

VMC SUB-COMMITTEE –APRIL 11, 2023

COMMUNICATIONS

Distributed April 11, 2023

Item No.

C1.	Presentation material	1
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Please note there may be further Communications.

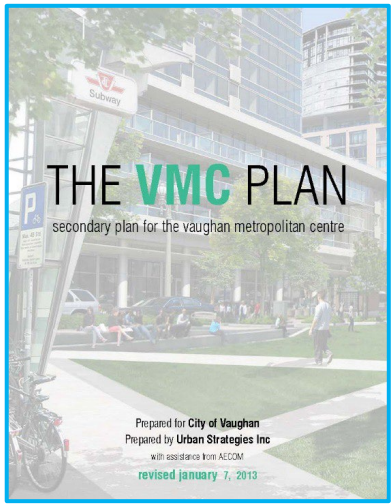
Communication : C1
VMC Sub-committee
April 11, 2023
Agenda Item # 1

VMC Development Activity Update

VMC Sub-Committee
April 11, 2023

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

(2.0 VMC Secondary Plan)



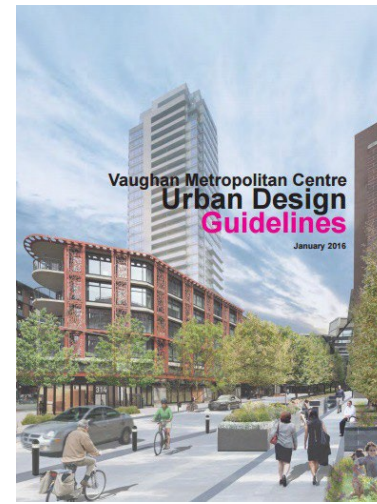
VMC Secondary Plan



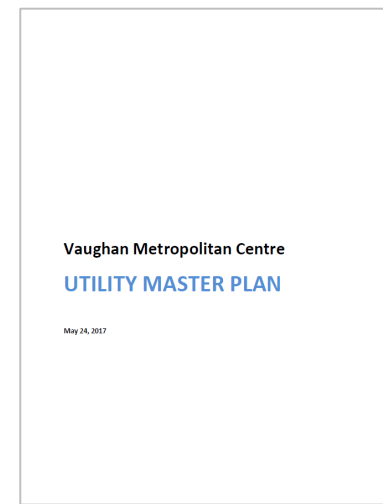
VMC Streetscape + Open Space Plan



VMC Cultural + Public Art Framework



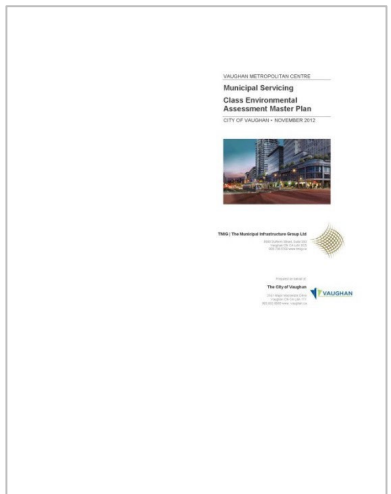
VMC Urban Design Guidelines



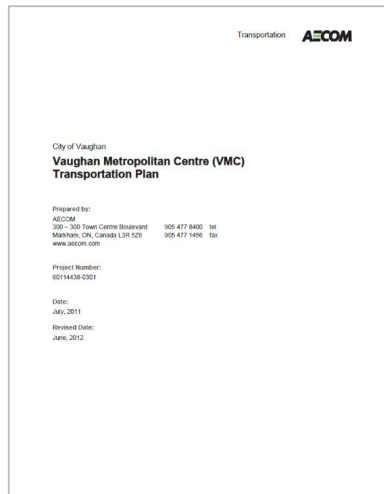
Utility Master Plan



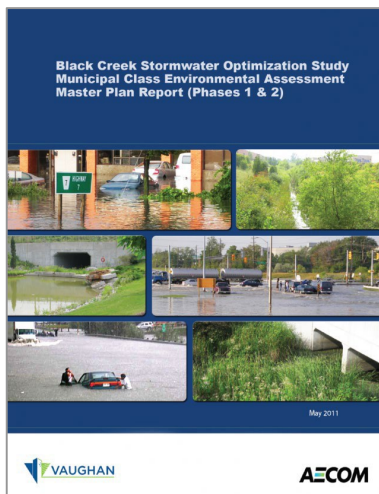
Community Improvement Plan



VMC Servicing Master Plan



VMC Transportation Master Plan



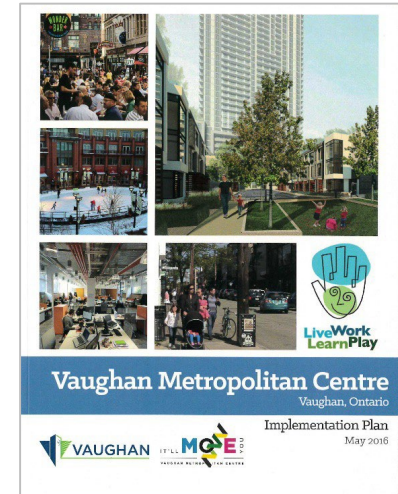
Black Creek Stormwater EA Phases 1+2



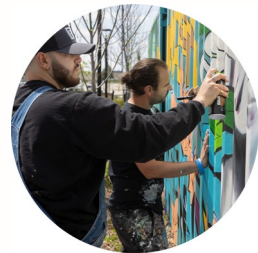
Reconnaissance + Strategic Assessment



Market Assessment



Implementation Plan



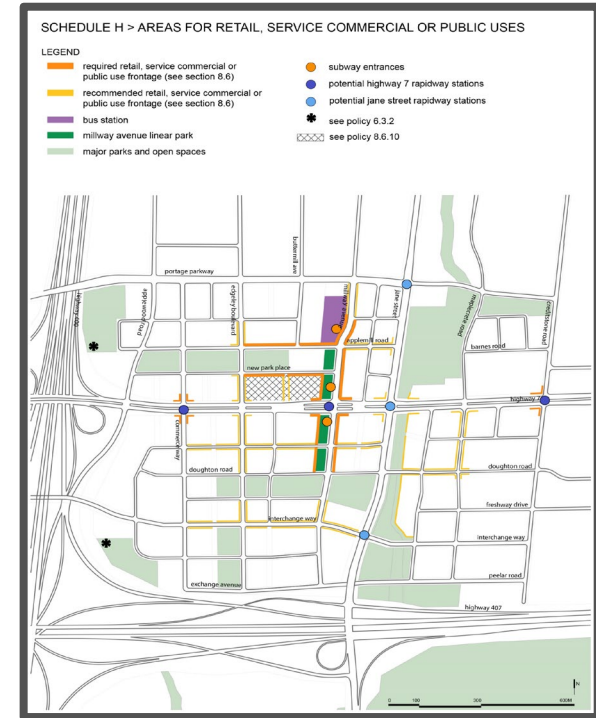
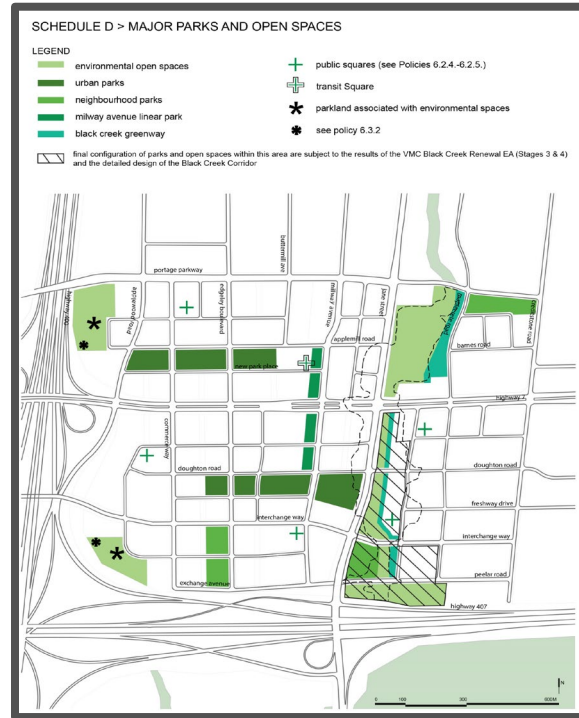
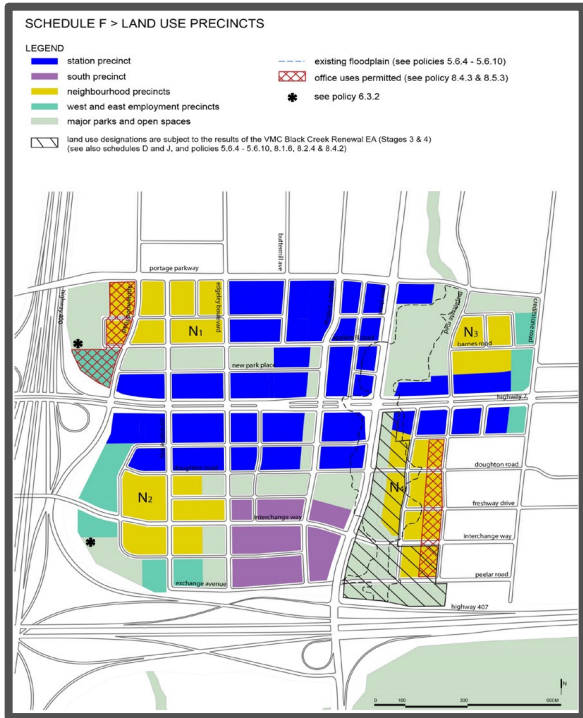
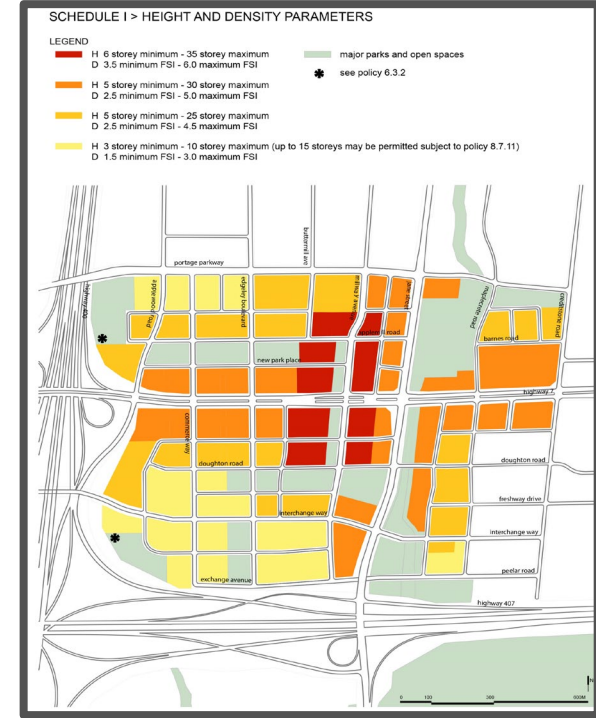
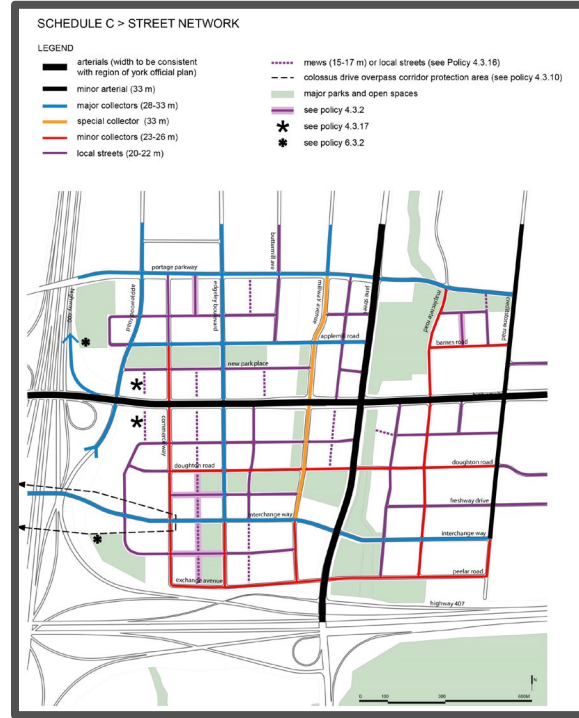
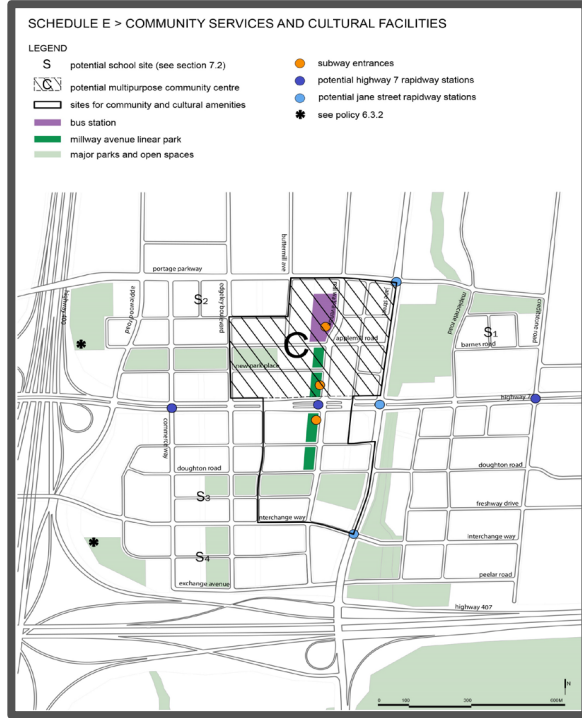
Transit-oriented

Universities
Jobs
Housing
Work
Townhomes

Neighbourhoods
Community Centres
Parks
Live
Arts and Culture
Office
Environmental Open Spaces
Beautiful
Live-work
Families
Play
Residential
Inclusive

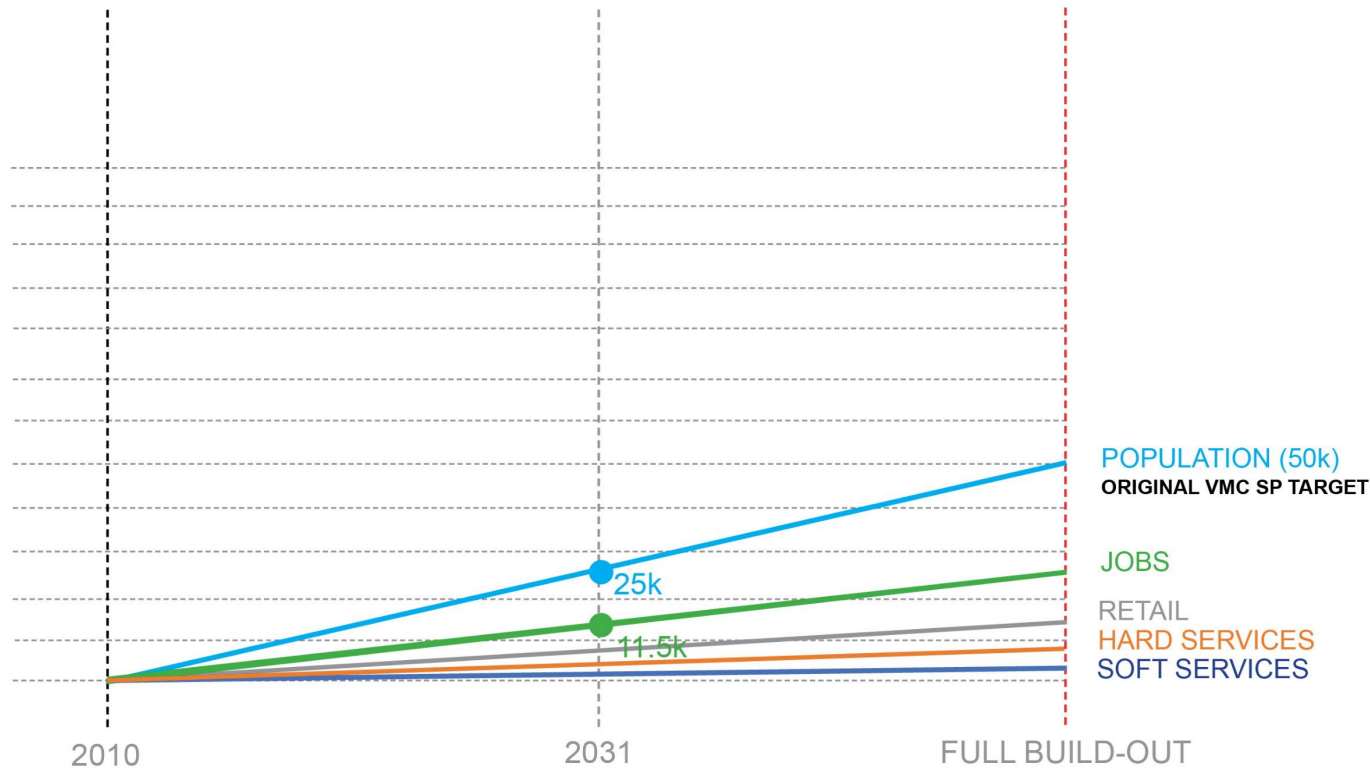
COMPLETE COMMUNITY

Accessible
High-rise
Education
Libraries
Supermarkets
Vibrant
Diverse
Entertainment
Green
Retail
Mid-rise
Employment
Art
Schools



VMC Growth Trends

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

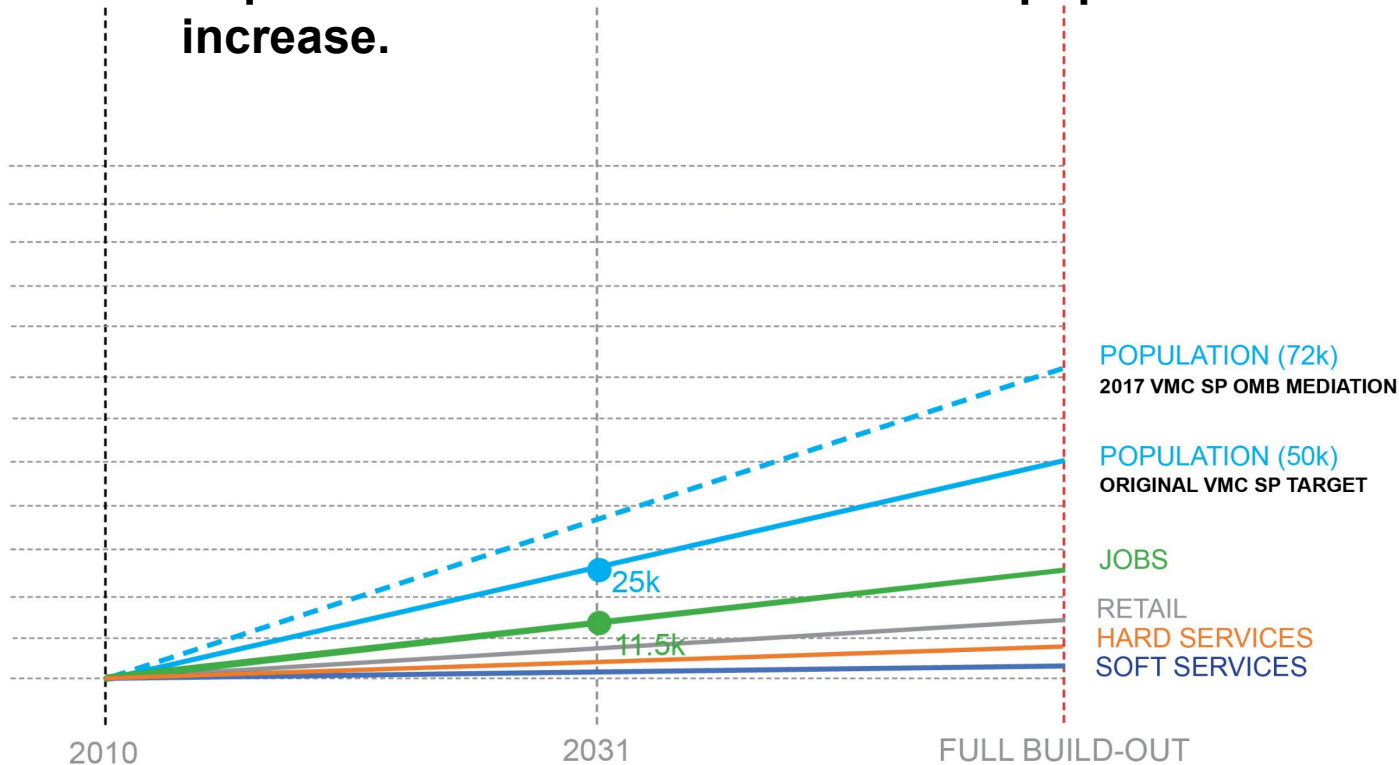


Note: Illustrations for representational purposes only



VMC Growth Trends

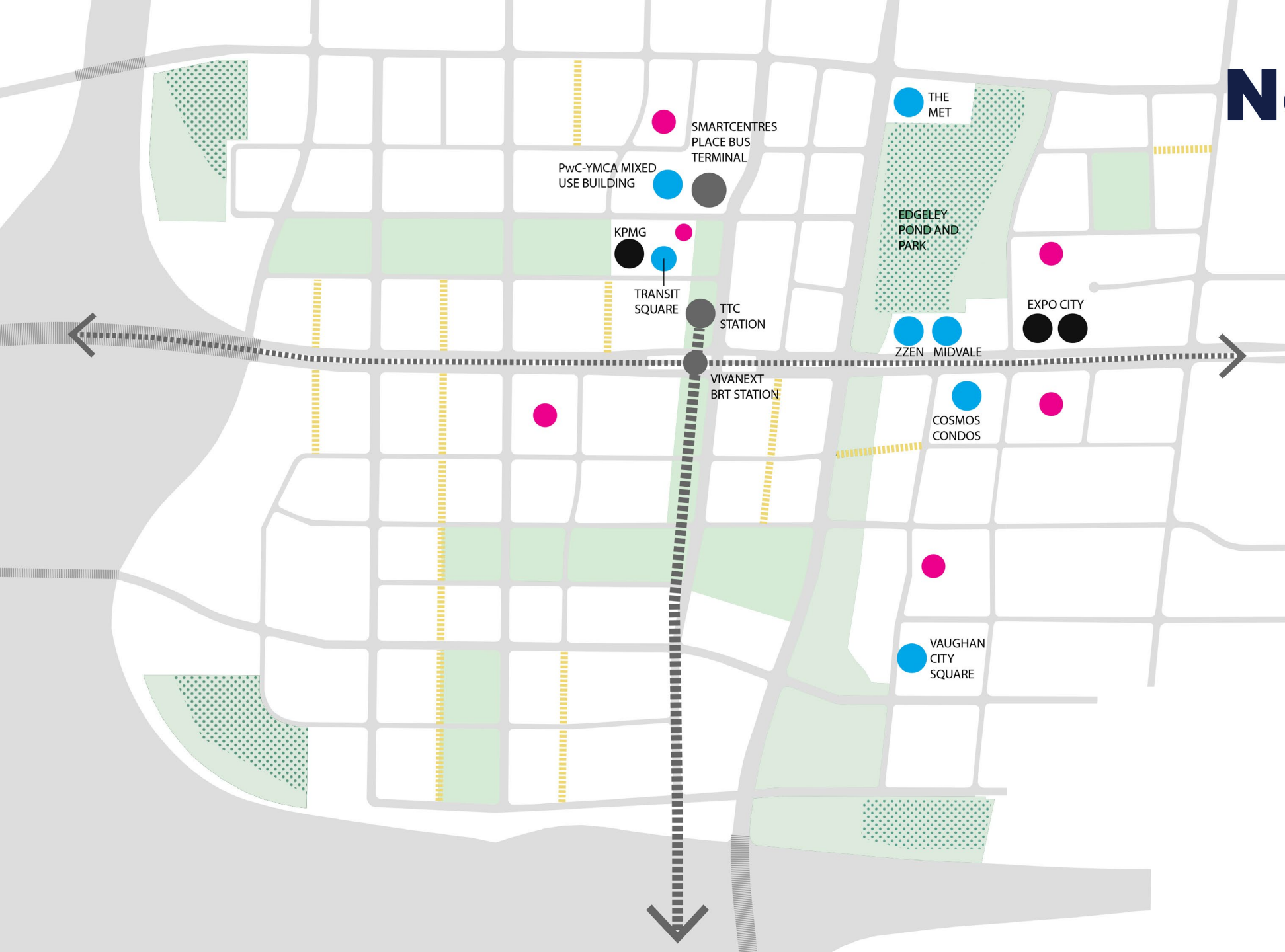
- Following the 2017 board-approval, the adjusted as-of-right population grew to **72,000** people at full build-out using the Region's population per unit assumption. **This adjustment did not include the services required to accommodate that 144% population increase.**



