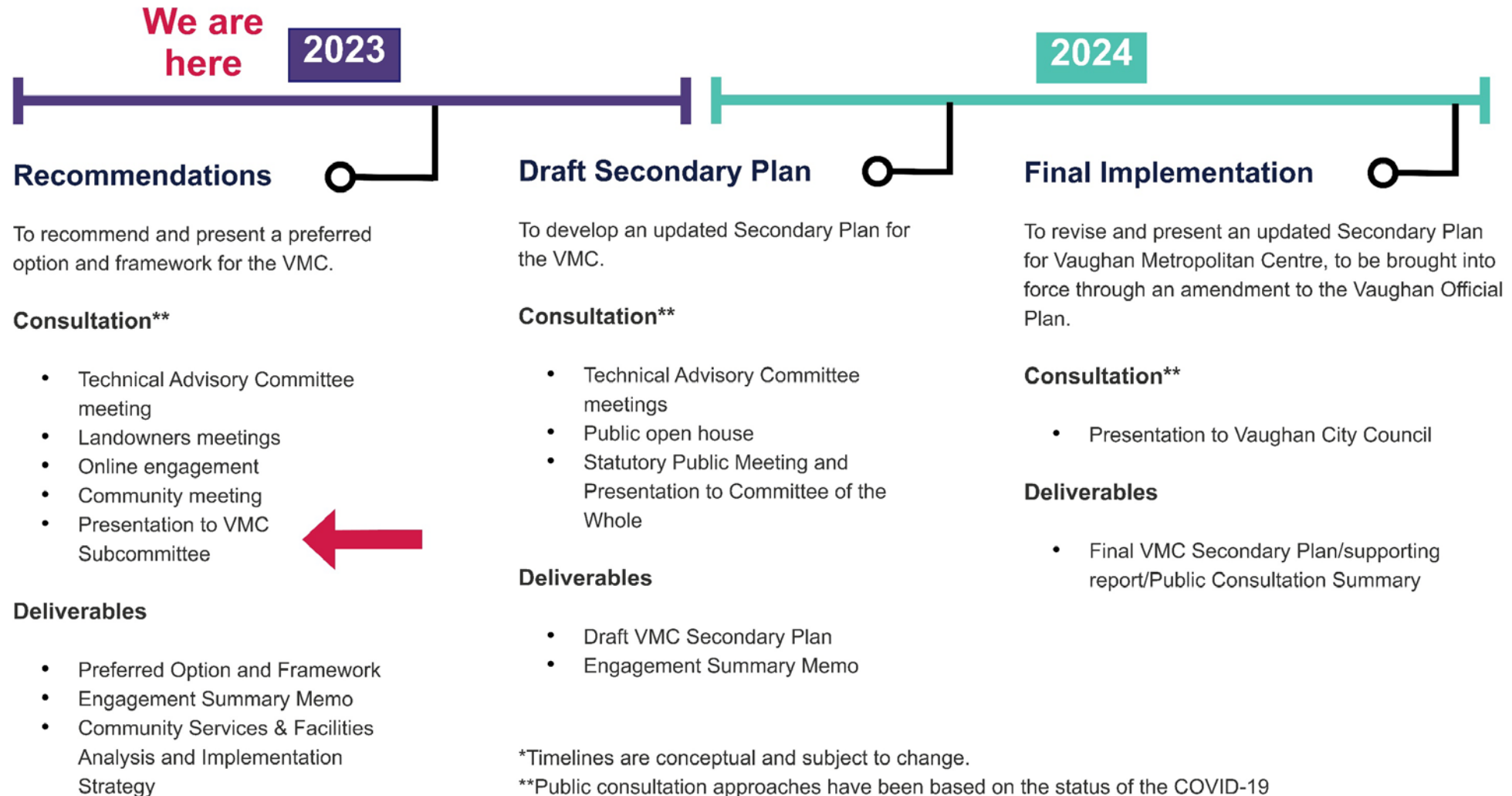
Potential Expansion
Areas



VMCSP Update: Process and Timeline*



VMCSP Update: Process and Timeline*

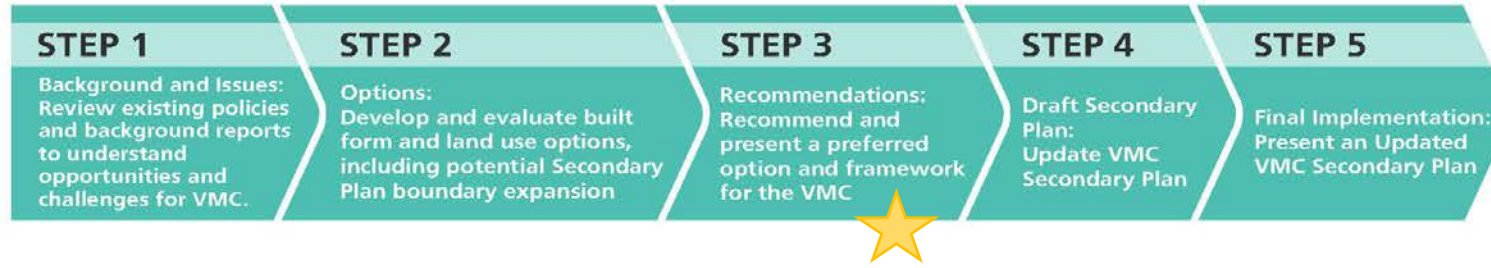


*Timelines are conceptual and subject to change.

**Public consultation approaches have been based on the status of the COVID-19 pandemic and the need to use virtual platforms in place of in-person events.

Concurrent Studies

Secondary Plan Update



Transportation Master Plan Update



Millway Avenue and Interchange Way Class EA Studies



Parks and Wayfinding Master Plan





Vision and Principles

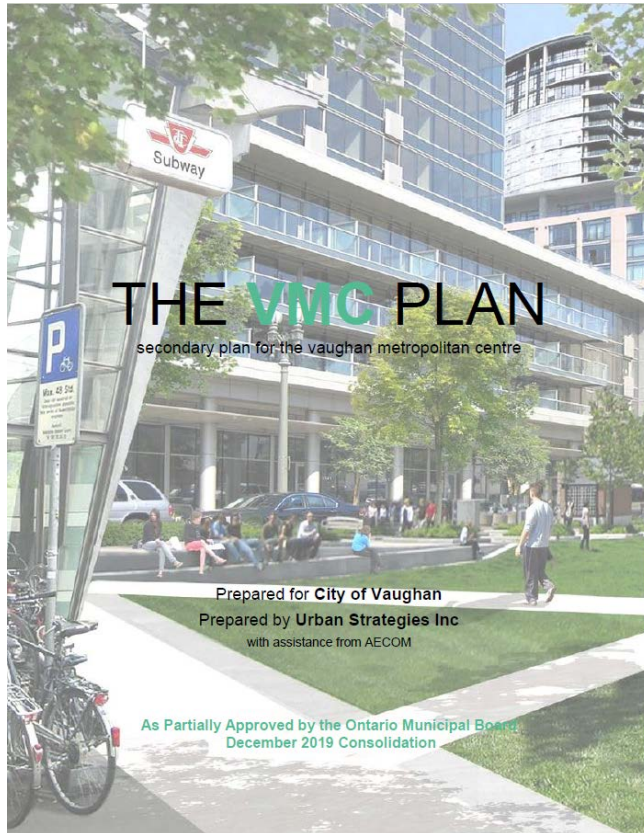


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Vision and Principles



“The City of Vaughan plans to create a downtown – an intense, dynamic community that in time will become the heart of the city, economically, culturally and physically.”

Development interest in the VMC has **exceeded** expectations, resulting in a **residential intensity** that was **not anticipated** when the VMCSPP was initially developed.

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 **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





Preferred Option

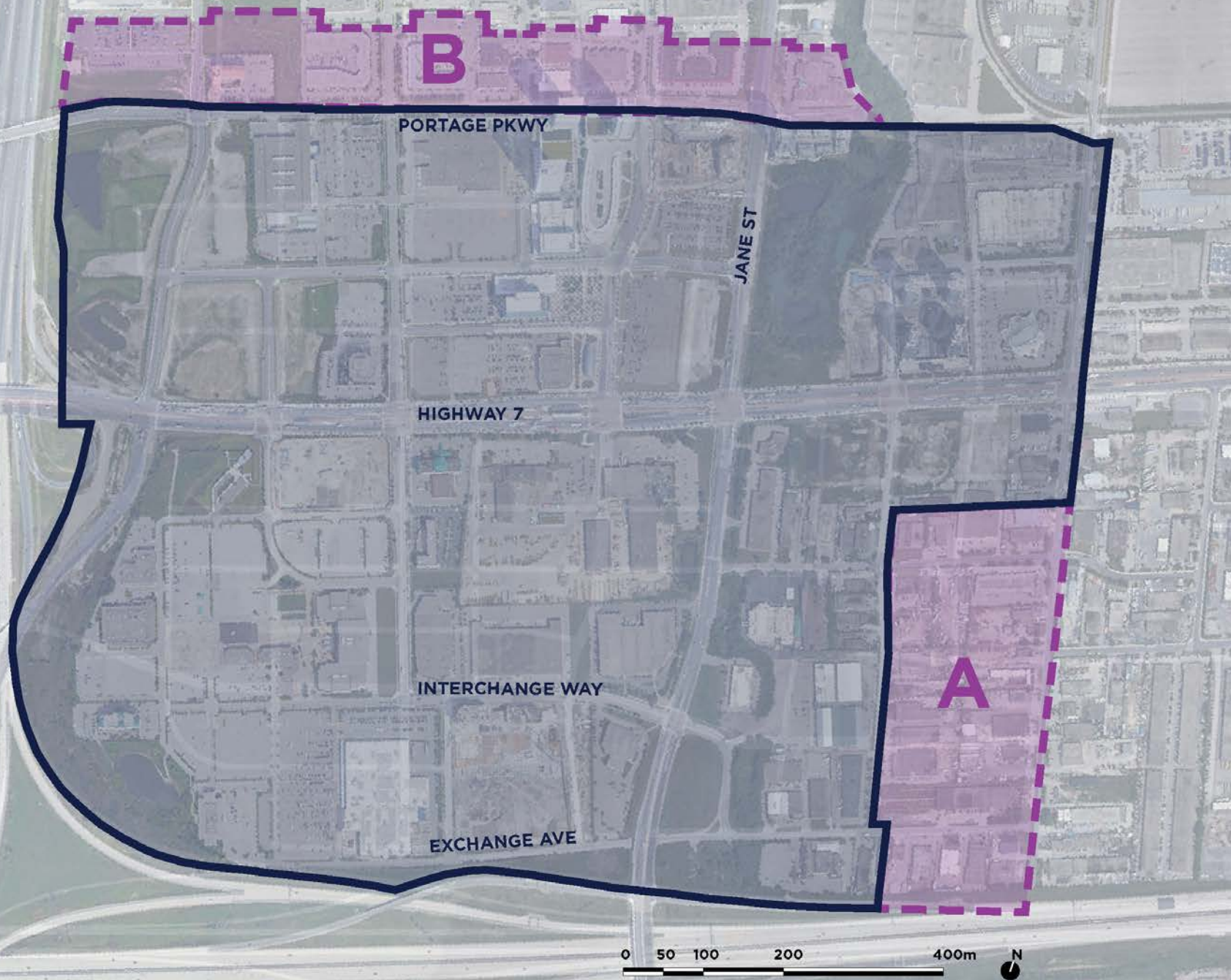


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Expansion Areas



Land Use



Land Uses

- Mixed Use
- Mixed Use (Non-residential Uses Required)
- Non-residential Mixed Use
- Neighbourhood

