WESTON CONSULTING

Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON
M7A 2J3

February 1, 2026
File No. 11766 / 6057-1

Attn: Hon. Rob Flack, Minister of Municipal Affairs and Housing

RE: Vaughan Official Plan 2025 and Vaughan Metropolitan Centre Secondary Plan 2025 Modification Request
(ERO Number 025-1420, Ministry Reference No. 19-OP-246866)
31 Maplecrete Road and 44 Creditstone Road
City of Vaughan

Weston Consulting is the authorized planning agent for D'Angelo Group Ltd. and 352087 Ontario Limited, the owners of the lands municipally known as 31 Maplecrete Road and 44 Creditstone Road, respectively, within the Vaughan Metropolitan Centre ("VMC") of the City of Vaughan (collectively the "Subject Lands"). We have monitored and constructively participated in the City-led VMC Secondary Plan Update process over several years, filing multiple submissions and meeting with City Staff to promote an implementable, equitable, and design-flexible policy framework for the VMC, particularly for constrained blocks in the VMC's southeastern quadrant. We appreciate that the adopted framework now permits unlimited heights and densities in the VMC and raise no concern on that point. However, concerns remain with respect to the VMC Secondary Plan 2025 (the "VMCSP 2025"), as adopted by Vaughan City Council on October 28, 2025. Our remaining comments focus on the parkland designation and the over-prescriptive policies that could unintentionally pre-determine site outcomes and undermine feasibility on smaller or irregular parcels. Accordingly, we are providing the following comments to the Ministry of Municipal Affairs and Housing for consideration as part of the VMCSP 2025 approval process.

The Subject Lands are located within a Protected Major Transit Station Area ("PMTSA") and a Regional Centre in accordance with the York Region Official Plan, 2022 ("YROP 2022"). However, the policy approach reflected in the VMCSP 2025 inappropriately constrains development potential of the Subject Lands through the proposed allocation of several public uses, including public parkland in excess of the *Planning Act* requirements and two public roads, as well as over-prescriptive design policies. This approach is unjustified and results in the underutilization of land within a PMTSA and Regional Centre served by a subway and bus rapid transit. As further outlined below, the Subject Lands can accommodate a mix of uses, including job-generating commercial uses and new housing, while also contributing to parkland objectives. Modifications to the VMCSP 2025 are required to properly implement provincial policy and establish an appropriate policy framework for the Subject Lands.

Description of the Subject Lands

The Subject Lands are located on the east side of Maplecrete Road, northeast of the intersection with Peelar Road and generally south of Highway 7. 31 Maplecrete Road has an approximate area of 0.81 hectares (1.99 acres) and an approximate frontage of 64.84 metres along Maplecrete Road. The property at 44 Creditstone Road extends the entire depth of the block between Creditstone Road and Maplecrete Road with a total lot area of approximately 1.62 hectares (4.0 acres) and frontage on three public streets including Creditstone Road (approximately 65 metres), Peelar Road (approximately 251 metres), and Maplecrete Road (approximately 65 metres).

In conjunction with the property located at 66 Creditstone Road, 31 Maplecrete Road and 44 Creditstone Road form a complete block bounded by Creditstone Road to the east, Peelar Road to the south, Maplecrete Road to the west, and the proposed Interchange Way extension to the north. 31 Maplecrete Road is directly impacted by the extension of Interchange Way.

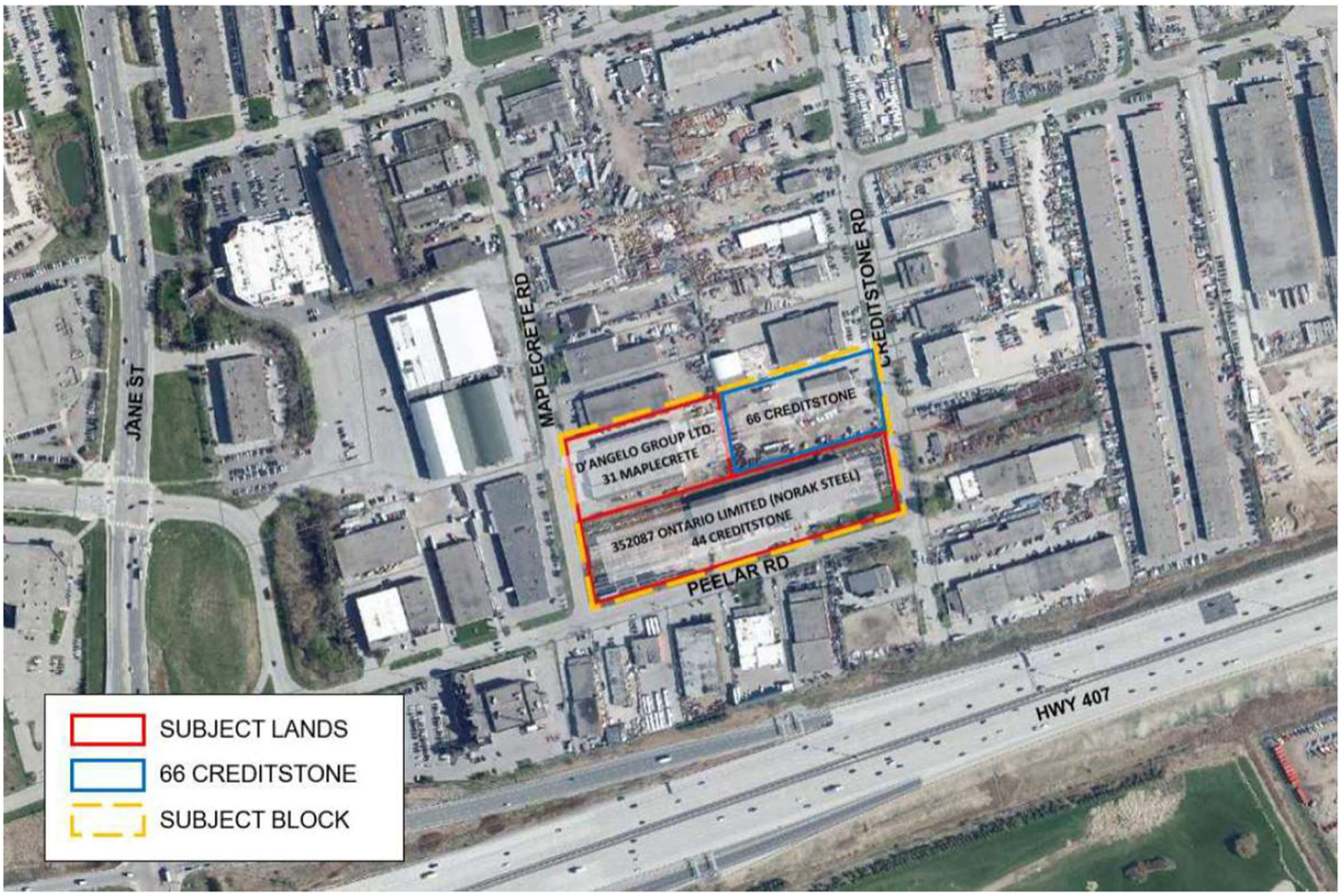


Figure 1 - Air Photo of Subject Lands

VMCSP 2025

The landowners have actively participated in the VMCSP 2025 update process, and Weston Consulting has submitted several letters and oral deputations on the owners' behalf. The Council-approved VMCSP 2025 identifies the Subject Lands as within an area intended for intensification but inappropriately limits the intensification potential of the lands through the allocation of cumulative public uses and requirements, including significant public parkland, a new north-south public road, and the Interchange Way extension. If the Subject Lands are required to dedicate land for all these public facilities/infrastructure, the development area of the lands is significantly constrained limiting its full development potential within a PMTSA consistent with provincial policy direction. The VMCSP 2025 also includes overly prescriptive urban design policies, which would further constrain the developable area on the Subject Lands.

Concerns and Comments on the VMCSP 2025

Five letters have been submitted to the City in response to the proposed designation of the Subject Lands for public parkland purposes, spanning from November 2021 to May 2025. Multiple oral deputations were also made to Council and the VMC Sub-Committee and a number of meetings were held directly with City Staff throughout this process. The submissions contained our comments that the proposed parkland designation is inappropriate for the lands and does not reflect equitable sharing of public facilities and infrastructure. The proposed designation of the Subject Lands unnecessarily limits the range of feasible development options and does not allow sufficient flexibility to respond to site-specific constraints and opportunities.