Note: Illustrations for representational purposes only

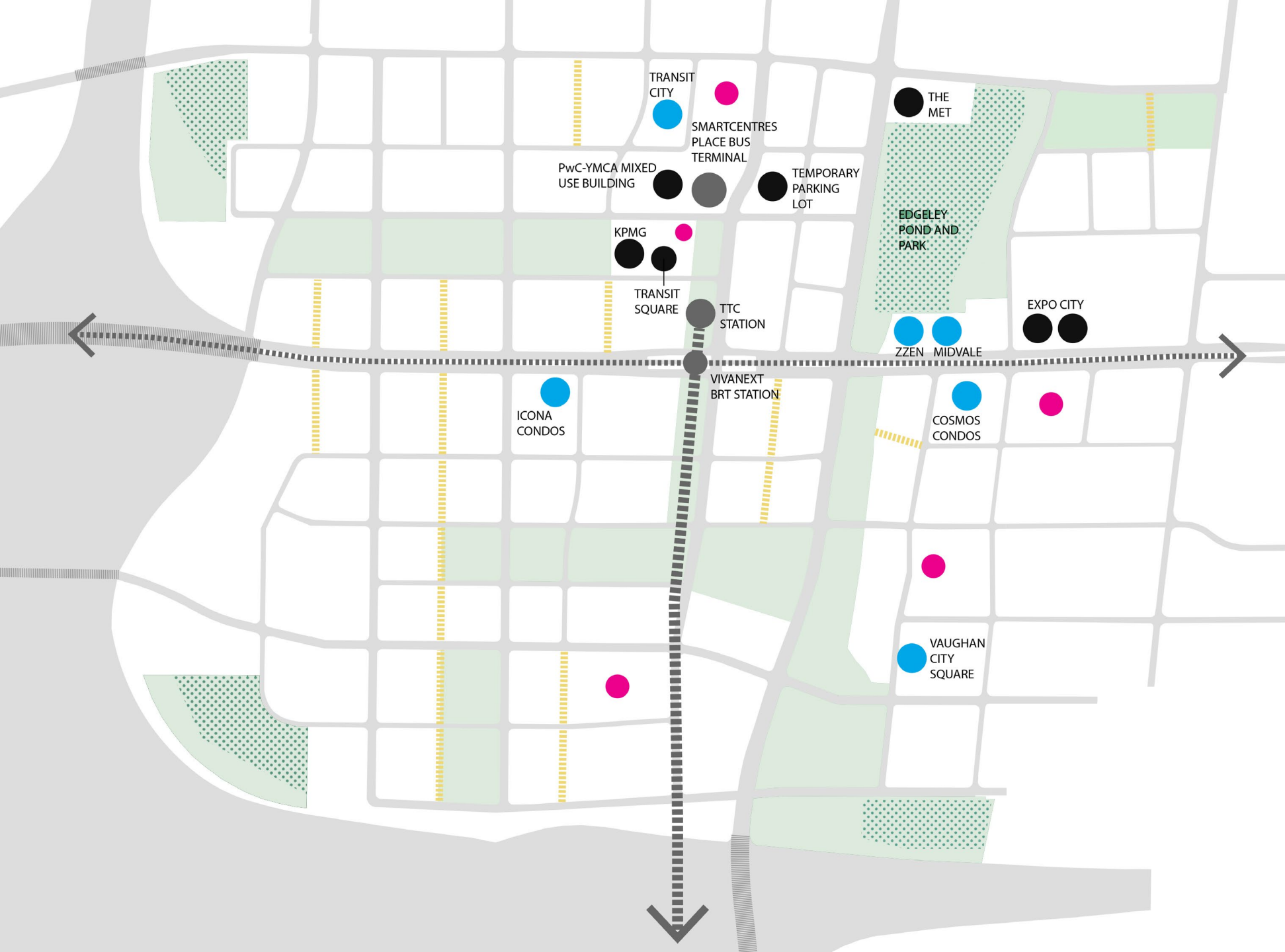


November 2016

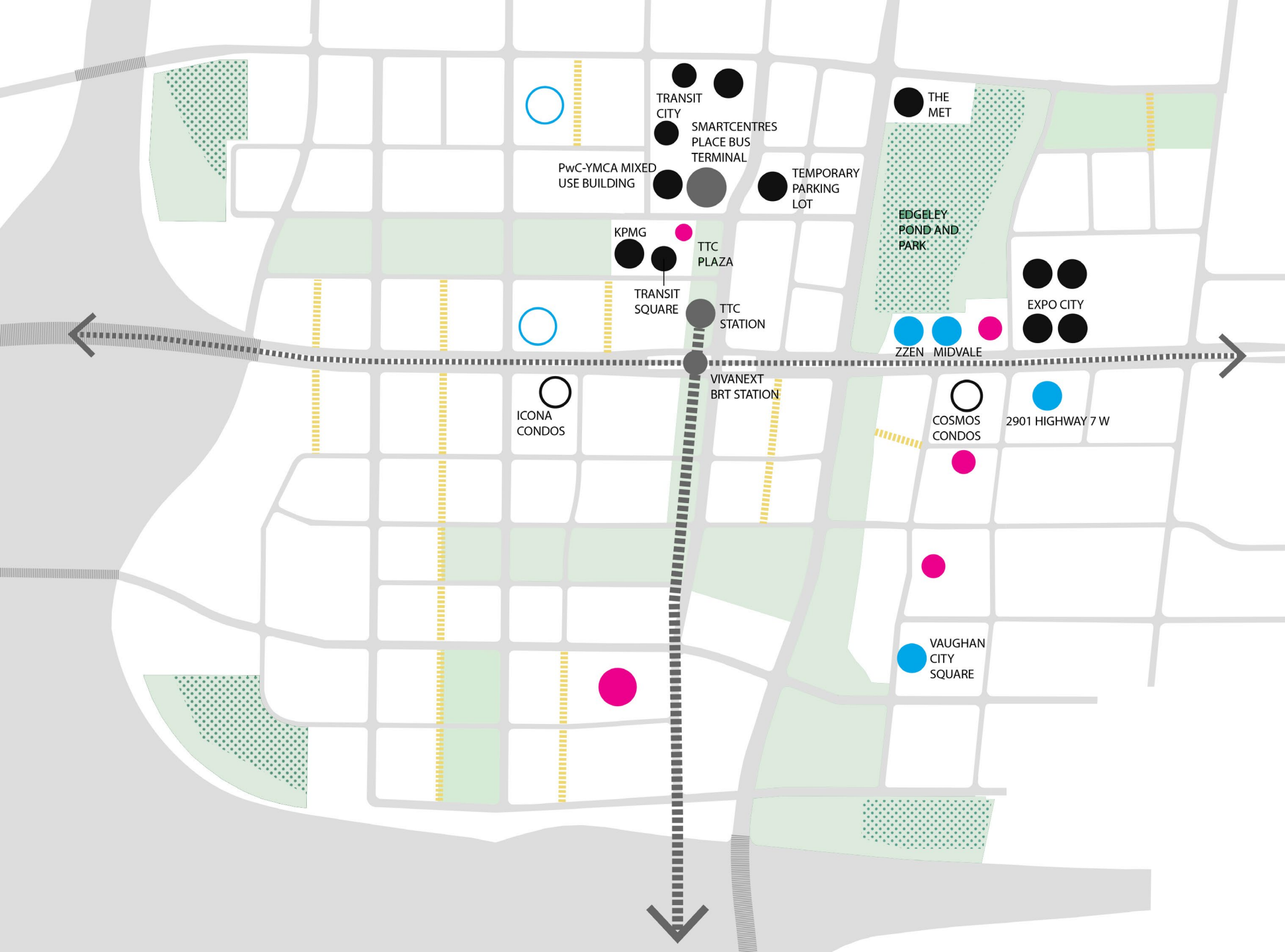


- COMPLETED / UNDER CONSTRUCTION
- COUNCIL APPROVED
- ACTIVE DEVELOPMENT APPLICATION
- MINOR DEVELOPMENT APPLICATION
- TRANSIT PROJECT
- AREA OF INTEREST

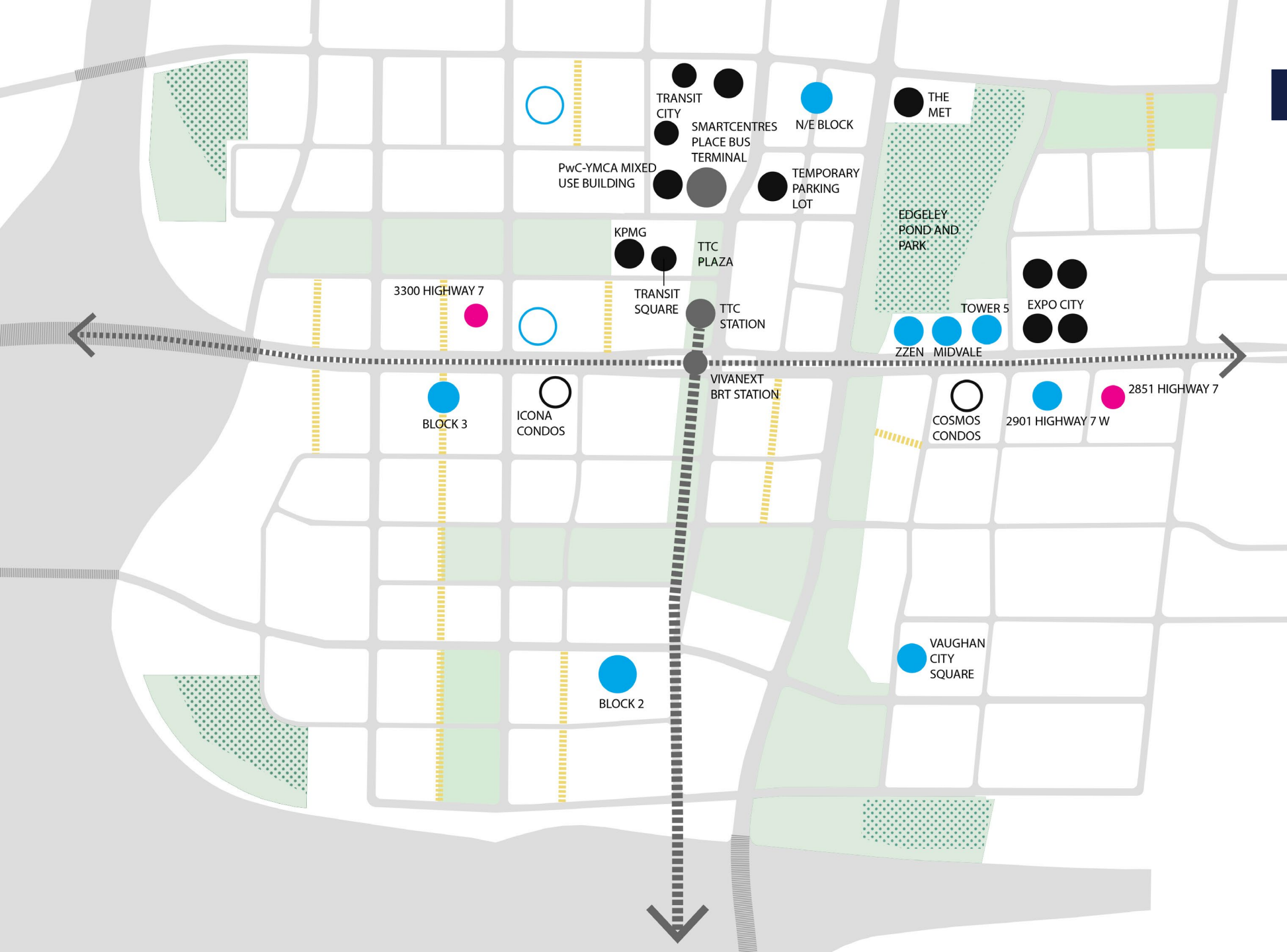
April 2017



April 2018

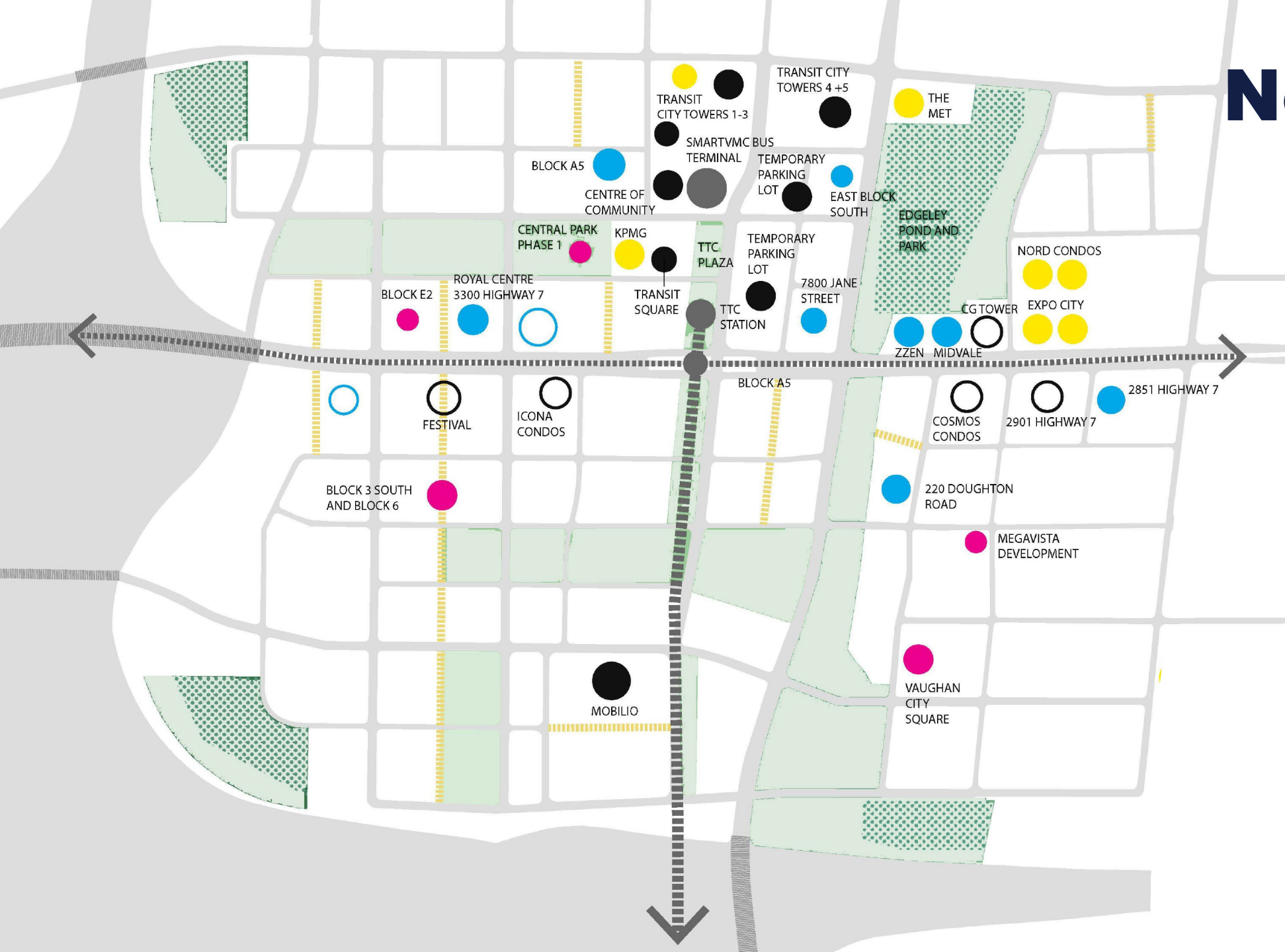


February 2019



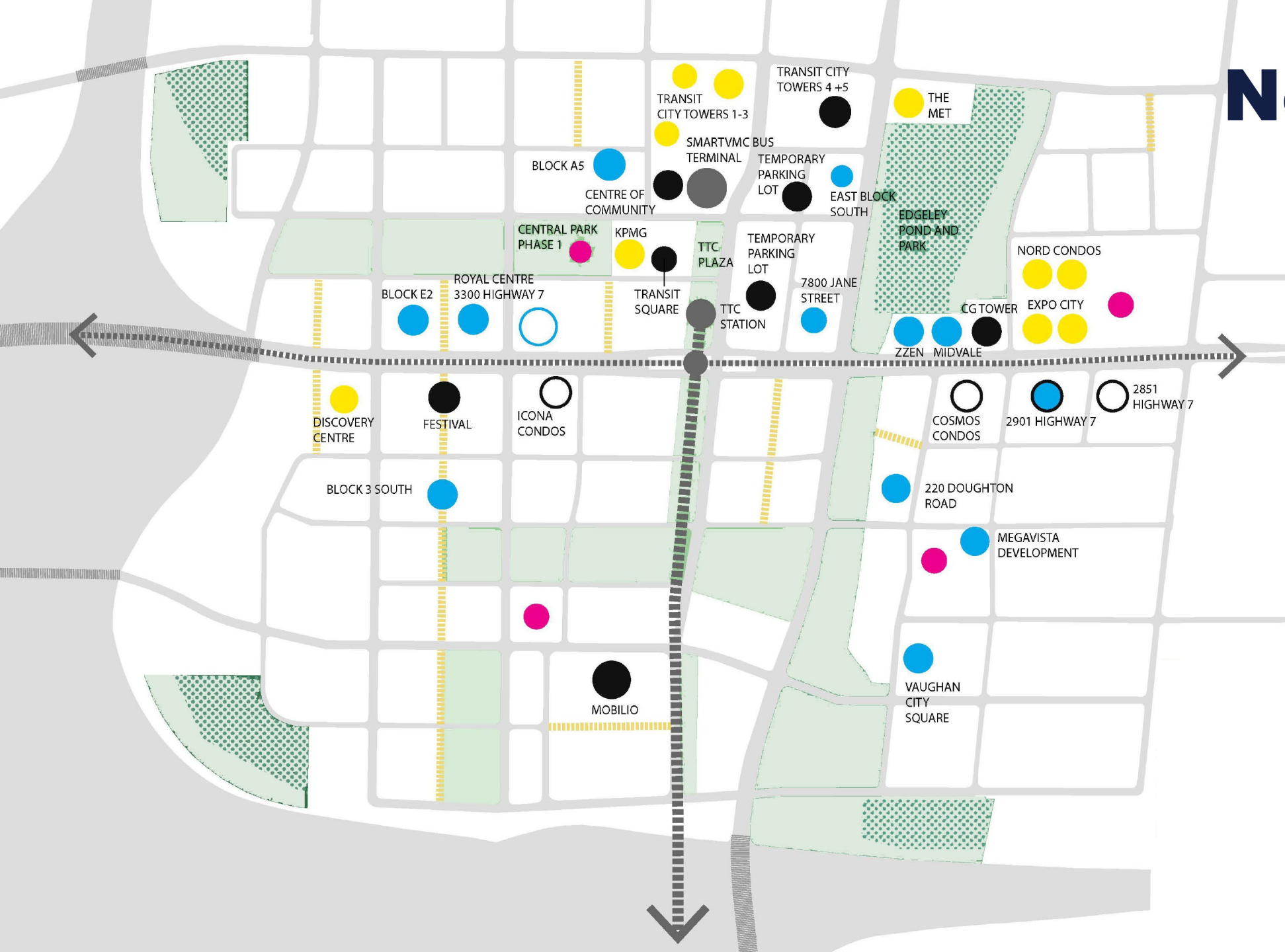
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November 2020



