

COMMITTEE OF THE WHOLE (1) – OCTOBER 31, 2023

COMMUNICATIONS

Distributed October 27, 2023		<u>ltem No.</u>	
C1.	Don Given, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated September 29, 2023.	9.2	
C2.	Lauren Capilongo, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated September 28, 2023.	9.2	
C3.	Presentation materials titled "2024 York Region Transit Initiatives – City of Vaughan"	1	
<u>Distr</u>	Distributed October 30, 2023		
C4.	Sean Kady, Cosmic Charlies, Ontario Street, Toronto, dated October 30, 2023.	Presentation 1	
C5.	Presentation material titled "Vaughan Stand Up – Lobbying Initiative for Legal Cannabis Storefronts in the City of Vaughan".	Presentation 1	
C6.	Varun Bhardwaj, Terms & Rec Cannabis, Westmore Drive, Etobicoke, dated October 30, 2023.	Presentation 1	

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Please note there may be further Communications.



Don Given 905 513 0170 x109 DGiven@mgp.ca

September 29, 2023

MGP File: 19-2836

C 1 Communication CW(1) – October 31, 2023 Item No. 9.2

VMC Secondary Plan Update Project Team City of Vaughan 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1

via email: <u>Andrew.Haagsma@vaughan.ca</u> & <u>gaston.soucy@vaughan.ca</u>

Dear Mr. Haagsma and Mr. Soucy:

RE: VMC Secondary Plan Update Phase III – Recommended Land Use Option Portage Conversion Landowners Group

As you are aware, Malone Given Parsons Ltd. ("MGP") is the land use planner for the Portage Conversion Landowners Group ("**Portage Landowners**"). The Portage Landowners own lands on the north side of Portage Parkway between Millway Avenue and Applewood Crescent in the City of Vaughan ("**Portage Lands**"). The Portage Landowners have been actively participating in the Vaughan Metropolitan Centre Secondary Plan ("**VMCSP**") Update process, including attending the VMC Landowners Meeting on September 8, 2023, where the Recommended Land Use Option was presented for discussion as part of Phase III of the VMCSP Update.

At this meeting, staff and its consulting team confirmed they would be recommending the Expansion Areas be incorporated into the VMCSP. We agree with this recommendation, specifically with the inclusion of Expansion Area B (to which the Portage Lands are part of) into the VMCSP boundary. We are encouraged by the changes made to the Recommended Land Use Option and note that it now better aligns with the vision and Conceptual Master Plan for the Portage Lands which was submitted to the City in support of a Pre-application Consultation Meeting request (See **Attachment 1: Portage Landowners Conceptual Master Plan**). We have prepared several renderings illustrating the vision for the Portage Lands, as seen in Figures 1 and 2.

The following provide additional comments with regards to the Recommended Framework presented, including each of the various draft schedules. It should be noted that it is difficult to provide a fulsome set of comments on the Recommended Land Use Option in the absence of any policy framework. In our opinion, providing details with regards to land use policies is required to fully understand the recommendations. Notwithstanding, we provide the following comments and requests:



Figure 1: Views Looking Southwest – Vision of Portage Lands

Source: Tom Rasky (2023)

1. Recommended Option for Land Use & Mixed-Use Non-Residential Requirement

We note that consistent with the Portage Lands Conceptual Master Plan, the Recommended Land Use Option identifies the lands west of Millway Ave and east of Edgeley Blvd as "Mixed Use (Non-Residential Uses Required)". We generally agree with this land use designation and the non-residential requirement; however, we request additional details with regards to how the non-residential use requirement would be applied and calculated. We request confirmation that this requirement would be calculated on a Gross Floor Area and would include ground floor retail, service commercial, community facilities, cultural or institutional facilities and other public uses in addition to traditional office spaces and other non-traditional employment uses.

Furthermore, we only support the non-residential requirement for buildings that have frontage along Portage Parkway or are adjacent to the existing employment area to the north. However, we think it will dilute the potential for a vibrant street along Portage if it should be required for internal buildings and parcels. Additionally, with this comment in mind, we conclude that the 11.5% requirement for lands north of Portage is too much space. Based on the Portage Lands Conceptual Master Plan which assumes similar building heights and densities as on the south side of Portage, reserving the ground through 3rd floor on buildings that have frontage along Portage Parkway would result in less than 10% of the GFA for non-residential uses (discounting residential lobbies and other shared spaces). We recommend that the requirement be revised to a minimum 8% non-residential uses for buildings along the north side of Portage and buildings adjacent to the existing employment area. It would be helpful to this discussion if we understood the amount / percentage of non-residential uses constructed to date in the VMC per building or parcel in the VMC.

Regarding the lands between Applewood and Edgeley identified as "Neighbourhood". We request additional information regarding what uses besides residential would be permissible. The Portage Lands Conceptual Master Plan has identified the redevelopment of the existing Monte Carlo Hotel (at the NE corner of Portage and Applewood) into a luxury hotel and convention centre with a mix of residential uses supported by world-class amenities and services (See conceptual rendering in Figure 2). This use is compatible with residential uses and should be permitted in the Neighbourhood designation.