While the owners are supportive of and recognize the need for public parkland in the VMC, we believe that designating a significant portion of fully developable and economically viable lands for public uses is not appropriate and unfairly constrains redevelopment opportunities on the Subject Lands.

Instead, the entirety of the Subject Lands should be assigned a land use designation that permits mixed-use development with a parkland overlay, or alternatively, the size of the parkland designation should be reduced on the Subject Lands.

On May 8, 2024, a Pre-Application Consultation meeting was held with City Staff illustrating an alternative scheme that would allow for parkland dedication on the western portion of the Subject Lands, while also providing for four mixed-use towers and a mid-rise non-residential building. Through consultation with City Staff this development concept was further refined, and additional work was undertaken to demonstrate how a reduced park size could still accommodate the desired programming elements in accordance with the VMC Parks and Wayfinding Master Plan. This refined concept is illustrated in Figure 2 below.

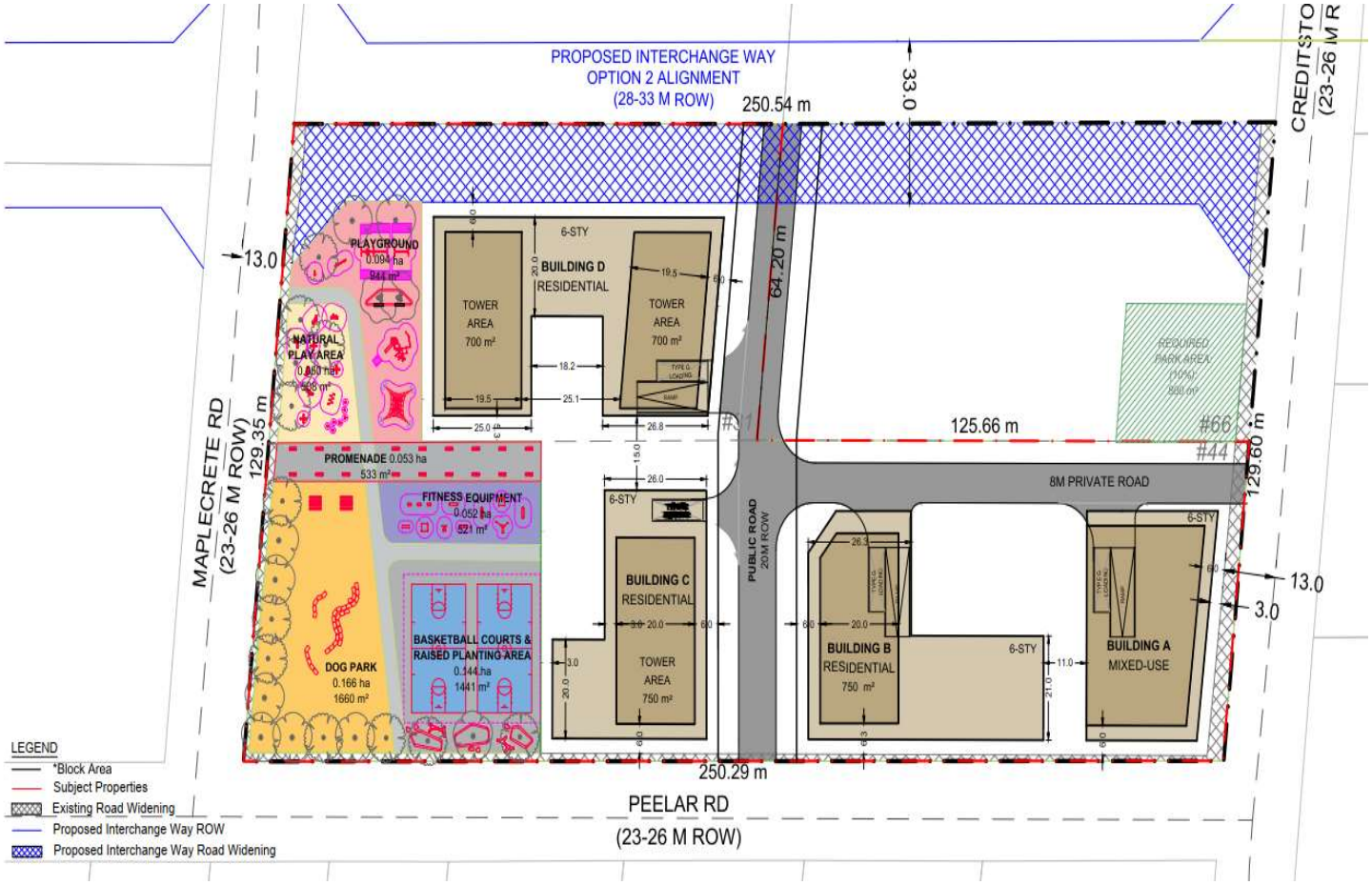


Figure 2 - Preliminary Development Concept with Demonstrative Parkland Programming

A development scheme similar to the above represents a more efficient use of land, supports new housing and jobs in an appropriate location, while also providing new parkland and public roads.

Requested Modifications to the VMCSP 2025

To support a workable and fair Secondary Plan, the owners respectfully request the following modifications to the VMCSP 2025:

- **Adopt a "conceptual parkland" approach (underlying designation + parkland "P" symbol)**
    - Remove the green *"Park"* designation and instead designate the Subject Lands "*Neighbourhoods*" with the easternmost portion remaining designated "*Mixed Non-Residential"* and apply a parkland overlay or a "P" symbol on Schedule G – Land Uses, and revise Schedule E – Parks and Open Space accordingly. Make corresponding modifications to Schedules B, C, D, F, H, I, and J. This would provide clear indication of the intent to secure parkland in this location, while deferring the type, size, location, configuration, and programming of the park to site-specific development applications, detailed block planning, or City acquisition.
    - Revise the policy framework to confirm that final park delivery will be secured through *Planning Act* parkland dedication (or other lawful instruments), enabling the City to optimize public space in conjunction with actual building placement, servicing, and circulation, and avoiding disproportionate burdens on any single landowner. Suggested policy text includes:

        1. *Public Parks identified with a 'P' Symbol on the Land Use Schedule will be secured through redevelopment as generally located on Schedule G - Land Uses.*
        2. *Development should contribute to the provision of parks conceptually shown on Schedule G - Land Uses with a 'P' Symbol through parkland dedication and other available instruments.*
        3. *The precise type, size, location and configuration of the Public Parks identified with a 'P' Symbol within the development blocks where they are conceptually identified will be determined through detailed block planning or site-specific development applications, or City acquisitions.*
        4. *Minor adjustments to the location of parks shown on Schedule G - Land Uses with a 'P' Symbol shall not require an amendment to this Plan provided that the intent of this Plan is maintained.*

    - The above approach has been developed based on various examples identified throughout the Greater Toronto Area where parkland symbols have been used in official plans and/or secondary plans to denote conceptual parkland and POPS locations rather than the use of a standalone Park designation. Such examples include the Richmond Hill Centre Secondary, the Unilever Precinct Secondary Plan and the Don Mills Crossing Secondary Plan (Toronto), the Vision Georgetown Secondary Plan (Halton Hills); and the Brooklin Community Secondary Plan (Whitby), extracts of which are included an Appendix 1 to this letter.

OR

- **Reduce the size of the Park designation**
    - Modify Schedule G – Land Uses to reduce the extent of the "*Park*" designation on the Subject Lands generally consistent with the size demonstrated in the development concept included at Figure 2 hereto, and revise Schedule E – Parks and Open Space accordingly. Make corresponding modifications to Schedules B, C, D, F, H, I, and J.

AND

- **Reduce the prescriptiveness of the policy framework**
    - Remove detailed and prescriptive numeric design standards from the policy, including matters such as tower separation distances and setbacks, which are otherwise guided by the City's urban design guidelines or regulated in the zoning by-law.
    - Where numeric guidance remains, include clear flexibility so applicants can demonstrate equivalent or superior performance (livability, sky-view, shadow, wind) on a site-specific basis.
    - Recognize that each site should be evaluated on its own merits; smaller and irregular parcels in the southeast VMC cannot practically absorb larger separations and setbacks without sterilizing development potential and undermining transit-supportive intensification and complete-community objectives.

- **Enable stratified parking beneath the public realm where warranted.**
    - Insert explicit enabling policy for stratified parking under public rights-of-way and public parkland, subject to municipal controls, technical feasibility, and risk management.
    - On constrained blocks that also deliver new streets and parkland, stratified parking is often the only practical way to achieve both a high-quality public realm and viable development.