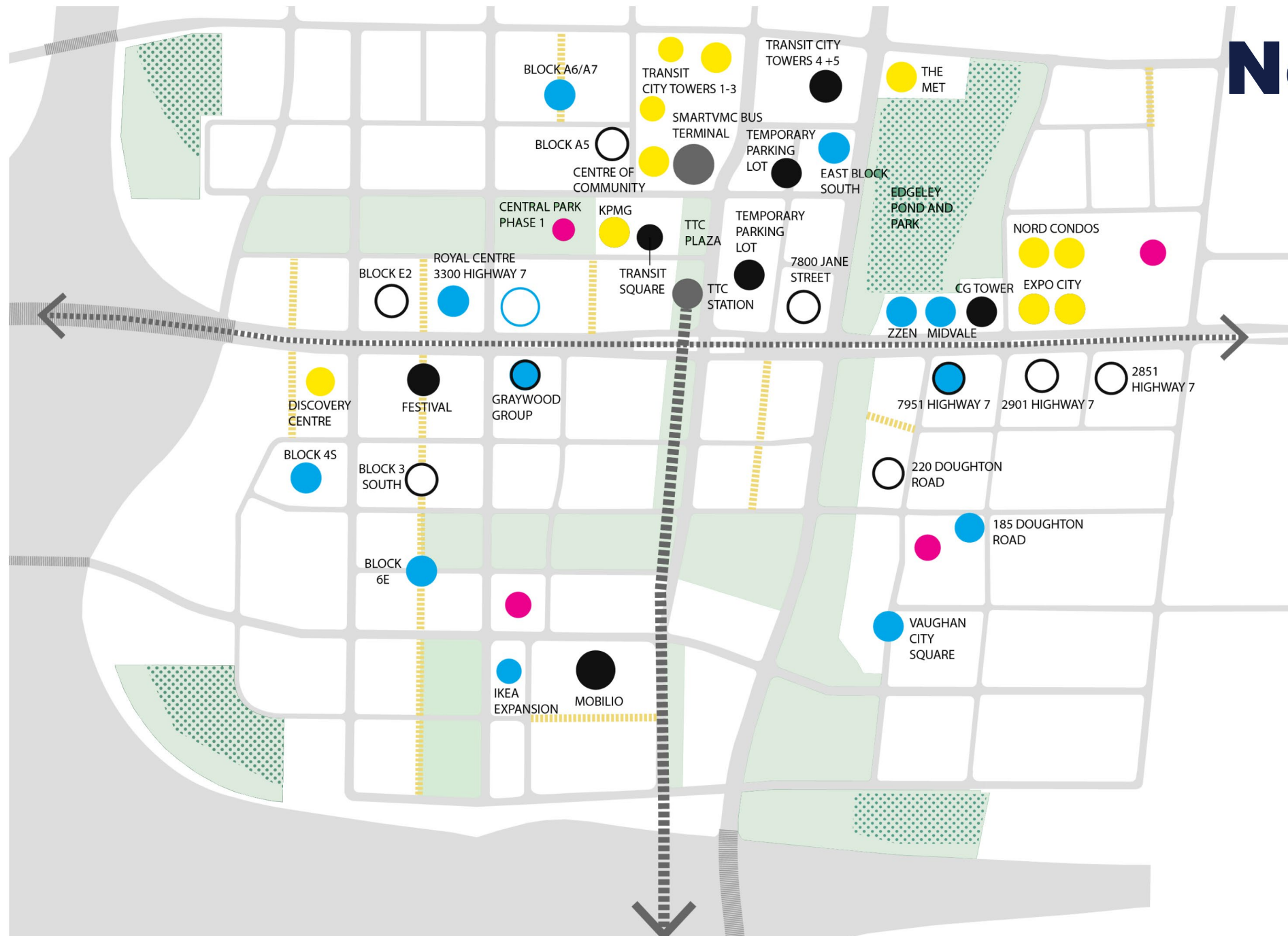
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November 2021



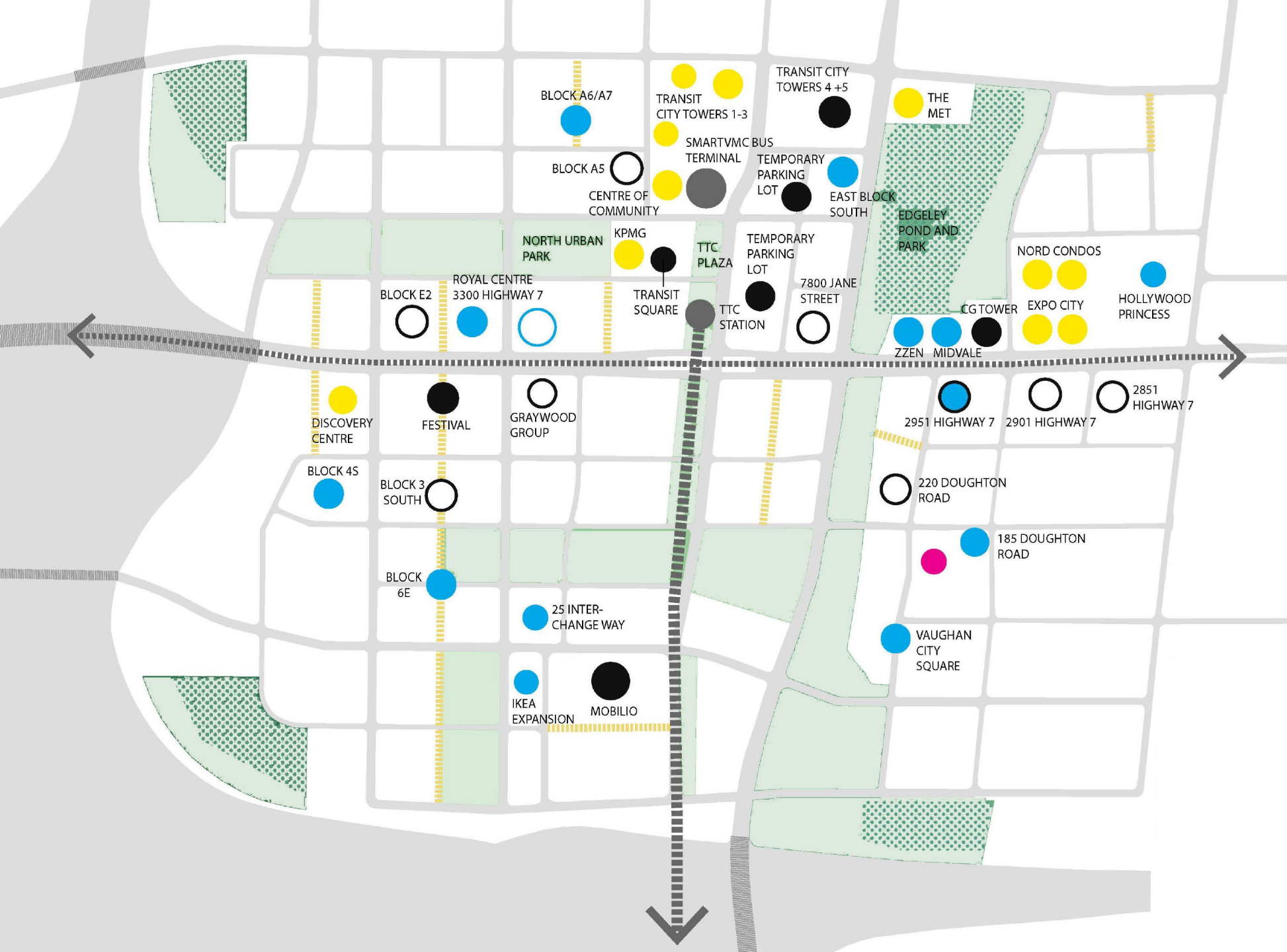
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November 2022



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April 2023



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Future Vision



Developments that are Completed and Occupied	Developer	Occupied Projects	Permitted FSI	FINAL FSI	Retail Area (ft²)	Office Area (ft²)	Residential Area (ft²)	Apartment Units	Townhouse Units	Total Units Completed and Occupied	Population
	Cortel	Expo Tower 1	5	6.52	17,438	0	418,074	353	0	3,900	7,722
	Cortel	Expo Tower 2			22,626	0	385,136	351	0		
	Cortel	Expo Tower 3			5,382	0	426,362	446	0		
	Cortel	Expo Tower 4			3,929	0	393,564	415	0		
	PlazaCorp	Berkley Development ("The Met")	5	4.1	0	0	448,611	510	62		
	SmartCentres	VMC Residences ("Transit City 1 and 2")	4.5	8.64	6,189	0	997,554	1,121	11		
	SmartCentres	VMC Residences ("Transit City 3")	4.5	12.7	6,135	0	534,336	631	0		
	SmartCentres	PwC	6	2.55	6,082	105,799	0	0	0		
	SmartCentres	KPMG	6	1.68	59,073	287,130	0	0	0		
	Total		5.17	6.03	126,854	392,929	3,603,637	3,827	73		
Developments that are Under Construction or Built	Developer	Under Construction or Built Projects	Permitted FSI	FINAL FSI	Retail Area (ft²)	Office Area (ft²)	Residential Area (ft²)	Apartment Units	Townhouse Units	Total Units Under Construction or Built	Population
	QuadReal	Quadreal Block 2 (Mobillio)	3	2.65	1,204	0	1,053,271	751	397	5,649	11,185
	Cortel	Expo City Tower 5	5	6.52	28,148	0	602,181	551	0		
	QuadReal	Quadreal Block 3N	5	7.8	62,873	0	1,820,827	2,470	0		
	SmartCentres	SmartCentres East Block (Transit City 4 & 5 + Rental B	5	7.08	20,688	0	1,269,980	1,480	0		
	Total		5.02	4.90	112,913	0	4,746,260	5,252	397		
Approved Development Applications	Developer	Approved Projects	Permitted FSI	FINAL FSI	Retail Area (ft²)	Office Area (ft²)	Residential Area (ft²)	Apartment Units	Townhouse Units	Total Approved Residential Units	Population
	Liberty	Liberty Maplecrete Phase 1 ("Cosmos")	5	5.5	25,382	145,841	976,564	1,162	0	10,666	21,119
	Gupta Group	Icona	5	12.58	11,227	0	1,333,375	1,649	16		
	Liberty	Liberty Cement Plant	5	6.97	8,451	0	862,249	1,257	0		
	QuadReal	Quadreal Block 3S	4.5	6.8	68,960	0	1,235,515	1,559	0		
	Aspen Ridge / Metrus	7800 Jane Street - Metrus (Terra) Properties Ltd.	5	9.45	29,712	244,801	1,115,167	1,177	0		
	Meirose Investments	Meirose	5	5.37	4,100	0	650,904	766	0		
	SmartCentres	Walmart Block A5 (PH 1)	5	4.72	6,143	0	555,153	627	0		
	SmartCentres	SmartCentres E2	5	8.43	21,560	0	964,820	1,113	0		
	Doughton Residences Corp	216-220 Doughton Road	4.75	11.54	0	0	918,998	1,145	0		
	Graywood	(previously Icona)	5	11.3	-2,734	53,529	12,125	195	0		
	Total		4.92	7.93	172,800	444,172	8,624,870	10,650	16		
Formally Submitted Development Applications In-Progress	Developer	In-Progress Projects	Permitted FSI	FINAL FSI	Retail Area (ft²)	Office Area (ft²)	Residential Area (ft²)	Apartment Units	Townhouse Units	Total Residential Units In-Progress	Population
	Goldpark	Goldpark	5	8.32	10,613	0	350,627	420	0	18,933	37,487
	Zzen Group	Zzen	5	8.5	10,140	0	346,848	417	0		
	Liberty Maplecrete (1834371 Ontario Inc.)	2951 Highway 7	5.5	9.8	-24,895	0	-975,293	1,014			
	Ripple Developments (1042710 Ontario Limited)	Royal Centre, 3300 Highway 7	5	11.5	17,039	300,434	1,458,737	1,187	0		
	SmartCentres	East Block South (C2)	5.5	8.6	50,838	522,519.50	687,803	798	0		
	GB(Maplecrete) Limited	Meirose Investments	4.5	7.3	31,388	0	696,856	1,033	9		
	Partnership	Vaughan City Square	4.73	10.6	25,521	0	3,925,649	4,563	0		
	Omega										
	SmartCentres	Block A6	5	8.3	54,552	0	3,409,271	4,182	0		
	SmartCentres	Future Phases within A6	5	8.3	51,075	0	1,943,774	2,346	0		
	SmartCentres	Block A7	5	7.3	3,477	0	1,465,497	1,836			
	QuadReal	Quadreal Block 4S	4.5	5.6	43,066	0	1,092,139	1,441	0		
	QuadReal	Quadreal Block 6E	3	4.0	45,459	0	1,394,475	1,945	0		
	Cortel	Hollywood Princess (Phase 1)	5	7.29	0	0	603,554	840	0		
	Greenpark Homes	25 Interchange Way	4.5	7.74	17,147	0	801,976	1,079	5		
	Total		4.80	8.08	280,869	822,954	13,792,642	18,919	14		
Pre-Application (Proposed) Projects	Developer	Proposed Projects	Permitted FSI	FINAL FSI	Retail Area (ft²)	Office Area (ft²)	Residential Area (ft²)	Apartment Units	Townhouse Units	Residential Units Proposed	Population
			0.00	0.00	0	0	0	0	0	0	0
Totals					693,436	1,660,055	30,767,408	38,648	500	39,148	77,513
			5.00	7.24	92%	111%		99%	1%	326%	310%

VMC Stats*

326% Residential Units

310% Population

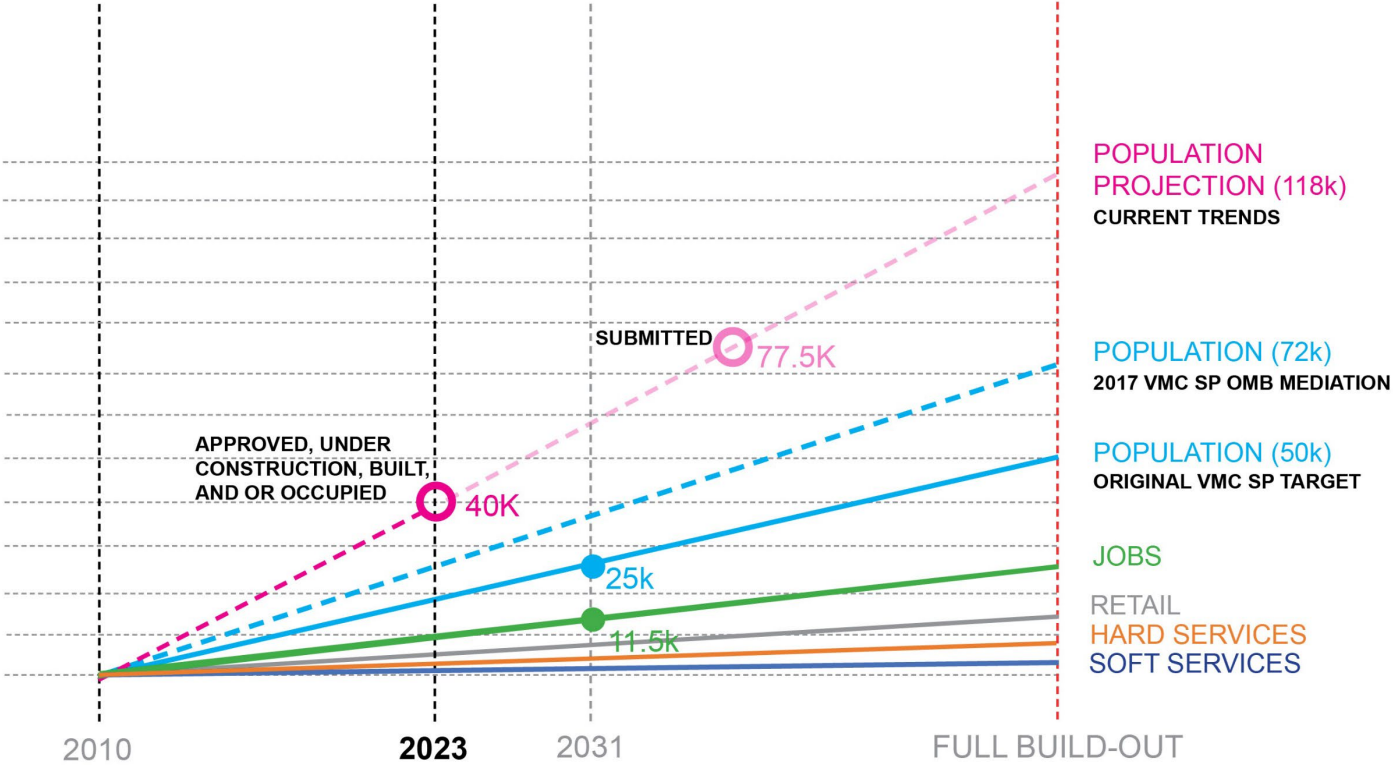
111% Office

92% Retail

*2023 numbers compared to the originally projected full build-out populations in the VMC Secondary Plan.

VMC Growth Trends

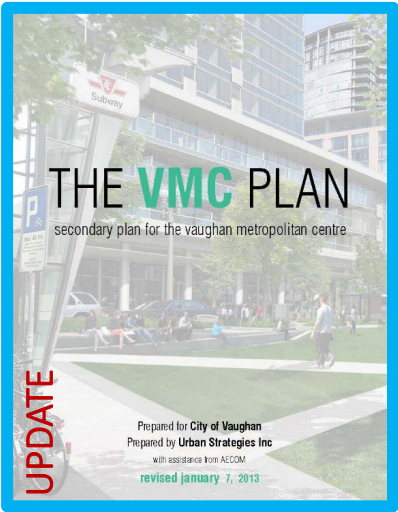
Projected Population at Full Build-out



Note: Illustrations for representational purposes only



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



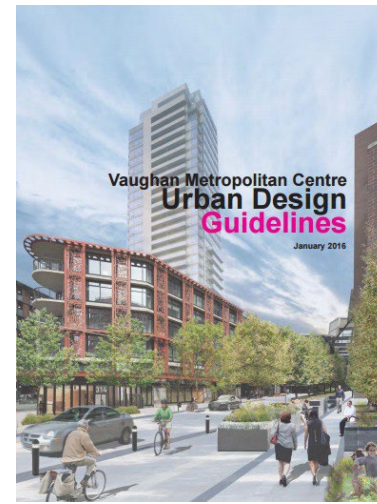
VMC Secondary Plan



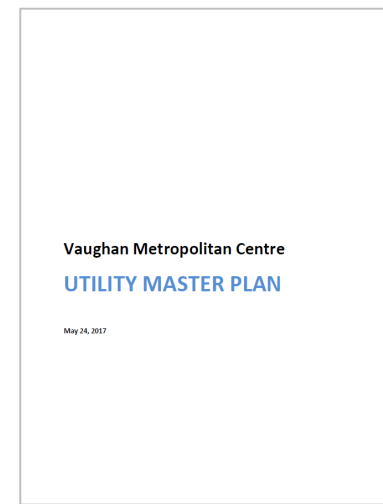
VMC Streetscape + Open Space Plan



VMC Cultural + Public Art Framework



VMC Urban Design Guidelines



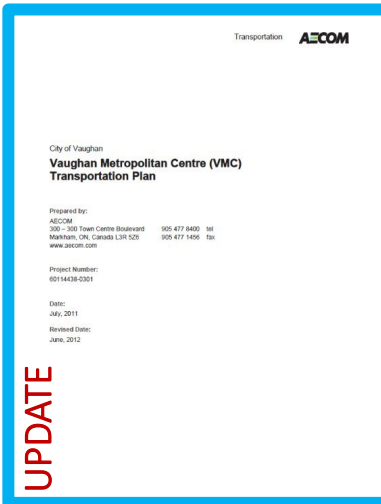
Utility Master Plan



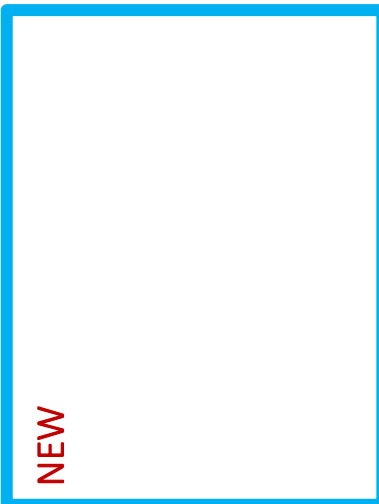
Community Improvement Plan



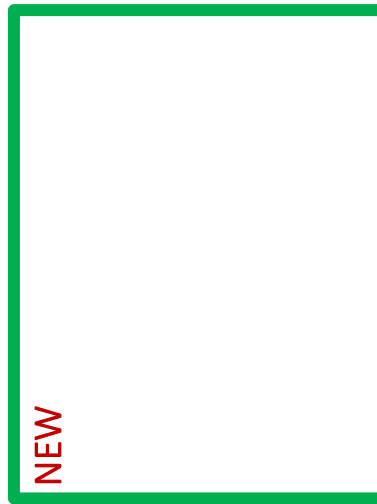
VMC Servicing Master Plan



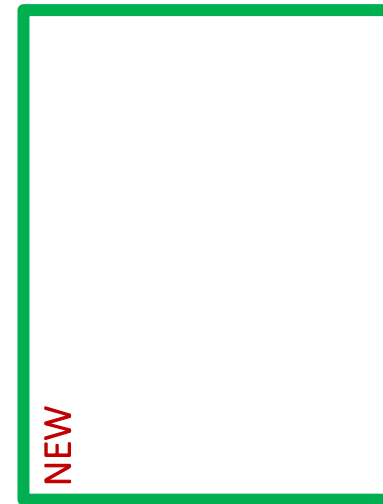
VMC Transportation Master Plan



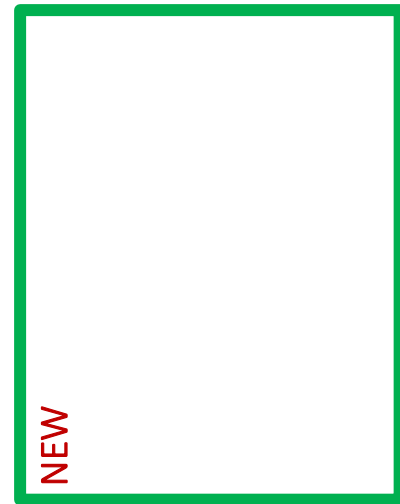
Parks and Wayfinding Master Plan



Black Creek Renewal Detailed Design



Edgeley Pond and Park Construction

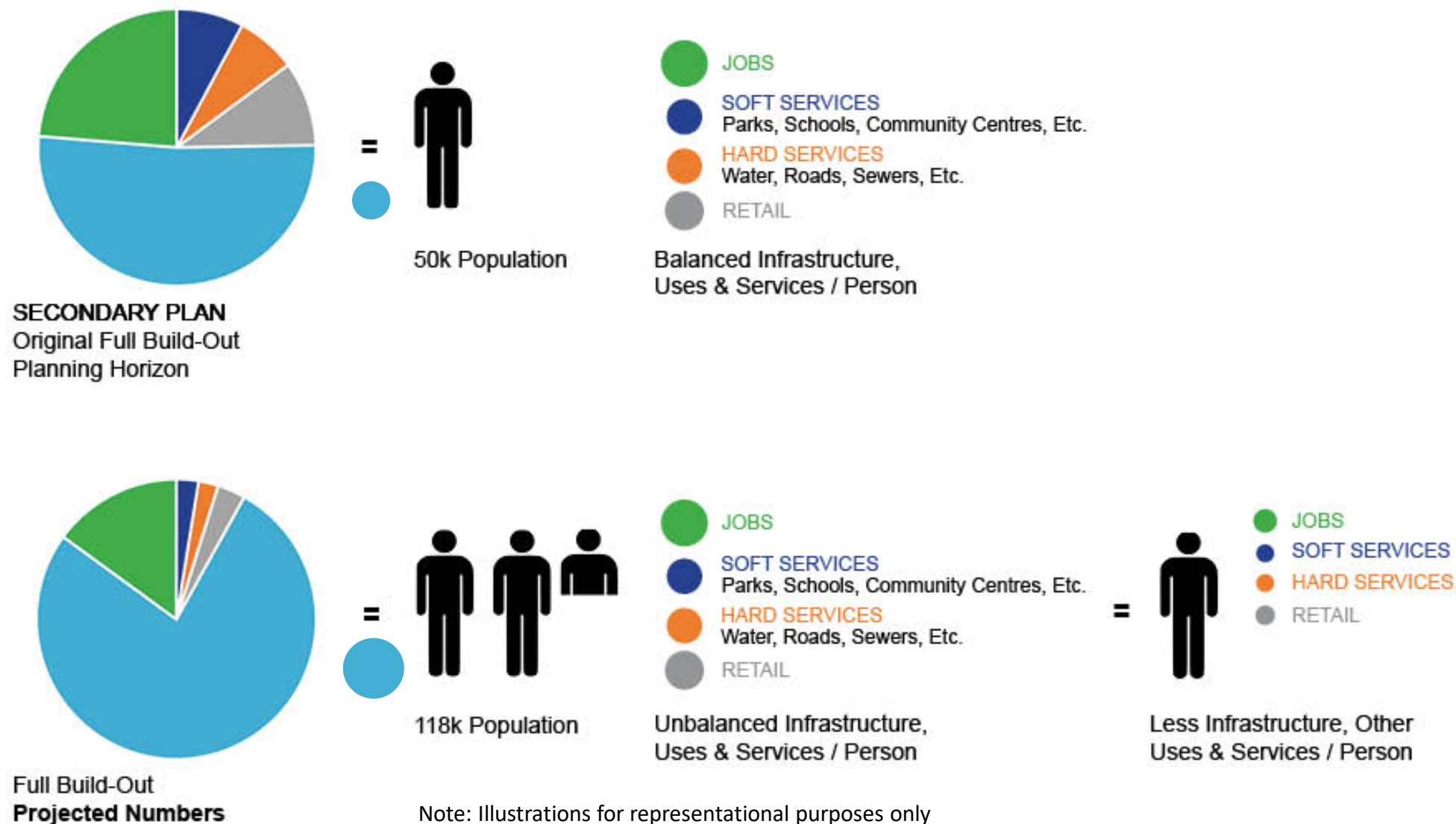


Northwest Quadrant Urban Park Phase 1 Design Development

The average density of projects continues to increase steadily with new applications, a factor which must be **balanced** with measured delivery of **community services** and **social infrastructure**. This is posing many challenges.

