

**C 2**

**Communication**

**Vaughan Metropolitan Centre**

**Sub-Committee – January 31, 2024**

**Item No. 3**

# **VMC Studies Update**

**VMC Sub-Committee**

January 31, 2024



DOWNTOWN

**vaughan**

METROPOLITAN CENTRE

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

# 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.

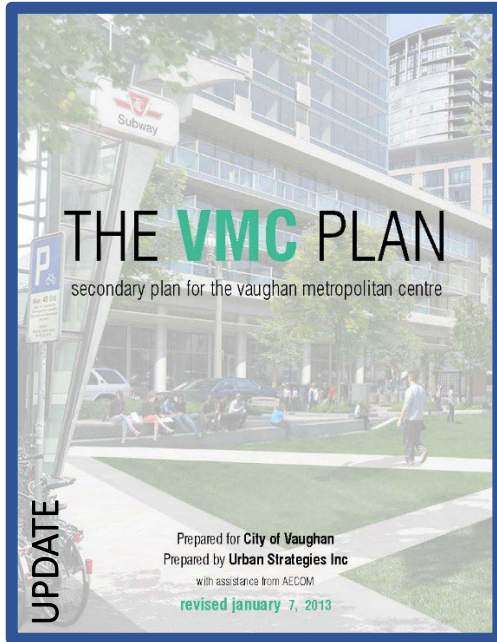
## Current Residential Trends\*

- Based on development applications received to date:
  - Units **completed** 6,528 / **12,925** residents (by Q2, 2024)
  - Units **under construction** 3,787 / **7,498** residents
  - Units **approved by Council** 12,031 / **23,828** residents
  - Units **proposed** through development applications and subject to Council approval 19,171 / **37,959** residents
- The realization of developments that are occupied, under construction, or approved represents more than **69,000** residents in close to 35,000 units, **greatly exceeding the population target established for the 2031** planning horizon.

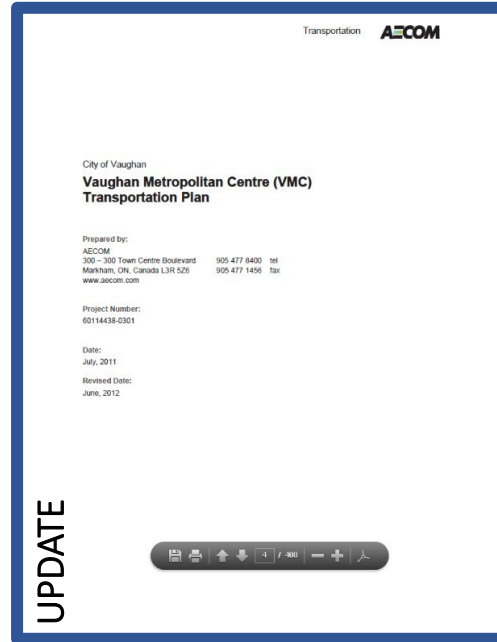
*\*Based on current development trends and subject to the VMC Secondary Plan update and Council's discretion*



