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

June 20, 2022

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

Sent by email: clerks@vaughan.ca

Dear Mayor Bevilacqua and Members of Council:

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

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

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

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

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

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

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

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

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

Thank you.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read 'David A. McKay', is written over a light orange rectangular background.

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

cc: Project Team

Encl.



April 5th, 2022

Project No. ALL-21019668-A0

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

Attention: Mr. David McKay, Vice President & Partner

Re: 79 Peelar Road, Vaughan
Stormwater Management Review

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

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

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

Background

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

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

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

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

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

Toronto and Region Conservation Authority Regulated Mapping

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

Vaughan Metropolitan Centre Secondary Plan (2010)

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

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

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

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

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

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

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

VMC Municipal Servicing Class EA Master Plan (2012)

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

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

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

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

Stormwater Management Master Plan Municipal Class EA (2014)

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

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

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

VMC Black Creek Renewal Environmental Study Report (2018)

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

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

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

Summary

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

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

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

Sincerely,

EXP Services Inc.



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

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

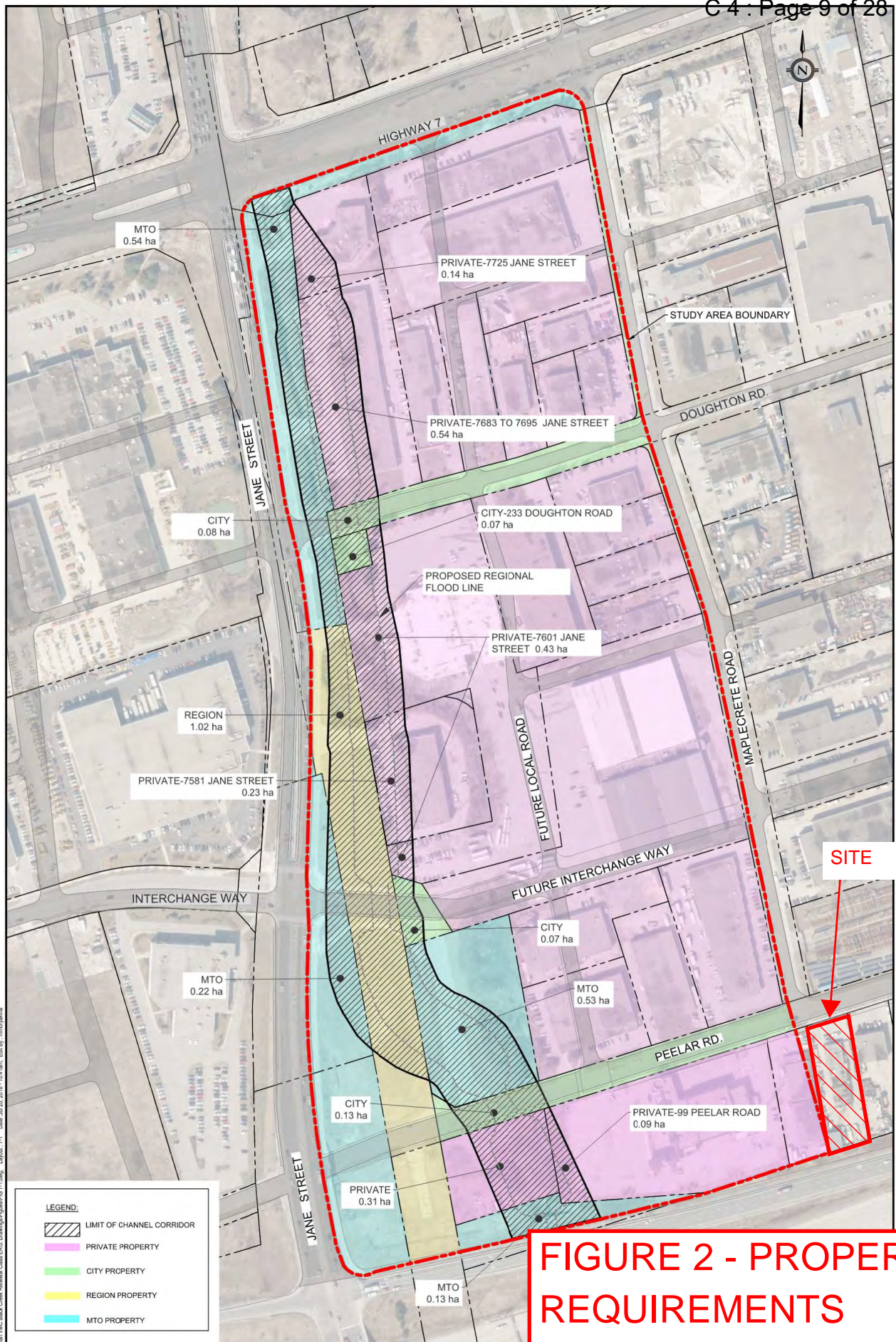
SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