Parks and Open Spaces

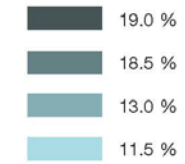
- Public Park
- Environmental Open Space
- Mews
- S_y School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Potential Future BRT / Station
- Stormwater Management Facility
- Underlying Road Network

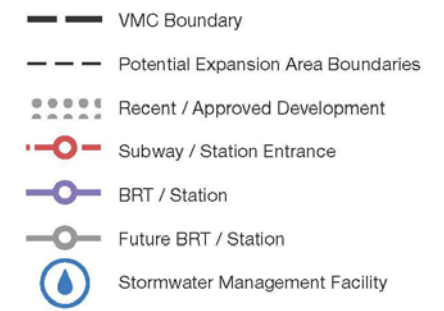
Non-Res Req



Mixed Use Non-residential Required



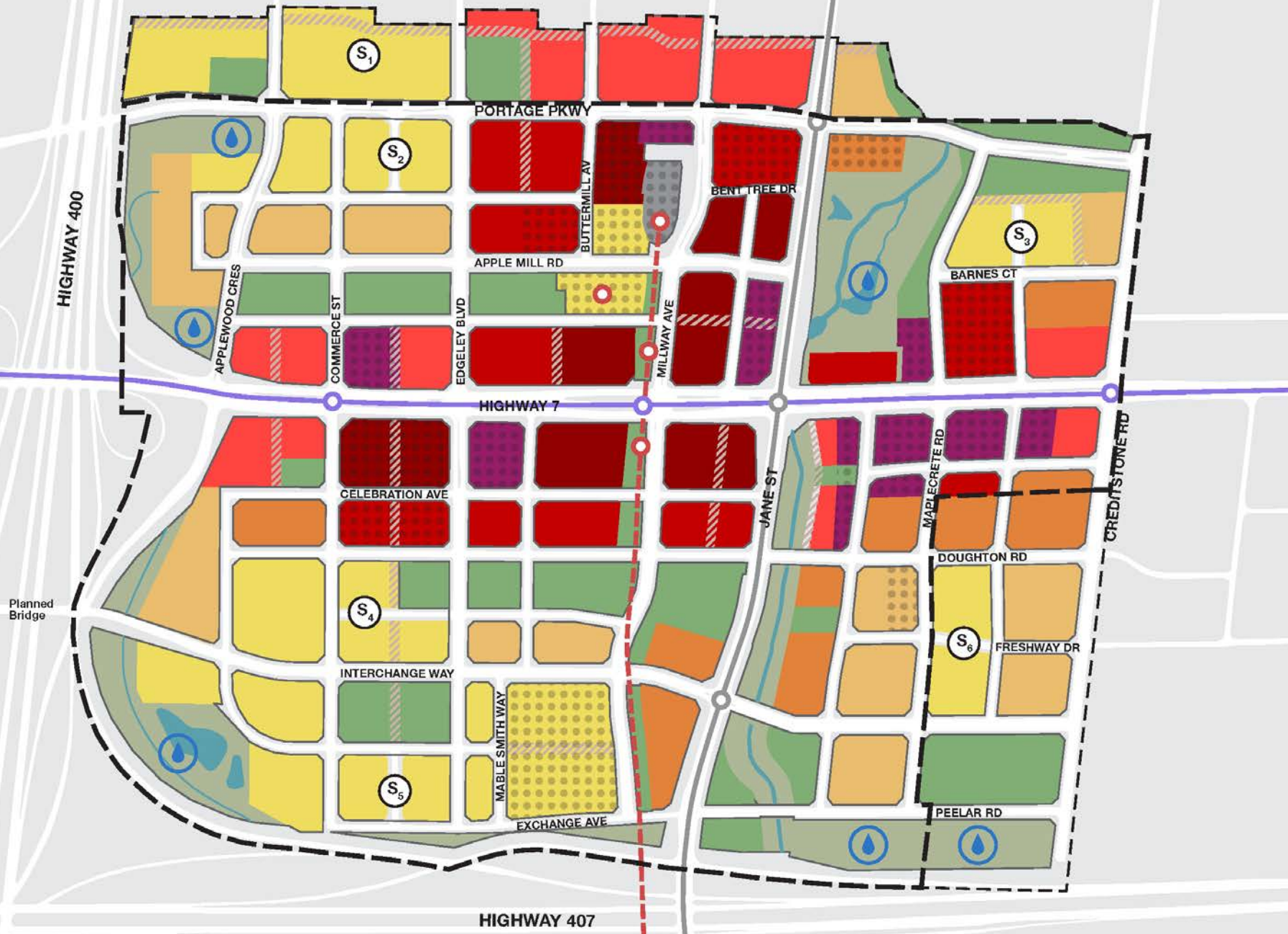
Parks and Open Spaces



Planned Bridge

HIGHWAY 407

Density



Maximum Densities

- over 9.0 FSI
- up to 9.0 FSI
- up to 7.5 FSI
- up to 6.0 FSI
- up to 5.0 FSI
- up to 4.5 FSI
- up to 3.0 FSI

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S_x School

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

Height



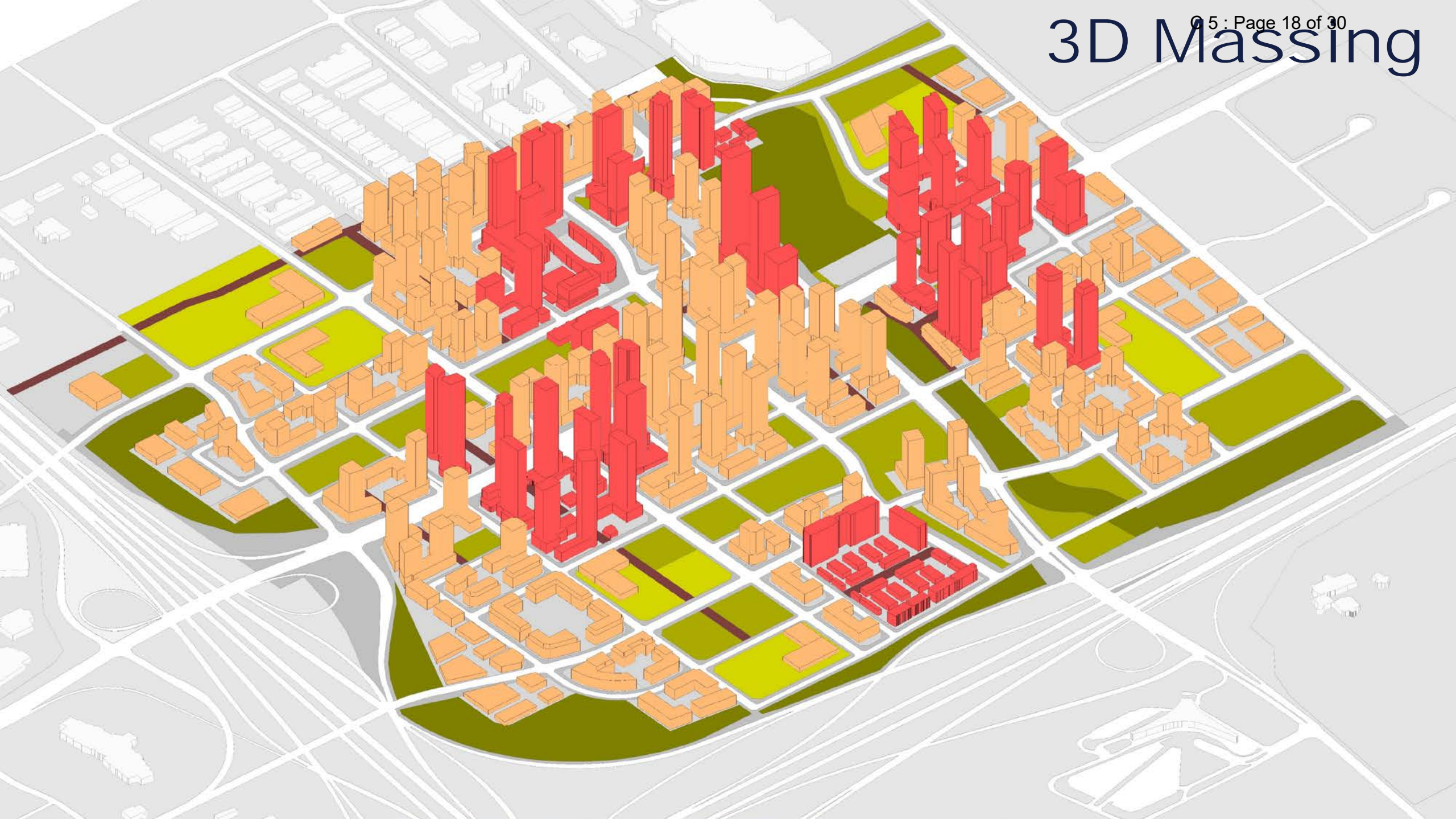
Maximum Height

- Over 40 Stores
- Up to 40 Stores
- Up to 35 Stores
- Up to 30 Stores
- Up to 25 Stores
- Up to 20 Stores
- Up to 15 Stores
- Up to 10 Stores

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S_x School

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



Retail



Retail Frontages

- Required Retail, Service Commercial, Integrated Community Facility or Public Use Frontage
- Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage

Parks and Open Spaces




- Public Park
- Environmental Open Space
- Mews

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

Civic Facilities



Community Facilities

-  Potential Major Facility
-  Potential Minor Facility
-  School

Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews

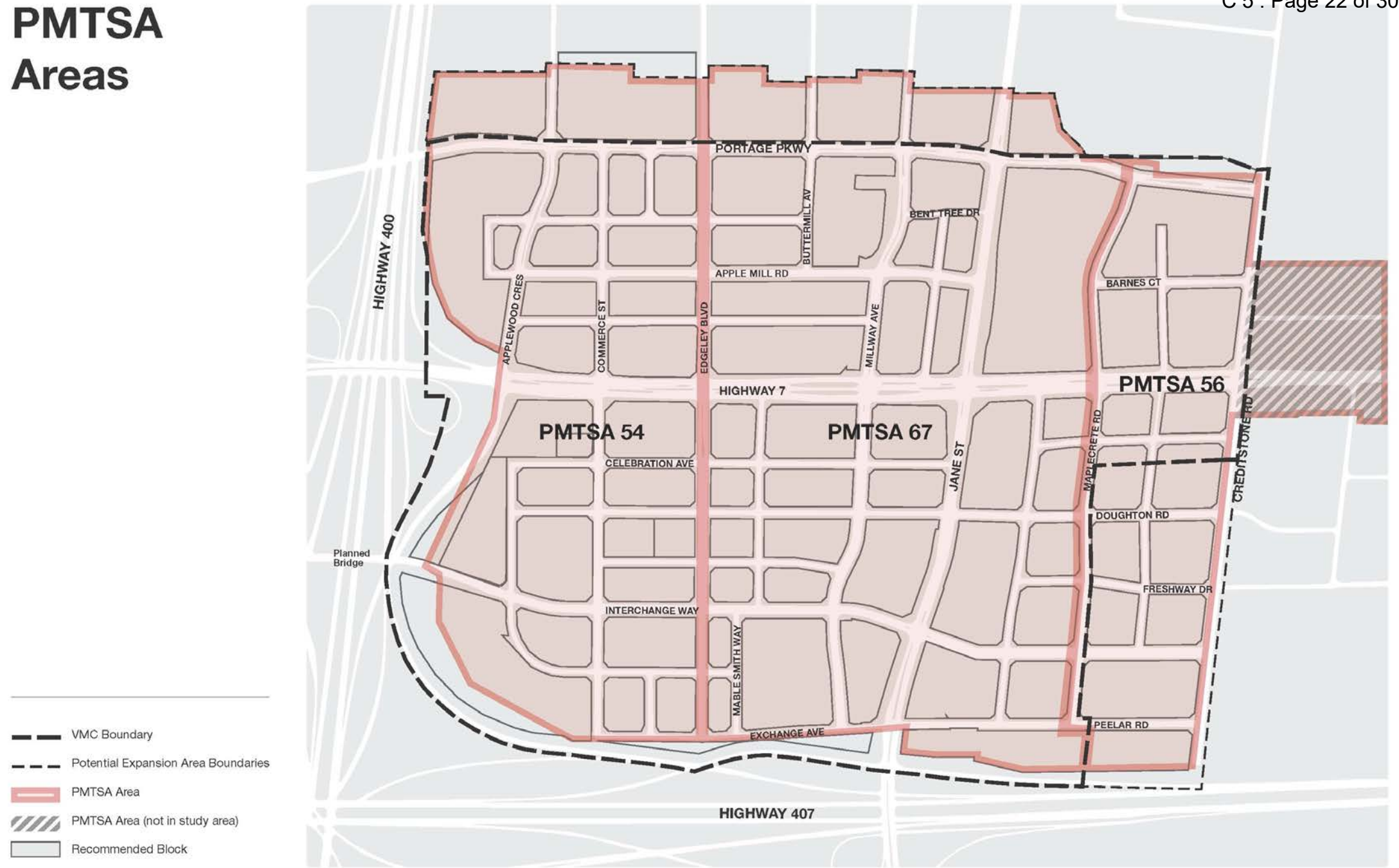
-  VMC Boundary
-  Potential Expansion Area Boundaries
-  Recent / Approved Development
-  Subway / Station Entrance
-  BRT / Station
-  Future BRT / Station
-  Stormwater Management Facility

By the Numbers

	Original VMCSP Vision	Option 1 (current boundary)	Option 2 (current boundary)	Preferred Option (current boundary)	Preferred Option (expanded boundary)
Population	50,000	98,000	118,000	93,000	103,000
Jobs	23,000	13,000	23,000	22,000	27,000
Pop : Jobs	2.2 : 1	7.6 : 1	5.1 : 1	4.2 : 1	3.9 : 1

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

PMTSA Areas



- VMC Boundary
- Potential Expansion Area Boundaries
- █ PMTSA Area
- ▨ PMTSA Area (not in study area)
- Recommended Block

PMTSA Densities

PMTSA	Minimum Target	Preferred Option
PMTSA 55 Commerce BRT	350	373
PMTSA 68 VMC Subway	400	781
PMTSA 57 Creditstone BRT	300	442

Transportation Master Plan

Scope of Assessment

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

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

Potential Solutions

- Manage intensity of growth
- A better balance of uses
- Thresholds to re-evaluate based on modal split and improved infrastructure

What We Heard: Public

Density

A prominent skyline with a diverse mix of building types and heights, and appropriate separation of tall buildings.

Concerns that there are too many high rise buildings.

Parks & Open Spaces

More accessible parks and green open spaces near residential areas that will offer diverse programming and uses.

Transportation & Parking

Concerns about traffic congestion and road safety.

Pedestrian friendly and walkable neighbourhoods with active transportation infrastructure.

Identified the need for visitor and commuter parking.

What We Heard: Public

Retail and Placemaking

Variety of retail stores for daily needs within walking distance.

Some recommended that there should be less retail areas to improve traffic congestion

Vibrant public realm with retail, programming, design elements such as street festivals, green public spaces, places to sit and rest, and art installations

Family-friendly

Variety of building types and unit sizes to accommodate families

Variety of civic facilities must provide good service to the area, some recommended that there should be more outdoor amenities such as sports fields

School sites are ideal near the core and higher density areas

What We Heard: Landowners

Height & Density

Do not want maximum heights and densities

Concern about shift from gross to net density

Concern about height hierarchy given approvals

Non-Res Requirement

Concern about the non-res requirement

Question financial viability of non-res uses

Schools

Support for urban format schools

Civic Facilities

Concern about the locations shown of civic facilities

What We Heard: External Public Agencies

Schools

Generally satisfied with number and location of school sites

Alternative school formats and dual school sites are currently being explored, but not all schools can be in mixed use format

Servicing

A strong phased approach for implementing servicing infrastructure will be needed to support growth

Traffic

Concern about traffic congestion

Transportation infrastructure improvements are needed to support growth

A phased approach will be necessary

Next Steps

Step 4: Draft Secondary Plan

- Q1 – Draft Secondary Plan
- Q1 – Consultation on Draft Secondary Plan

Step 5: Final Secondary Plan & Implementation

- Q2 – Statutory Public Meeting
- Q2 – Committee of the Whole
- Q2 – Council Presentation and Endorsement

Thank you!



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Communication : C 6
VMC Sub-committee
October 4, 2023
Agenda Item # 2

VMC Parks and Wayfinding Master Plan

VMC Subcommittee
October 4, 2023



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The VMC is on track to become **one of the most densely populated areas in North America.**

The current parkland planned for the VMC is based on a significantly smaller population and, unless additional parkland is added, **it will not be sufficient to adequately serve the future residents of the VMC.**

In response, the City has undertaken, and is in the process of finalizing, the **VMC Parks and Wayfinding Master Plan (PWMP)**.

The VMC PWMP creates the framework and vision necessary to ensure that the VMC parks and open spaces will not only serve all future residents, but that **the VMC will be home to a world class public realm.**

Where We Started:

Background Review & Analysis

Goals and Objectives

- Four goals and objectives
- Provided a roadmap for the master plan
- Instrumental in guiding the assessment of VMC parks and open spaces
- Character, program, facilities and ultimately designs for parks and open spaces informed by robust demographic analysis



1

Assess The Parks And Open Space Proposed For The VMC.

2

Identify Public Realm Strategies That Respond To The Increased Density In The VMC.

3

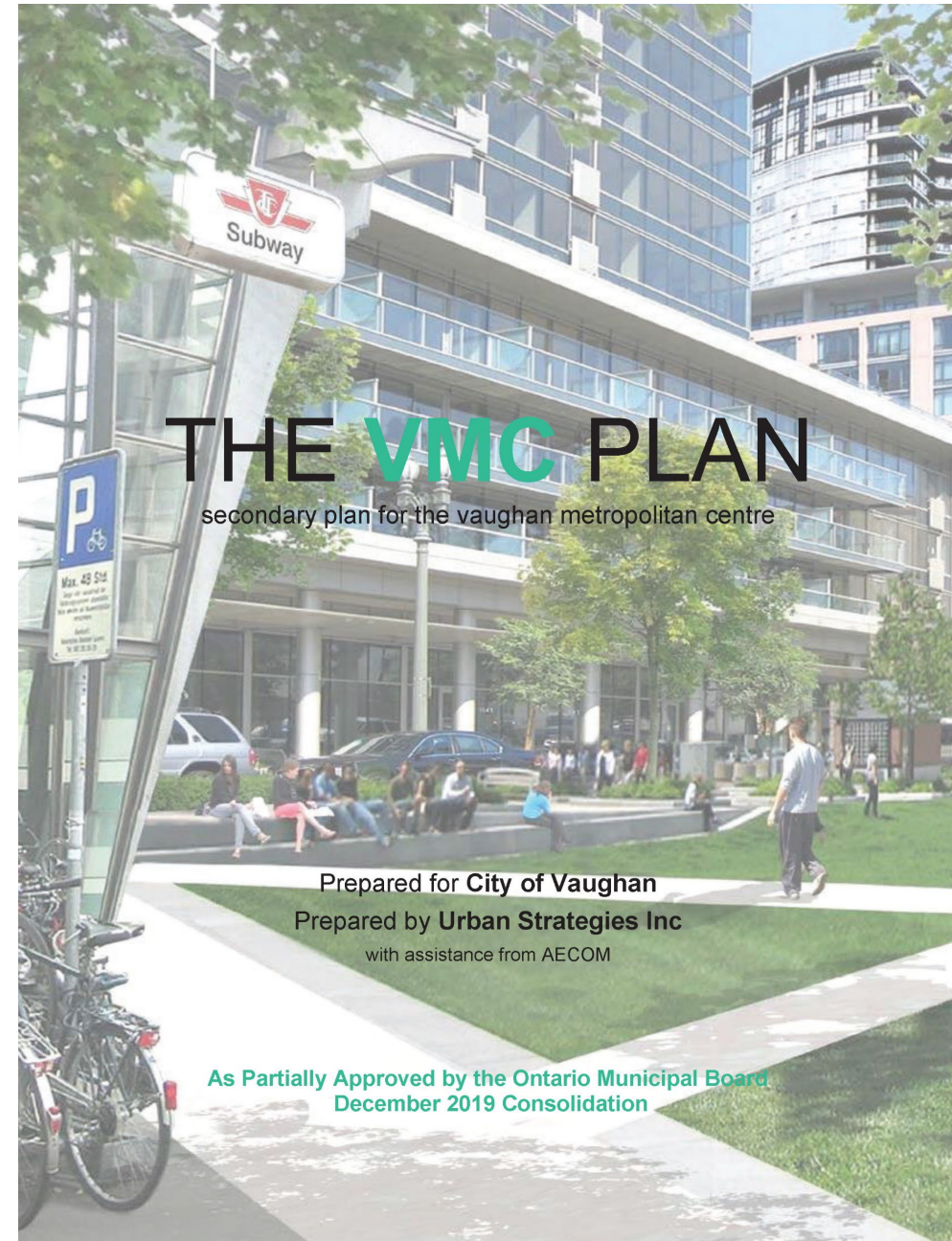
Define The Character, Program, And Design Of The Parks And Open Space Proposed For The VMC.

4

Create A Phasing And Implementation Plan For The Parks And Open Space Proposed For The VMC.