The minor modifications outlined above would allow for the use of the Subject Lands for parkland purposes, while recognizing that a mixed-use development would optimize the efficient use of land and better implement provincial and municipal policy objectives. Additionally, the request for reduced prescriptiveness is aligned with recent provincial directives aimed at standardizing and reducing the length of official plan documents and reducing unnecessary prescriptiveness that delays or inhibits new development, particularly new housing.

These modifications would support good planning by encouraging context-sensitive design and efficient land use while retaining Council's objectives for public parkland in the VMC.

We respectfully submit these comments as it relates to the Ministry's consideration of the VMCSP 2025 and ask that the Ministry make the requested changes prior to issuing final approval of the VMCSP 2025. We would welcome a brief meeting with Ministry Staff to walk through suggested wording for each requested modification and to provide any additional background, as appropriate.

Should you have any questions or require additional information, please contact the undersigned.

Yours truly,
Weston Consulting
Per:

Sandra K. Patano, BES, MES, MCIP, RPP
Partner, Planning Lead
spatano@westonconsulting.com
Ext. 245

Jessica Damaren, BES, MCIP RPP
Senior Planner, Hearings and Special Projects
jdamaren@westonconsulting.com
Ext. 280

c. Clients
Aird & Berlis LLP
Matthew Meighoo, Municipal Services Office – Central Ontario

Encl. Appendix 1 – Alternative Parkland Identification Examples

APPENDIX 1

RICHMOND HILL CENTRE SECONDARY PLAN

April 21, 2023

10.5. Parks and Open Space

Richmond Hill Centre's planned network of parks and urban open spaces will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit. The focus for new parks and urban open spaces in Richmond Hill Centre will be to develop urban-scaled spaces capable of supporting a broad mix of users, facilities and uses.

The Parks and Urban Open Space System includes public parks envisioned to be complemented by Urban Plazas, which are privately owned, publicly accessible open spaces. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population, complement larger public parks, and contribute to a rich public realm experience. Urban Plazas might include courtyards, mews, and other small-scale urban public spaces, depending on the needs and opportunities on a *site*.

The varied ownership, location and size of the urban open space network will create an amenity-rich system that is key to attracting and retaining new people and investment in RHC. A key objective is to provide a public park in each Character Area, as illustrated on **Schedule 3** to this Secondary Plan, as a focus for place-making, social interaction, and neighbourhood identity.

10.5.1. Planned Parks and Open Space

1. The parks and urban open space system shown on **Schedule 3** to this Secondary Plan identifies the following planned parks and open space system:

    a) Urban Squares;
    b) Neighbourhood Parks;
    c) Linear Parks;
    d) Major Urban Open Space; and
    e) Woodlands.

    Parkland that has already been secured but not yet developed in the RHC is shown as Undeveloped Park on **Schedule 3**. Over time, these lands will become part of the parks and open space network.

2. *Development* should contribute to the provision of parks and open spaces conceptually shown on **Schedule 3** to this Secondary Plan through parkland dedication and other available instruments.
3. Minor adjustments to the location of parks shown on **Schedule 3** to this Secondary Plan shall not require an amendment to this Plan provided that the intent of this Plan is maintained.
4. Parkland facilities within the Utility Corridor Character Area may be limited, and all modifications or new installations must be reviewed and approved by relevant agencies.

10.5.2. Woodland and Wetland

The Woodland located at the southeast corner of High Tech Road and Yonge Street, as illustrated in **Schedule 3** of this Secondary Plan, is a *key natural heritage feature*, as shown in Schedule A4 to the Part 1 Plan. Furthermore, the south end of the Woodland contains a *wetland* that has not yet been evaluated to determine its significance.

1. The Woodland located at the southeast corner of High Tech Road and Yonge Street, as illustrated in Schedule A4 of the Part 1 Plan, is a *key natural heritage feature* and is subject to Part 1 Plan Section 3.2.1.2, in addition to relevant Provincial, Regional and Toronto and Region Conservation Authority regulation and policies.
2. Any proposal to change the extent, size and configuration of the Woodland will be required to provide a Natural Heritage Evaluation undertaken in accordance with Section 5.24 of the Part 1 Plan.

10.5.3. Urban Squares

Three (3) Urban Squares are planned for RHC as shown on **Schedule 3** to this Secondary Plan. Urban Squares are highly programmed parks that provide year-round gathering spaces for urban recreational activities, cultural events, and entertainment for all residents and visitors to RHC.

1. Urban Squares are planned in the Inner Transit Core and Outer Transit Core Character Areas to provide landmark focal points adjacent to the High Tech subway station entrances within the RHC.
2. Urban Squares shall be prioritized for integration of public art.
3. *Development* on either side of the railway corridor in the vicinity of the planned Urban Squares shall be designed to preserve for the future construction of the Urban Squares, including over the rail corridor where deemed to be feasible.

10.5.4. Neighbourhood Parks

Three (3) Neighbourhood Parks are planned for RHC, as shown on **Schedule 3** to this Secondary Plan, and will function as local parks.

1. Neighbourhood Parks are planned to be located within *walking distance* to where people live, work and take transit.
2. Each Neighbourhood Park is encouraged to have its own distinct characteristic, reflecting the existing or planned context and providing a combination of passive and active recreational opportunities.
3. Neighbourhood Parks are local-serving greenspaces providing amenity to the immediate community, as described in further detail in Policy 3.4.4(11) of the Part 1 Plan.

10.5.5. Linear Parks

Linear Parks planned in RHC are shown on **Schedule 3** to this Secondary Plan. Linear parks are public parks intended to provide connections between parks and other community destinations. Linear parks can also be sited to act as a physical, green separation between abutting land uses.

1. Linear parks are encouraged to facilitate pedestrian and cycling connections between streets and destinations such as *commercial* and *retail* areas and transit stations;
2. Linear parks shall be used to add to the connectivity of the broader parks and urban open space system; and
3. The minimum width of linear parks shall be 15 metres to provide for appropriate active transportation and recreation opportunities.

10.5.6. Major Urban Open Space

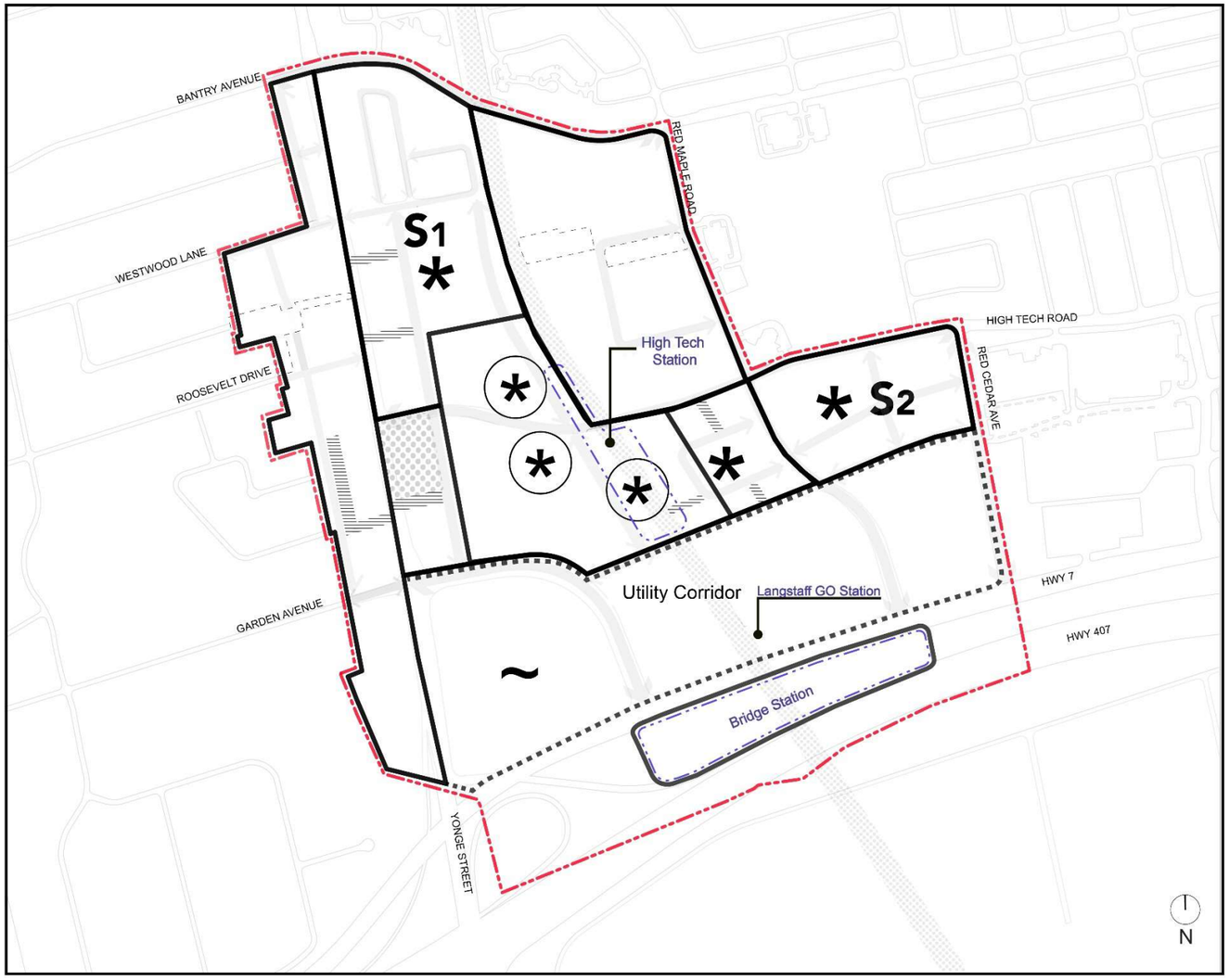
Over the long-term, the existing City-owned 6-hectare stormwater management pond located at the northeast corner of Highway 7 and Yonge Street is envisioned to be transformed to become part of the urban open space system. This new Major Urban Open Space will include passive recreational opportunities, enhanced ecological functions, and habitat opportunities, while maintaining the current stormwater management and hydro transmission functions.