Figure 2: Conceptual Vision - Monte Carlo Luxury Hotel & Suites

Source: Tom Rasky 2023

2. Recommended Option for Maximum Density

We believe that the recommended maximum densities for the Portage Lands are understated given the heights and level of density currently built, proposed, or under construction on the south side of Portage Parkway. Based on our review of approvals and applications, many sites have densities well over 9.0 FSI when calculated using gross land area, as per VMCSP policy 8.1.17. We request that the lands immediately north of Portage, between Millway and Edgeley and within the 500-metre distance to the Subway (former part of MTSA 67) be permitted maximum densities up to 9.0 FSI and then transition north and west to lower heights and densities of up to 7.5 FSI and then 6.0 FSI adjacent to the existing employment area. This will help to provide for a better opportunity to transition the built form north.

Similarly, we are seeking a FSI of 9.0 for the lands at the northeast corner of Applewood and Portage to support the development of a world-class hotel and convention facility as mentioned above.

3. Recommended Option for Civic Facilities

MEWS

Consistent with the Conceptual Master Plan, we generally support the idea of a connecting mews along the north boundary of the Expansion area. As illustrated, this connection will help to provide a transition to the existing employment uses and better access / connectivity for the redevelopment of the Portage Lands (by directing access off Portage Parkway). This connection can provide an alternative east – west linkage that is less busy and away from the vibrant and active environment envisioned along Portage Parkway. The location of the mews should be considered in the context of the existing ownership patterns (as illustrated in the Conceptual Master Plan) to mitigate ownership issues and maintain efficiency and usability of the adjacent properties.

PARKLAND

We do not support the parkland designation at the northeast corner of Edgeley and Portage. We believe a more appropriate distribution and greater amount of parkland can be provided by delivering parks internal to each of the three blocks within the Portage Lands. The proposed arrangement is illustrated in the Portage Conceptual Master Plan would provide immediate access to open space for adjacent new residents, users and visitors in the Expansion Area and would help to break up and provide relief to the built form and massing. We believe that this arrangement of parks is more consistent with the goals of the VMC Parks Master Plan and Update (more parkland, better connectivity). Furthermore, the proposed location for the park indicated is at the intersection of two major collectors does not seem as appropriate given the expected usage of these roads and would be better suited internal to the blocks.

Given the urban context of the VMC, the updated VMCSP should contain greater flexibility to allow stratified parkland rather than it being conditional on the provision of significant office development. There is an opportunity to explore stormwater management facilities underneath the proposed parkland that should not be considered when identifying location for parkland. Furthermore, the parkland policies should be consistent with the City's new Parkland Dedication Bylaw 168-2022 which permits the City to accept 100% parkland credit for stratified parkland, including those encumbered by underground parking.

HIGH SCHOOL

Lastly, although we support the approach of having an underlying neighbourhood designation on lands identified for schools or other community uses, we disagree that the lands at the northeast corner of Applewood and Portage should be reserved for a 6-hectare High School. As mentioned, the existing owner operates a hotel at this location and wishes to redevelop these lands in concert with the adjacent properties. The proposed hotel and convention facility is an important use that will help to expand the mix of uses in the VMC and provide a supportive service to the residents, employment uses, and the civic and cultural events envisioned for the VMC. These are also important jobs that should be considered and but are not included in the "by the numbers" slide 42 related to Jobs.

Furthermore, we would argue that the amount of land identified for a potential high school is a very suburban sized model and proposed in a location that would not provide future high school students sufficient access to transit. A location closer to Jane Street or Highway 7 would be more appropriate for high school students that rely heavily on transit service to access school. Similarly, a location adjacent to other major recreational uses should be explored to provide for co-locating opportunities for recreational fields and other facilities. This would support more efficient land use in dense urban areas where land is scarce, and property values are high. For such a land intensive use, it would seem more prudent to look for lands adjacent to but outside the VMC and expansion lands that have a lower market value. This is a similar approach proposed for the active parkland requirements for the VMC. Lastly, it is our understanding that the school boards prefer for elementary and high schools to be separated locationally, rather there is a proposed elementary/middle school site on the south side of Portage.

Conclusion

We thank staff and their project team for their efforts to prepare a recommended land use option. We agree with the conclusion that the expansion areas should be incorporated into the VMCSP, and we are generally supportive of the changes made to the Recommended Land Use Option (apart from those discrepancies and comments noted above). Again we note that no specific details or policies have been provided with regards to land use permissions, height, and other aspects of city building that would help to understand the option more fully and therefore reserve our final comments until those policies are available to review.

As always, we appreciate the opportunity to collaborate proactively with staff and their team on this project and welcome any additional opportunities to meet with staff to discuss the vision for the Portage Lands as part of the VMC and constructive means to advance the redesignation of the Portage Lands. We kindly request to be notified of any future public or landowner engagement meetings regarding this process and reserve the right to provide comments on future versions of the VMC Secondary Plan. We look forward to working with the City on the development of a vibrant downtown.

Yours very truly, Malone Given Parsons Ltd.