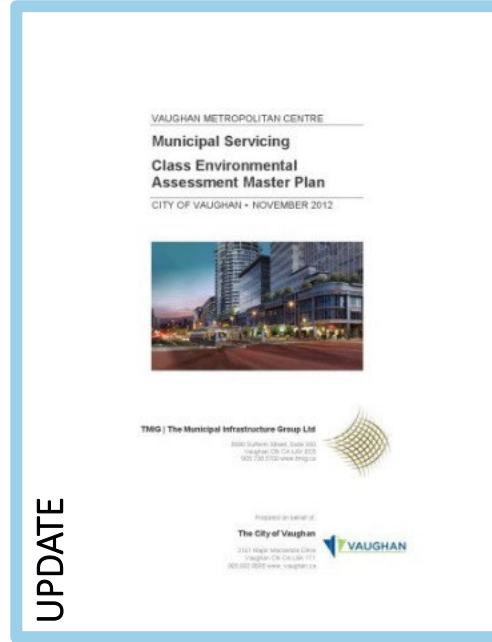
# VMC Current Studies Updates



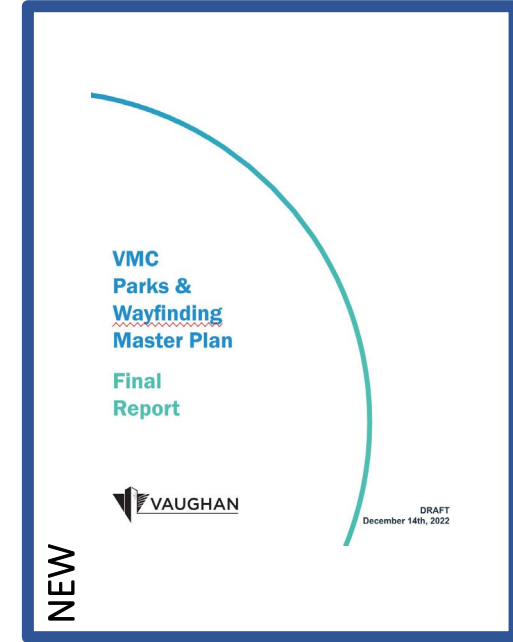
VMC Secondary Plan  
UPDATE



VMC Transportation Master Plan  
UPDATE

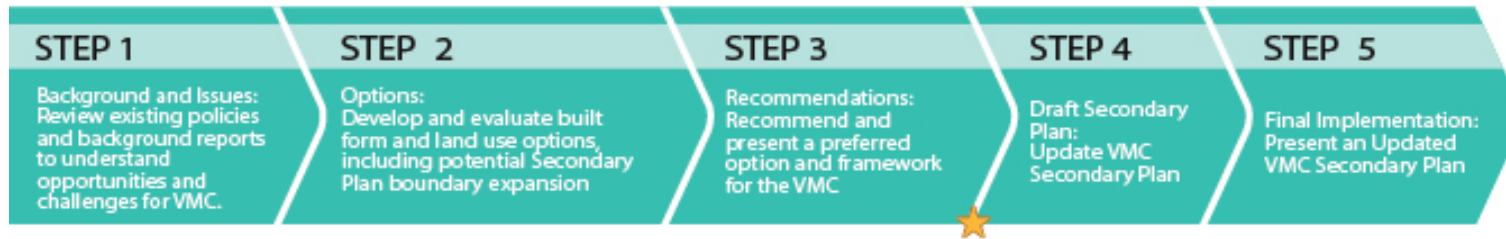


VMC Functional Servicing Strategy  
UPDATE

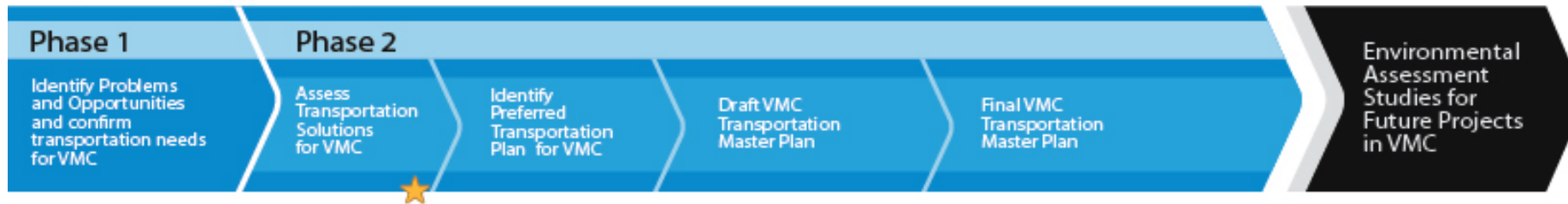


VMC Parks and Wayfinding  
Master Plan

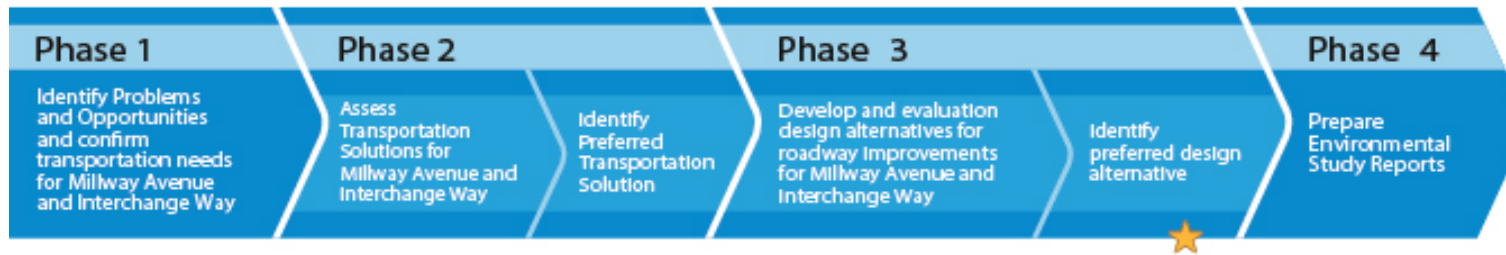
## Secondary Plan Update



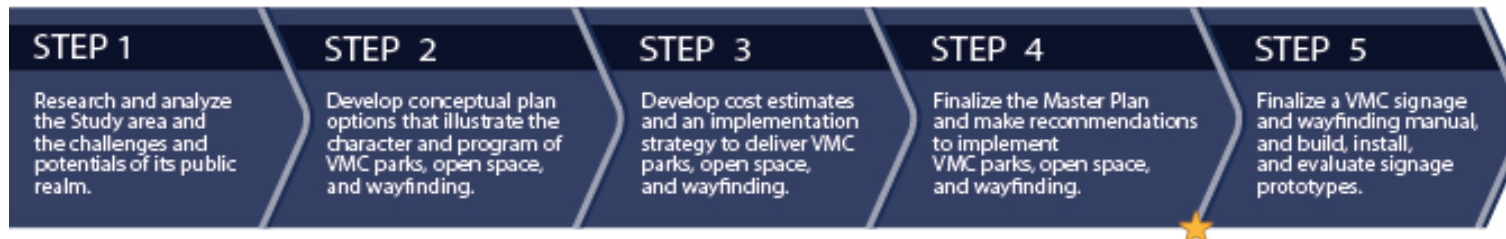