1. The Major Urban Open Space will contribute to the *Greenway System* and provide a naturalized and enhanced setting for the existing stormwater management pond and hydro transmission functions.
2. The Major Urban Open Space will provide habitat for plants and animals and accessible open space, passive recreational amenities and secondary uses that are compatible with the area's stormwater management and ecological functions as well as hydro transmission functions.

10.5.7. Urban Plazas (Privately Owned, Publicly Accessible Open Spaces)

Urban Plazas are a key component to enhancing the identity and connectivity of RHC. Over time, these spaces are intended to function as spaces for gathering, wayfinding, and mid-block connections.

1. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population.
2. In addition to the direction of Policy 3.4.4(14) of the Part 1 Plan, where multiple Urban Plazas are planned in close proximity to each other, opportunities to coordinate their design and landscape treatment should be explored.

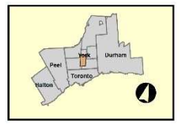


Legend

- Neighbourhood Parks
- Linear Parks
- Urban Squares
- Major Urban Open Space
- Woodland
- Undeveloped Park
- School Area
- Character Area Boundaries
- Rail Corridor
- Richmond Hill Centre Secondary Plan Area

NOTE:
The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy,currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the City cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make inquiries with the City of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

0M 100 200 300



Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
Open Space Network and School Areas
Schedule 3

Authority: Planning and Growth Management Committee Item PG30.5, as adopted by City of Toronto Council on June 26, 27, 28 and 29, 2018

CITY OF TORONTO

BY-LAW 1192-2018

To adopt Amendment 411 to the Official Plan for the City of Toronto respecting the Unilever Precinct Secondary Plan for lands south of Eastern Avenue and the Metrolinx Rail Embankment, east of the Don Roadway, north of Lake Shore Boulevard, and west of Booth Avenue.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The text and maps attached are adopted as an amendment to the Official Plan for the City of Toronto.

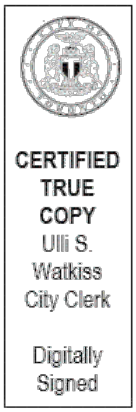
2. This is Official Plan Amendment 411.

Enacted and passed on July 27, 2018.

Glenn De Baeremaeker,
Deputy Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)



AMENDMENT 411 TO THE OFFICIAL PLAN

For lands south of Eastern Avenue and the Metrolinx Rail Embankment, east of the Don Roadway, north of Lake Shore Boulevard, and west of Booth Avenue.

Amendment 411 to the Official Plan of the City of Toronto is as follows:

1. Chapter 6, Secondary Plan, is amended by adding Secondary Plan 42 to the lands south of Eastern Avenue and the Metrolinx Rail Embankment, east of the Don Roadway, north of Lake Shore Boulevard, and west of Booth Avenue, identified in Map 42-1, as shown in Schedule 1.

2. Map 7A, Identified Views from the Public Realm, is amended by adding the following identified views:

   A. Prominent and Heritage Buildings, Structures and Landscapes

View to	From
A30 The Hearn	Broadview Avenue, south of the SmartTrack Station

   B. Skylines

View of	From
B1 The Downtown/Financial District Skyline	Lake Shore Boulevard East at Broadview Avenue SmartTrack Station Bridge over the Don River

   C. Important Natural Features

View to	From
C10 Renaturalized Don River Mouth	SmartTrack Station Bridge over the Don River

   as shown on the attached Schedule 2.

POLICIES

1. Where development fronts onto one or more street frontages identified within the Animation Zone in accordance with Map 42-7, the ground floor frontage will include only retail and service commercial space with exceptions for:
    a) accessible and programmable office and other lobbies; and
    b) Publicly accessible institutional, arts and entertainment, community, studio and/or recreational uses that animate the space at grade.
2. Parking and loading entrances will generally not be located along building frontages facing the identified Animation Zone on Map 42-7.
3. Zoning and site plan control will be used to ensure that frontages and façade design facilitate retail and office and other lobby active frontages in the Animation Zone, with a high degree of window transparency and a consistent rhythm of entrances. In addition, ground floor uses will enhance the safety, amenity and animation of adjacent streets and open spaces, with universal accessibility to building entrances encouraged.
4. Active ground floor uses will be provided with sufficient ground floor height (minimum 4.5 metres) along public streets with weather protection provided to ensure pedestrian comfort.
5. Development will provide a range of retail and service commercial unit sizes in order to accommodate a variety of tenants.
6. A portion of the Animation Zone frontage will include small retail and service commercial unit sizes.
7. Landlord/owner actions to support affordable retail and service commercial uses such as tenant incentives will be encouraged.

5.3 Parks

New public parkland will be secured through redevelopment. Parks will be strategically located to serve area workers and visitors, while also contributing to the broader existing and emerging parks and greenspace system surrounding the Precinct.

POLICIES

1. Development will dedicate land to the City as generally located on Map 42-4, to meet parkland dedication requirements.
2. Parkland to be conveyed through the development approval process will be located with generous public street frontage to provide the greatest possible benefit, safety and visibility for those accessing the park and; and will achieve parks that are programmable and have a functional size and shape.
3. The above-grade portion of development should generally be set back a minimum of 5 metres from new and existing parks to provide for an appropriate transition between the public park and ground floor uses that face the park.
4. Development adjacent to existing and planned future parks will be designed to support pedestrian comfort, including full access to sun for six prime daytime hours, generally falling between the hours of 9am and 6pm between March 21 and September 21.

5.4 Privately Owned, Publicly-Accessible Spaces (POPS)

In employment lands, where parkland dedication requirements are less than what is collected for residential uses, POPS are especially important. POPS expand and enhance the open space network in a complementary way with City-owned *Parks and Open Spaces*, and ensure an appropriately generous public realm that supports the employment density.

POLICIES

1. POPS provide an opportunity to expand the public realm by creating open spaces and connecting existing or planned streets, parks and open spaces. POPS are particularly important for creating a generous, robust public realm in non-residential areas. POPS provided through development in the Precinct will:
    a) be publicly accessible;
    b) be designed for a variety of ages and abilities;
    c) be sited in highly visible locations and designed to serve area workers, as well as the surrounding community;
    d) be sited and designed to be seamlessly integrated and connected into the broader public realm;
    e) include where possible new trees, seating, public art, landscaping and integration of stormwater capture;
    f) include the City's POPS signage, identifying the space as being publicly-accessible; and
    g) be informed by the City's Urban Design Guidelines for Privately Owned, Publicly-Accessible Spaces.
2. POPS should be coordinated with active ground level uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm.
3. Adjacent ground floor uses should be set back from POPS to allow for appropriate transition at grade and to maintain the public accessibility integral to the success of the open space.