Analysis and Challenges

Proportion of Uses and Services per Person



Analysis and Challenges

Proportion of Uses and Unit Typologies



- Downtown
- Central Business District
- Residential Uses Supported by Other Uses
- Complete and Balanced Community
- More amenities and services within walking distance translates to less car trips.

#

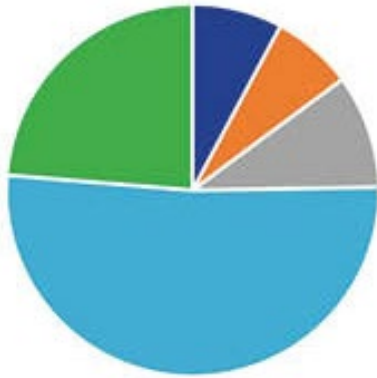


- Proposed office areas, retail and services are on course with the 2031 planning horizons but no longer balanced to achieve a vibrant Central Business District.
- Bedroom Community = Unbalanced Community
- Increase and unbalance in population and uses increases traffic which translates to gridlock at peak hours; results in less parks per people; generates concerns on the delivery of suitable school sites, community centres, libraries, etc.

Analysis and Challenges

Potential Strategies

Original
Vision



JOBS



SOFT SERVICES

Parks, Schools, Community Centres, Etc.

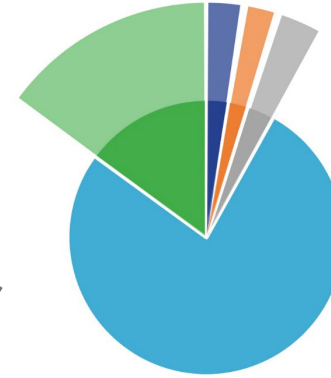
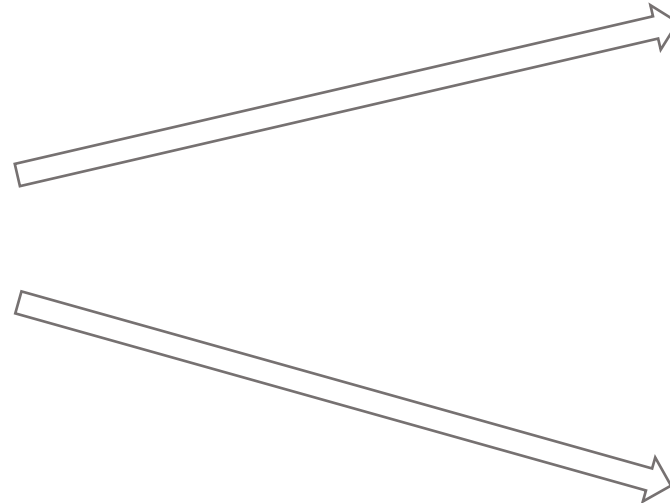


HARD SERVICES

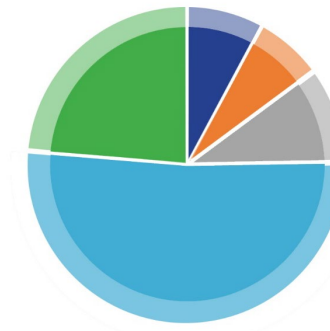
Water, Roads, Sewers, Etc.



RETAIL



Match Growth with
Heavy Investment

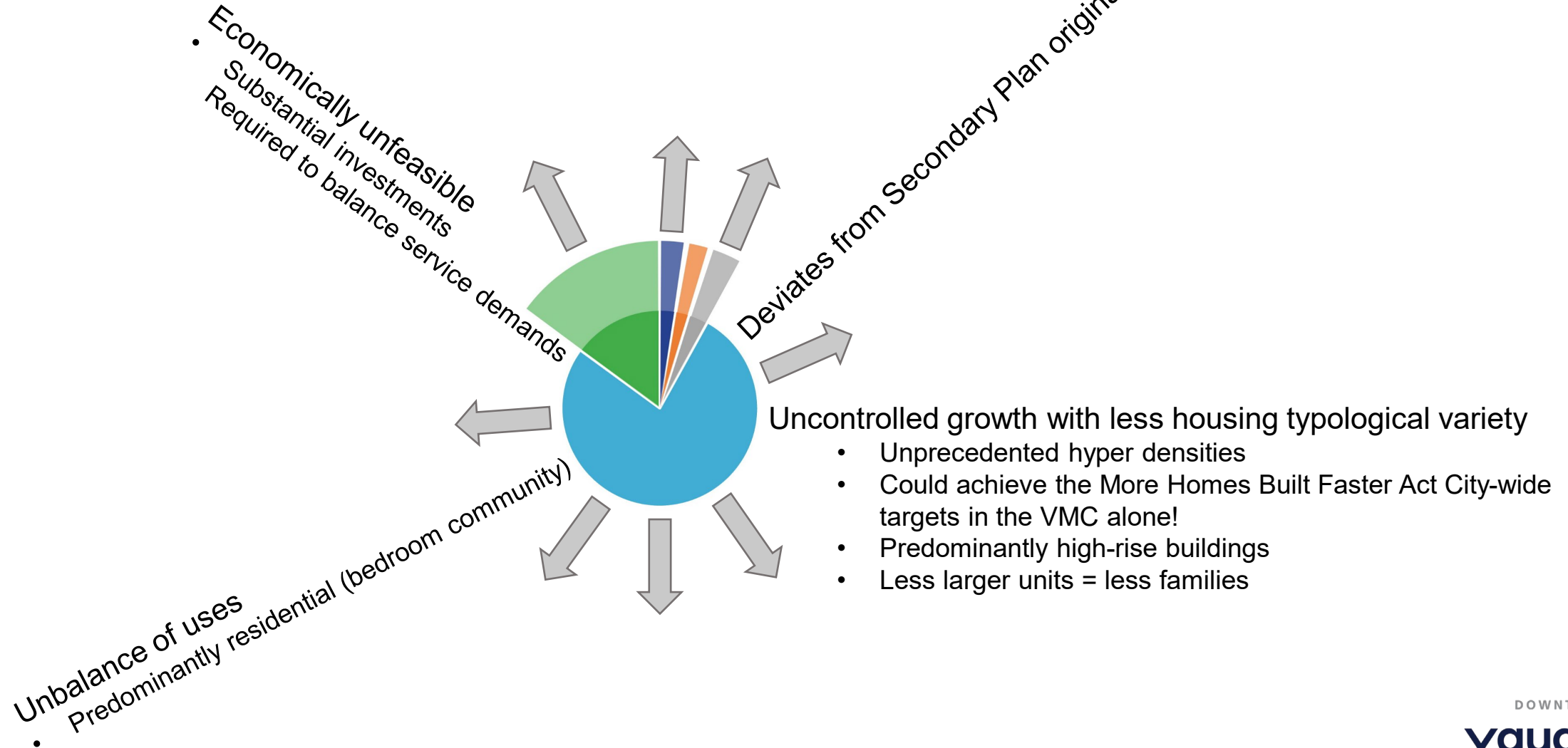


Manage Growth
Responsibly

Note: Illustrations for representational purposes only

Analysis and Challenges

Match Growth with Heavy Investment

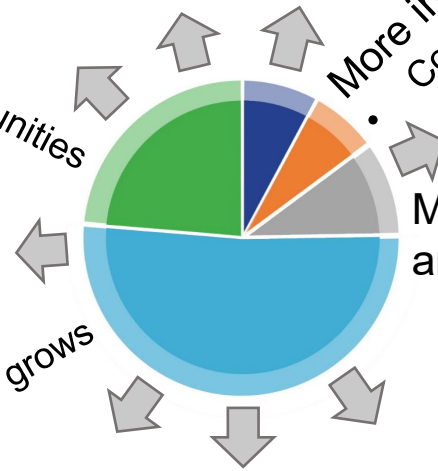


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Analysis and Challenges

Manage Growth Responsibly

- More flexible and balanced uses
 - Mixed use developments = balanced communities
- Economically feasible
 - Gradually recalibrating to achieve adequate services for projected population as the VMC grows



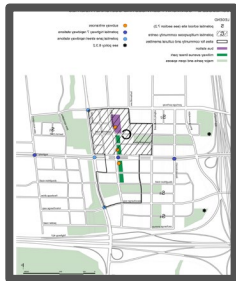
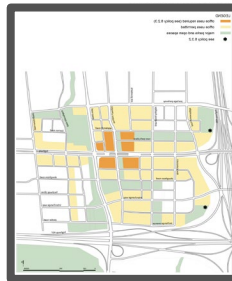
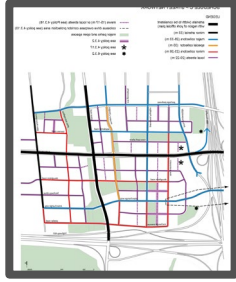
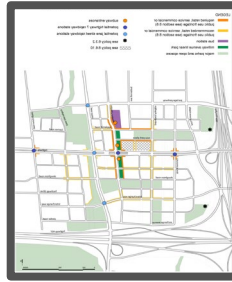
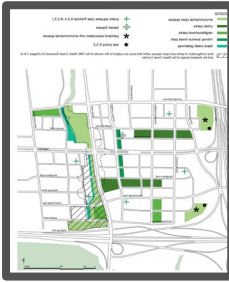
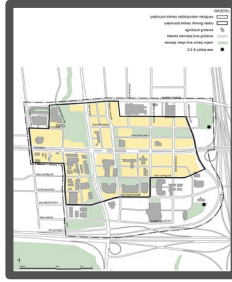
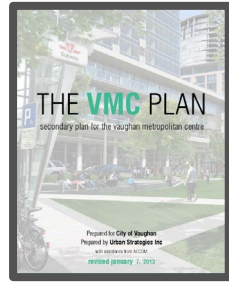
More in line with Secondary Plan original vision
Complete community

Managed and gradual growth with mixed built-form and housing typologies

- Lower densities per application
- Contributes to the More Homes Built Faster Act City-wide targets
- More mid and low-rise buildings
- More larger units = more families

Note: Illustrations for representational purposes only

Achieving the Original Vision Of the VMC as a Complete and Balanced Community



=

Transit-oriented
Universities
Jobs
Housing
Walkable
Parks
Live
Arts and Culture
Office
Townhomes
Neighbourhoods
Community Centres
Environmental Open Spaces
Beautiful
Live-work
Families
Play
Residential
Inclusive
Employment
Art
Schools
Mid-rise
Diverse
Entertainment
Green
Vibrant
Supermarkets
Libraries
Education
High-rise
Accessible

COMPLETE COMMUNITY



Thank you

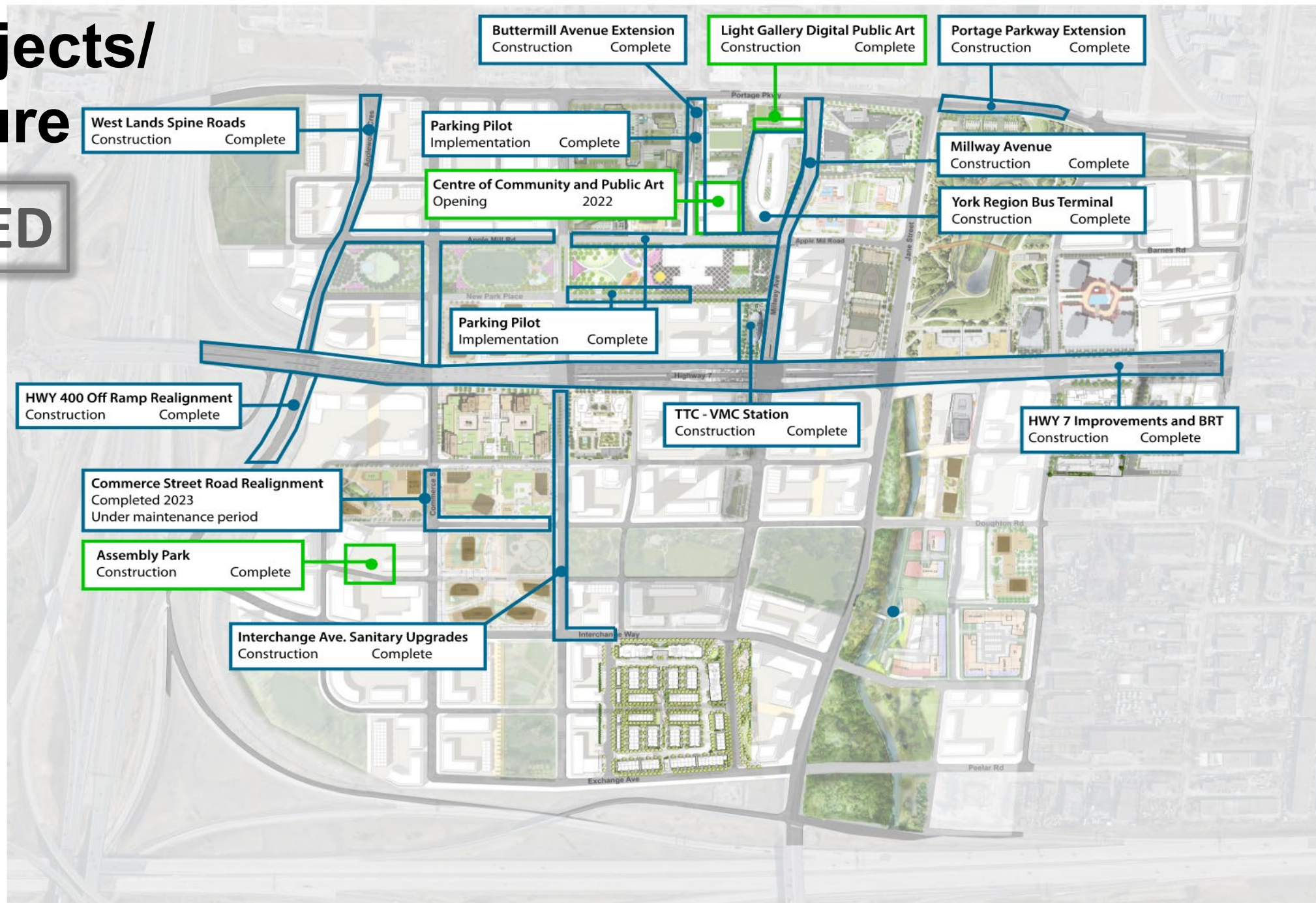
Communication : C2
VMC Sub-Committee
April 11, 2023
Agenda Item # 2

VMC Capital Projects & Implementation Plan Update

VMC Sub-Committee
April 11, 2023

Capital Projects/ Infrastructure

COMPLETED



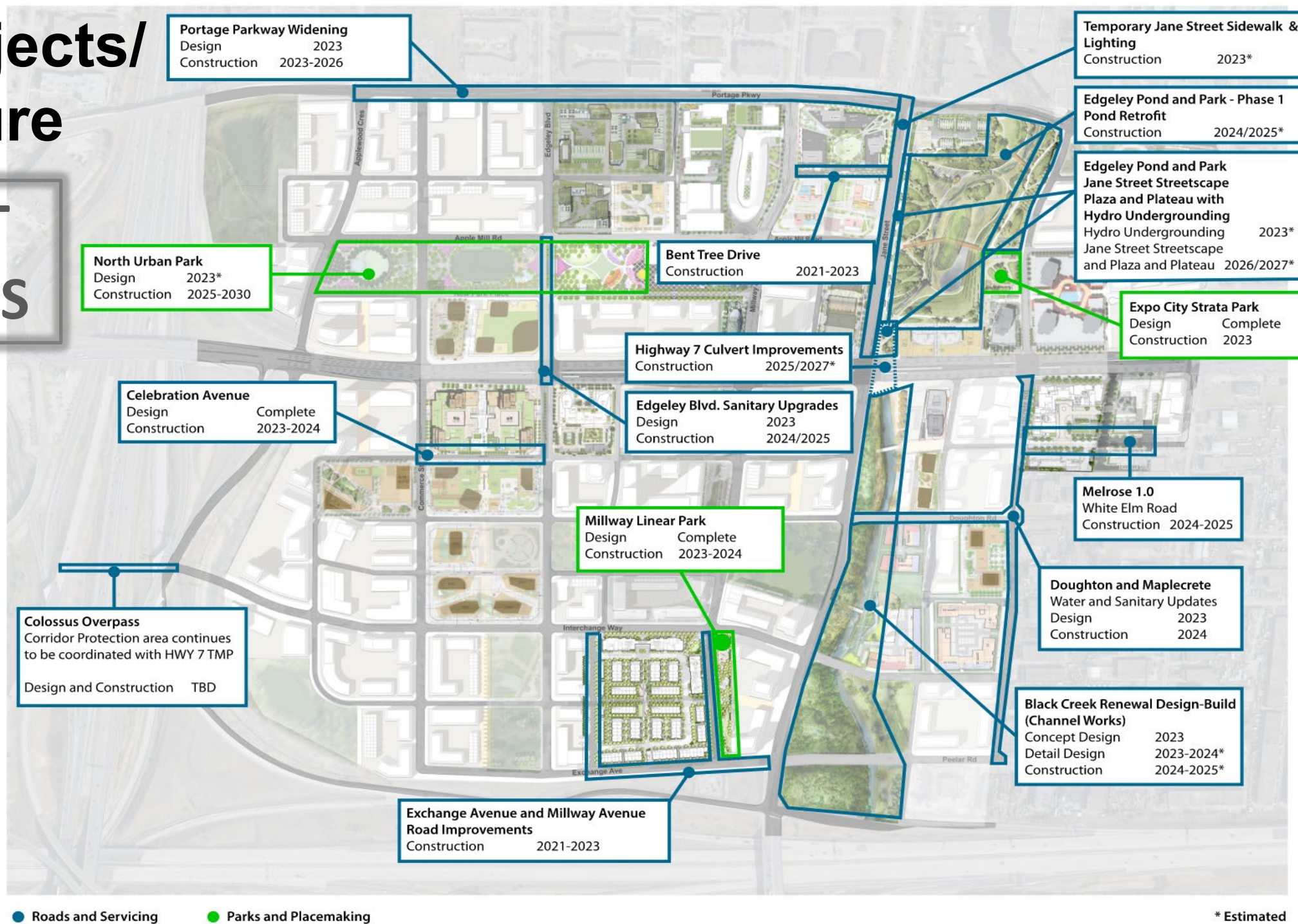
● Roads and Servicing

● Parks and Placemaking

* Estimated

Capital Projects/ Infrastructure

CURRENT PRIORITIES



VMC Northwest Quadrant

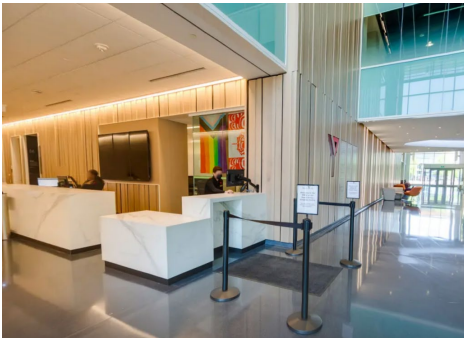


David Braley VMC Centre of Community

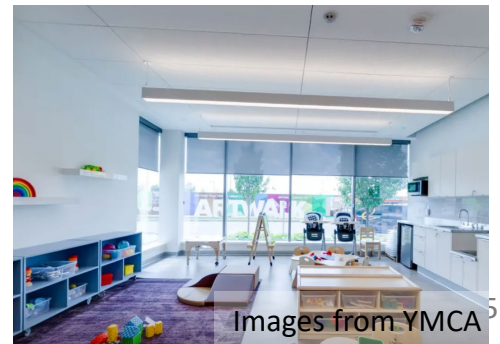
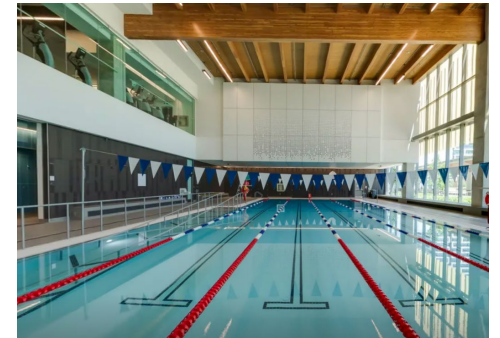
Northwest Quadrant



Image from Breakfast Television



- Proving to be transformational to the downtown
- Providing important social infrastructure and community space
- Recently recognized with a Vaughan Urban Design Award of Excellence