Existing Policy Review

- Key City of Vaughan policy documents reviewed, including:
 - VMC Secondary Plan
 - Active Together Master Plan
 - VMC Streetscape and Open Space Plan
 - VMC Urban Design Guidelines
 - Black Creek Renewal Study
 - VMC Servicing Master Plan
- Key takeaway is that VMC Secondary Plan calls for 20 hectares of parkland based on an anticipated population of 50,000 residents



Parks Inventory

- Parkland that is existing, proposed and planned within the VMC was inventoried
- Determined that current plans show 18.9 ha of Active Parkland (less than VMC Secondary Plan minimum of 20 ha)
- Based on current development trends and approved units, the VMC may see a population over 120,000 at full buildout
- The VMC is on track to provide substantially less parkland on a per resident basis than was originally envisioned in the VMC Secondary Plan

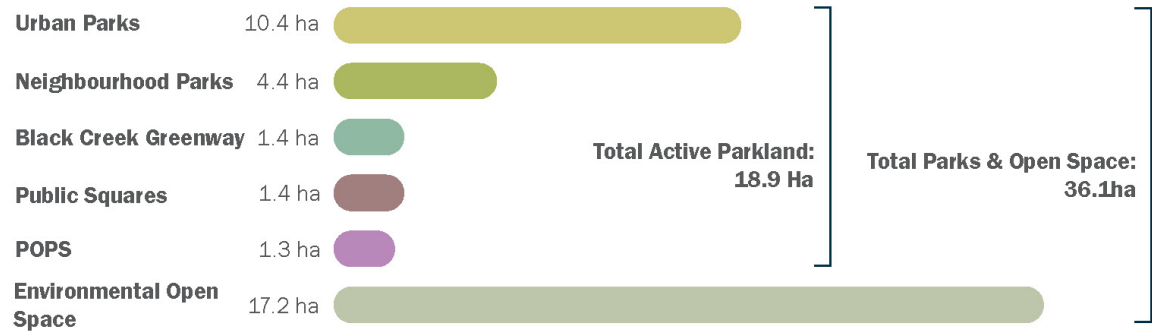
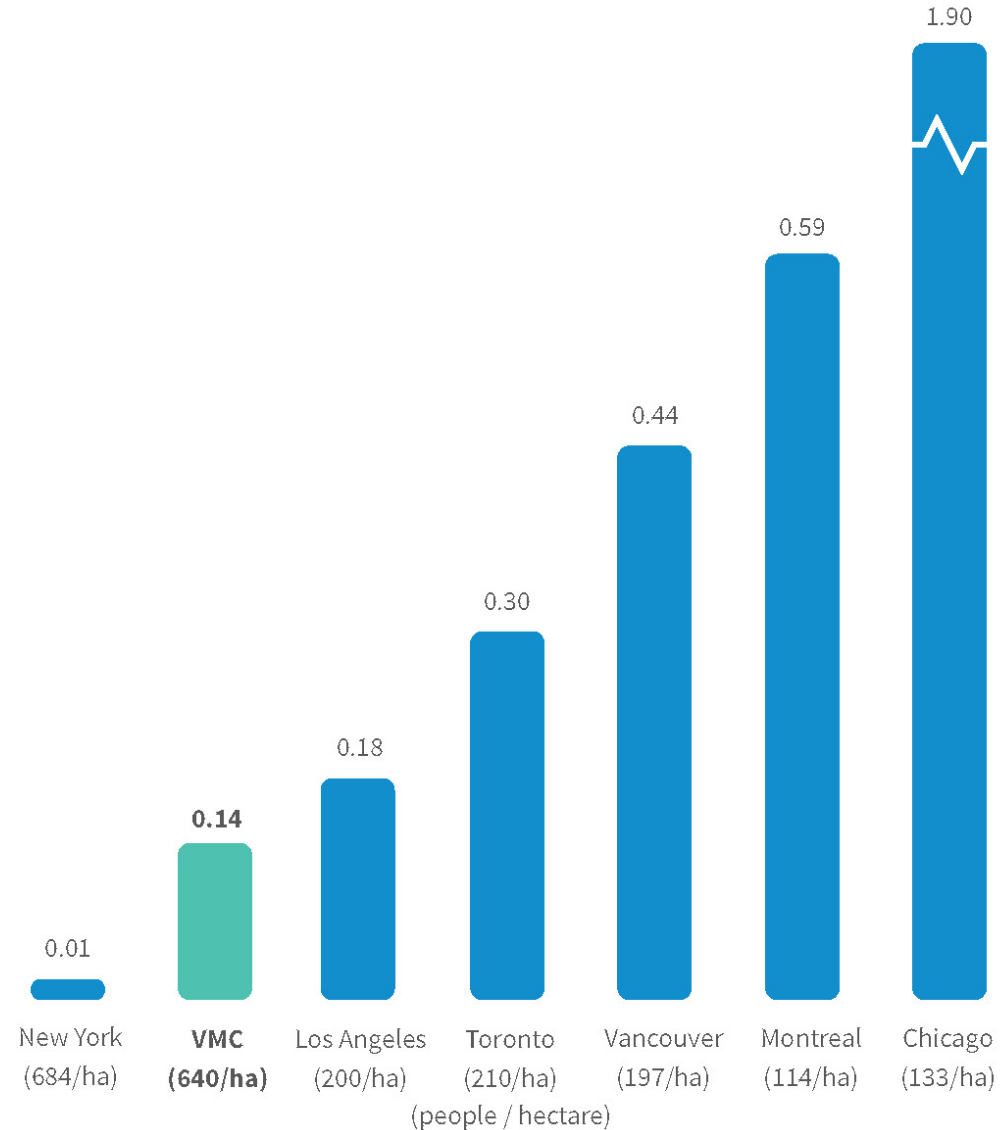


Figure 8 - Inventory of VMC Parks & Open Spaces

Parks Benchmarking

- the VMC is likely to become the most densely populated area in Canada, and will be one of the most densely populated areas in North America
- “City Cores” of similar density in other cities were studied and parkland per resident inventoried
- the supply of active parkland in the VMC at full build-out, measured as hectares per 1000 residents, falls below that of every city studied, except for New York City.
- the City of Vaughan should take a proactive approach toward securing additional parkland to meet the needs of future residents.



Demographic Projections

- Can not assume that the future population of the VMC will have the same demands or demographics as the rest of the City
- All active development proposals in the VMC were analyzed - typified by **smaller units, primarily one or two bedrooms, typically in large-scale residential buildings**
- Areas in the GTA with similar characteristics, as shown in census data from Statistics Canada, were used to create an anticipated VMC demographic
- Found that areas with similar profiles to the VMC have **significantly smaller populations of children and significantly higher populations of young adults**, compared to city wide averages

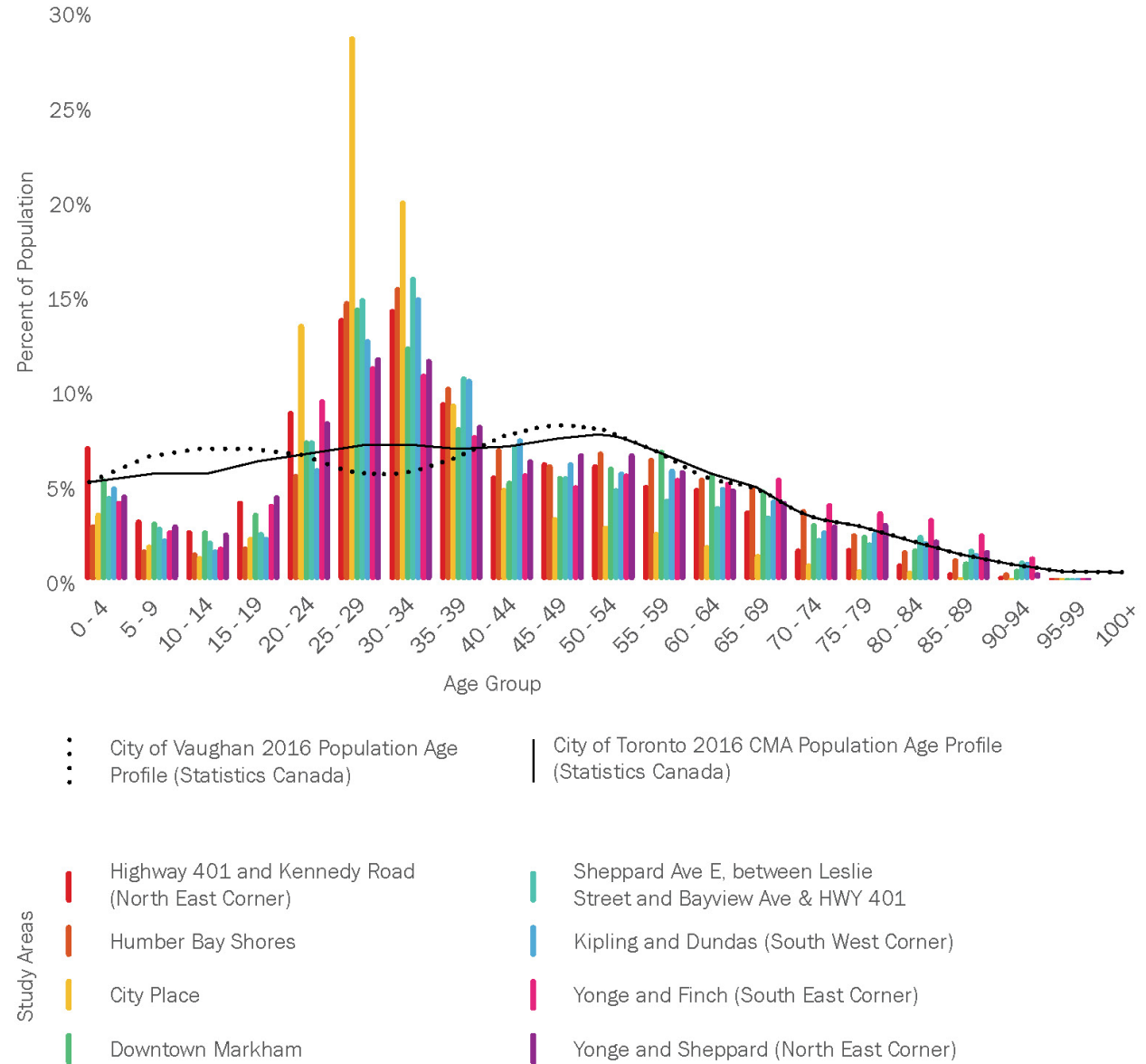


Figure 10 - Age Profile in Areas of High Intensification vs. City Averages

Facility Demand Analysis

- The City of Vaughan’s Active Together Master Plan (ATMP) sets out provision rates for outdoor recreation facilities across Vaughan, including within the VMC
- Written in 2018, the ATMP does not account for the rate and type of growth now projected for the VMC
- ATMP facility provision rates applied to the projected population of 128,000 in the VMC
- Provision rates were adjusted for the unique, anticipated demographics of the VMC
- Consideration was given to facilities that were not included in the ATMP, but were deemed likely to be in demand given the lack of access to private outdoor space in the VMC.