5.4.1 Pedestrian Connections

POLICIES

1. Redevelopment proposals of large blocks will introduce safe, generously-scaled and comfortable mid-block connections to extend the mobility network, as generally identified on Map 42-4.
2. Private connections within buildings will add to the range of options to create block porosity, and public access where appropriate will be secured through development approvals.
3. Owners of adjacent properties are encouraged to provide pedestrian easements along mutual property lines to help establish a pedestrian network of mid-block pathways.



TORONTO

Unilever Precinct Secondary Plan

MAP 42-4 Public Realm Plan

Secondary Plan Boundary
Naturalized River Edge
Parks
Transit Plaza
Plazas + POPS
Open Space Connection
Future Parks (Potential Location)
Expanded Streetscape

Not to Scale
May 2018

Authority: Planning and Housing Committee Item PH4.1,
adopted as amended, by City of Toronto Council on
April 16 and 17, 2019

CERTIFIED TRUE COPY
Ulli S. Watkiss, City Clerk
Digitally signed document
Use PDF reader to verify
2019-05-01

CITY OF TORONTO

BY-LAW 589-2019

To adopt Amendment 404 to the Official Plan for the City of Toronto respecting the Don Mills Crossing Secondary Plan generally in the vicinity of the intersection of Don Mills Road and Eglinton Avenue East, bound by the CP Rail Corridor, Don Mills Road, Wynford Drive, Gervais Drive, Ferrand Drive, Rochefort Drive and a portion of the west branch of the Don River Valley.

Whereas authority is given the Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The text and maps attached are adopted as an amendment to the Official Plan for the City of Toronto.

2. This is Official Plan Amendment 404.

Enacted and passed on April 17, 2019.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

4.6.2 Within the Ravine Valley Edge, the planting of street trees will be integrated with understory plantings, native vegetation and provide opportunity for habitat expansion to enhance biodiversity.

4.6.3 Within the Wynford Neighbourhood, trees will be planted in turf and integrated with landscape bump outs to increase permeability, provide stormwater management and traffic calming near pedestrian crossings.

4.6.4 Street A north of Wynford Drive will be designed to accommodate a cycling trail, a public sidewalk, and tree planting where appropriate.

Parks

4.7 The locations of planned parks are conceptually identified on Map 40-3b Public Realm Structure Plan. The exact size and configuration of each park will be determined through the City's approval of development and City acquisitions.

4.8 The parks system will be comprised of a hierarchy of park types, sizes and function as follows:

4.8.1 **Signature Park – Don Mills Arena Park**

a. a minimum 2 hectare park will be provided to accommodate the relocation of the Don Mills Civitan Arena with an opportunity to expand the facility to accommodate a Community Centre and other community uses; and

b. the Signature Park will be designed to serve the local area as well as the broader community.

4.8.2 **Local Park: Ravine Lookout North**

a. a local public park will be established along the north side of Eglinton Avenue East above the top of bank to be a community focal point for the Ravine Valley Edge;

b. in addition to providing recreation uses for local residents, the park will provide a viewpoint over the ravine lands south of Eglinton Avenue East and the multi-use trails that form part of the Ravine Portal identified in the Public Realm Network (Map 40-3a); and

c. the Ravine Lookout North design will incorporate opportunities to further celebrate the natural and cultural heritage of the area through public art, wayfinding or design of play structures and equipment.

4.8.3 **Local Park: Ravine Lookout South**

a. a local public park will be established along the south side of Eglinton Avenue East to celebrate and respect the natural areas to the south through passive views, interpretation features and appropriate recreation uses;

b. the park design will take into consideration the adjacent environmentally sensitive area at the base of the valley wall, including providing an appropriate buffer from the identified limits for a long-term stable slope; and

c. as part of the Ravine Portal, pedestrian and cycling trails will be located within the park area to facilitate connectivity to the Ontario Science Centre and to the trail accessing the ravine lands at the base of the Wynford Drive Extension.

4.8.4 **Local Park: Core Area**

a. a local public park will be established within the southeast quadrant of the Core Area to provide an amenity for lands within the Core Area and recreation opportunities for residents, workers and visitors; and

b. the design of the Core Area Park will provide the opportunity for local programming and wayfinding elements that reflect the park's location within the Core Area and its proximity to important destinations in and around the Secondary Plan Area.

4.9 The planning, design and development of new parks will also be guided by the following objectives:

a. connect and extend to streets, natural areas and open spaces in the Don Mills Road and Eglinton Avenue East Area through the use of walkways, trails, bikeways and landscaping;

b. provide appropriate space and layout to support a range of recreational needs;

c. include elements which enhance the ecological function of the public realm, including natural areas that support habitat expansion and promote biodiversity; and

d. be informed by the cultural heritage in the area and its history as a centre for innovation.

4.10 Conveyed parkland will be located with generous public street frontage(s) to provide safety and visibility for those accessing the park.

4.11 City-owned lands will be utilized where appropriate to realize opportunities to create or expand parks and open spaces.

4.12 Parkland dedication will achieve parks that can accommodate a range of programs and have a functional size, shape and appropriate street frontage as determined by the City.

4.13 Development adjacent to a park will:

a. Be set back a minimum of 5 metres to allow the building and any of its exterior amenities to be provided and maintained on the development site;

b. provide an appropriate interface between public and private lands;

c. be oriented to maximize public access and views to the park;

d. be designed to have an attractive façade with animated uses at grade;

e. provide for casual overlook, increasing the passive surveillance and safety of the park; and

f. avoid locating loading and servicing areas adjacent to the park.

4.14 Development on sites not large enough to yield a park of an appropriate functional size, shape and public street frontage is encouraged to satisfy the parkland dedication requirement through an off-site parkland dedication that will expand an existing or future public park in the area.

4.15 If the required parkland is occupied by other uses or structures and cannot be conveyed and/or developed as a park until those uses are terminated or the structures removed, then the parkland dedication requirements associated with a development application can be met if the owner of the lands to be conveyed as parkland enters into an agreement with the City to secure conveyance of the parkland, to the City's satisfaction.

Privately Owned, Publicly-Accessible Spaces (POPS)

4.16 POPS will be strategically located as conceptually identified on Map 40-3b Public Realm Structure Plan and designed for a wide range of potential uses and amenity for the enjoyment of all users.

4.17 Where multiple POPS are planned in close proximity to each other, opportunities to co-ordinate their design to develop a coordinated landscape treatment should be explored to incorporate branding and wayfinding features.

4.18 POPS should be coordinated with active ground level uses in adjacent buildings such as residential entrances and/or amenity spaces, active office uses, retail, restaurant and community spaces to provide seating and gathering spaces within the public realm.

4.19 POPS should be set back from adjacent ground floor uses to allow for appropriate transition at grade to maintain the public accessibility integral to the success of the open space.

4.20 The provision of POPS will not be in lieu of required parkland dedication.

Public Art

4.21 Public Art will contribute to the character of the Secondary Plan Area by enhancing the quality of the public spaces and other spaces that are publicly accessible and visible.

4.22 Public Art will facilitate expression of cultural and natural heritage, community identity and other themes that contribute to a sense of place.

4.23 Potential locations for Public Art are conceptually identified on Map 40-3b Public Realm Structure Plan. The locations of Public Art will be determined through a District Public Art Plan and/or the Public Art Plans for individual development sites.

5. Built Form

Shaping Built Form

5.1 The scale and form of development within *Mixed Use Areas* and *Apartment Neighbourhoods* will be contextually appropriate through its relationship with adjacent sites, on lands designated *Neighbourhoods* and *General Employment Areas*.

5.2 Through comprehensive redevelopment, large blocks will be divided into smaller parcels by establishing new local public streets, parks and/or mid-block connections to provide a range of options for circulation and a setting for a development scaled to the size of the new parcels.