Don Given, MCIP, RPP

Haiqing Xu, Haiqing.xu@vaughan.ca Christina Bruce, christina.bruce@vaughan.ca Portage Conversion Landowners Group

Attachments

сс

1/ Portage Conceptual Master Plan 2/ Portage Conceptual Massing Plan



CONCEPTUAL MASTER PLAN Portage Conversion Landowners Group

Legend

- Study Area B VMC Secondary Plan Update
- Podium
- Podium with Retail and Other Non-Residential Uses
- Tower
- Parkland
- POPS
- Sidewalks
- Bike Lanes

- Landowners part of the Portage Conversion Landowners Group
- Landowners NOT part of the Portage Conversion Landowners Group
- ----- 500m Walking Radius from Subway Station
- ----- 500m Walking Radius from Bus Station

Vaughan, ON

MGP File No.: 19-2836 Date: September 25, 2023





CONCEPTUAL MASTER PLAN Portage Conversion Landowners Group City of Vaughan

FOR DISCUSSION PURPOSES ONLY!

View 2







CONCEPTUAL MASTER PLAN

Portage Conversion Landowners Group City of Vaughan FOR DISCUSSION PURPOSES ONLY!

View 4



C 2 Communication CW(1) – October 31, 2023 Item No. 9.2

> Lauren Capilongo 905 513 0170 x112 LCapilongo@mgp.ca



MGP File: 21-3054

September 28, 2023

Andrew Haagsma – Planner I City of Vaughan 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1

via email: Andrew.Haagsma@vaughan.ca / gaston.soucy@vaughan.ca

Attention: Mr. Andrew Haagsma Planner I

Dear Mr. Haagsma:

RE: VMC Secondary Plan Update Phase III – Recommended Land Use Option Comments on behalf of Intergreen Development (BT) Inc. 25 Interchange Way, Vaughan File Nos: OP.22.014, Z.22.035, and 19T-22V010

Malone Given Parsons Ltd. ("MGP") is the land use planner for Intergreen Development (BT) Inc. ("Intergreen"), the owner of the lands at 25 Interchange Way ("Subject Lands") within the Vaughan Metropolitan Centre ("VMC"). Intergreen has been actively participating in the Vaughan Metropolitan Centre Secondary Plan ("VMCSP") Update process, including attending the VMC Landowners Meeting on September 8, 2023 where the Recommended Land Use Option was presented for discussion as part of Phase III of the VMCSP Update.

We have reviewed the presentation materials from September 5 and 8 and continue to have concerns with the Recommended Land Use Option that is currently available for feedback and comments.

It should be noted that it is difficult to provide a fulsome set of comments on the Recommended Land Use Option in the absence of the City providing any policy framework. As such, our comments respond to the proposed change in land use designation on the basis of the current VMCSP policies. In our opinion, providing a summary of the land use policies, at a minimum, related to height and density, is required to understand the proposed options. Notwithstanding this, we request that:

- The heights and densities reflect the VMC's status as an Urban Growth Centre. More specifically, the height and density framework in the VMCSP should be updated to have regard for approved and in progress developments which have effectively more than tripled the planned heights and densities in the current VMCSP;
- 2. The Subject Lands be recognized as an appropriate location for height and density and should maintain an appropriate Mixed-Use designation that allows for significant development rather than the proposed "Neighbourhood" designation. The extent of

the Mixed Use designation should also correspond with the Protected Major Transit Station Area ("PMTSA") boundaries established by the York Region Official Plan (2022) and recognize that the Subject Lands are located within PMTSA 67, the Vaughan Metropolitan Centre Subway Station.

- 3. The schedules and Recommended Land Use Option Plan should reflect the proposed height and density proposed by Intergreen through the applications for Official Plan and Zoning Bylaw Amendment, submitted on October 27, 2022. These applications were considered at a public meeting on February 28, 2023 and Council members deemed the proposed development together with the height and density, to be appropriate for the Subject Lands;
- 4. Policies be included within the updated VMCSP that align with Council's latest direction and recommendations regarding parkland definitions and dedication credits, particularly as they relate to 100% credit for strata parkland;
- The calculation of Floor Space Index ("FSI") continue to be calculated using a ratio of gross floor area ("GFA") to the gross land area in accordance with VMCSP Policy 8.1.17, whereas we understand City staff have indicated the VMCSP Update will include an amendment to calculate FSI using a ratio of GFA to net land area; and,
- 6. The road bisecting the Subject Lands be removed on the updated VMCSP Schedules to reflect Integreen's OPA and ZBLA applications.

The Current Vaughan Metropolitan Centre Secondary Plan

The Subject Lands are located at the northeast intersection of Interchange Way (east-west) and Interchange Way (north-south). In the current VMCSP, the southern portion of the Subject Lands is designated "South Precinct" with height permissions ranging from 5 to 25 storeys and a density permission ranging from 2.5 to 4.5 FSI. The South Precinct designation encourages a mix of uses, particularly retail and office uses, and permits all uses that are permitted in the Station Precinct (being the lands to the north surrounding the VMC Subway Station). Policy 8.3.1 of the VMCSP also promotes a variety of low- (3-4 storeys), mid- (5-10 storeys), and high-rise (more than 10 storeys) buildings within the South Precinct.