Images from YMCA

Parking Pilot Project

Northwest Quadrant



LEGEND

PARKING METER

PAID ON-STREET PARKING
 Monday to Sunday
 6 a.m. - 2 a.m.
 \$1 per 20 min.
 3-hour max. / \$9 max. payment
 2 a.m. - 6 a.m. No Parking

PASSENGER PICK-UP AND DROP-OFF
 (Limit 10 minutes)

TEMPORARY PRIVATE PARKING

MOBILE PAY (Zone ID)
 Apple Mill Road: 1248
 New Park Place: 1248
 Buttermill Avenue: 1249

ACCESSIBLE PARKING SPACE

NO PARKING

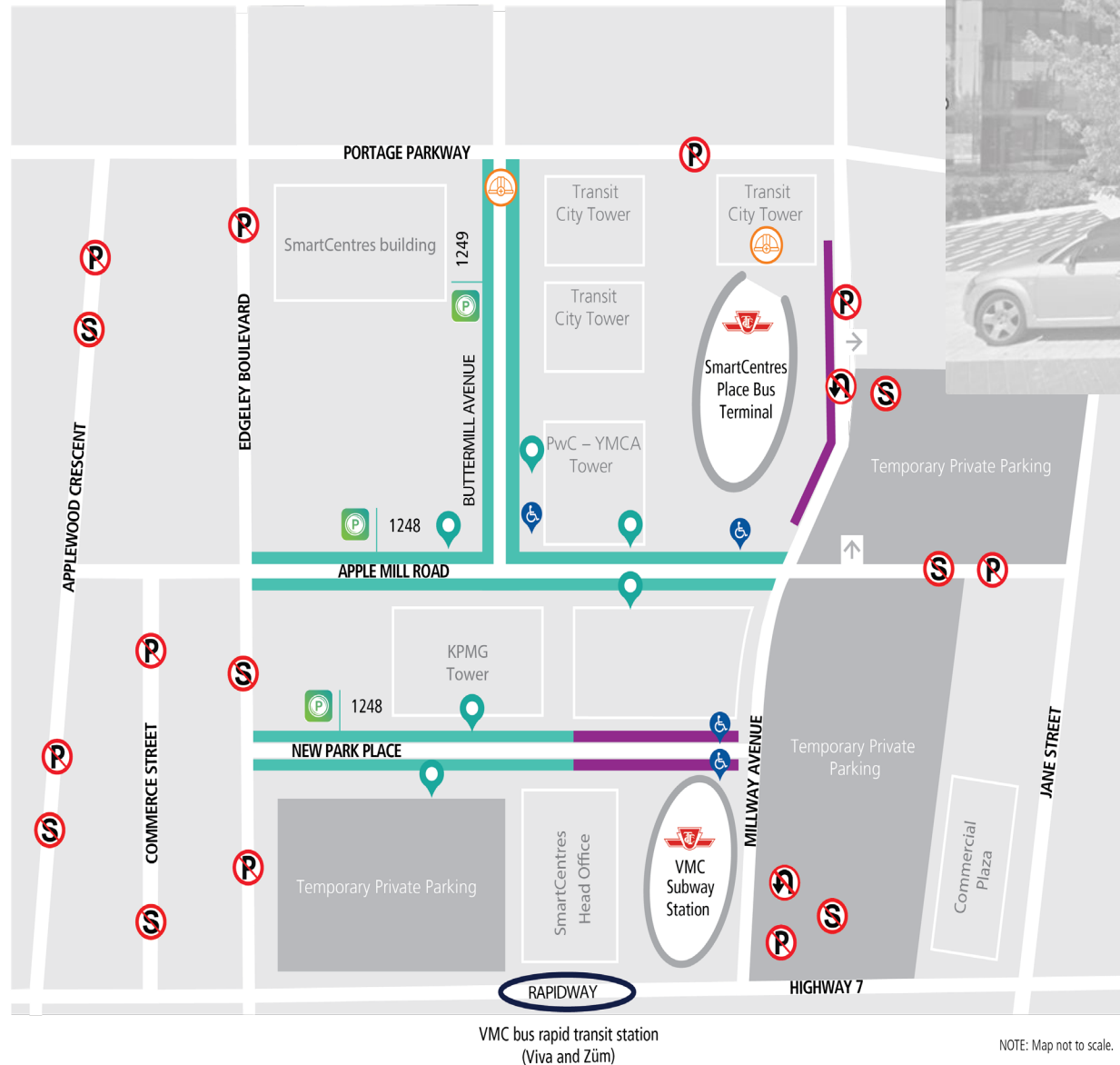
NO STOPPING
 (7 a.m. - 9 a.m. | 4 p.m. - 6 p.m.)

NO U-TURN

UNDER CONSTRUCTION

SUBWAY STATION AND BUS TERMINAL

YRT, VIVA AND ZÜM RAPID TRANSIT STATION



VMC bus rapid transit station
(Viva and Züm)

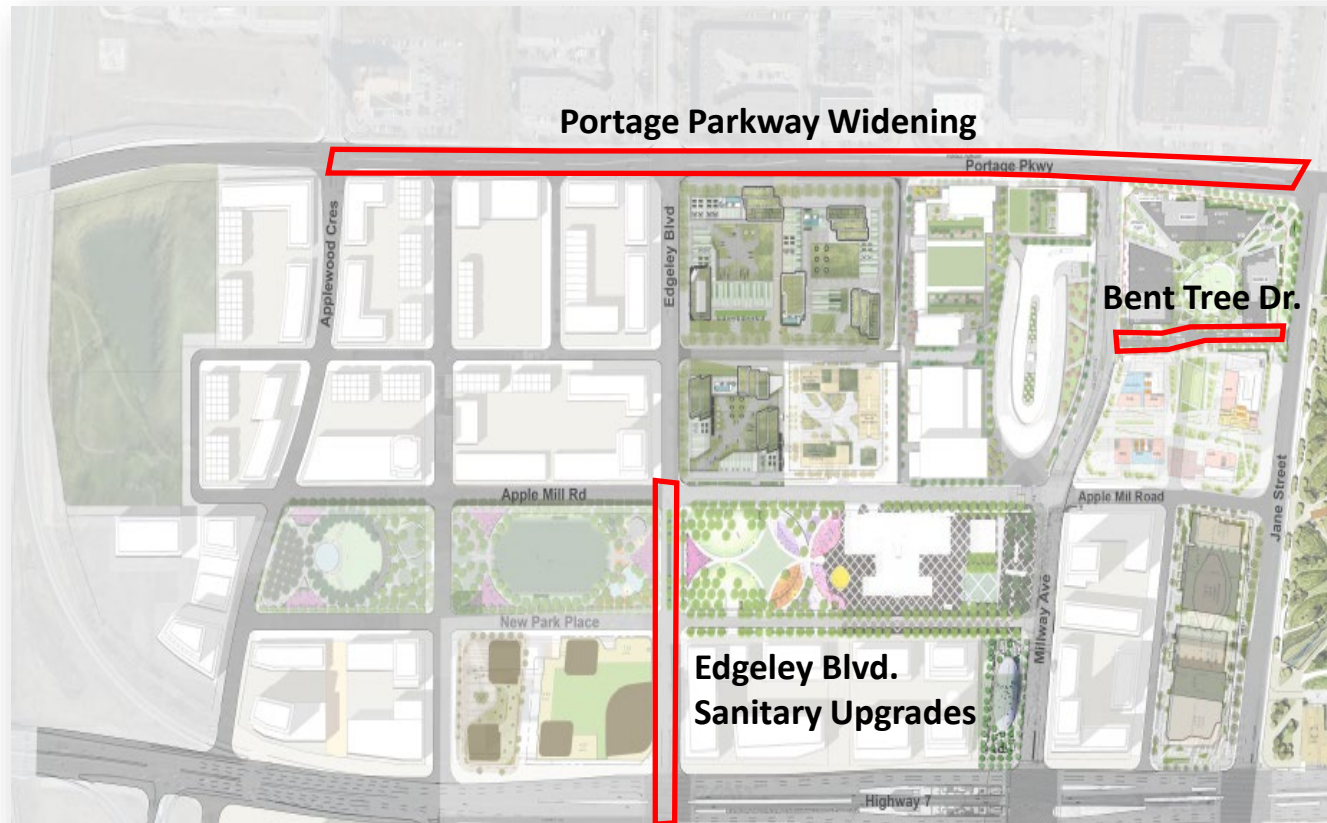
NOTE: Map not to scale.



- City of Vaughan's first paid on-street public parking initiative
- Pilot accommodates demand for short-term (3hr) public parking
- Special provisions along Buttermill Ave. beside the Centre of Community for parents to accommodate the YMCA day-care

Portage Parkway, Bent Tree Drive & Edgeley Sanitary

Northwest Quadrant



Portage Parkway Widening:

- Detailed Design: Q2 2023
- Phase 1 Construction/Utility Relocation: Initiate Q3 2023, 13-month duration
- Phase 2 Construction/Road Widening: Q3 2023 to Q2 2026

Bent Tree Drive:

- Construction almost complete, opening anytime in Q2 2023

Edgeley Blvd. Sanitary Upgrades:

- Pending development applications
- Detailed Design: 2024
- Construction: 2025/2026

North Urban Park

Northwest Quadrant



- VMC Secondary Plan calls for two **Urban Parks**
- The City has **completed the acquisition** of the remaining blocks of the **future North Urban Park** from the landowner
- Staff continue to coordinate the planning and design of the park, **evaluating delivery options that will offer maximum benefit** to the City and ultimately residents and visitors to the VMC.
- The delivery of the North Urban Park will provide the growing downtown population with needed active and passive park amenities and recreation options

North Urban Park

Northwest Quadrant



Public Art Advances Creative Placemaking in the VMC

- Public Art plays a dynamic role in creating a special identity, landmarks and destinations in the VMC
- It is a key contributor to creating a sense of place and rich pedestrian environments, activating and giving authenticity to the public realm while helping to celebrate emerging local and Canadian artists



Upcoming Public Art Strategies

VMC (and City-wide)

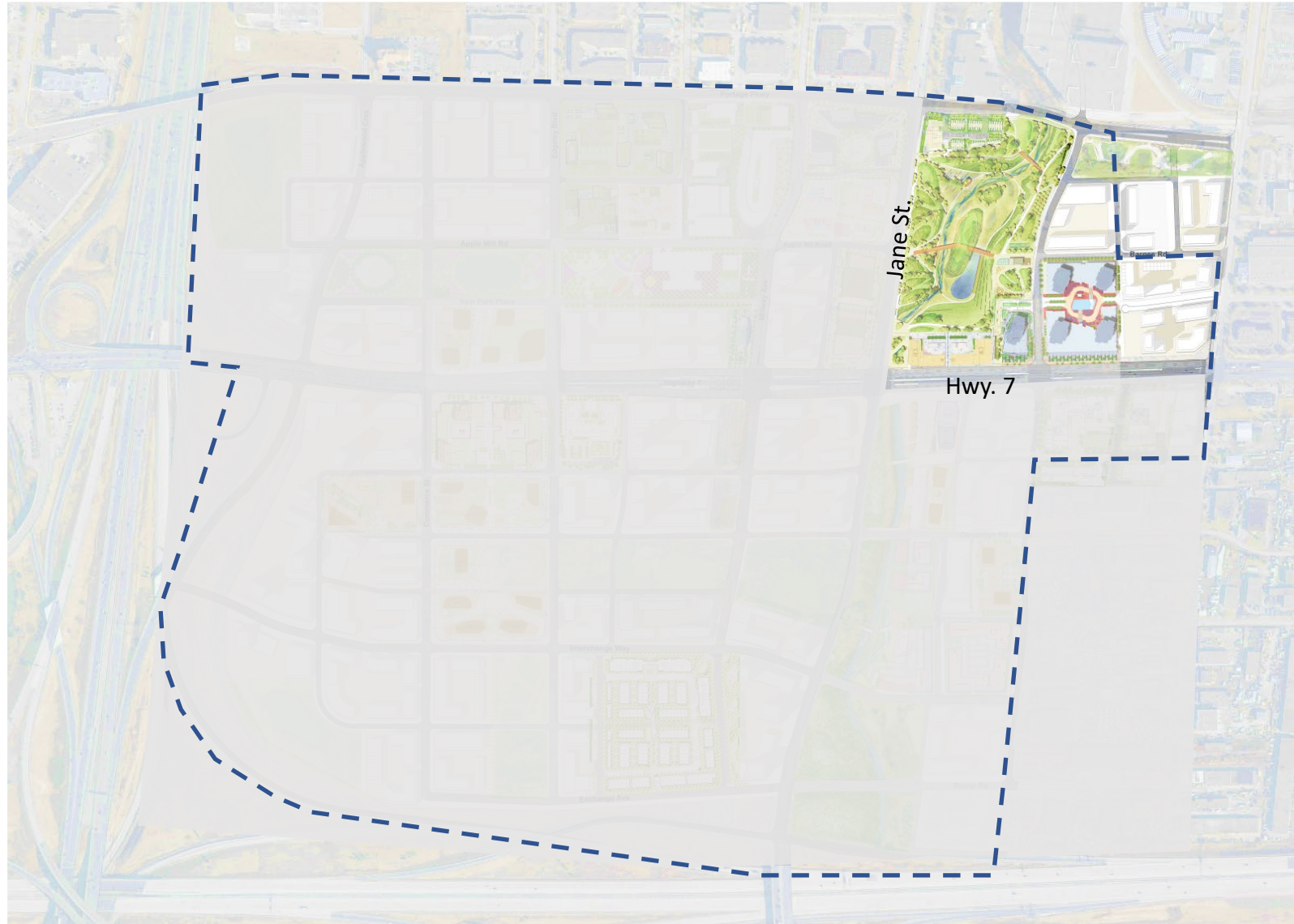
The ARTonBOXES program will launch through its Group of Seven remixed pilot phase Spring 2023. Original art will debut on designated traffic signal boxes in high-profile, publicly accessible locations across all five wards of the city – including the VMC.

VMC Northwest Quadrant

A Public Art Plan was submitted for 7800 Jane Street development, proposing a major gateway feature at the northwest corner of Jane Street and Highway 7



VMC Northeast Quadrant



Edgeley Pond and Park

Northeast Quadrant



- Pond retrofit to achieve current stormwater management criteria
- Pond design incorporates trails, amphitheater, creating an Iconic Park for the VMC
- Detailed design complete and approval/permits obtained from most approval agencies – TRCA, York Region, MECP, DFO, MNRF (pending)
- Preliminary design of Hwy. 7 culvert improvements
- Implementation as part of Black Creek Renewal project

Jane Street Streetscape

Northeast Quadrant



1. Hydro Undergrounding:

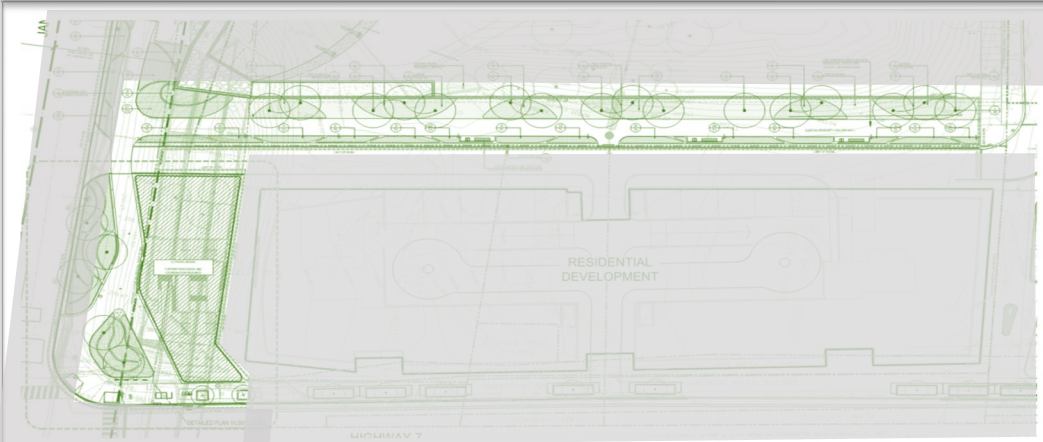
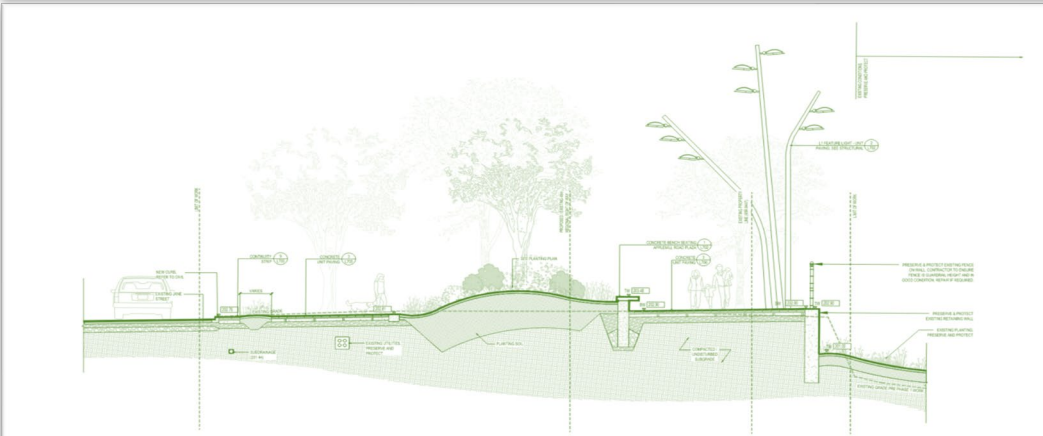
- Bury suspended hydro lines and remove poles
- Bury other suspended utilities, such as Rogers cables

2. Jane Street Streetscaping:

- Strategic landscaping between Jane St. and the Edgeley Pond and Park
- Includes a multi-use path for pedestrian connection from Hwy. 7 to Portage Parkway

3. Plaza+Plateau:

- Urban plaza northeast of Jane and Hwy. 7
- A connection to/from Jane and Hwy. 7 and the future iconic Edgeley Pond and Park



Expo City Park

Northeast Quadrant

- The Expo City Strata Park is a crucial component of the overall Edgeley Pond and Park open space system
- The park will provide active recreation facilities including a **natural playground**, **ice skating loop**, a **splashpad**, and a **pavilion with programmable community space** and washrooms where private and public events can be hosted throughout the year
- The pavilion construction is at 80% completion and the park works are 50% complete with the remaining landscape work to be **completed in Q2 and Q3 of 2023**



Rendering © DTAH

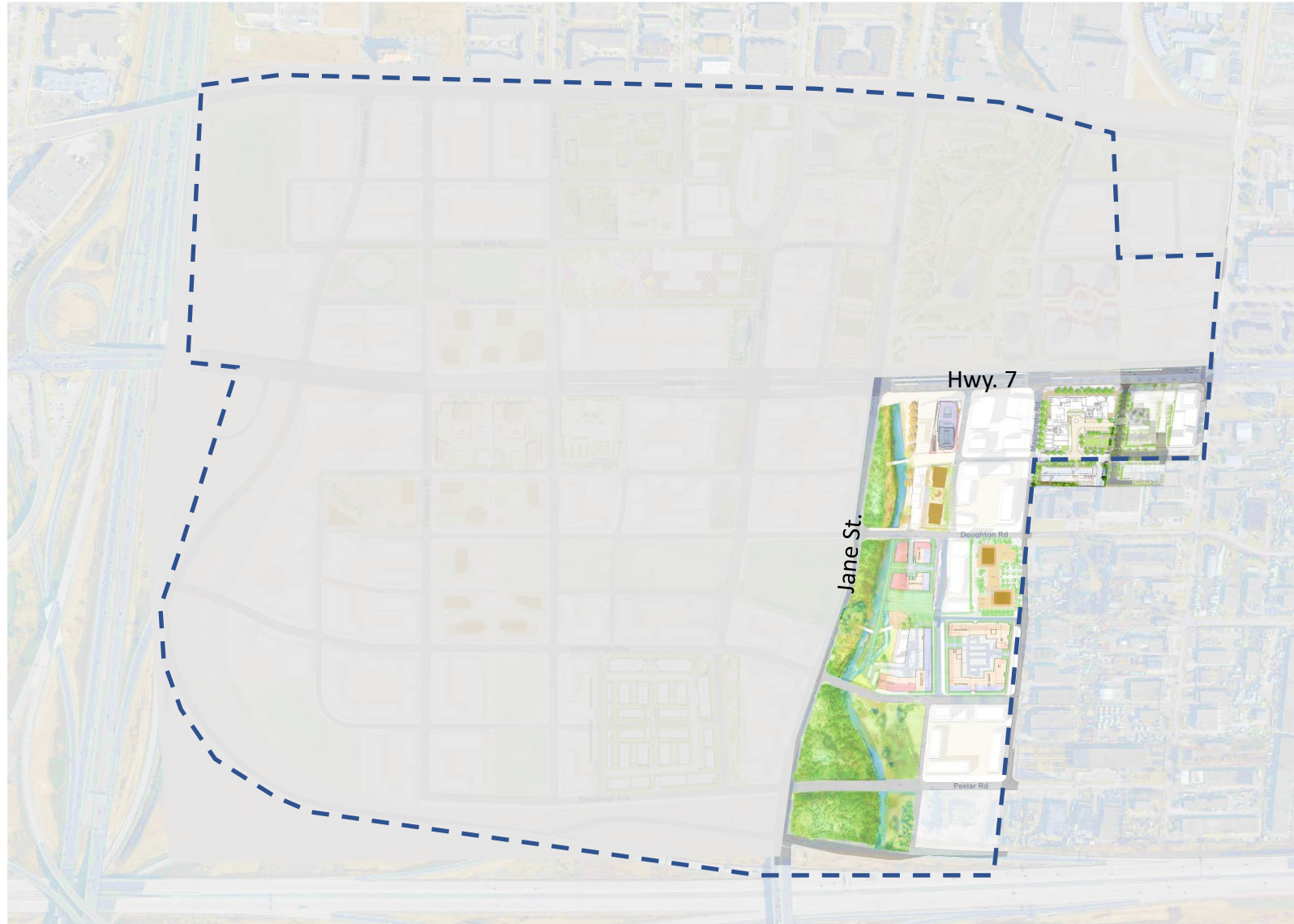
Current Public Art Strategies Underway

Northeast Quadrant

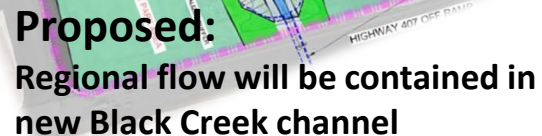
- Design development is nearing completion for Cortel Group's Expo City CG Tower Public Art installation overlooking Edgely Pond and Park, near the northeaster corner of Highway 7 and Jane Street
- A 3D Multi-media sculptural piece, Edgeley Pond Fathom (working title) by Artist Team Alan Tergebov and Joanne Heinen, slated for installation Summer 2023



VMC Southeast Quadrant



Southeast Quadrant



Vision for revitalization of the Black
Creek Corridor - S & C Inc.