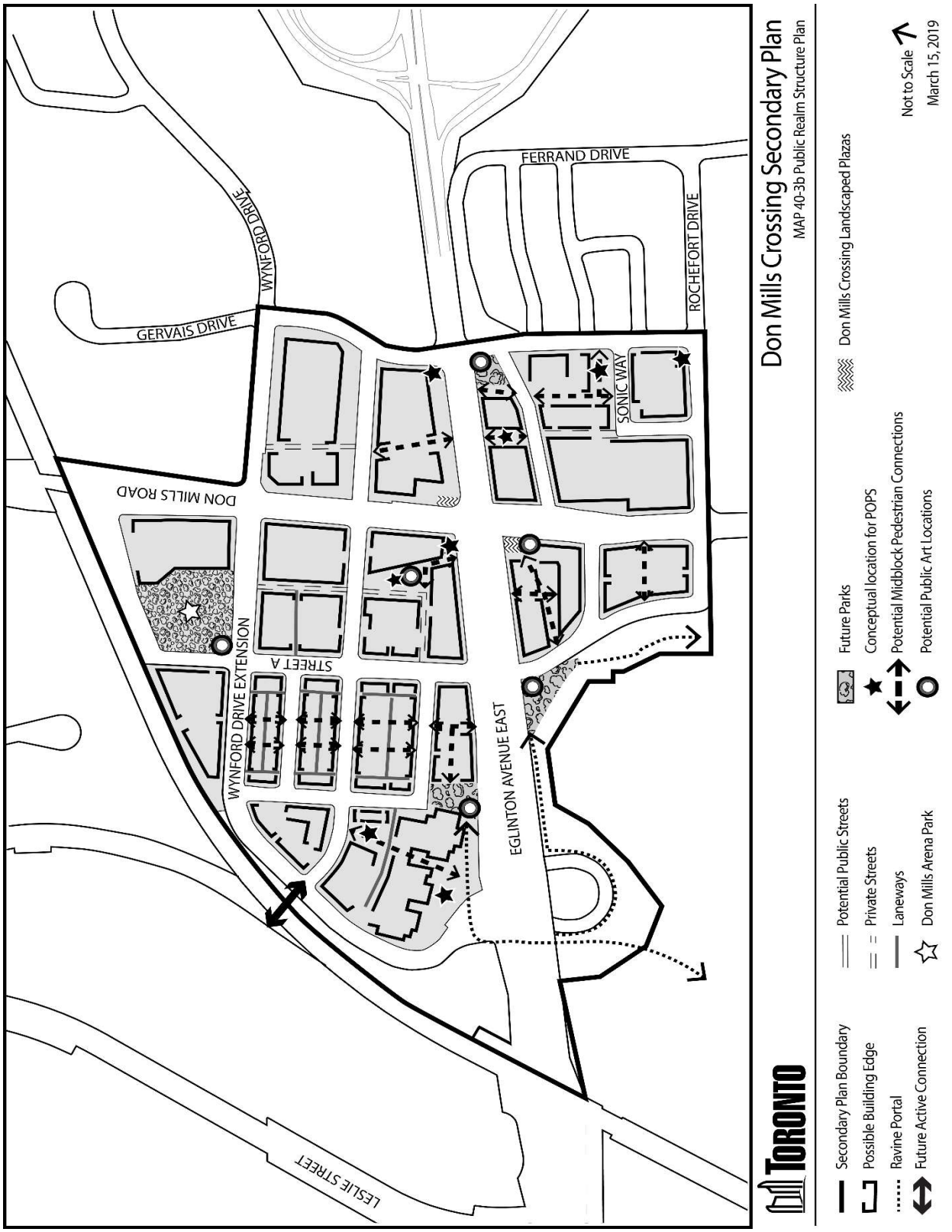
5.3 Development will frame streets, parks, open space and mid-block connections with good proportion.

5.4 Development will provide active and animated uses at the ground level with direct access to the public realm while creating comfortable conditions for pedestrians by ensuring access to sunlight and mitigating wind impact.

5.5 Development is encouraged to consolidate service areas within the block, and minimize the width of driveways and curb cuts across public sidewalks.

Defining the Public Realm: Streetwall and Step Backs

5.6 Consistent building setbacks and built edges will create a regular alignment for the streetwall to define the public realm and contribute to improving the civic and pedestrian experience in the Secondary Plan Area. Minimum setbacks will be provided as required by this Secondary Plan.


Don Mills Crossing Secondary Plan
MAP 40-3b Public Realm Structure Plan
TORONTO
GERVAIS DRIVE
WYNFORD DRIVE
FERRAND DRIVE
ROCHEFORT DRIVE
SONIC WAY
DON MILLS ROAD
STREET A
WYNFORD DRIVE EXTENSION
EGLINTON AVENUE EAST
LESLIE STREET
Secondary Plan Boundary
Possible Building Edge
Ravine Portal
Future Active Connection
Potential Public Streets
Private Streets
Laneways
Don Mills Arena Park
Future Parks
Conceptual location for POPS
Potential Midblock Pedestrian Connections
Potential Public Art Locations
Don Mills Crossing Landscaped Plazas
Not to Scale
March 15, 2019

Vision Georgetown – Halton Hills OPA 32

As approved by Halton Region on September 25, 2020 and modified by the Ontario Land Tribunal by Order dated October 6, 2023 and by its further Order arising out of the hearing of this matter on November 17, 2023 in OLT-22-001949 and OLT-22-001967

H6.16 PARKLAND

H6.16.1 AMOUNT AND LOCATION OF PARKLAND

a) The dedication of parkland shall be in accordance with the Planning Act unless this is modified by a Master Parks Agreement;

b) The purpose of the Master Parks Agreement is to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan regardless of the size and location of the individual subdivision plans located therein; and,

c) Cash-in-lieu of parkland may be considered by the Town as the smaller landholdings are developed.

d) To the extent possible, stormwater facilities will be incorporated into the adjacent parkland and integrated into the trail and active transportation network where possible and designed in a manner to enhance the aesthetic appeal of the overall development.

H6.16.2 TYPES OF PARKLAND

The following types of parkland are identified on **Schedule H6-2:**

a) A Community Park, which has an approximate area of 8.0 hectares, or as set out in the Master Parks Agreement;

b) Five Neighbourhood Parks, which have been co-located with elementary schools and have approximate areas of 1.5 to 2.5 hectares, or as set out in the Master Parks Agreement;

c) A number of Parkettes, which have approximate areas of 0.2 to 0.6 hectares each or as set out in the Master Parks Agreement; and,

d) A Town Square Park located in the Community Core that has an approximate area of 0.5 hectares or as set out in the Master Parks Agreement.

H6.16.3 GENERAL PARKLAND SITING CRITERIA

All public parkland shall:

a) Have as much street frontage as possible and be open to view on as many sides as possible to provide visibility from adjacent streets and promote safety;

b) Maximize public safety through park block size, visibility, configuration and location

of park fixtures and facilities;

c) Have direct and safe pedestrian access from adjacent residential areas or adjacent environmental areas where appropriate;

d) Be designed to minimize any potential negative impacts on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers to active recreational facilities;

e) Incorporate natural heritage features wherever possible into the design of the parkland;

f) Be integrated into the fabric of the adjacent neighbourhood by promoting open space or walkway linkages to adjacent facilities, neighbourhoods and natural features;

g) Incorporate natural and built shade features;

h) Incorporate appropriate lighting, seating, level pathways, walkways and entrances where appropriate to assist in creating a more accessible and inclusive environment; and,

i) Be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems.

H6.16.4 COMMUNITY PARK

a) The Community Park should incorporate recreational programming elements that target visitors from throughout Georgetown and the Town of Halton Hills, in addition to the neighbourhood residents;

b) The design of the Community Park and the adjacent planned Secondary School should be coordinated in order to capitalize on opportunities for shared facilities and amenities, such as parking and playfields.

c) The Community Park should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures, public art and sports fields, where appropriate; and,

d) The Community Park should incorporate on-site parking facilities. Such facilities should be accessed via Streets B and/or C, and should incorporate wayfinding signage and decorative / ornamental plantings adjacent to driveway entrances. Surface parking areas should incorporate permeable surface paving materials,

landscaped medians with tree plantings, and designated pedestrian walkways where appropriate.

H6.16.5 NEIGHBOURHOOD PARK

a) Neighbourhood Parks should be situated in the centre of Neighbourhoods, should front onto Local or Collector Roads, and should be accessible within a 500 metre walking distance of most residents;

b) Neighbourhood Parks should be framed by public streets (or other public uses such as schools and/or the Natural Heritage System) on at least three sides;

c) Neighbourhood Parks should incorporate recreational programming elements that target neighbourhood residents;

d) Where Neighbourhood Parks are located adjacent to school sites, the design of both entities should be coordinated in order to capitalize on opportunities for shared facilities and amenities, such as parking and playfields; and,

e) Neighbourhood Parks should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures, public art and sports fields, where appropriate.