LEGEND

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



FIGURE 1 - SITE LOCATION PLAN

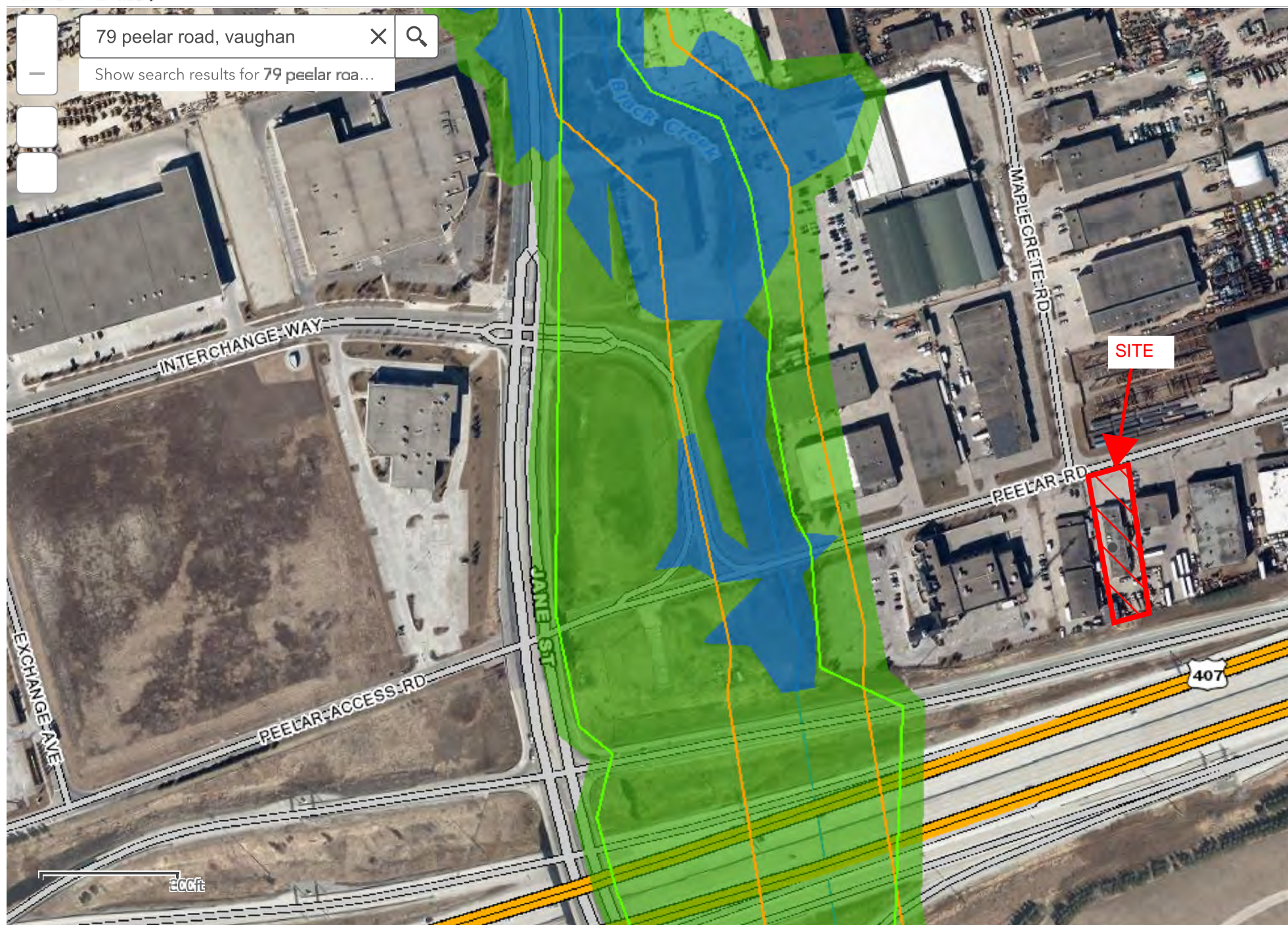


File: C:\Projects\2017\2022_Vaughan VMC Black Creek Renewal