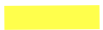

- Renewal of Black Creek includes rechannelization to contain the Regional Storm flow
- Roads and sites will be removed from the Regional floodplain

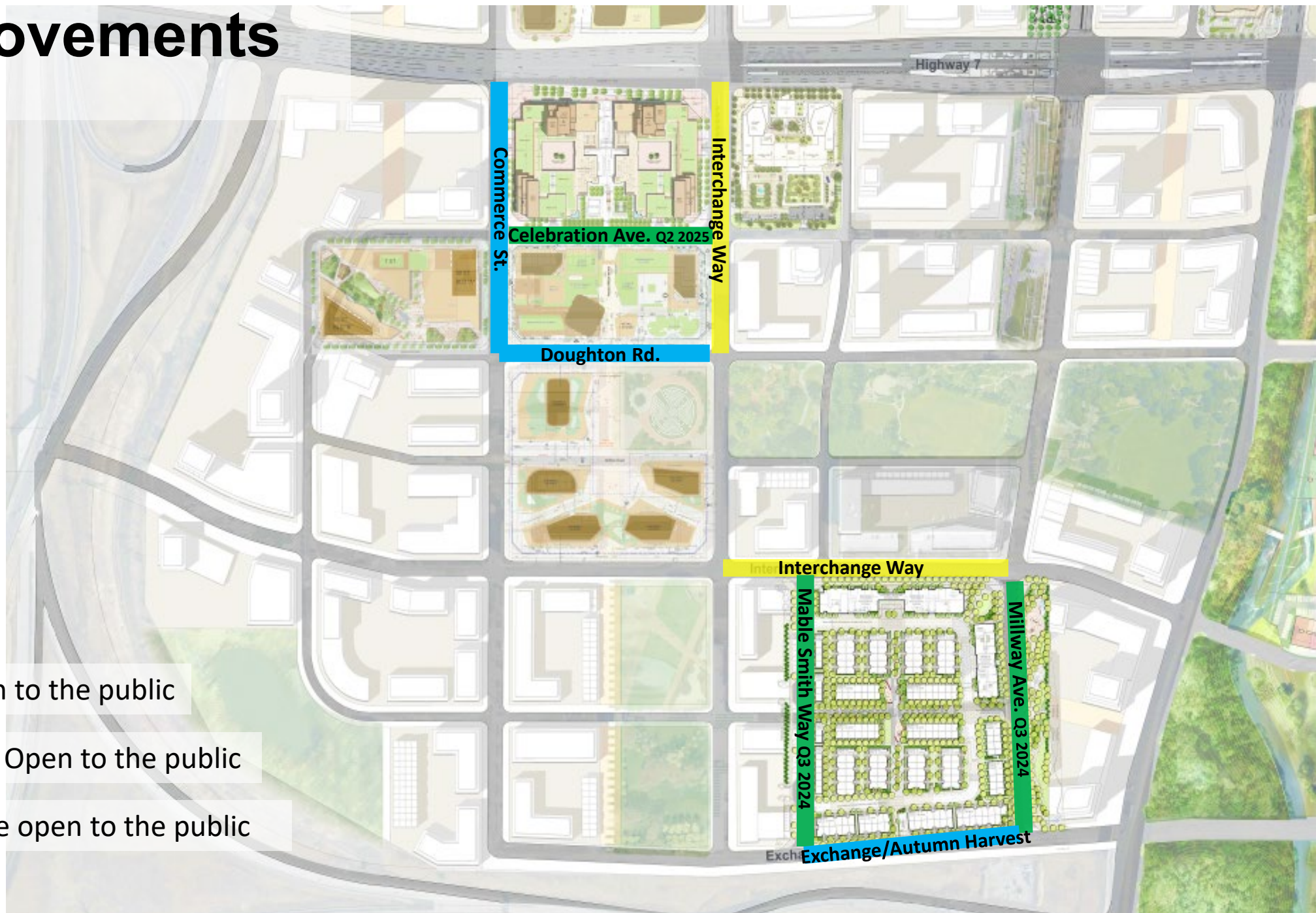
VMC Southwest Quadrant



Road Improvements

Southwest Quadrant

-  New Road, Open to the public
-  Road Widening, Open to the public
-  New Road, To be open to the public



Southwest Quadrant



Current Public Art Strategies Underway

Southwest Quadrant

- QuadReal's Assembly Park Outdoor Gallery Program launched Summer 2022
- Located west of 80 Interchange Way, this Public Art Outdoor Gallery featuring the work of a roster of resident and GTA artists, is anchored by the strategic configuration of 13 shipping containers
- The outdoor gallery will continue to be activated throughout 2023



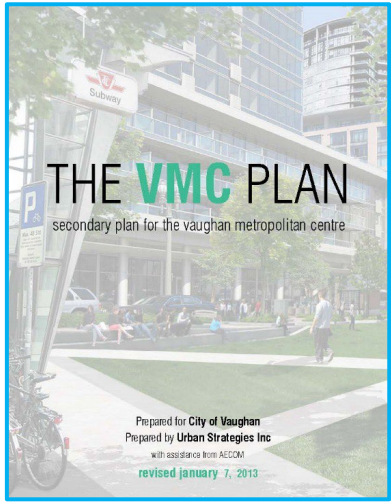


Thank you

April 11, 2023

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

VMC Studies Update



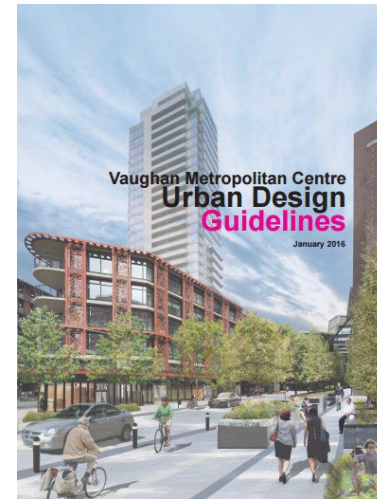
VMC Secondary Plan



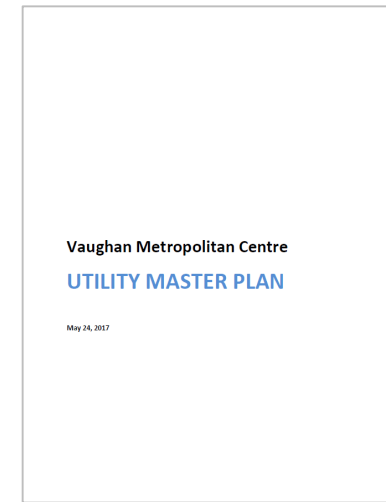
VMC Streetscape + Open Space Plan



VMC Cultural + Public Art Framework



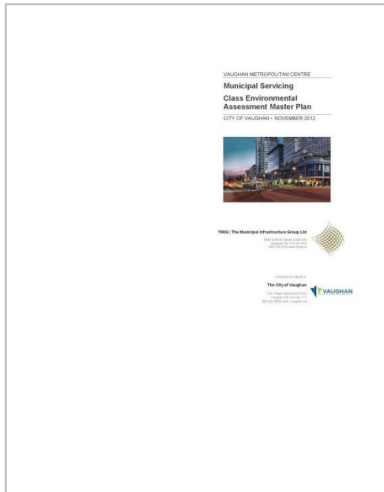
VMC Urban Design Guidelines



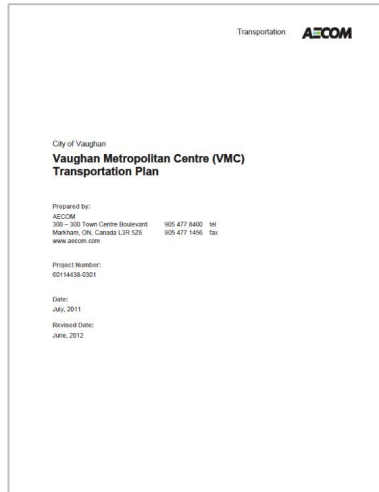
Utility Master Plan



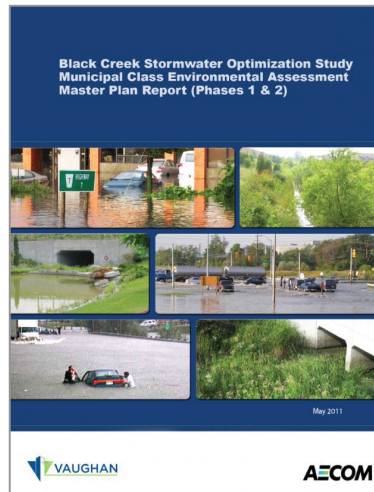
Community Improvement Plan



VMC Servicing Master Plan



VMC Transportation Master Plan



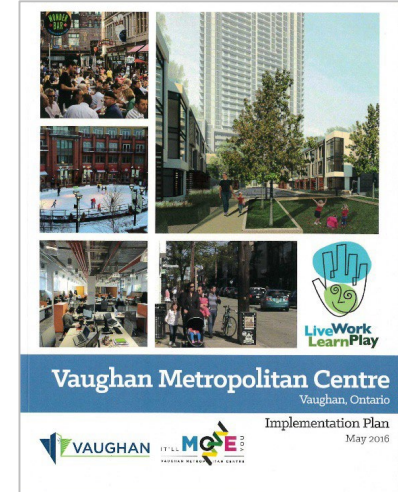
Black Creek Stormwater EA Phases 1+2



Reconnaissance + Strategic Assessment



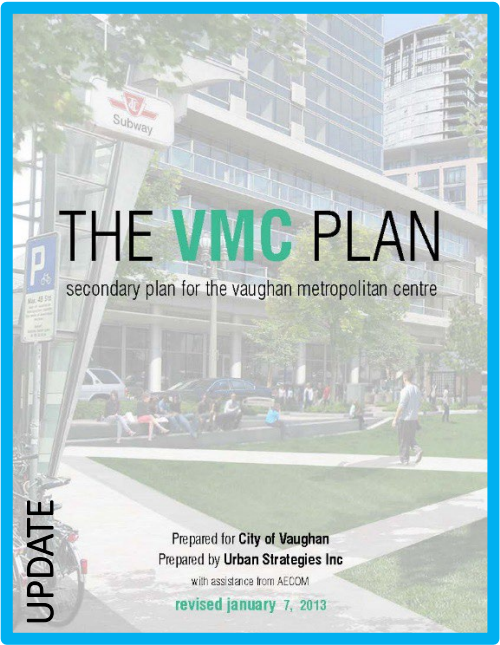
Market Assessment



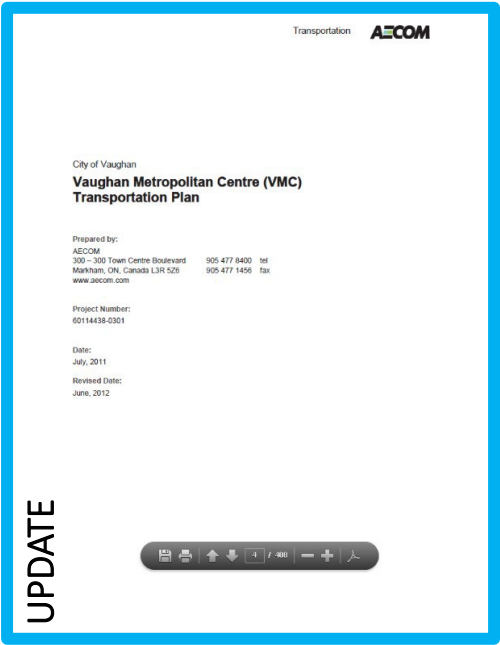
Implementation Plan

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

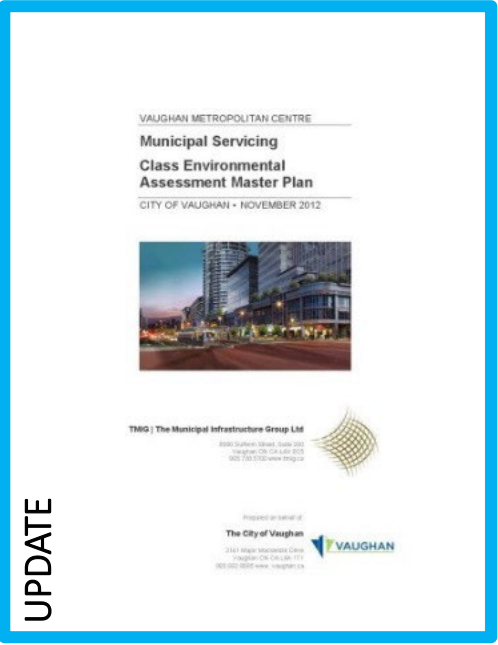
VMC Current Studies



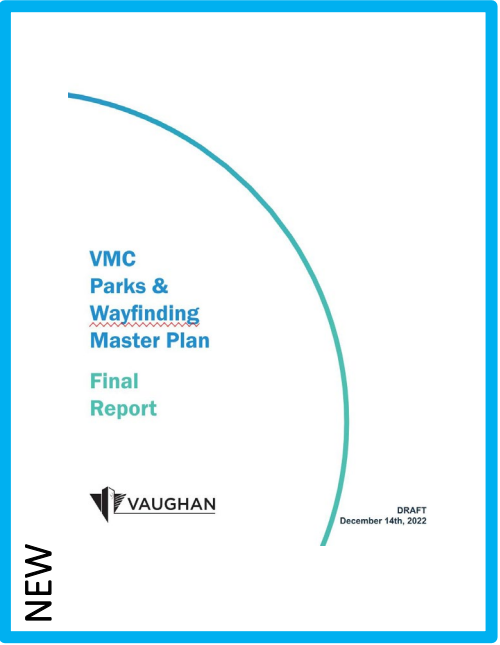
VMC Secondary Plan
UPDATE



VMC Transportation Master Plan
UPDATE



VMC Functional Servicing Strategy
UPDATE



VMC Parks and Wayfinding
Master Plan

VMC Growth Trends

Original Residential Targets

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

Current Residential Trends*

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

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

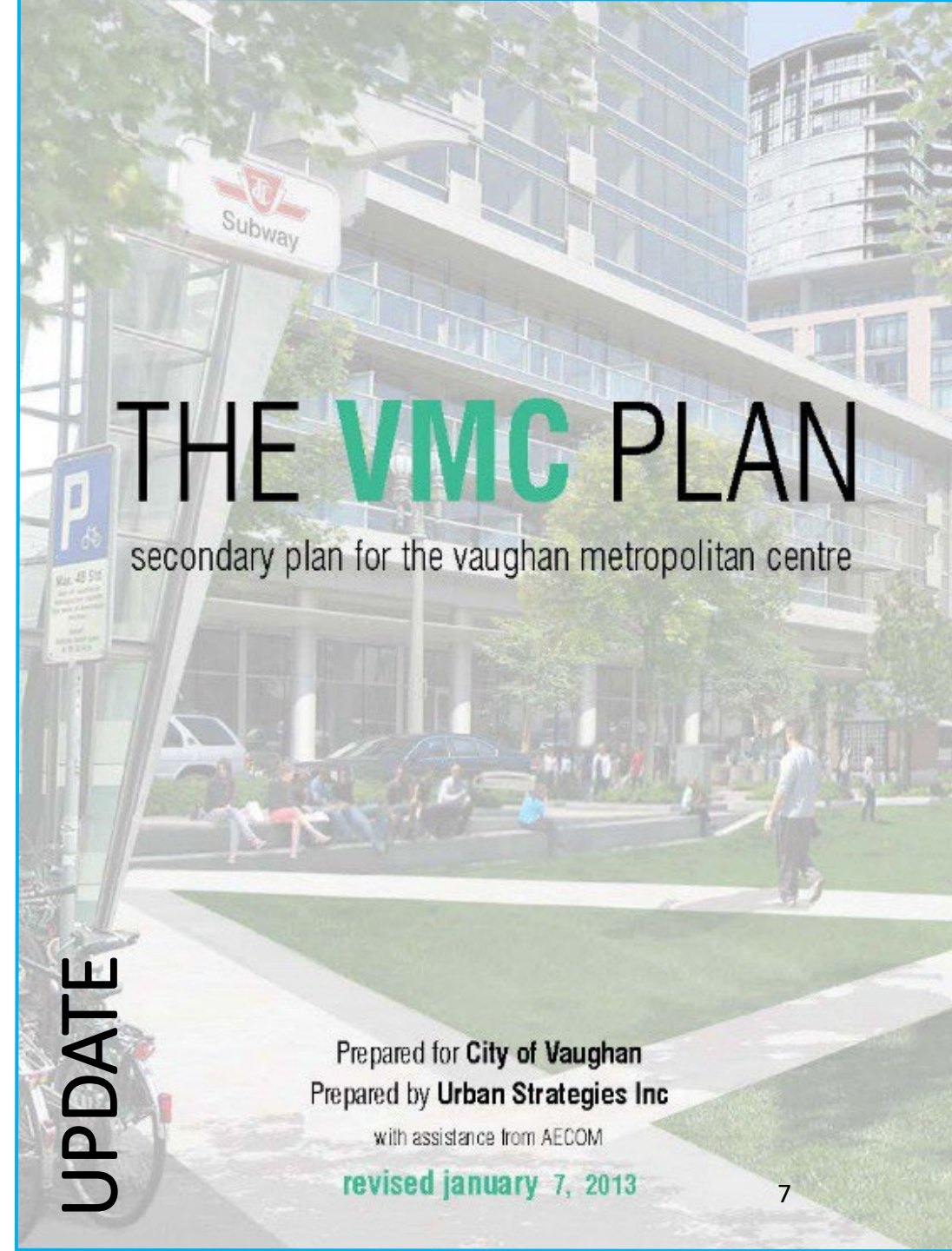


The City is committed to ensuring that the downtown continues to develop as a **complete and balanced community** that is transit supportive and pedestrian friendly, with a **vibrant sense of place, a high-quality public realm and environmentally sustainable** design approaches.

VMC Secondary Plan Update

Policy Updates to Support a Complete Community

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



THE VMC PLAN

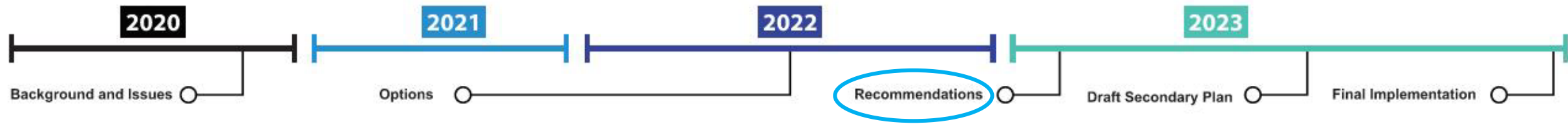
secondary plan for the vaughan metropolitan centre

UPDATE

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

revised january 7, 2013

VMC Secondary Plan Process and Timeline



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

Key Priorities of VMC Secondary Plan Update

Create a complete community by:

- Managing **Intensity of Development** and its Trajectory
- Achieving **Built Form** Variety, Including **Mid-Rise** Built Form
- Finding a **Balance** of Uses
- Serving the Population with **Public Amenities**
- Realizing the **Housing Variety** Necessary for an Inclusive Community
- Establishing **Transitions** at the VMC's Boundaries



Balanced Community

Working with our stakeholders to:

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



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

VMC Transportation Master Plan Update (TMP)