The northern portion of the Subject Lands is designated Major Parks and Open Spaces. A proposed east-west local street (20 to 22 metres wide) bisects the Subject Lands between the two land use designations/precincts and a proposed north-south local street straddles the eastern boundary of the Subject Lands. A map of the current land use designations under the VMCSP is provided in Figure 1 below.





Source: City of Vaughan (2023); MGP (2023)

Intergreen Development Applications

On October 27, 2022, Intergreen submitted Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications (the "Intergreen Applications") to permit a mixed-use development consisting of two (2) residential towers (55 and 45-storeys in height) atop a 4 to 5 storey podium with retail uses and residential townhouse units atgrade. A 0.418 hectare stratified public park is proposed on the northern portion of the site. The proposed FSI is 7.74 times the area of the site for a total of 1,084 residential units, and 1,593 m2 of ground-floor retail space.

Vehicular access to the development is proposed from a future 12.0 m east-west private street bisecting the stratified park from the mixed-use development where the current VMCSP identifies a public local street (20-22 m wide). The Intergreen Applications were deemed complete on November 17, 2022 and a public meeting was held on February 28, 2023.

Council was receptive to the proposal and found the proposed heights, densities, and unit mix to be appropriate given the location of the Subject Lands within an urban growth centre and MTSA. The Intergreen Applications were reviewed by the Design Review Panel on March 30, 2023. Intergreen is currently reviewing all comments received from the public, commenting agencies, and the Design Review Panel and intends to make a resubmission of the Applications in the near future.

Proposed Recommended Land Use Option Plan

Under the proposed VMCSP Recommended Land Use Option, the Subject Lands are proposed to be designated "Neighbourhood" and "Public Park". We note that the staff report from the June 21, 2022 VMC Subcommittee indicates that this designation change from "South Precinct" to "Neighbourhood" is "primarily intended for residential uses, to align with the approval of neighbourhood-scaled development". This reference to "neighbourhood-scaled development" appears to be related to the "Mobilio" development, which we note includes both townhouses and high-density buildings up to 18 storeys on the south side of Interchange Way. While we support the notion to concentrate residential uses within this area of the VMC, we do not believe that the approval of a residential development on other lands should preclude high-density, mixed-use development on the Subject Lands or result in the loss of land use, density, and height flexibility within the current VMCSP policy framework.



Figure 2: Recommended VMCSP Land Use Option

Source: City of Vaughan (2023); MGP (2023)

The materials presented to date in the VMCSP Update process do not provide sufficient information or policies to holistically review the impacts of the proposed land use options on the Subject Lands. We request that staff provide clarification on what the Neighbourhood designation specifically entails, in particular, land use permissions and built form standards.

In the absence of any policies relating to the Neighbourhood designation, we request that the Subject Lands be designated to an appropriate Mixed Use designation that permits significant redevelopment in terms of permitted heights, densities, and built forms. The Subject Lands have many attributes that make the site suitable for high density development rather than the

proposed "Neighbourhood" designation such as being within 500 metres of the existing VMC Subway Station, located within the VMC Subway Station PMTSA (PMTSA 67), and adjacent to approved and planned high density developments, as well as having Council support for the Applications to redevelop the Subject Lands with high density, mixed use development.

Furthermore, we are also concerned that any planned reduction in building heights and density represents a "downzoning" on the Subject Lands which is inconsistent with provincial and regional policies. The Subject Lands are located within the VMC Subway Station PMTSA (PMTSA 67), as identified within the September 8th presentation, as well as having recommended retail or public use frontage along the south property line, which supports a Mixed Use designation that will permit a full range of uses on the Subject Lands.

Proposed Densities, Heights, and FSI

The September 8th presentation does not appear to include any changes to the minimum and maximum heights in the VMCSP. We request that this be confirmed by City Staff, in addition to providing the policy framework requested above, so that we can understand any impacts of the VMCSP Update on height permissions in the VMC.

We request that any changes to the height and density permissions in the VMCSP Update be reflective of the approved and in progress developments which have effectively more than tripled the planned heights and densities in the current VMCSP. While densities appear to have been increased to acknowledge approved developments along Highway 7, the densities in the remainder of the VMC, including the Subject Lands, has remained similar to the existing VMCSP, which does not appropriately acknowledge the development potential of those lands, nor any in progress developments that exceed the existing densities in the VMCSP.

It was noted by City staff during the September 8th presentation that the minimum FSI for the Recommended Land Use Option was calculated using a ratio of gross floor area to net developable area. This is a deviation from the existing practice established in VMCSP Policy 8.1.17:

The land area to be used for the calculation of the area of the lot for the purposes of calculating permitted density, shall <u>include the land used for buildings</u>, <u>private</u> <u>landscaped open space</u>, <u>off-street parking and servicing areas</u>, <u>new City streets</u>, <u>City</u> <u>street widenings/extensions and mews</u>, but excluding street widenings and land areas which are encumbered by a sub-surface transit easement that are being acquired by a public authority through expropriation or acquisition for compensation. The land area for the calculation of permitted density shall exclude land for public parks and other public infrastructure. (emphasis added)

The Intergreen Applications, as well as all approved and current developments calculated FSI on this basis and amending the method of calculation in the VMCSP Update would create inconsistencies in interpretation within the VMC. We request that Policy 8.1.17 and the calculation of FSI remain as is in the VMCSP Update.