Class EA\Drawings\Engineer\2017.dwg, August 21, 2018, 10:45am, Edd By: mmp/ajl

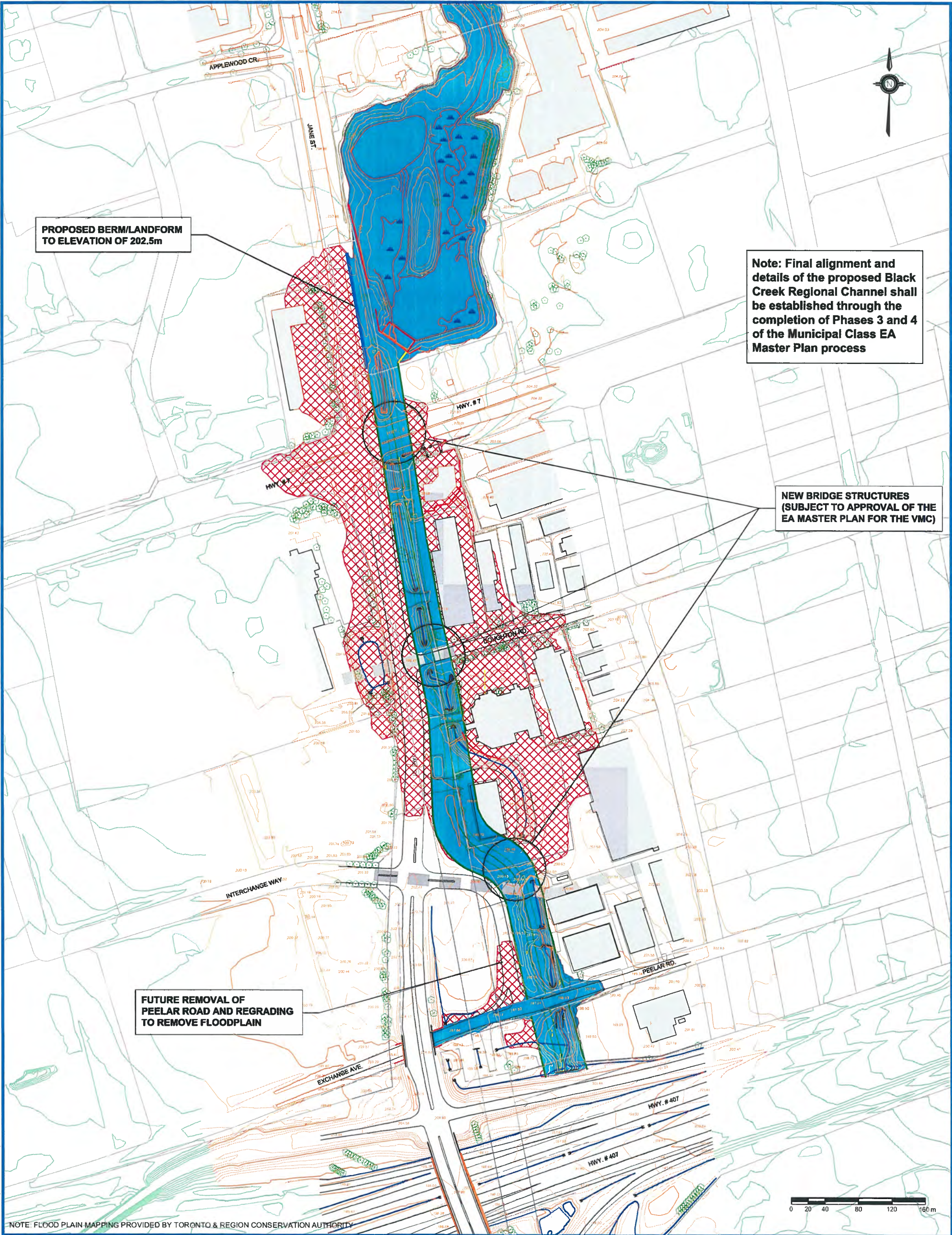
EXP Services Inc.
220 Commerce Valley Drive W., Suite 110
Markham, ON
L3T 0A8