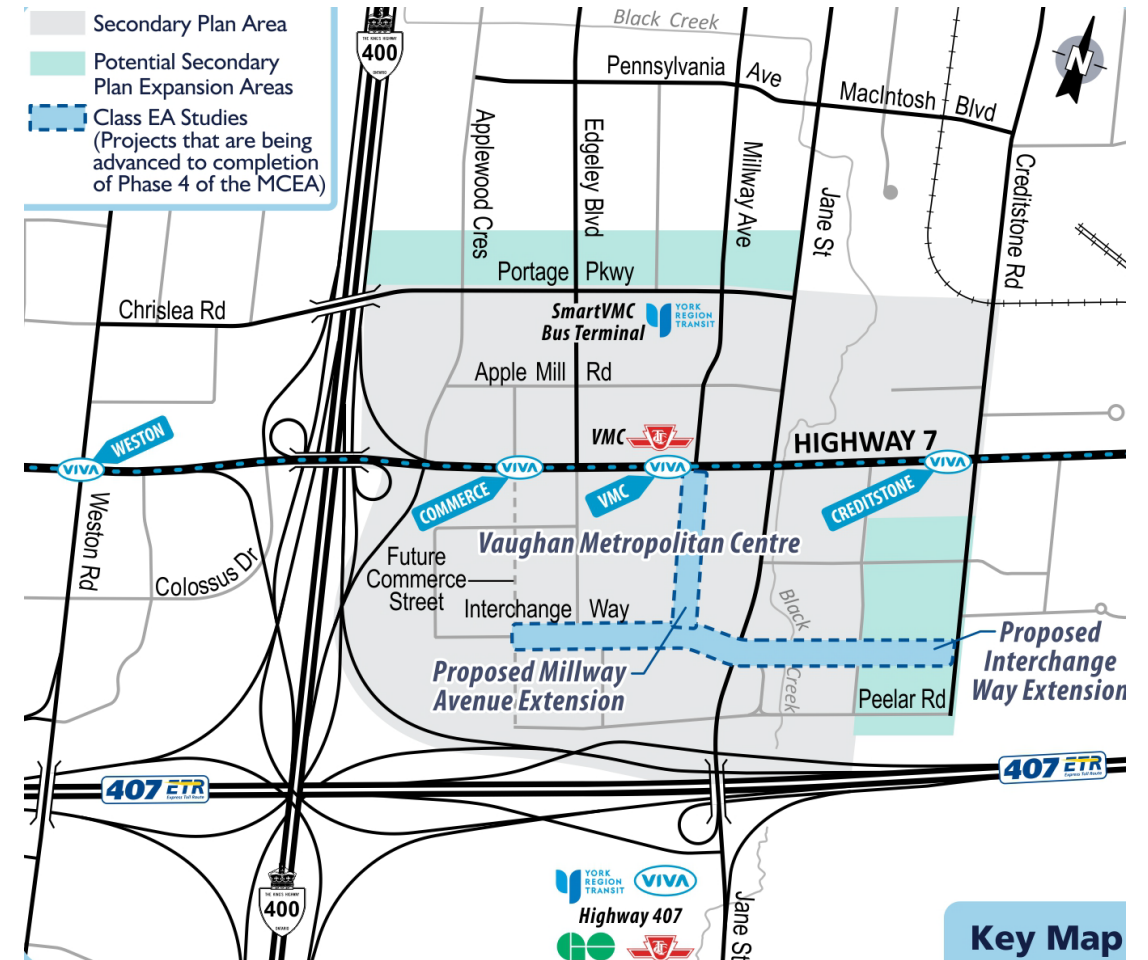
Background and Purpose

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

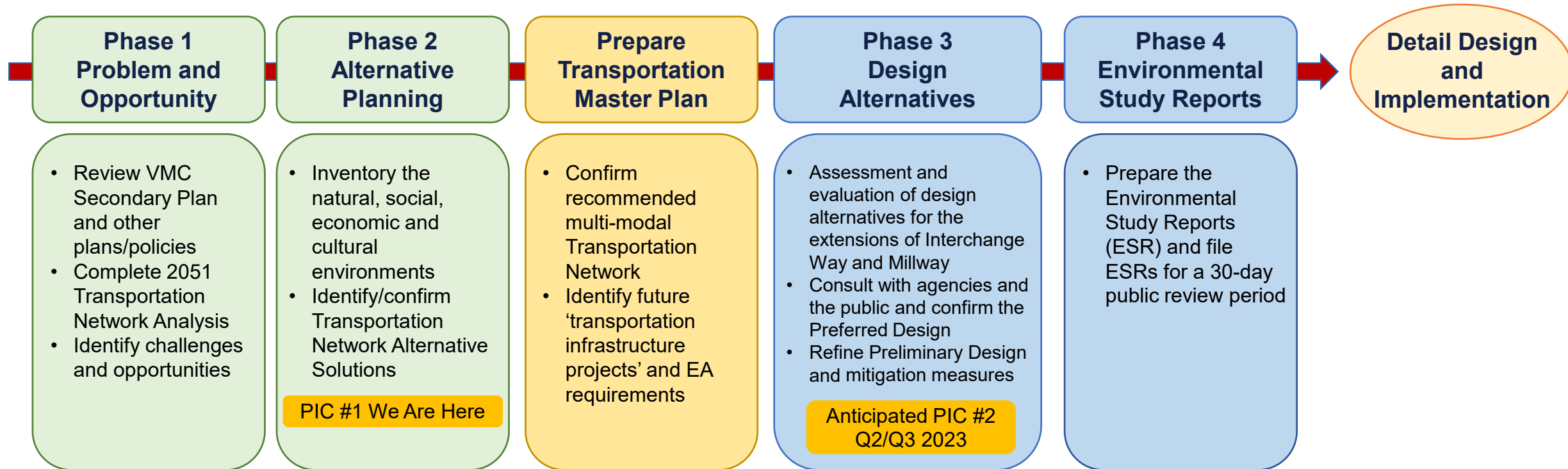


TMP Study Area








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



Municipal Class Environmental Assessment Process



TMP Evaluation Criteria

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

TMP Next Steps



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



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



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



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

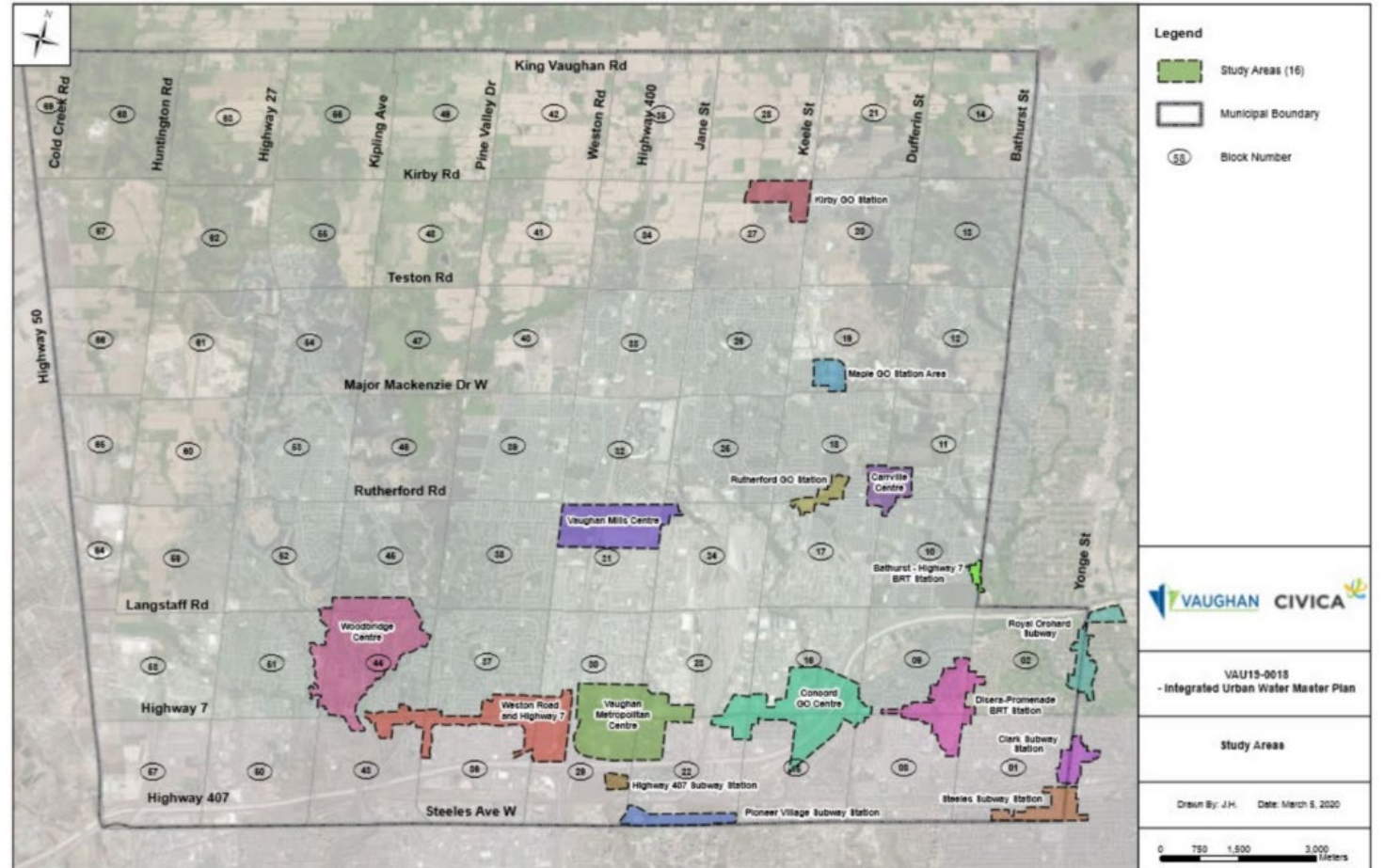
The **VMC FSSR**, an update to the Municipal Servicing Master Plan (2012), considers and evaluates solutions and identifies **preferred water, wastewater, and stormwater servicing strategies**, ensuring that servicing capacity can **support the anticipated increase in density** of future growth and intensification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

VMC Functional Services Strategy Report (FSSR) Update

Supporting Growth

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

Integrated Urban Water Master Plan Study Areas

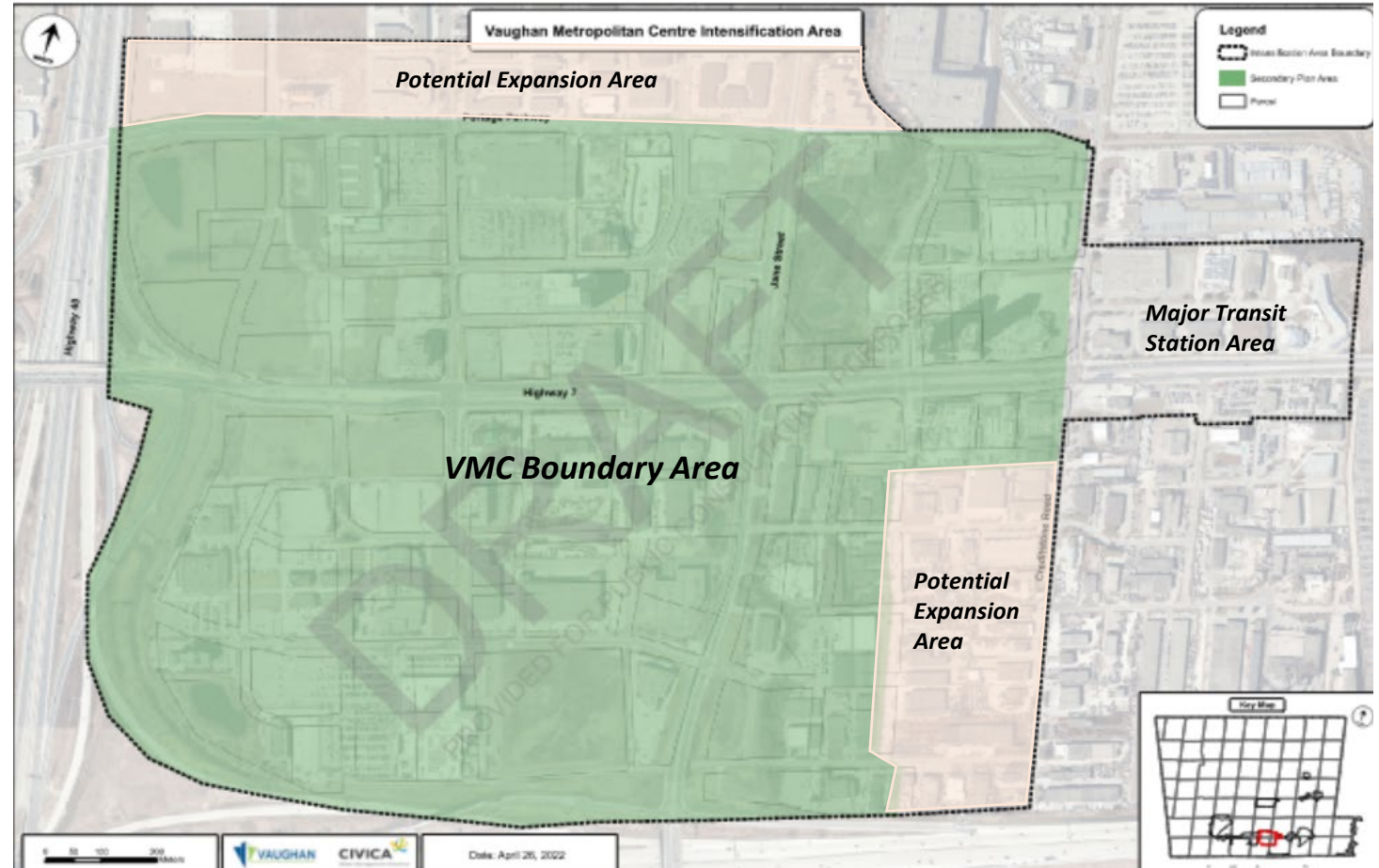


VMC Functional Services Strategy Report (FSSR) Update

Study Limits

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

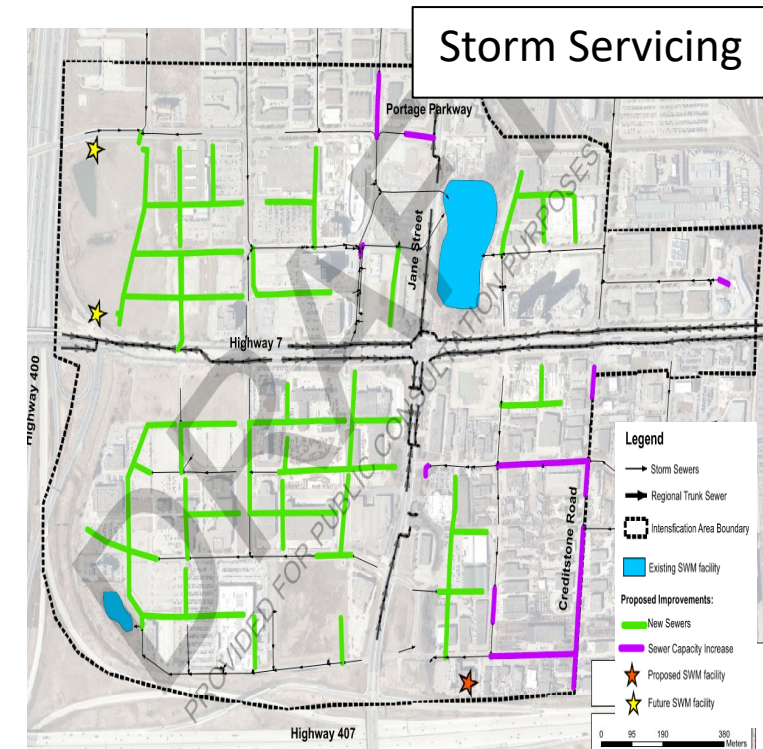
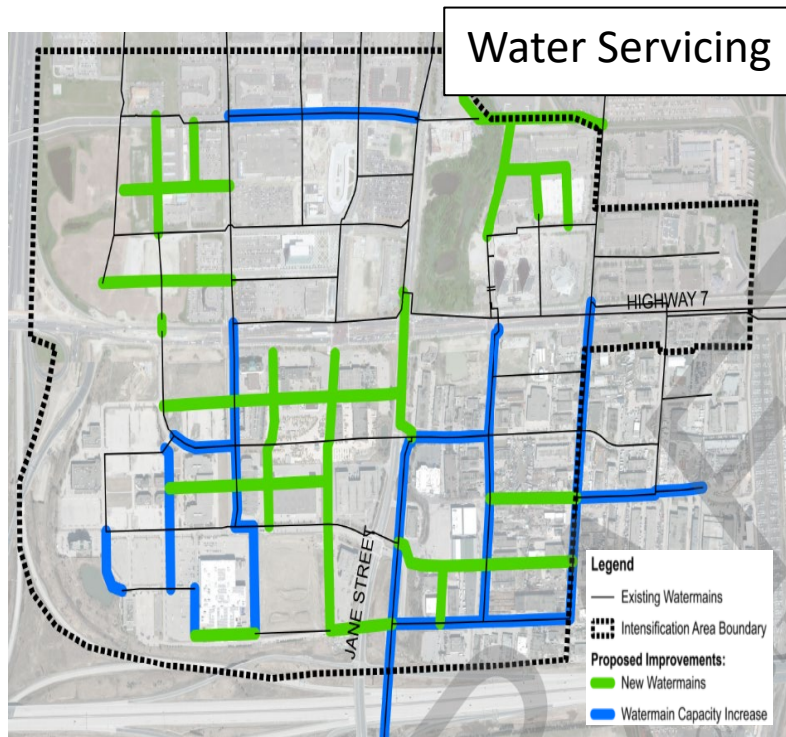
VMC Boundary Area and Potential Expansion Areas and MTSA



VMC Functional Services Strategy Report (FSSR) Update

Methodology

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



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

VMC Parks & Wayfinding Master Plan (PWMP)

Concerns About Density

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



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



Consultation

Consultation Has Shaped the Master Plan

Assessment Phase

- Online Survey
- Stakeholder Meetings

Master Plan Phase

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

Implementation Phase

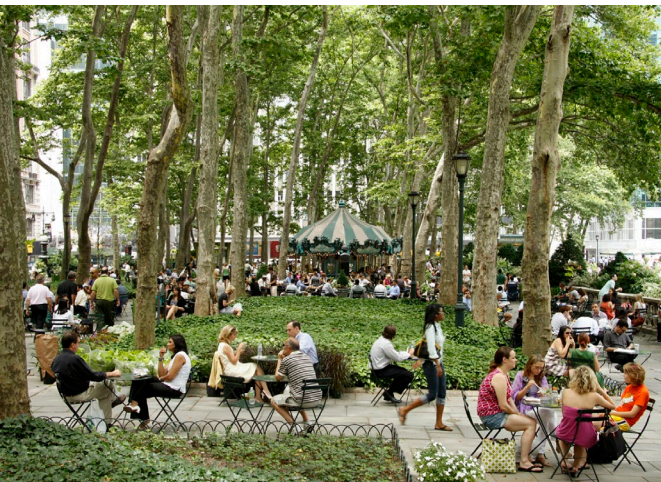
- Have Your Say
- Stakeholder Meetings

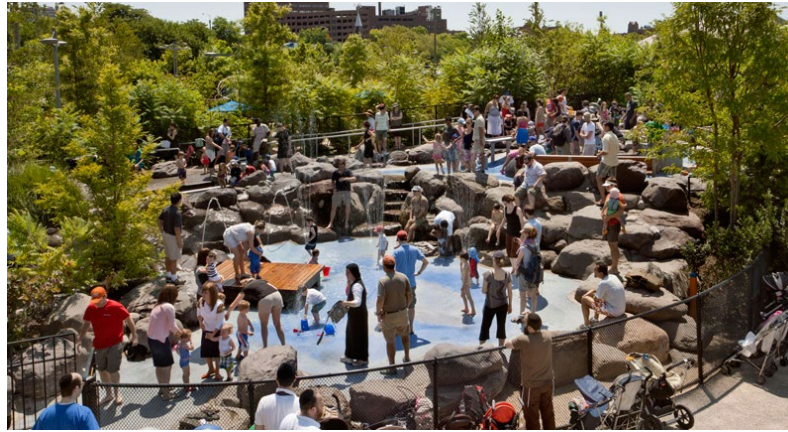


Principles

Balance Parks in the VMC

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





Principles

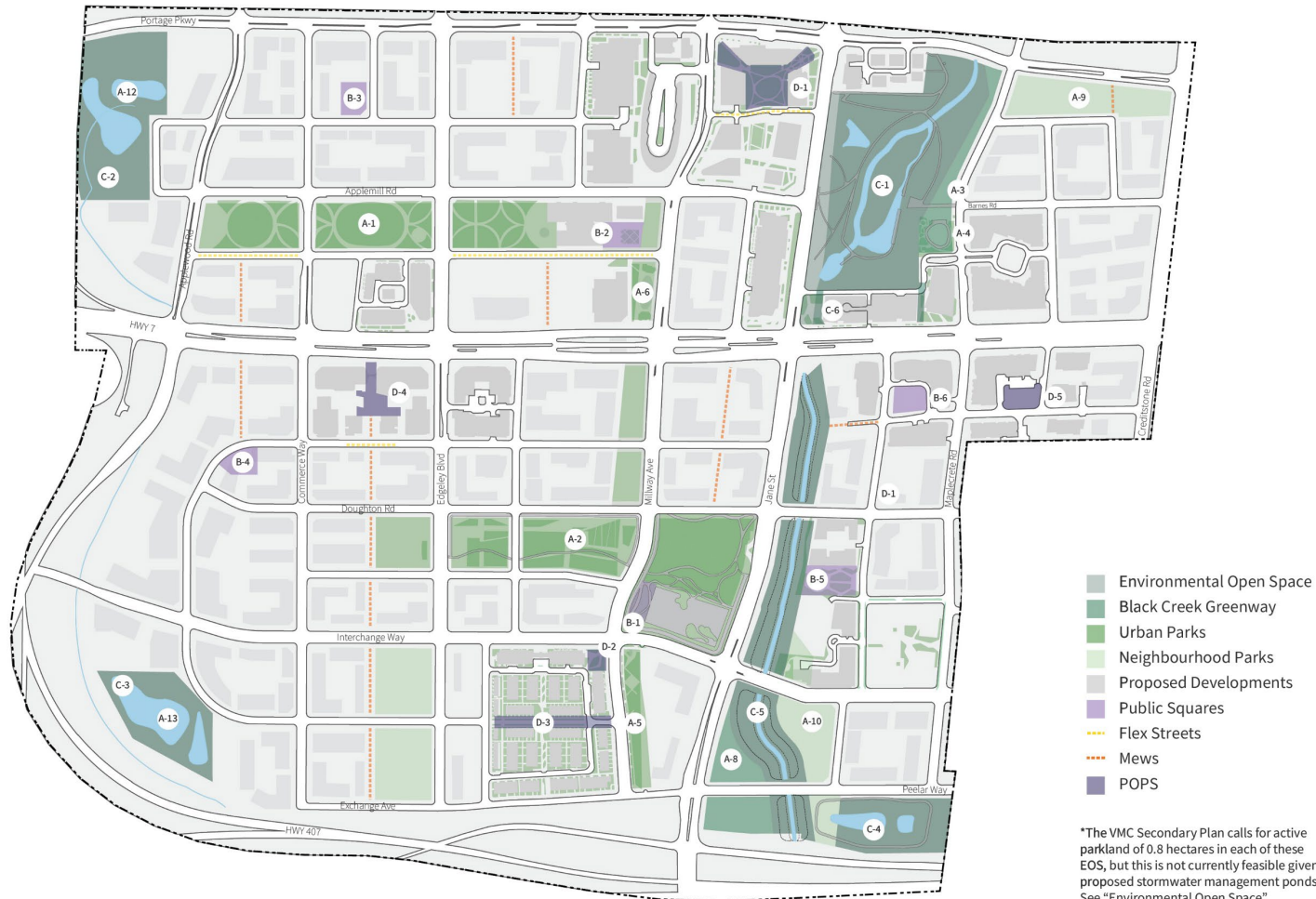
Implement Parks Outside the VMC and Strengthen Connectivity