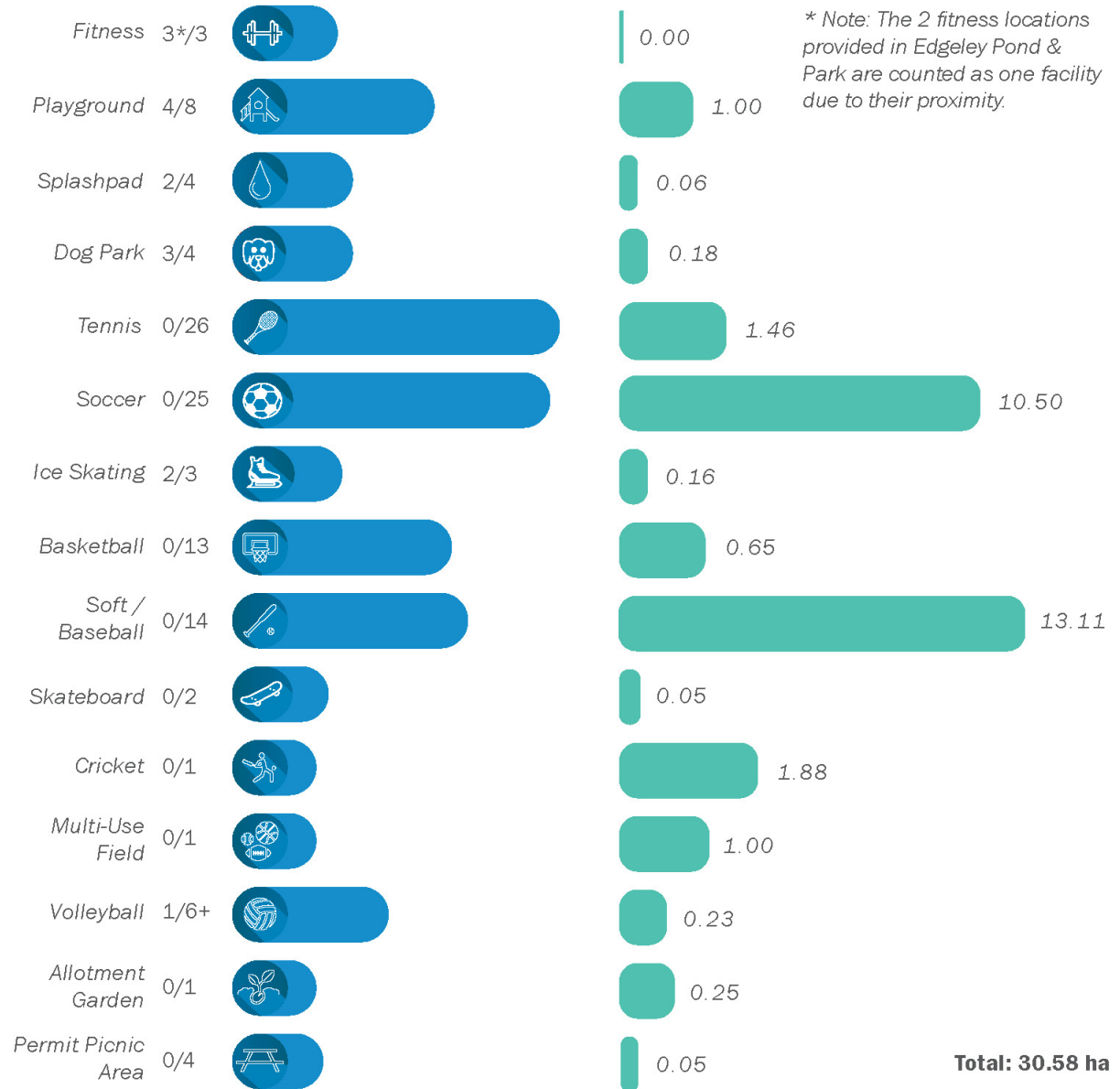
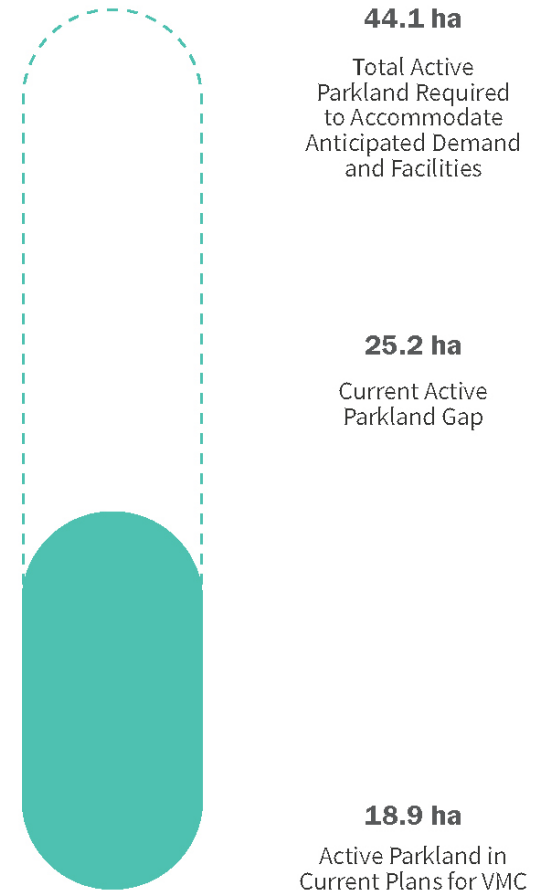


Figure 16 - Facility Provision VS. Anticipated Demand

Figure 17 - Projected Facility Land Requirement (ha)

Gap Analysis

- An additional 25.2 hectares of yet-to-be-identified land will be required to meet the active parkland demand of future residents
- The additional land required to meet the anticipated facility demand is larger than the total amount of active parkland (20 hectares) that the VMC Secondary Plan requires
- To meet anticipated facility requirements and the provide additional parkland for future residents, it is recommended that the City of Vaughan prioritize the acquisition of additional land outside, but accessible to, the VMC



What We Heard:
Public Engagement

Outreach and Engagement

- essential to assessing the desires, needs and opinions of current and future residents, visitors, employees and employers in the VMC
- over 984 people provided their views and comments via the online survey, focus groups, the “Have Your Say” webpage, and stakeholder meetings

984+

Total number of engaged individuals and stakeholders

528

Survey respondents

23

Focus group participants

309

Visitors to the “Have Your Say” page

124

Attendees in the stakeholder meetings

Outreach and Engagement

- the following five themes resonate strongly [across all touchpoints in the engagement plan]:
 - (1) parks and green spaces
 - (2) walking and cycling
 - (3) connectivity
 - (4) flexible spaces
 - (5) health and well-being.

Green Spaces Attract Residents

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

Walking & Cycling Are Important

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.

Parks Should Support Urban Living

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

Convenience Depends On Use

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.

What We Delivered:

**VMC Parks & Wayfinding Master Plan
Assessment Report**

VMC PWMP Assessment Report

- The Assessment Report is a culmination of the first phase of the VMC Parks Master Plan
- It provides an in-depth analysis of the current state of Parks and Park Plans in the VMC
- Contains a summary of the extensive inventory process and demographic analysis that was undertaken
- Forms the foundation on which the VMC Parks and Wayfinding Master Plan has been developed
- Delivered to the City of Vaughan on October 21, 2022

VMC Parks & Wayfinding Master Plan

Assessment
Report

Building on What We Heard and Learned:
Master Plan Development

Park Typology Review and Distribution

- Park typologies informed are by the VMC Secondary Plan
- Additional parks were added to the VMC Expansion areas, with typologies informed by facility demand and neighbourhood character
- VMC Secondary Plan does not call for District Parks, however, it was determined that large scale district parks will be crucial to providing the necessary parkland and facility types that future residents will require
- District Parks located in lands outside of, but within proximity to, the VMC

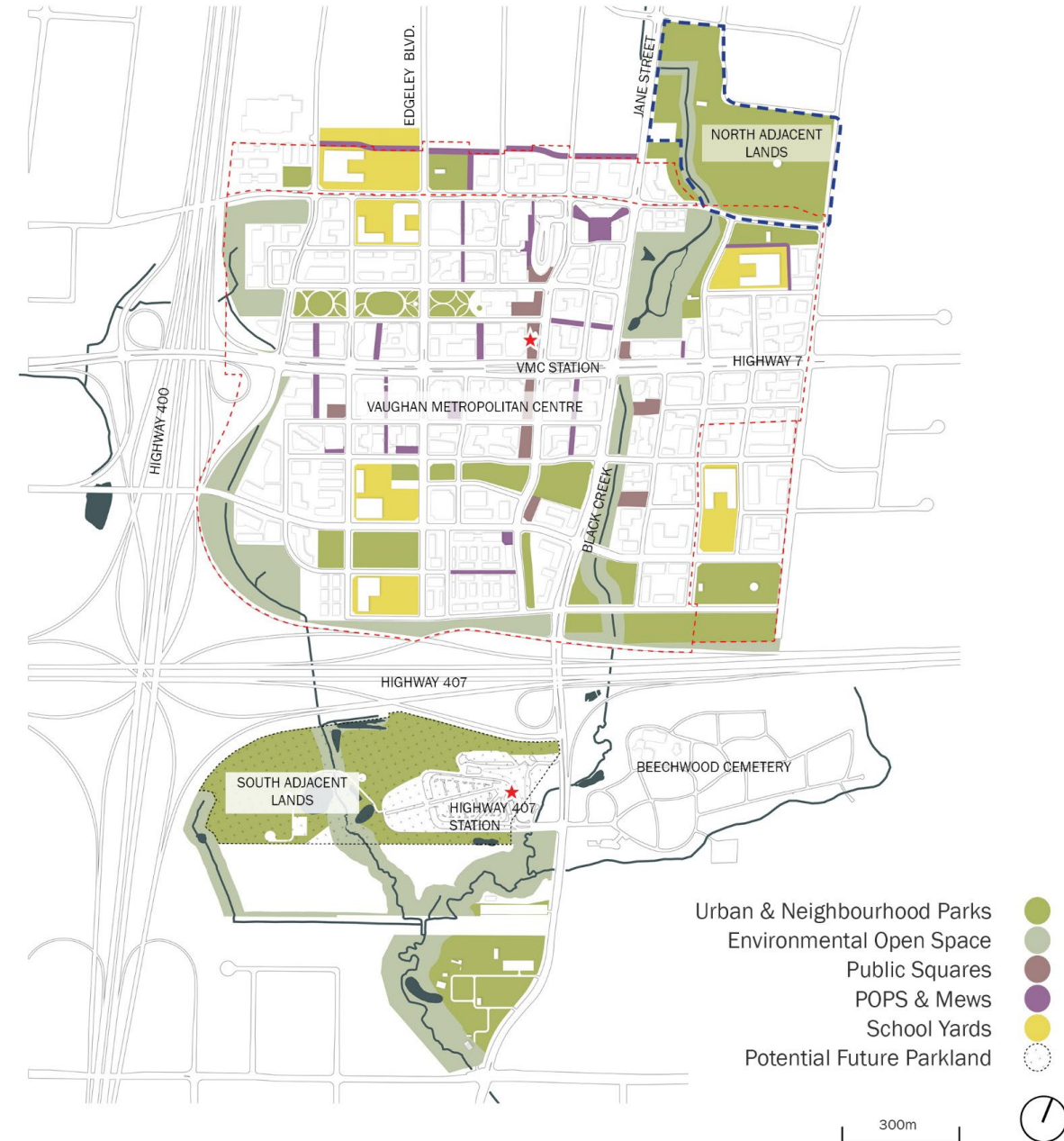


Figure 37 - VMC Master Plan

Parks Outside of the VMC

- Lands north and south of the VMC identified as critical to addressing the lack of active parkland available in the VMC
- In the south, this includes lands that are Provincially owned adjacent to Highway 407 Station as well as the Black Creek Pioneer Village North Lands
- In the north there are approximately 16 hectares that are privately owned that the city should prioritize for acquisition
- Opportunity to site large sports and recreation facilities and create a District Park
- North lands have added benefit of not requiring a highway crossing