Road Network

The Intergreen Applications propose to delete the proposed local street bisecting the Subject Lands on Schedule C of the existing VMCSP and replace it with a private road. We request that the City also include or acknowledge this proposed change to the road network in the VMCSP Update. The private road will provide the same function and accessibility as the proposed local road, with no impact on the public or ultimate users of the road, however the private ownership allows for flexibility in the underground levels of the proposed development on the Subject Lands.

Parkland

The Recommended Land Use Option continues to identify a Park on the northern portion of the Subject Lands. Intergreen, as part of their proposed development, have made provisions for the inclusion of parkland on the northern portion of the Subject Lands which will include underground parking, making the proposed park a strata park.

Given the urban context of the VMC, the updated VMCSP should contain greater flexibility to allow stratified parkland rather than it being conditional on the provision of significant office development as is currently established by Policy 4.3.6 of the VMCSP. Furthermore, the parkland policies should be consistent with the City's new Parkland Dedication By-law 168-2022 which permits the City to accept 100% parkland credit for stratified parkland, including those encumbered by underground parking.

Intergreen has committed to providing the parkland identified in the VMCSP through a stratified park, contingent upon receiving parkland credit in accordance with the Planning Act and the City Parkland Dedication By-law. It should be noted that the proposed park exceeds the maximum size requirements in the updated Planning Act (being 10% of the land). Intergreen is committed to delivering an appropriately sized park in this location, even if it may exceed the Planning Act cap, however additional discussions with the City will be required to determine a fair and equitable resolution for the overdedication of parkland.

Conclusion

On behalf of our client, we appreciate the opportunity to provide initial comments on the Recommended Land Use Option and welcome the opportunity to meet with staff to discuss our concerns. We kindly request to be notified of any future public or landowner engagement meetings regarding this process and reserve the right to provide comments on future versions of the VMC Secondary Plan. We look forward to working with the City on the development of a vibrant downtown.

Should you have any questions, please do not hesitate to contact me.

Yours very truly, Malone Given Parsons Ltd.

Lauren Capilongo, MCIP, RPP

cc: Intergreen Development (BT) Inc.



2024 YORK REGION TRANSIT INITIATIVES CITY OF VAUGHAN

Presented by Tamas Hertel Manager, Service Planning

Presented to City of Vaughan Council Presented on October 31, 2023

C 3 Communication CW(1) – October 31, 2023 Item No. 1



Agenda

- Summary of 2023 Transit Initiatives
- Overview of annual plan process
- Summary of stakeholder and public consultation
- Summary of 2024 Transit Initiatives
- Ridership trends
- Next steps



2023 Transit Initiatives Update in City of Vaughan

Routes/Service	Service Change
Viva blue	Improved weekday rush hour and Saturday frequency
Viva orange	Improved weekday rush hour frequency
7 – Martin Grove	Introduced earlier northbound trips on weekdays [^]
10 – Woodbridge	Reinstate service with slight restructure*
Mobility On-Request Woodridge	Discontinue rush hour service with reinstatement of Route 10*
20 – Jane	Introduced earlier southbound trips and overlay Express service on weekdays

^ Note: Unplanned service change to address changing travel patterns.

* Note: Deferred implementation to 2024 due to operational concerns.

2023 Transit Initiatives Update in City of Vaughan

Routes/Service	Service Change
21 – Vellore	Reinstated service with slight restructure
Mobility On-Request Vellore Local	Discontinued with reinstatement of Route 21
26 – Maple	Extend service to Maple GO Station*
85 – Rutherford	Improved weekday rush hour frequency
88 – Bathurst	Improved rush hour frequency [^]
105 – Dufferin	Extend service to Maple GO Station* Improved afternoon rush hour frequency^
165 – Weston	Extend service to Major Mackenzie West Terminal*

* Note: Deferred implementation to 2024 due to operational concerns.

^ Note: Unplanned service change to address changing travel patterns.

2023 Transit Initiatives Update in City of Vaughan

Project	Action
Major Mackenzie West Terminal	New terminal fully operational in April 2023
Fare collection improvements	Introduced open payment (debit/credit)
Expanding use of articulated buses	Started operating articulated buses on Route 107B - Keele
Mobility On-Request Kleinburg-Nashville	Expanded service area coverage
Mobility On-Request Maple-Rutherford GO	Service made permanent in May 2023 after one-year pilot
Mobility On-Request 65+	Service made permanent in January 2023
York Region Plan for Seniors	Report to go to Regional Council in late 2023

York Region Transit leverages its extensive community and municipal partnerships to provide information directly to seniors regarding transit services and programs