H6.16.6 PARKETTES

a) Parkettes should be situated centrally within individual neighbourhoods, and should be accessible within walking distance of most residents;

b) Parkettes should be framed by public streets or private streets (or other public uses such as the Natural Heritage System) on at least two sides;

c) Parkettes should incorporate recreational programming elements that target neighbourhood residents; and,

d) Parkettes should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures and public art, where appropriate.

H6.16.7 TOWN SQUARE PARK

a) The Town Square Park will be of the highest landscape and urban design. It should make a significant contribution to the character and identity of the community;

b) The Town Square Park should be integrated with other public sector uses with active

frontages to promote direct views and access;

c) Storefronts should be located close to the edges of Town Square Park where feasible to create an active and vibrant pedestrian shopping environment;

d) The Town Square Park should establish and frame prominent views and vistas, and should establish direct pedestrian connections, functioning as a prominent gateway feature within the Community Core;

e) The Town Square Park should incorporate Low Impact Development techniques such as pervious paving treatments, bioswales, rainwater harvesting systems, and infiltration trenches, seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, banners, trees, accent / decorative planting, hard landscaping, shade structures and public art, where appropriate and,

f) The Town Square Park should incorporate an appropriate range and variety of active and passive recreational uses. Such features may include patios, cafes, pergolas, event and gathering spaces, performing areas, fountains, and water features and skating rinks.

H6.17 LOCATION OF ELEMENTARY SCHOOLS

a) The policies contained within **Section F8.1.1** of this Plan apply, unless modified by this Section of the Plan;

b) Notwithstanding **Section F8.1.1** of this Plan, both low and medium density uses are permitted if a school site within the Vision Georgetown Secondary Plan is not required;

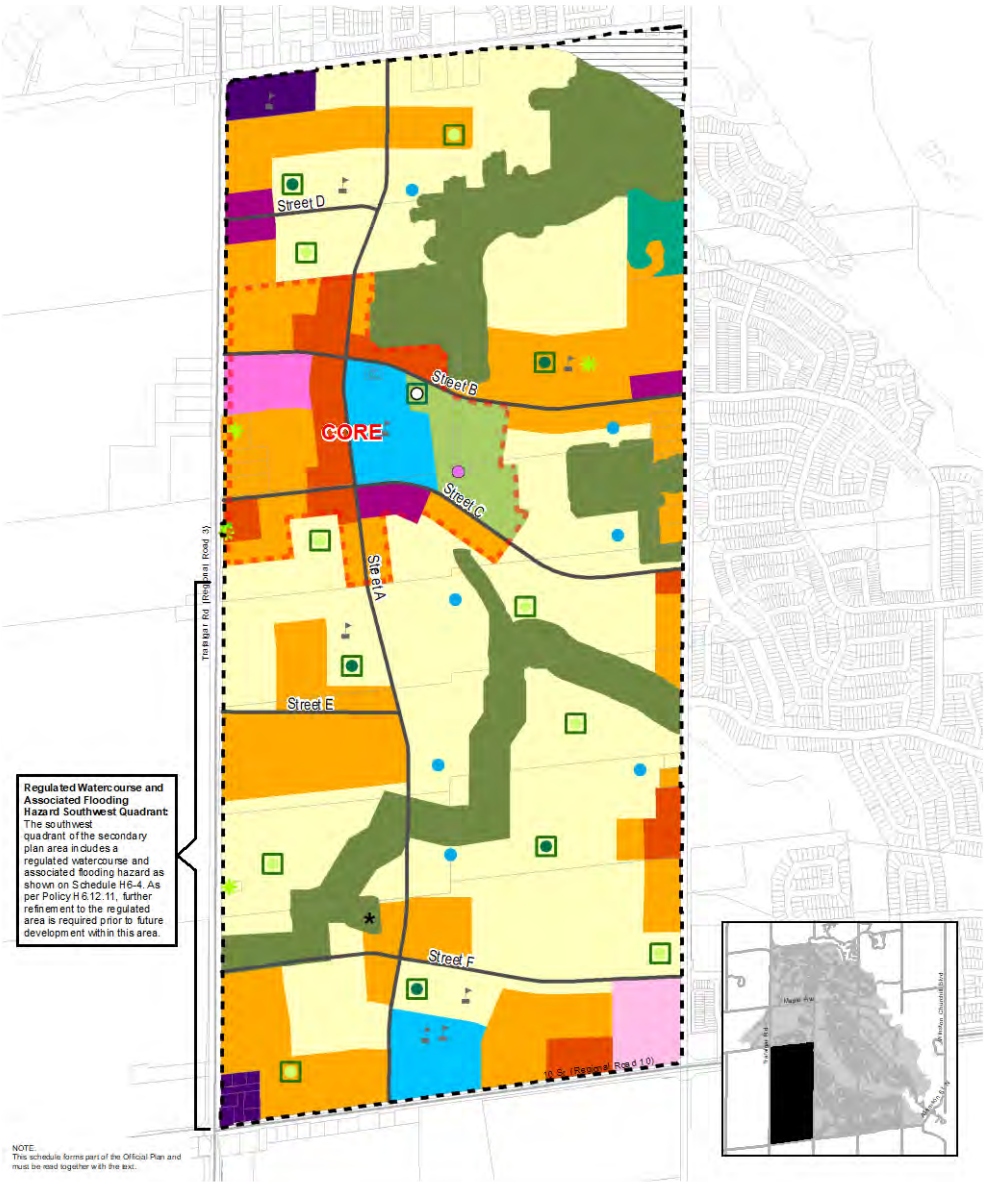
c) Child care centres are permitted on a school site as an accessory use;

d) Changes to the number of school sites or minor changes to the location of school sites identified in this Plan are permitted to satisfy locational, school accommodation needs and/or other general requirements of the relevant School Board without the need to amend this Plan;

e) The maximum permitted height for elementary schools is four storeys;

f) Draft Plans of Subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. The Town will explore either ‘alternative’ or ‘reduced’ setbacks and parking standards to support the efficient use of any school site and in support of reduced parking standards, a parking study shall be prepared to determine the appropriate parking spaces for the

SCHEDULE H6-2



11.4 Brooklin Community Secondary Plan

11.4.1 Vision and Objectives

11.4.1.1 Vision

Brooklin will grow in a manner that maintains the small-town community feel while evolving into a complete community. The unique heritage character of the downtown will be maintained and the vibrancy and pedestrian comfort of Baldwin Street will be enhanced. Additional retail and mixed-use development south of Winchester Road will allow Brooklin to have one downtown with an extension of the 'main street' character south of Winchester Road along a pedestrian promenade. While the community will grow in size and population, the growth will take place in a way that builds on and enhances the existing strengths of the community. Brooklin's new neighbourhoods will be walkable with higher density residential uses located along the arterial road spines and parks, schools and commercial areas distributed to promote a walkable destination. Transportation management will allow for a range of alternatives including active transportation along trails and cycle lanes. Residential growth and employment growth will be provided concurrently to achieve a balanced community where residents can work, live and play.

11.4.1.2 Objectives

Traffic management:

a) To reduce traffic congestion by providing a balanced road network for local residents, businesses and visitors.

b) To eliminate heavy vehicle and through traffic from Baldwin Street through Downtown Brooklin.

Downtown Brooklin Major Central Area North – a heritage downtown:

c) To ensure Downtown Brooklin continues to be the focal area for shopping, dining, and entertainment.

d) To ensure Baldwin Street is a safe, comfortable and accessible street for all users.

e) To create a vibrant and pedestrian-friendly environment along Baldwin Street through an animated streetscape and by locating buildings close to the street.

f) To conserve the heritage attributes of the significant cultural heritage resources identified in the Brooklin Heritage Conservation District Plan.

g) To ensure new buildings are sensitive to, and maintain the heritage character of the Downtown as described in the Brooklin Heritage Conservation District Plan.

11.4.23.2 Elementary schools shall have frontage on at least one collector road and with a second frontage on either a second collector road or a local road. Secondary schools shall be located at the intersection of an arterial and a collector road, wherever possible, to optimize transit utilization and active transportation.

11.4.23.3 An elementary school may be located on a Type C arterial road where no collector road alternative exists in the vicinity and if determined acceptable by the applicable school board and the Municipality.

11.4.24 Major Open Space

11.4.24.1 Lands designated as Major Open Space on Schedules "J" and "J1", including Local, District and Town Parks, shall be developed in accordance with Section 4.9 of this Plan, except as modified by the following additional policies.