Figure 35 - VMC Adjacent Land Parks

Facility Sizing and Distribution

- Anticipated facility needs were determined during the Assessment Phase
- Informed by provision rates in the Active Together Master Plan
- Based on an anticipated, potential population of 128,000 people in the VMC
- Location of facilities was determined, in part, by the park typologies
- Other considerations include:
 - Co-locating similar and supporting facilities
 - Ensuring equal distribution north and south of Highway 7, where possible
 - Larger, destination facilities placed further from the core, where focus is on smaller, more urban and cultural activities

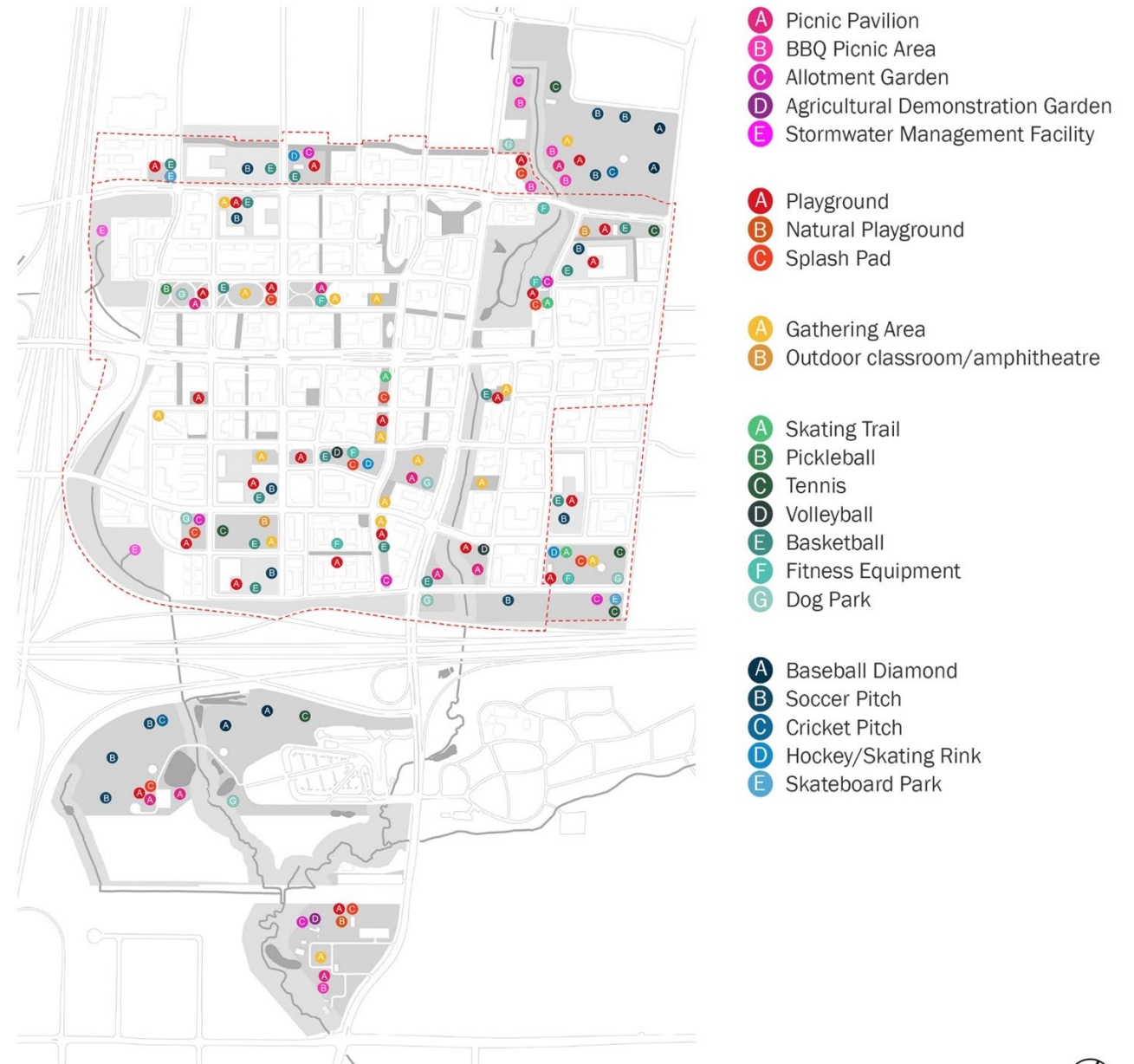


Figure 38 - VMC Facilities Provision

300m



Food and Agriculture Based Facilities

- Food and agriculture-based facilities provide an important amenity for residents who do not have their own private outdoor space or gardens
- Distributed throughout VMC
- Includes:
 - Picnic Pavilions
 - BBQ Picnic Areas
 - Allotment Gardens
 - Agricultural Demonstration Gardens



Figure 39 - VMC Food and Agriculture Based Facilities

Local Play Based Facilities

- Distributed evenly throughout VMC
- Frequently used and thus distributed within walking distance of all VMC residents
- Includes:
 - Playgrounds
 - Natural Playgrounds
 - Splash Pads



Figure 40 - VMC Local Play Based Facilities

Gathering and Education Based Facilities

- Focused in areas that are central to neighbourhoods
- Located close to schools, where possible
- Opportunities for gathering and events
- Includes:
 - Gathering Areas
 - Outdoor Classrooms / Amphitheatres



Figure 41 - VMC Gathering & Education Based Facilities

300m



Local Based Sports Facilities

- Frequently used sport facilities
- Distributed within walking distance of all VMC residents
- Focused in neighbourhood parks
- Includes:
 - Skating Trails
 - Pickleball
 - Tennis
 - Volleyball
 - Basketball
 - Fitness Equipment
 - Dog Parks

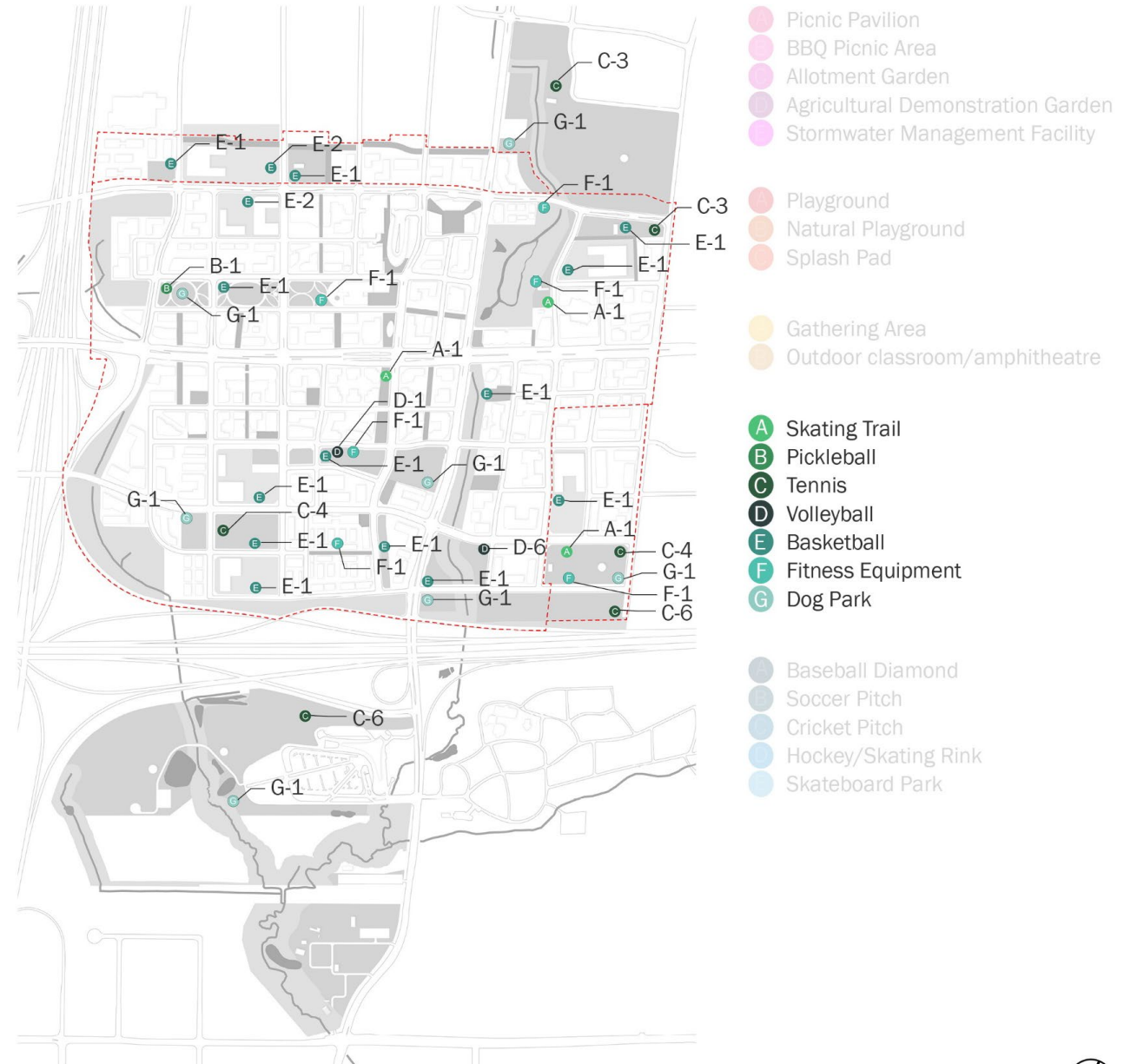


Figure 42 - VMC Local Based Sports Facilities

Destination Based Sports Facilities

- Placed primarily outside of VMC
- Used primarily by those registered to play organized sport
- Significant land requirements associated with these uses
- Typically, the users of these facilities will travel to get to them
- Includes:
 - Baseball Diamonds
 - Soccer Pitches
 - Cricket Pitches
 - Hockey/Skating Rinks
 - Skateboard Parks