Appendix A

Background Documents



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



PROPOSED BERM/LANDFORM
TO ELEVATION OF 202.5m

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

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

FUTURE REMOVAL OF
PEELAR ROAD AND REGRADING
TO REMOVE FLOODPLAIN

NOTE: FLOOD PLAIN MAPPING PROVIDED BY TORONTO & REGION CONSERVATION AUTHORITY
DO NOT SCALE THIS DOCUMENT. ALL MEASUREMENTS MUST BE OBTAINED FROM STATED DIMENSIONS.

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Legend

- BUILDING
- WATERCOURSE
- CONTOUR (1m)
- TREE
- PROPERTY FABRIC
- PROPOSED CHANNEL (TOP OF BANK)

FLOODLINES

- AUGUST 19, 2005 STORM (EXISTING)
- AUGUST 19, 2005 STORM (PROPOSED)
- REGIONAL STORM
- EXTENT OF FLOODING

- EXISTING
- PROPOSED

APPROVED ROW ALIGNMENT IN ACCORDANCE
WITH VAUGHAN METROPOLITAN CENTRE
SECONDARY PLAN

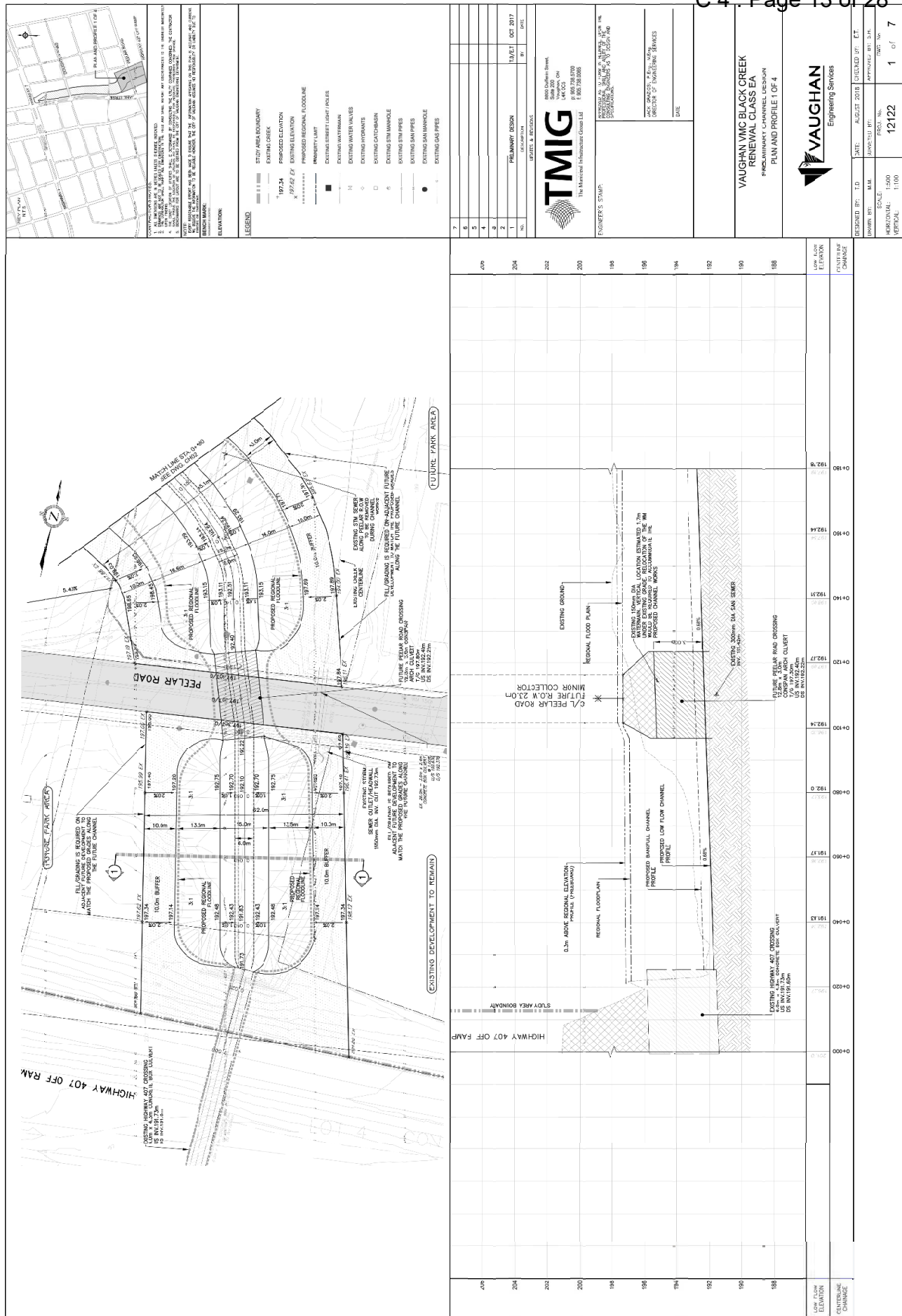


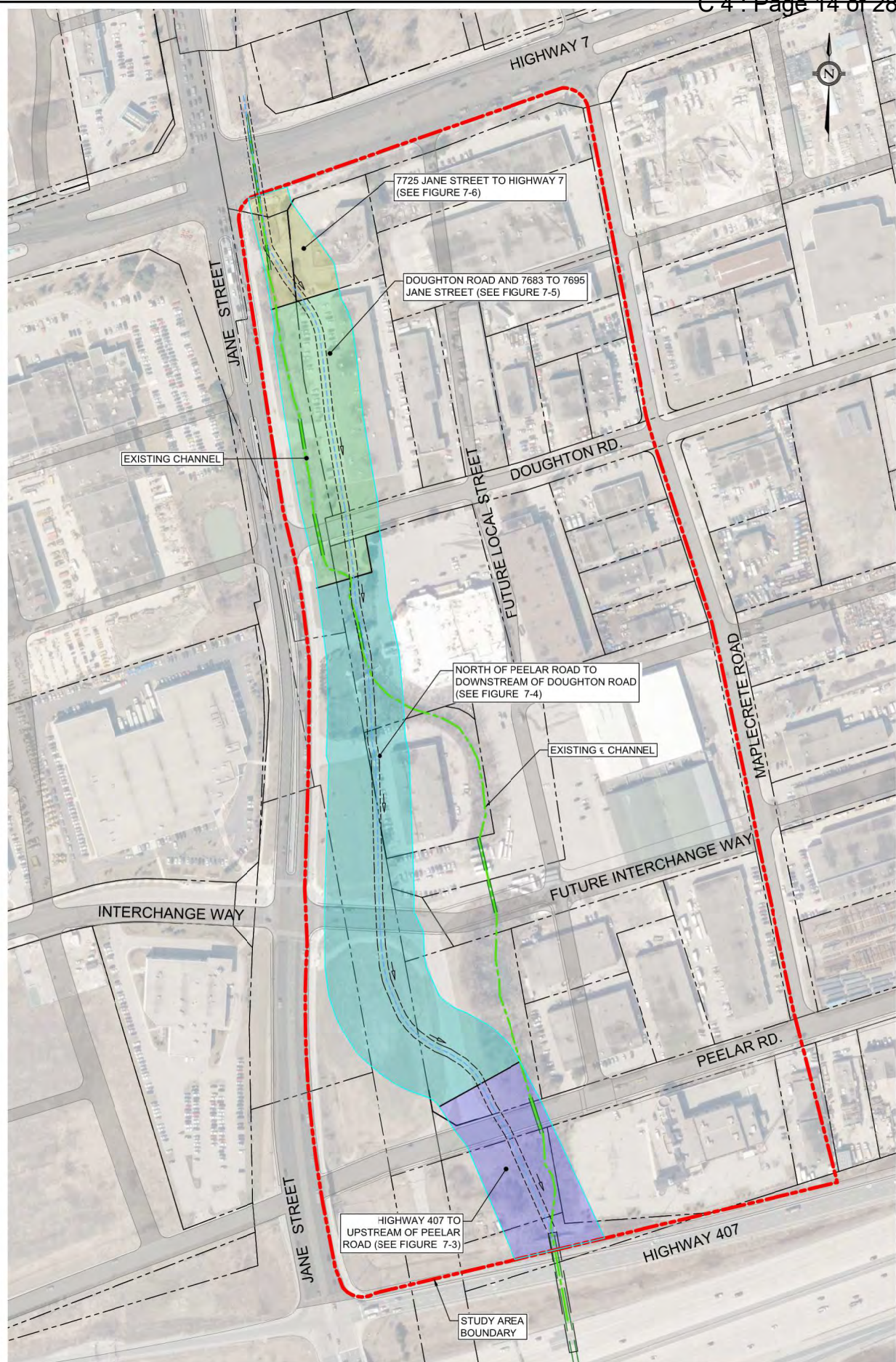
Black Creek Stormwater Optimization Study
Master Plan Class Environmental Assessment
Preferred EA Flood Improvement Alternative
Regional Storm Improvements (F4)