11.4.24.2 Parkettes, Local Parks, District Parks and Town Parks are symbolically shown on Schedules "J" and "J1" and shall be further delineated at the time of development review and approval.

11.4.24.3 District Parks may be located adjacent to the Natural Heritage System to enhance the opportunity for multi-use trail linkages.

Parkettes

11.4.24.4 Parkettes are to be distributed in small residential neighbourhoods where the neighbourhood has limited access to Local Parks and District Parks due to intervening arterial roads or the Natural Heritage System. The Parkettes shall be located in central locations, accessible generally within a 200-400 metre walking distance of the neighbourhood they serve to support active transportation and residents' increased accessibility to greenspace.

11.4.24.5 New Parkettes shall generally be approximately 0.4 hectares in size but a smaller size of approximately 0.25 hectares shall be considered in the Downtown Brooklin Major Central Area.

Urban Squares

11.4.24.6 Publicly accessible Urban Squares on the northwest, southwest, and southeast corners of the intersection of Baldwin Street and Winchester Road shall be provided to:

a) promote the identity of the Downtown Brooklin Major Central Area;

b) add a visually attractive gateway feature at the corner of the Baldwin Street and Winchester Road intersection; and

c) create a public gathering space, the larger of which can be programmed for public events to increase opportunities for social connection within the community.

11.4.24.7 Urban Squares shall be provided in each Community Central Area, although not illustrated on Schedule “J”, with the location identified through the Comprehensive Block Plan.

11.4.24.8 Urban Squares shall be designed with edges, which are defined by buildings and other structures where not bound by roads.

11.4.24.9 Urban Squares shall be subject to the urban design policies of Section 6.2 of this Plan as well as the Brooklin Urban Design and Sustainable Development Guidelines.

11.4.24.10 The Urban Square at the southwest corner of Baldwin Street and Winchester Road is located on the wide right-of-way at that intersection and will serve as the pedestrian gateway to the Pedestrian Promenade.

11.4.24.11 The Urban Square is intended to provide an internal focal point for the Major Commercial designation and function as an urban park, serving the immediate neighbourhood and visitors to the Brooklin Major Central Area. The Urban Square should be easily accessible and visible to the public, contain eating amenities, hard landscaping, and natural elements, and provide passive recreation uses, programmed activities, and a display of public art. Adjacent commercial uses shall face onto and take access from the Urban Square. The existing row of mature coniferous trees shall be incorporated into the Urban Square where feasible.

11.4.24.12 Urban Squares shall be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreational uses, possible public or private programmed activities, and a display of public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

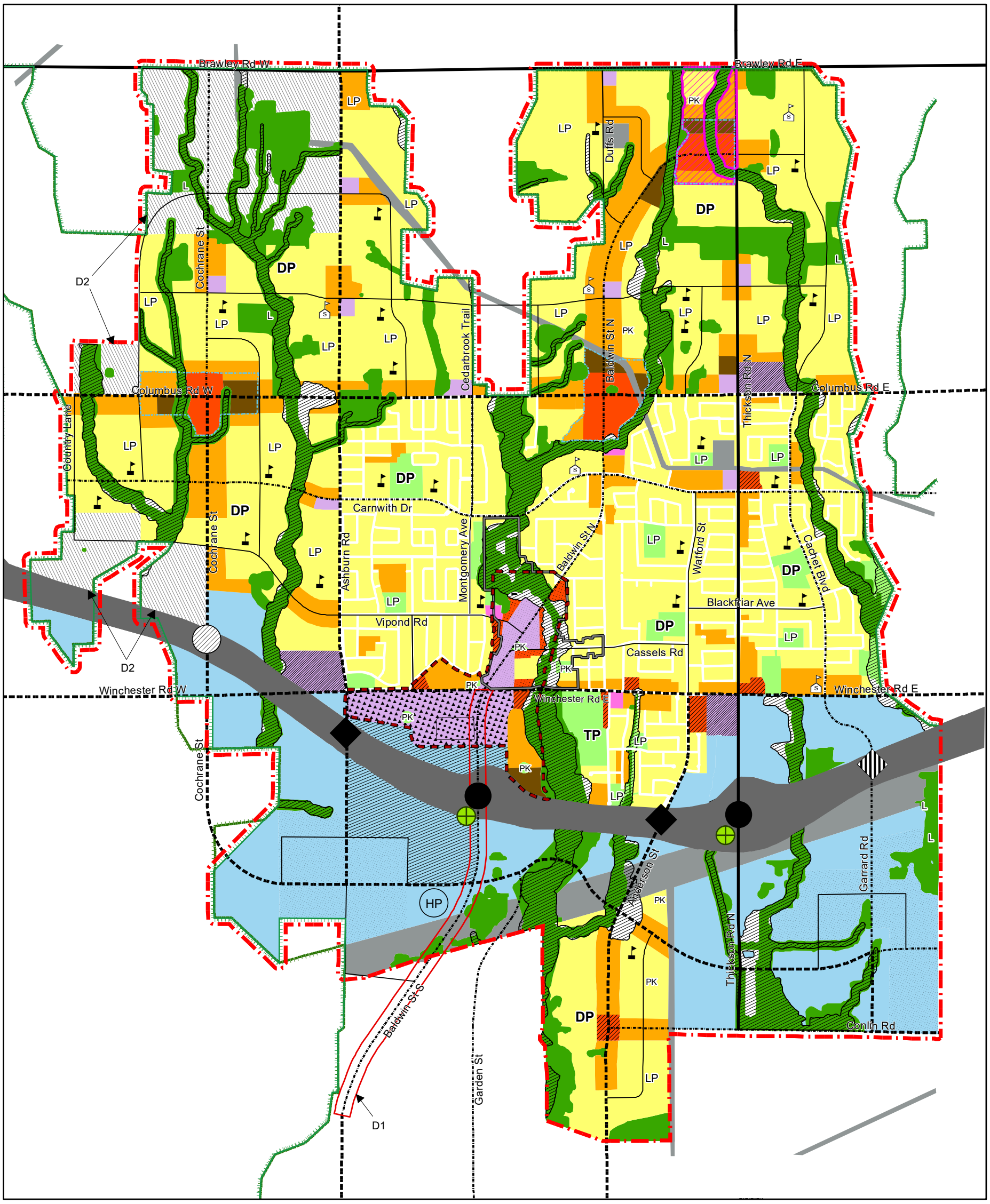
11.4.24.13 Urban Squares may be developed in public or private ownership or a combination thereof.

11.4.25 Natural Heritage System

11.4.25.1 Lands designated as Natural Heritage System on Schedules “J” and “J1” fall within the Major Open Space designation on Schedule “A” and shall be subject to the policies of Section 5.3.7, except as modified by the following additional policies.

11.4.25.2 The components of the Natural Heritage System were identified through the “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (December 2016). Reference shall be made to this study when determining which natural heritage features comprised the Natural Heritage System at the time of this study and when reviewing development applications and supporting studies.

11.4.25.3 The extent and boundary of the Natural Heritage System is conceptual. The exact boundary shall be determined through an Environmental Impact Study (EIS) and feature staking to the satisfaction of the Municipality in



LEGEND:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Local Commercial
- Special Purpose Commercial
- Heritage Commercial
- Major Commercial
- Mixed-Use 1 - Community Central Area
- Mixed-Use 2 - HCD
- Mixed-Use 3
- Prestige Industrial
- Business Park
- General Industrial
- Lands subject to Durham Regional Official Plan Policy 14.13.7
- Major Open Space
- DP District Park
- LP Local Park
- PK Parkette
- TP Town Park
- Institutional
- Secondary Schools
- Elementary Schools
- Natural Heritage System
- L Linkage in NHS
- D Deferred by the Region of Durham
- Natural Hazards
- Utility
- HP Health Precinct Special Policy Area
- Community Central Area
- Major Central Area
- Heritage Conservation District Boundary
- Secondary Plan Boundary
- Special Policy Area - Refer to Section 11.4.31.6
- Controlled Access Highway (Freeway)
- Type A Arterial
- Type B Arterial
- Type C Arterial
- Collector Road
- Greenbelt Plan Boundary
- Full Interchange
- Potential Interchange (Subject to Further Study)
- Grade Separation
- Potential Grade Separation
- Future Transitway Station

Brooklin Community Secondary Plan

Official Plan Town of Whitby

Schedule **J**

Consolidation Date: December 2024

N

0 125 250 500 750 1,000 Metres

This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.