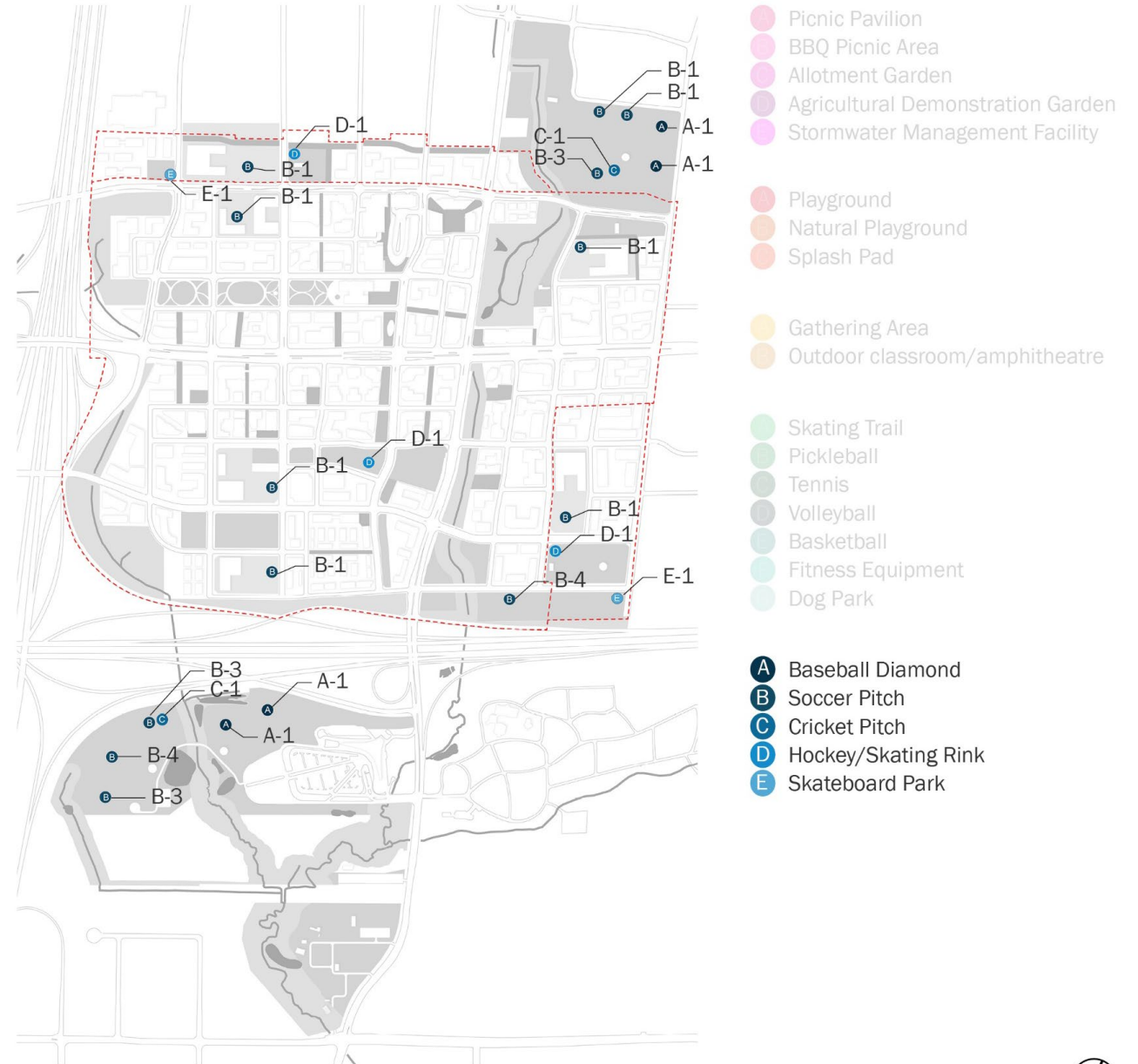
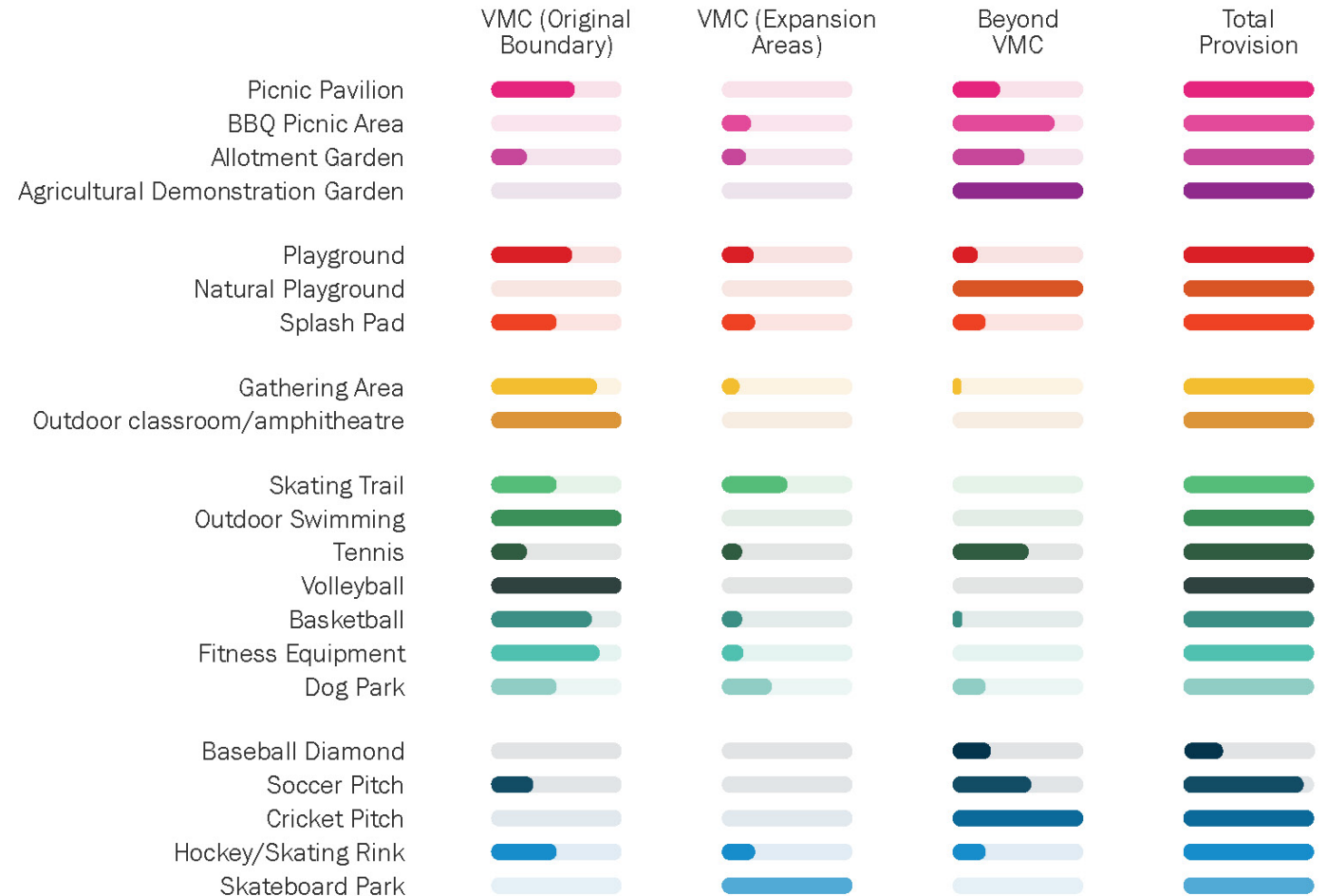


Figure 43 - VMC Destination Based Sports Facilities

Total Facility Provision

- VMC and VMC Expansion Areas focus on providing local based facilities
- Destination based facilities that typically require larger land areas and that people typically will travel to for registered sports are located in the areas beyond VMC
- Parkland in Expansion Areas and Beyond VMC is critical to meeting the anticipated facility demand of the future population



Navigating the VMC Parks and Open Spaces:
**Circulation & the Wayfinding Pilot
Project**

Circulation and Wayfinding

- A great circulation network with high connectivity is formed by multiple modes and routes for transportation
- Cycling facilities create a strong, connected grid throughout VMC
- multi-use paths connect people to green spaces and parks with flexible means of traffic
- mews create unique, pedestrian oriented urban spaces through neighbourhoods
- trails move people through the parks to all facilities

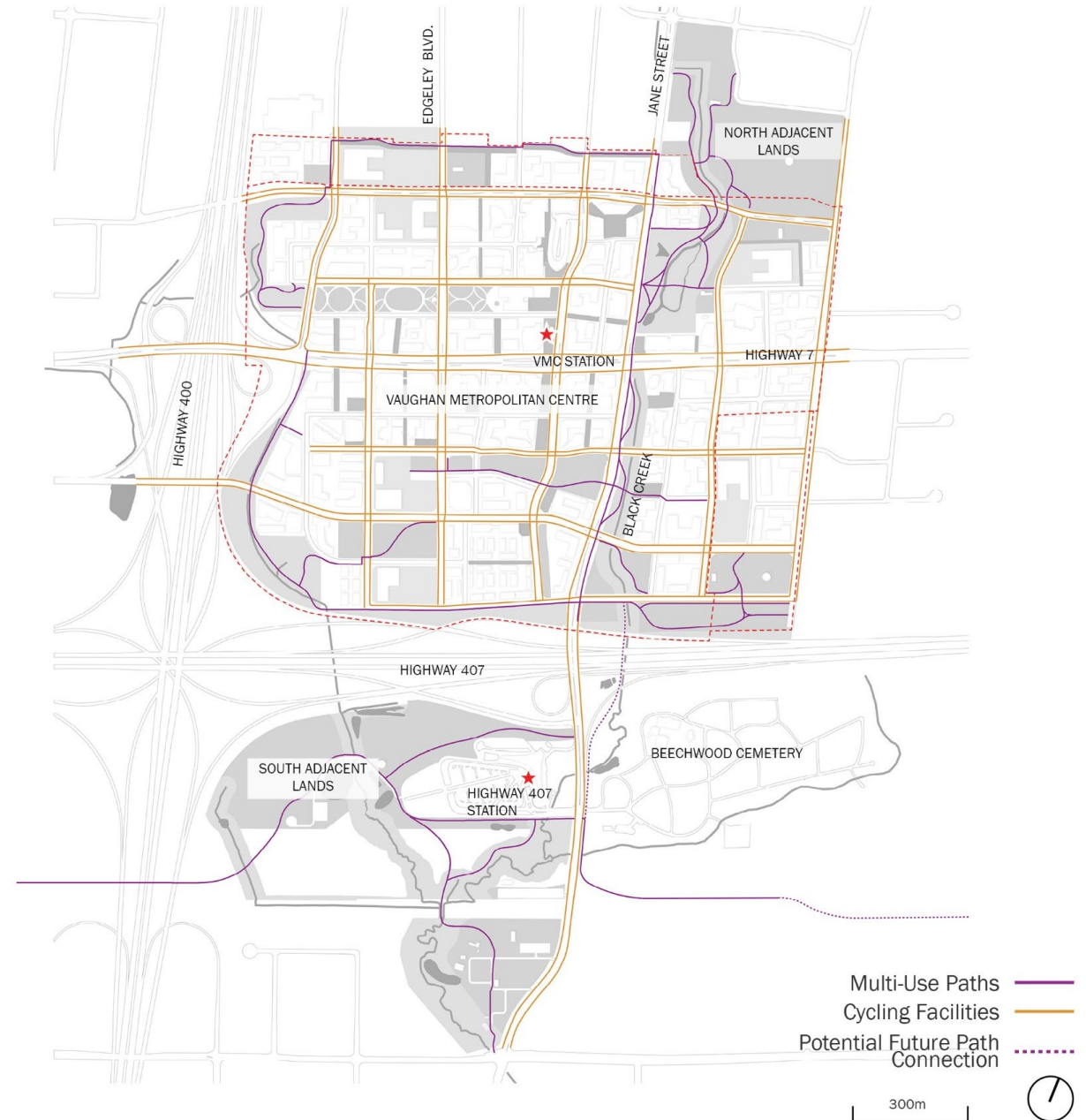


Figure 45 - VMC Cycling & Multi Use Trail Networks

VMC Loop Trails

- The circulation network in the VMC features two loops - Urban LOOP and Open Space LOOP
- Urban LOOP is a 4-km path which connects the two Urban Parks and Millway Avenue Promenade
- Open Space LOOP is a 6-km path which connects all the VMC's Environmental Open Space