PROJECT NUMBER
60117240

DATE
May 2011

FIGURE NUMBER
10



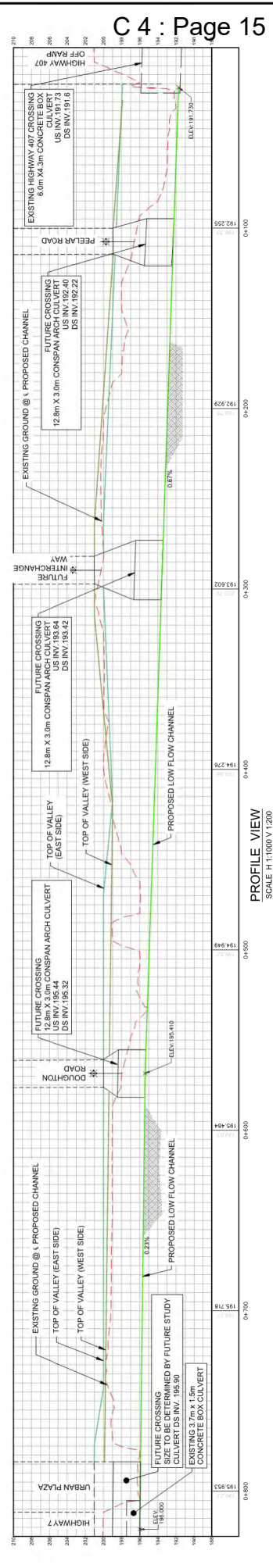
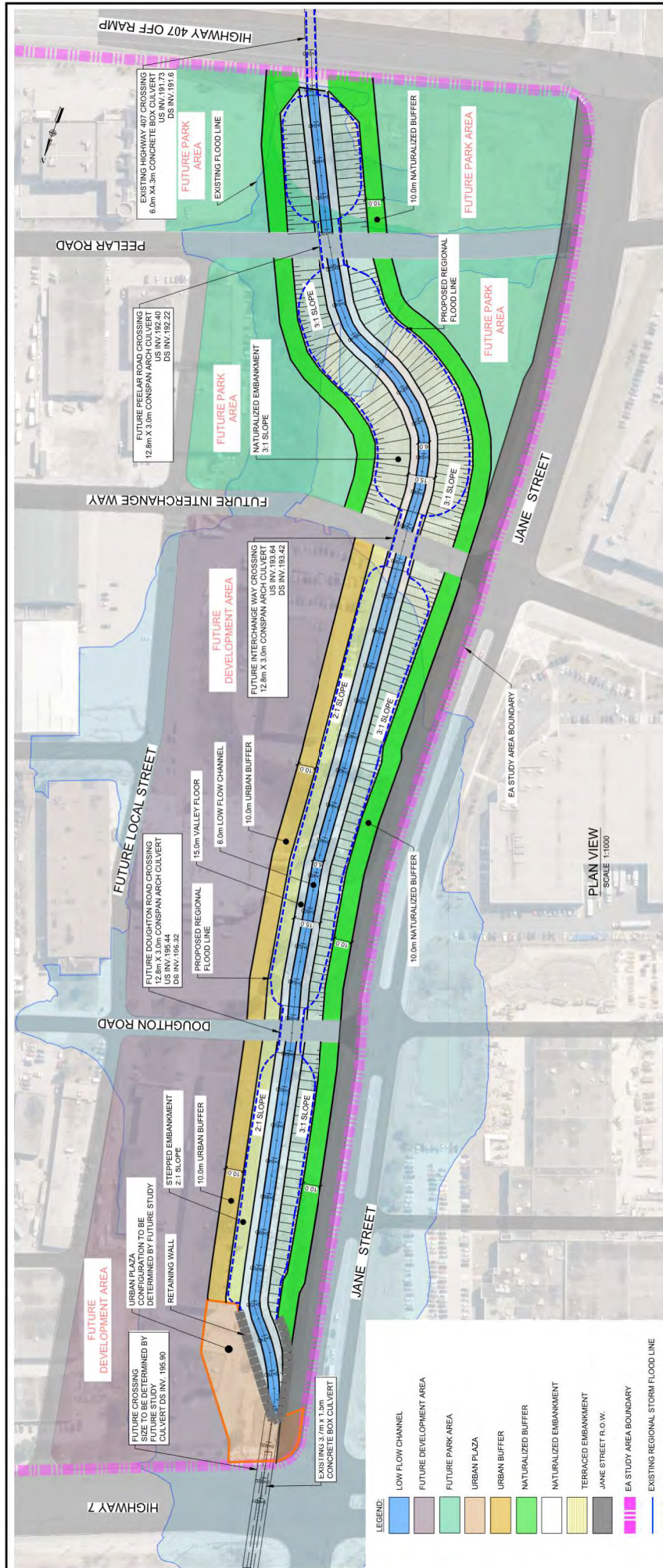