Stakeholder and Public Consultation

Consultation	Date (2023)	Location
City Staff	April 20	Municipal Office
Student Transportation Services	April 21	York Region Office
Business Sector	May 1	Virtual
Neighbouring Transit Agencies	May 5	York Region Office
On-Bus Survey	May 9 to 10, 13 to 14	Route 4 – Major Mackenzie
Public Outreach Event	May 23	SmartVMC Bus Terminal
Virtual Public Engagement	May 1 to 31	yrt.ca/TransitPlan or YRT Contact Centre
Accessibility Advisory Commitee (YRAAC)	May 1 to 31	yrt.ca/TransitPlan or YRT Contact Centre

Connected with 255 residents at public outreach event at SmartVMC Bus Terminal

Annual Transit Initiatives Process



Feedback Received

- Support for improved fare integration between YRT, the TTC and GO Transit
- Support for improved Saturday frequency on Route 88 Bathurst
- Support for Sunday/holiday service on Route 7 Martin Grove
- Support for new Route 472 Tommy Douglas Secondary School via Nashville
- Route 4 Major Mackenzie restructure into the Major Mackenzie Drive/ Highway 404 carpool lot not supported
- Request to extend Route 4 Major Mackenzie to Highway 427 to service community of Nashville
- Request to provide all-day service on Route 361 Nashville Express
- Request to extend Viva orange to Humber College or Pearson Airport

Proposed 2024 Transit Initiatives in City of Vaughan

Routes/Service	Proposed Service Change
7 – Martin Grove	Introduce Sunday/holiday service
20 – Jane	Evaluate extending service north to McGown Road
88 – Bathurst	Improve frequency on Saturdays
361 – Nashville Express	Introduce new Express service during weekday rush hours*
472 – Tommy Douglas SS via Nashville	Introduce new School Special route

* Note: Implemented in 2023 in response to customer feedback and the need for additional service before 2024.

Project	Proposed Action
Mobility On-Request (MOR) Plan	Update plan to provide guidance on future delivery of MOR services across the Region

Current YRT System in City of Vaughan



-		
	Transit Services -	
	Vaughan	
	YRT Routes	
	3 – Thornhill	
	4 – Major Mackenzie	
	5 – Clark	
	7 – Martin Grove 12 – Pine Valley	
	13 – Islington	
	20 – Jane	
	21 – Vellore 23 – Thornhill Woods	
	23 – Thornhill Woods	
	26 - Maple	
	77 – Highway 7 85 – Rutherford	
	88 – Bathurst	
	96 - Keele-Yonge	
	98/99 – Yonge (Late Night)	
	99 – Yonge 105 – Dufferin	
	107/107B – Keele 165/165F – Weston	
	361 – Nashville Express	
	446 – St Theresa SS via McCallum	
	460 – Holy Cross SS	
	461 – Emily Carr SS	
	462 – Maple SS 464 – St Joan of Arc SS via America	
	465 – St Joan of Arc SS via America	
	466 – Tommy Douglas SS	
	467 – Tommy Douglas SS via St Jean de Brebeuf	
	468 – Emily Carr SS via Kleinburg	
	469 – Father Bressani SS	
	470 – Westmount Collegiate SS via Thornhill Woods	
	471 – Stephen Lewis SS via Langstaff Secondary 720 – Highway 407 Terminal/Wonderland	
	760 – Vaunhan Mills/Wonderland	
	760 – Vaughan Mills/Wonderland Viva – blue	
	Viva – orange	
	MOR Kleinburg-Nashville	
	MOR Maple-Rutherford	
	MOR Woodbridge TTC Routes	
	60/60B/60D - Steeles West	
	160 - Bathurst North	
	Brampton Transit Routes	
	1 - Queen	
	23 – Sandalwood	
	35 – Clarkway 501 – Züm Queen	
MU	R 65+ and Paratransit services are available to	all
	eligible travellers across the Region.	
	GO Rail	
	TTC Subway Line 1	
	Municipal Boundary	
	-	

2023 Transit Initiatives in City of Vaughan



YRT Routes 3 – Thornhill	
3 - Thornhill	
a monthitt	
4 – Major Mackenzie	
5 – Clark 7 – Martin Grove	
12 – Pine Valley	
13 - Islington	
20 - Jane	
21 - Vellore	
23 – Thornhill Woods 26 – Maple	
77 - Highway 7	
85 – Rutherford	
85 – Rutherford 88 – Bathurst	
96 – Keele-Yonge	
98/99 – Yonge (Late Night)	
99 – Yonge 105 – Dufferin	
107/107B - Keele	
107/107B - Keele 165/165F - Weston	
361 – Nashville Express	
446 – St Theresa SS via McCallum	
460 – Holy Cross SS 461 – Emily Carr SS	
462 – Maple SS	
464 – St Joan of Arc SS via America	
465 – St Joan of Arc SS via Melville	
466 - Tommy Douglas SS	
467 – Tommy Douglas SS via St Jean de Brebeuf 468 – Emily Carr SS via Kleinburg	
469 – Father Bressani SS	
470 – Westmount Collegiate SS via Thornhill Woods	
471 – Stephen Lewis SS via Langstaff Secondary	
720 – Highway 407 Terminal/Wonderland	
760 – Vaughan Mills/Wonderland	
Viva – blue Viva – orange	
MOR Kleinburg-Nashville	
MOR Maple-Rutherford	
MOR Woodbridge	
TTC Routes	
60/60B/60D – Steeles West 160 – Bathurst North	
Brampton Transit Routes	
1 – Queen	
23 - Sandalwood	
35 – Clarkway	
501 – Züm Queen	
MOR 65+ and Paratransit services are available to eligible travellers across the Region.	all
GO Rail	
TTC Subway Line 1	
Municipal Boundary	
2023 Transit Initiative Changes	_

Accessible formats or communication supports are available upon request.