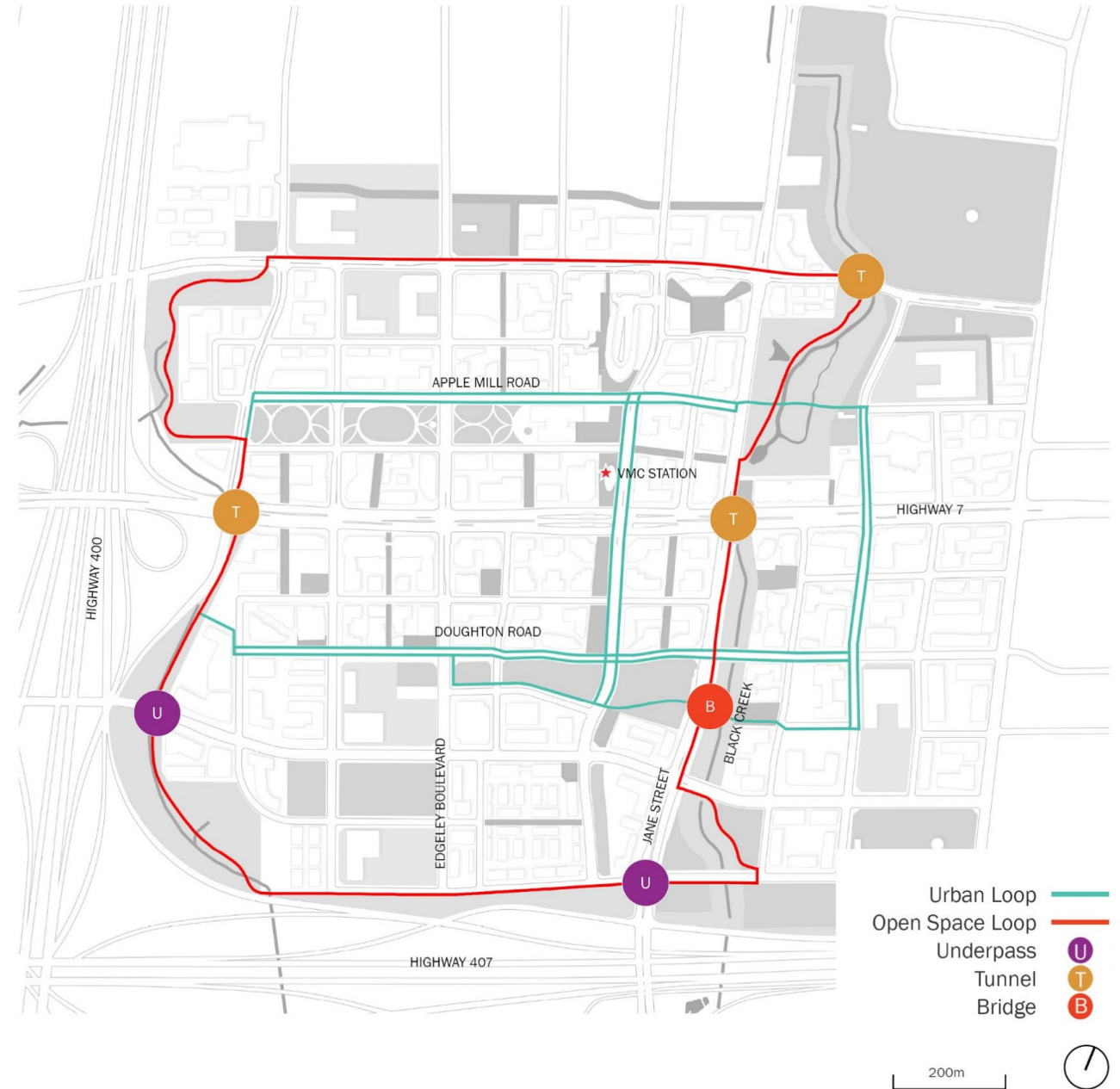


Figure 46 - VMC Loop Trails

VMC Signage and Wayfinding Master Plan

- Helps define how residents, visitors, and businesses perceive the VMC and assists them in moving through it
- Included consultation with City, transit authorities, stakeholders and the public
- Signage pilot prototypes expected to be installed in key areas of the VMC in early Q4 2023.
- Signage will be assessed for durability and effectiveness 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.

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



What the Future VMC Parks Will Be Like:
**Characteristics of a World Class Open
Space Network**

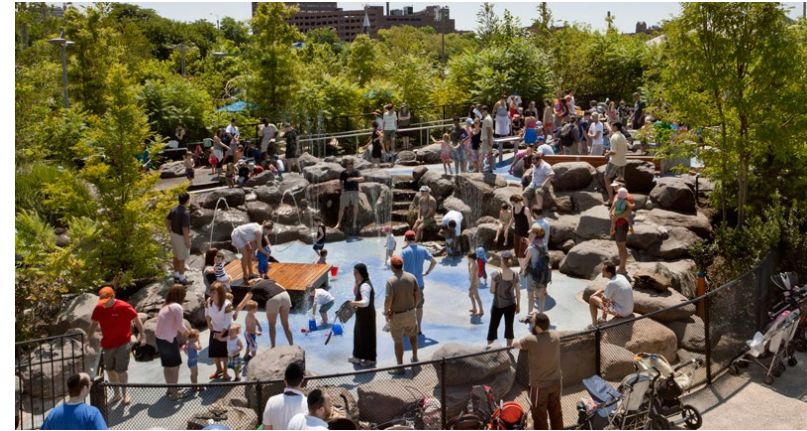
A Diversity of Parks in the VMC

- Parks will be **compact, balanced, and meaningful**
- Parks will form part of a broader open space network **within** the VMC boundary
- Outdoor facilities will **reflect the unique needs** and demographics of a **dense urban population**
- Parks and open space in or adjacent to the VMC will be **programmed according to a hierarchy** that **recognizes the frequency and importance of use** to ensure that facilities are appropriately located



Essential Parks Outside the VMC

- Parks **outside** the VMC boundary should 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**



A vision for the future VMC:

A diverse, connected and programmed parks and open space network that meets the needs of all future residents

VMC Parks - Looking North



North Urban Park - Looking East



South East Neighbourhood Park & Environmental Open Space - Looking North



South West Environmental Open Space - Looking North East



North East District Park - Looking South West



North West School Sites - Looking South



South Urban Park and Millway Avenue Linear Park - Looking North



How Parks and Open Space will be Delivered

Phasing, Implementation & Costing

Current Parkland

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 by 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
- Includes 4.5 hectares of Edgeley Pond + Park not used for stormwater management
- Equals 0.29 hectares per 1,000 population (compared to the original VMC SP target of 0.40 hectares per 1,000)
- If current development trends continue, **provision levels of active parkland post-2031 are unlikely to support the VMC population at full build out**



Open by 2041

Mid Term Parkland Provision

- The South Urban Park is projected to be completed, along with the Millway Avenue Promenade
- TRCA's Black Creek Pioneer Village North Lands may be activated, serving the VMC and Steeles West Secondary Plan areas
- Several neighborhood parks may be added to the parkland network across the VMC



Open by 2051

Long Term Parkland Provision

- Far future parks include parkland north of the VMC boundary and in the Expansion Areas
- Neighbourhood parks will continue to provide facilities and amenities, such as local based play, to residents



Open Post-2051

Ultimate Long Term Parkland Provision

- Far future parks include a large neighbourhood park in the VMC and district parks outside of the VMC boundary
- The district parks can accommodate large sports facilities which cannot be accommodated within the VMC
- Provision of all parkland will be required to meet the needs of the future residents of the VMC



Cost Implications

Addressing Cost Challenges

- The final anticipated cost for new parks is actively being calculated
- Potential Cash-In-Lieu is being calculated and aligned with Secondary Plan update
- Ultimately, CIL is much lower than originally anticipated due to the implications of Bill 23 and Bill 109
- While POPS and Strata Parks may be provided as parkland, the City must actively pursue the acquisition and provision of traditional parkland
- POPS and Strata Parks will lead to a piecemeal and fragmented system, which does not align with City goals and does not support the fulfilment of this master plan
- CIL may be a preferred option so that larger, more meaningful areas of parkland can be secured by the City

How Parks and Open Space will be Managed

Park Governance

Decision making framework prepared by Park People

- Can “guide and define conversations about relevant and best-serving park governance models, but it is not meant as a prescriptive tool”.
- The framework is intended to assist the City in determining which models can best serve each individual park planned for the VMC.
- 5 Governance Model Typologies with defined structure and type of partnership
- Range from City-led, with total public control, to Independent Entity, where, aside from an oversight structure, control is entirely within the hands of a Non-Profit or Agency of the City
- Park Governance Model Scales are a tool for determining which Governance Model is most appropriate



Figure 54 - Park Governance Model Types

Final Step:

**Delivering the VMC Parks & Wayfinding
Master Plan Final Report**

Challenges

- The VMC will require land beyond the boundaries of the VMC Secondary Plan to provide the required parks, open spaces and facilities to meet projected demands
- Land within VMC Expansion Areas will be required for parkland
- Provincial policies like Bill 23 and Bill 109 pose a challenge to achieving parkland goals
- Recent, ongoing and future policy changes will require the VMC Parks and Wayfinding Master Plan to be revisited over time to ensure that the plans are viable, and that parkland delivery is meeting the demands of residents



Key Takeaways

- The VMC is on track to become one of the most dense areas in North America
- Currently planned parkland in the VMC will not be sufficient to meet the needs of the minimum anticipated population
- The future population of the VMC is anticipated to have a unique demographic, typical of dense, high-rise dominant neighbourhoods in the Greater Toronto Area
- This population is expected to have needs and requirements for parkland and recreation facilities that differ from those in a typical Vaughan neighbourhood
- The City must protect and acquire land within and outside of the VMC for additional parkland and environmental open space



Delivery of Final VMC Parks and Wayfinding Master Plan

- The VMC Parks and Wayfinding Master Plan Final Report is going through final reviews and edits with City Staff
- We are in the final stages of coordinating with the VMC Secondary Plan team, and some final revisions are expected
- The Final Report is expected to be delivered in Q4 2023

VMC Parks & Wayfinding Master Plan

Final
Report

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DOWNTOWN

vaughan

METROPOLITAN CENTRE