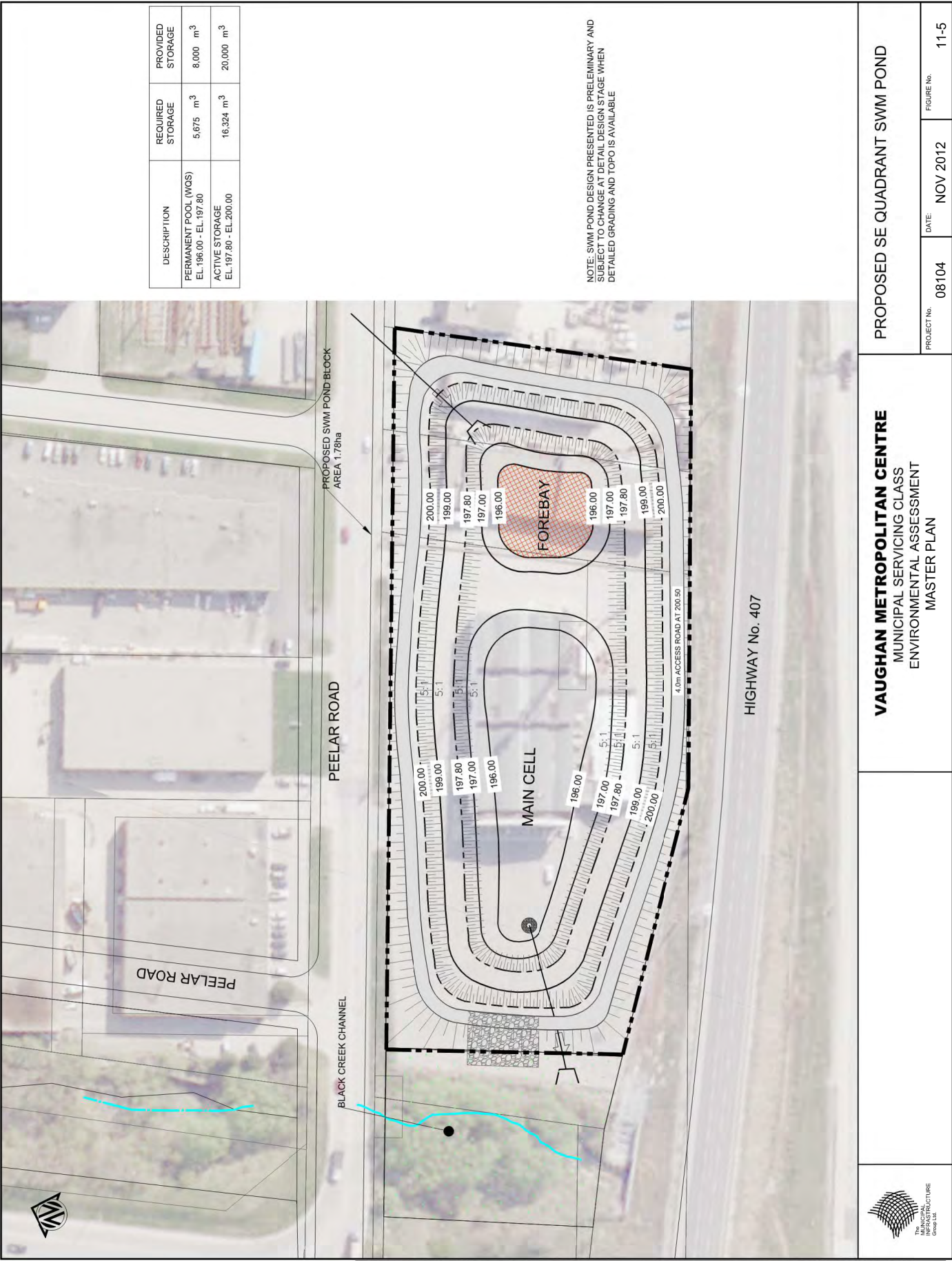
File: C:\Projects\2012\1222_Vaughan VMC Black Creek Renewal Class EA\Drawings\Engineer\12121214.dwg, Layout: 7-2, Date: Jul 20, 2016, 10:25am, ESB/BB, mms/mak