2024 Transit Initiatives in City of Vaughan



Transit Services -Vaughan **YRT Routes** 3 – Thornhill 4 – Major Mackenzie 5 – Clark 7 – Martin Grove 12 – Pine Valley 13 – Islinaton 20 – Jane 21 – Vellore 23 – Thornhill Wood 26 – Maple 77 - Highway 85 – Rutherford 88 – Bathurst 96 – Keele-Yonge 98/99 - Yonge (Late Night 99 – Yonge 105 - Dufferin 107/107B - Keele 165/165F - Weston 361 – Nashville Express 446 – St Theresa SS via McCallum 460 - Holv Cross SS 461 - Emily Carr SS 462 – Maple SS 464 – St Joan of Arc SS via America 465 - St Joan of Arc SS via Melville 466 – Tommy Douglas SS 467 – Tommy Douglas SS via St Jean de Brebeuf 468 – Emily Carr SS via Kleinburg 469 – Father Bressani SS 470 – Westmount Collegiate SS via Thornhill Woods 471 – Stephen Lewis SS via Langstaff Secondary 720 - Highway 407 Terminal/Wonderland 760 – Vaughan Mills/Wonderland Viva – blue Viva – orange MOR Kleinburg-Nashvill MOR Maple-Rutherford MOR Woodbridge TTC Routes 60/60B/60D – Steeles W 160 - Bathurst North Brampton Transit Route 1 – Queen 23 – Sandalwo 35 – Clarkway 501 – Züm Queen MOR 65+ and Paratransit services are available to all eligible travellers across the Region. GO Rail TTC Subway Line 1 Municipal Boundary 2023 Transit Initiative Changes 2024 Transit Initiative Changes

Accessible formats or communication supports are available upon request.

2024 Projects and Programs



Planning for the future



Fare and service integration



Technology and innovation



Customer service



System Ridership Trends

YRT System Ridership Comparison (January 2019 to August 2023)



Revenue ridership continues to grow. In August 2023, ridership recovery surpassed pre-pandemic levels.

Next Steps

- Seek York Regional Council approval of the 2024 Transit Initiatives through operating and capital budget approval process
- Communicate 2024 Transit Initiatives
 to residents
- Begin 2025 Transit Initiatives annual plan process



Thank You

For more information, please contact:

Tamas Hertel Manager, Service Planning tamas.hertel@york.ca



Good Morning John,

Thank you for taking the time and I hope you had a nice weekend. See my comments regarding the allowance of legally licensed cannabis retail stores in the city of Vaughan are listed below:

1) There remains significant cannabis 'retail deserts' across the country, both in large and small municipalities including the city of Vaughan reducing access to safe lab tested products for all Canadians. By not allowing legally licensed stores you are in fact driving sales and business for illicit illegal retailers which certainly still operate within Vaughan already today.

2) The Illicit market is abandoned tax revenue for Vaughan! This revenue should be flowing to licensed producers and retailers that follow the rules and adhere to strict guidelines that keep communities safe. This will bring in extra tax revenue for the city while creating jobs and filling empty commercial spaces to drive the economy. The Canada Revenue Agency is not able to collect any tax revenue or regulatory fees from 30-50% of the market which includes the city of Vaughan.

3) Illicit market product consumption is an ongoing health and safety concern for everyone including the residents of Vaughan. Protecting the health of Canadians including children was an objective of the Cannabis Act. Illegal market stores sell untested unregulated products that do not conform to health canada standards and are not properly labeled with accurate THC levels making them especially dangerous for youth.

4) With its lower cost, tax and regulatory burden, the Illicit market is gifted with a structural competitive advantage. The Illicit market has spurred Licensed cannabis Producers to deliver high quality cannabis at lower prices. However, the gap between legal and illegal operators has shrunk considerably. Lower Illicit market pricing today drives badly needed profits out of the sector putting jobs and companies at risk like my small family owned business.

In conclusion we feel all levels of government need to immediately address the Illicit Market problem, out of self-interest and as originally promised to all Canadians in the Cannabis Act in 2018. Please consider allowing legally licensed cannabis stores in your great city to help us beat the illicit market while allowing your constituents to access safe tested and regulated products.

Thank you

Sean Kady Owner & Proprietor

cosmiccharlies.ca

Lobbying Initiative for Legal Cannabis Storefronts in

VAUGHAN CITY HAV

The City of Vaughan.