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

Parks & Open Space Inventory - VMC

Qualitative Study

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



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

Inventory of VMC Parks & Open Space



Parks & Open Spaces - VMC

Parks

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

Transit Square



Parks & Open Spaces - VMC

Parks

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

Millway - VMC Station Block





Open Spaces - VMC

Environmental Open Space

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



Open Spaces - VMC

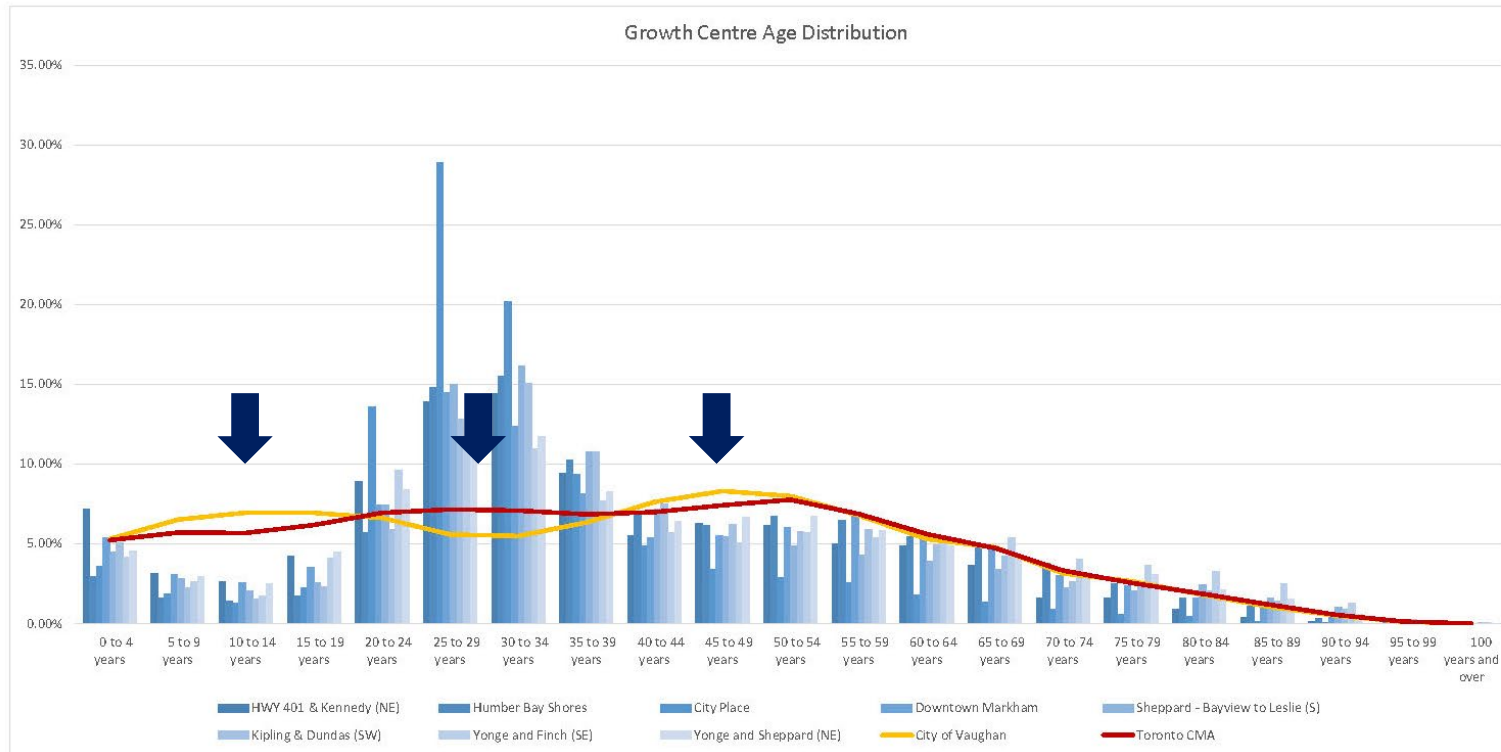
POPS, Mews & Flex Streets

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

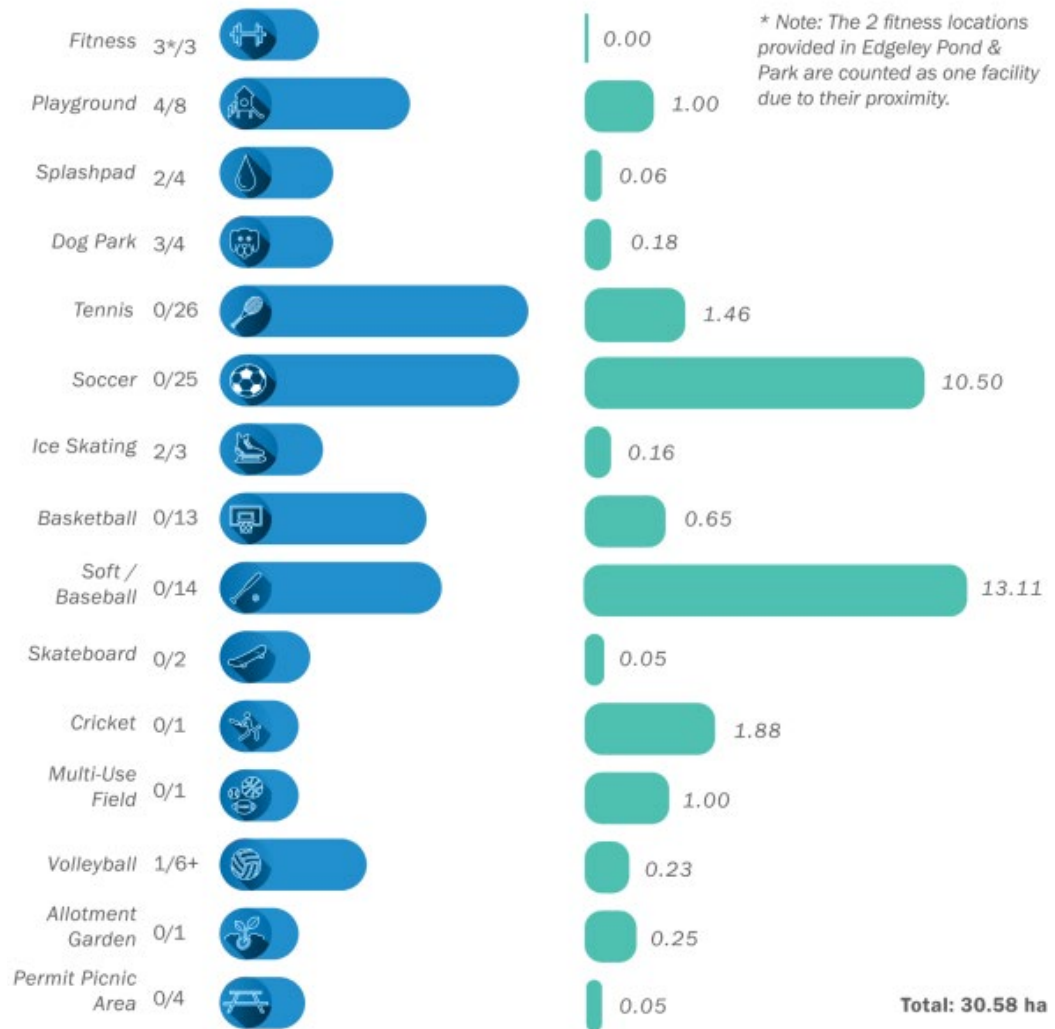


Demographics

To Anticipate Facility Needs



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



Proposed Versus
Required Facilities

Land Required for
Facilities (ha)

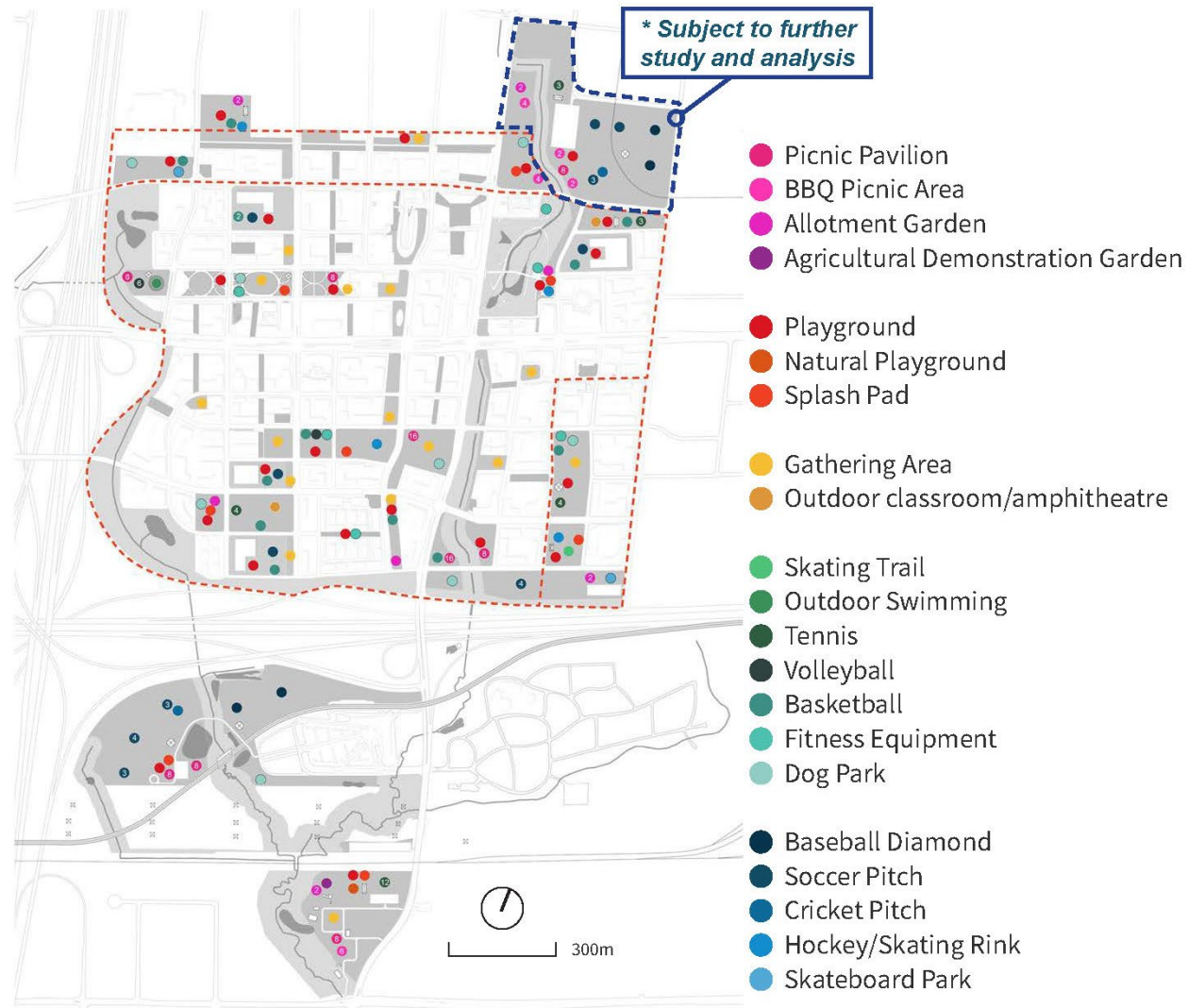
Park Facilities

Type, Number & Parkland Area

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

Facilities

Ultimate Facilities Provision



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

Master Plan

Park Typologies

1 URBAN & NEIGHBOURHOOD PARKS

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

2 ENVIRONMENTAL OPEN SPACE

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

3 PUBLIC SQUARES

Plazas or promenades that are predominantly paved for urban uses.

4 POPS & MEWS

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

5 SCHOOL YARDS

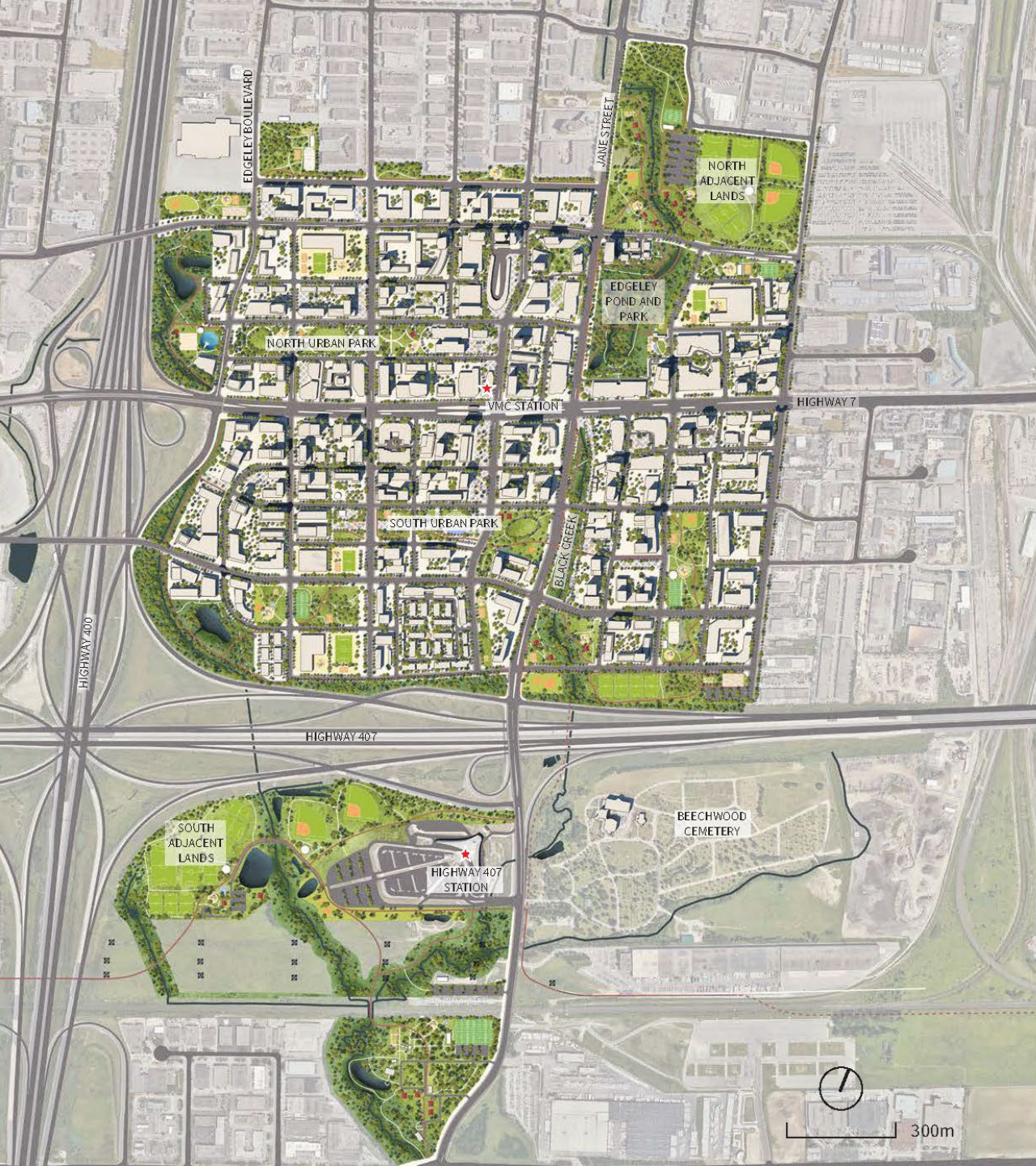
Land owned by school boards that may contain facilities available for public use.



Master Plan

Calibrated to Development

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



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

What We Own

Parkland Owned By City

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

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

Open in 2031

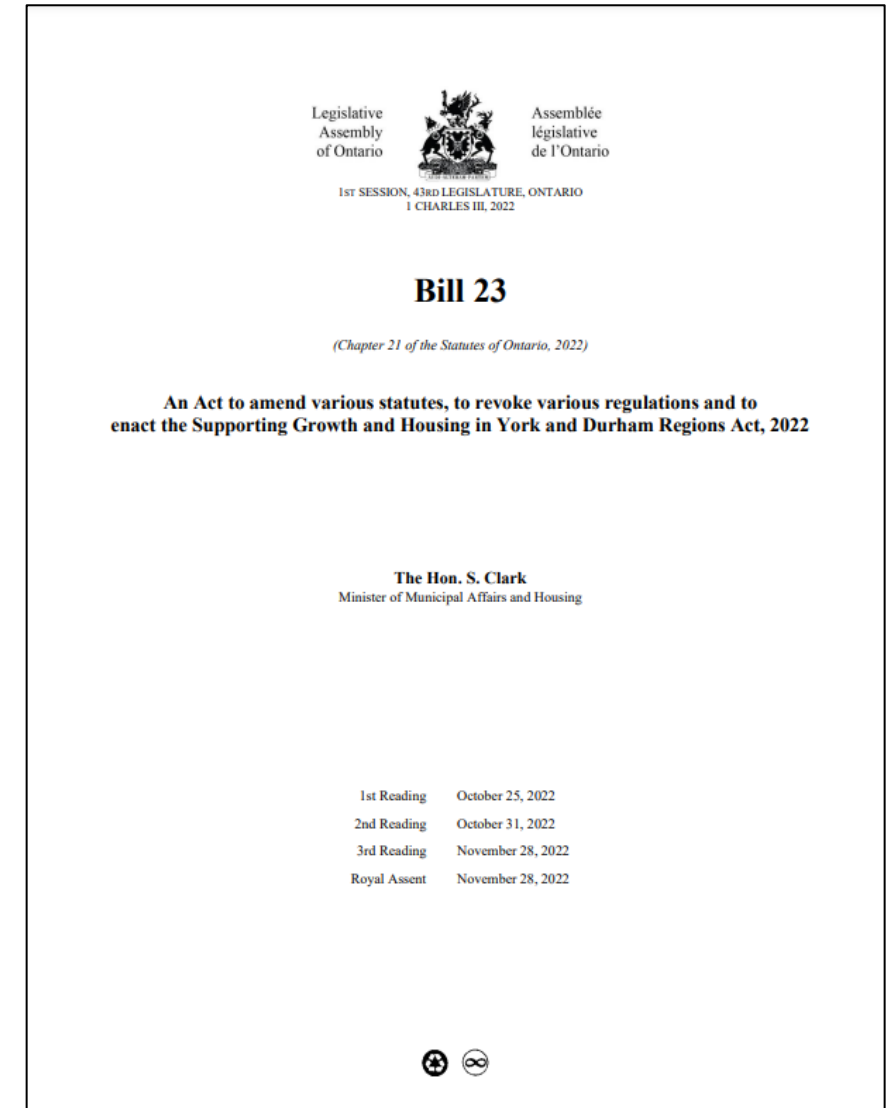
Near Term Parkland Provision

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

Cash-In-Lieu Shortfall

Bill 23 Impacts

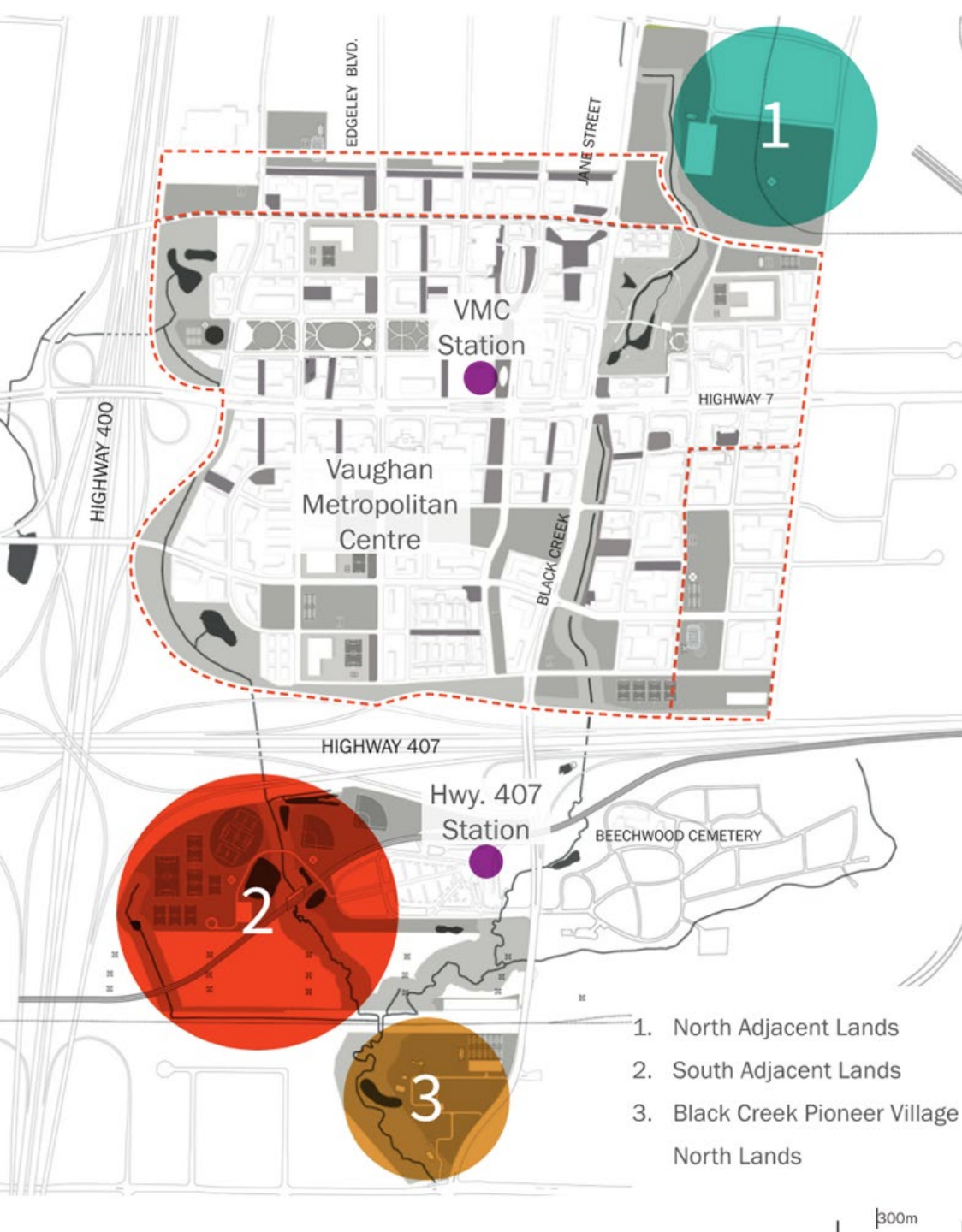
- Under Bill 23, the VMC can anticipate a combination of land and CIL totaling about **\$351 million** in today's dollars. This is about **\$5,200 per unit**, or a little more than half of what we were collecting under the previous bylaw. The City has collected (and spent) about \$50 million of this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



Active Parkland

Looking Outside the Boundary

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





Priorities

Looking Outside the Boundary

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

Signage & Wayfinding

Where we are

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

Signs must be accessible and legible during day and night

Keep signage simple and consistent

Use QR code to link to additional information

VMC Vaughan Metropolitan Centre Signage and Wayfinding Master Plan

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

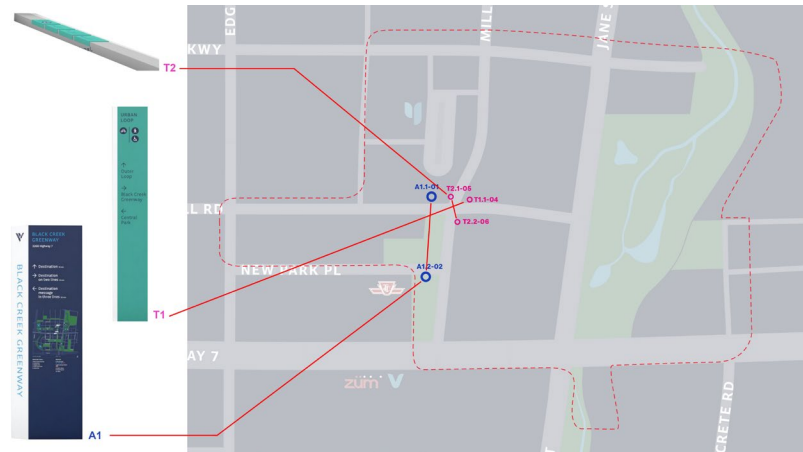
DATE
17 August 2022



Signage & Wayfinding

Next Steps

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



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