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

SCALE: 1:2500	PROJECT No. 12122
DATE: AUGUST 2018	FIGURE No. 7-2
DESIGNED BY: T.D.	DRAWN BY: M.M.
CHECKED BY: S.H.	CHECKED BY:





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



VAUGHAN METROPOLITAN CENTRE
MUNICIPAL SERVICING CLASS
ENVIRONMENTAL ASSESSMENT
MASTER PLAN

PROPOSED SE QUADRANT SWM POND

PROJECT No.	DATE	FIGURE No.
08104	NOV 2012	11-5





VMC Sub-committee Report

DATE: Wednesday, December 04, 2019

WARD(S): 4

TITLE: VMC IMPLEMENTATION AND CONSTRUCTION UPDATE

FROM:

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

ACTION: FOR INFORMATION

Purpose

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

Report Highlights

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

Recommendation

1. That this report be received for information.

Background

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

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

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

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

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

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

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

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

Previous Reports/Authority

[VMC Development Activity Update March 2019](#)

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

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

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

Analysis and Options

Development activity is advancing in each quadrant of the VMC

Northwest Quadrant

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

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

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

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

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

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

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

Northeast Quadrant

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

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

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

Southwest Quadrant

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

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

Southeast Quadrant

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The SmartCentres Place bus terminal is now open

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Millway Avenue Linear Park detailed design is ongoing

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

The VMC Parks and Wayfinding Master Plan to start in 2020

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

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

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

Financial Impact

There are no economic impacts resulting from this report.

Broader Regional Impacts/Considerations

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

Conclusion

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

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

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

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

Attachments

1. VMC Priority Infrastructure Projects
2. VMC Development Activity

Prepared by

Dana Khademi, Storm Drainage Engineer, (VMC), ext. 8251

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

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

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

Christina Bruce, VMC Program Director, ext. 8231

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

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