C 5 Communication CW(1) – October 31, 2023 Item No. Pres1

Who Am

Owner and FOudner of Cannabis Social Enterprise **RE.UP** est. 2023

1 year



Currently working in Sales & Marketing for Ontario's leading Legal Cannabis Brand, The Loud Plug

Trusted Cannabis Industry Professional, with a resume extending from:



Cultivating Legal Cannabis in Dunnville for

Purchasing for Retail Cannabis Storefronts, most notably Takeoff Cannabis, owner Bret Unger a fellow Vaughan native.



SAUGA STAND UP

On January 25th, 2023, Brad Stott co-founder of Canadian Clinical Cannabinoids, and Cyrus Hamabaz CEO of Canadian Clinical Cannabinoids and The Loud Plug, and I; met before the Mississauga council to discuss revisiting the option to have legal storefronts in the city. Since then Mississauga came to an 8-4 win in opting in responsibly for legal cannabis storefronts!



relationo point of view Safety possible dam from risk or r safeness.

Safety concerns

- **Offering legal stores & and cannabis allows:**
 - Mandated age gating 19+
 - Extensive and costly operating/retail
 - licensing
 - All cannabis products tested under
- Cannabis from this regulated environment is scrupulously safe:
 - through a continuous rigorous reporting tracking system within all stages of cannabis production, to distribution, and then the final steps of sales/purchasing.

- governed SOP's prior consumption/sale

Educated Experinces

Education becomes a focal point in conversations amongst staff and patrons as all discussions are backed by the guarantee of a mandated.

CannSell allows an individual to sell products direct to consumers courtesy of a paid online training program

This provides anyone seeking to purchase cannabis in-store, is met with an individual who'll be able to navigate any questions and ways of consumption confidently and knowledgeably.

Continuing to opt out, people's lack of education as well as their safety of what they're consuming will always be called into question, and if they wish to seek proper education they'd have to go outside their city's bounds just to acquire

Did you know that it's mandatory in Ontario to complete CannSell Standard prior to working in a Cannabis Retail store?





Regulation of illicit Stores

A lifting of the ban would allow regulation for legal merchants to challenge illegal sellers for their market share for the first time.

Not having cannabis available for purchase legally, leads to illicit sources thriving in these areas, affecting the safety of people and obviously of the product being consumed.

When the choice to opt in responsibly, can offer all of these things inclusively in the city as well as create new avenues for revenue for the city to use.

Thank you for considering the benefits of legal cannabis and it's potential positive impact on our community.



C 6 Communication CW(1) – October 31, 2023 Item No. Pres1

October 30, 2023

Dear Honorable Council Members,

My name is Varun Bhardwaj, I am writing to you today with respect to the matter of allowing legal cannabis retail storefronts within the city of Vaughan. Firstly, I would like to thank you for taking the time today to hear from members of the legal cannabis industry as well reading the submissions being presented to you by myself and others. Members of Council, I am writing to you as not only the founder of a legal cannabis retail brand, Terps & Rec Cannabis, located at 106-127 Westmore Drive, Etobicoke, Ontario, just 5 minutes from the Vaughan/Toronto border, I am also writing to you as a concerned father, a son of parents who reside in York Region and as an individual who grew up in York Region, attended youth programs such as Air Cadets and went back to volunteer his time back to the Cadet organization, all within York Region, and some within Vaughan itself.

Honorable Members, some of the main purposes of the legalization of Cannabis was to eliminate the illicit Cannabis trade, and to keep Cannabis out of the hands of children. This past summer, my son who is 13 years of age, and resides primarily with his mother in Richmond Hill was given illegal cannabis edibles from a friend of his, he consumed these illegal, unregulated edibles and was subsequently taken to hospital. As those of you who are parents can imagine I was horrified that this happened to my child, I was angry that my child or any child for that matter was able to procure cannabis products when I spend my days at my business ensuring that no persons under the age of 19 are permitted to enter. The employees that work for me are constantly trained to check the IDs of every customer who appears to look below the age of 25. The existence of legal cannabis retailers within a municipality greatly reduces the existence of an illicit market. The street deals and delivery services face a drop in profitability and the Police are further able to distinguish between legal and illegal cannabis sources.

Council members illegal cannabis shops have taken notice of the fact that Vaughan has not yet opted into legal cannabis retail and as such they have set up stores directly next to popular traffic areas that border the city of Vaughan, there are illegal stores that operate just south of Steeles Avenue, and just West of Highway 427 on Highway 7, they have realized the citizens of Vaughan do not have the option to buy cannabis legally and as such they have deemed it lucrative to set up around the borders of Vaughan and then offer delivery services into the region.

Legal cannabis retail provides greater job opportunities for citizens of Vaughan, I myself employ 3 individuals and I know my fellow retailers usually have 2-3 employees on staff, in these uncertain economic times it is important to provide the people with job opportunities and further sources of income.

I respectfully and humbly request that the Honorable Council Members vote in favor of Cannabis Retail Storefronts in the City of Vaughan, allow our youth to be safe from those that find profitability in selling to them, allow citizens a safe and professional experience when they are purchasing and allow the city to increase employment opportunities for its citizens.

Regards, Varun Bhardwaj Founder/General Manager Terps & Rec Cannabis C: E: varun@terpsrec.com