## Transportation Master Plan Update



## Millway Avenue and Interchange Way Class EA Studies



## Parks and Wayfinding Master Plan

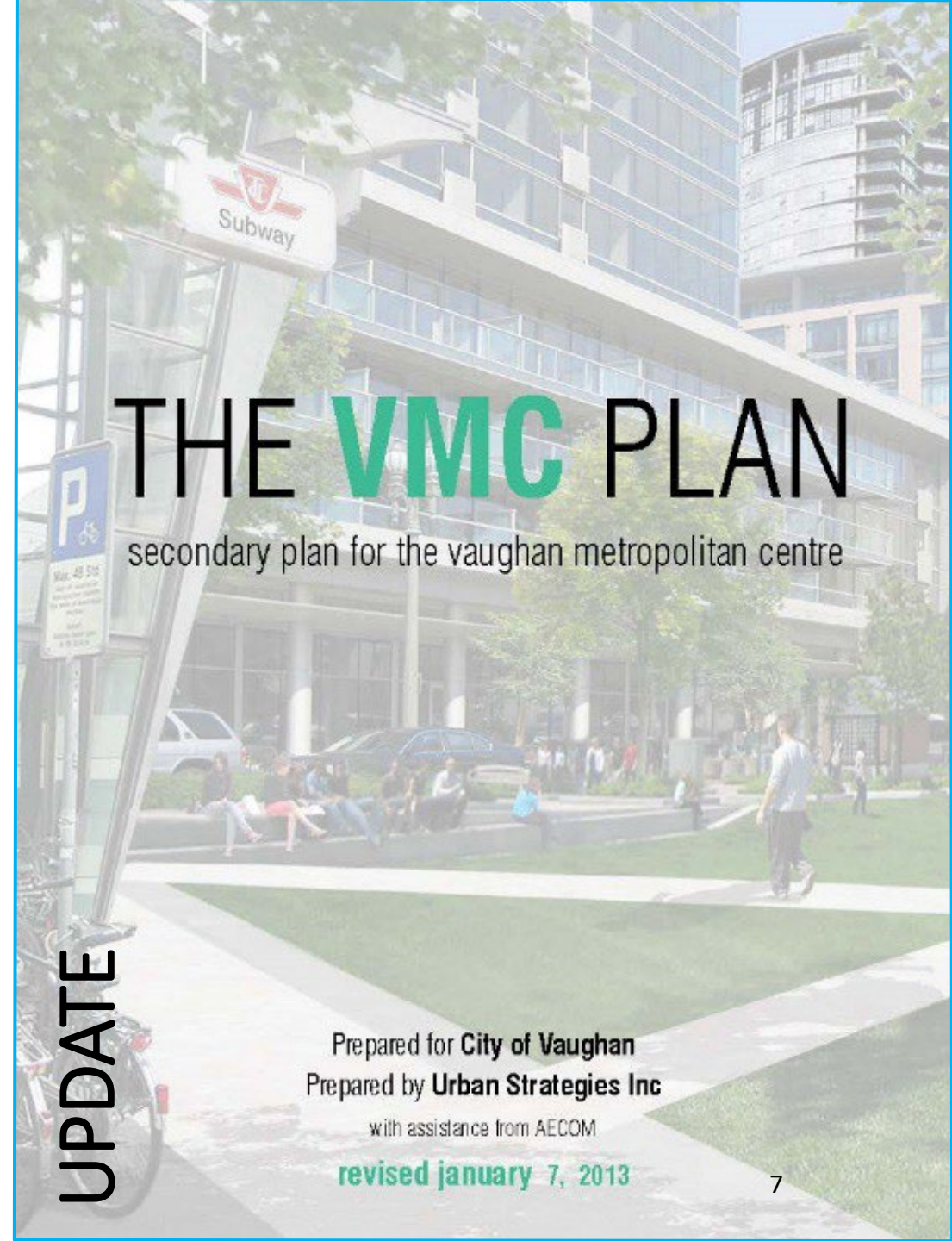


# **VMC Secondary Plan Update**

# VMC Secondary Plan Update

## Policy Updates to Support a Complete Community

- The VMC Secondary Plan (VMCSP) Update 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.
- The VMCSP Update will result in a **renewed policy framework** that supports the completion of a downtown and central business district as a **complete and balanced 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

# Key Priorities of the VMC Secondary Plan Update

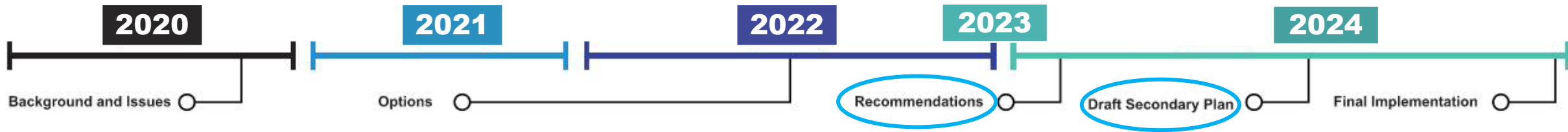
## Create a complete and balanced community by:

- 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





# VMC Secondary Plan Process and Timeline



- **Phase II – *Prepare and Develop Land Use Options*** utilized the priority issues identified from Phase I – *Background and Issues* to develop preliminary land use options for consideration.
- **Phase III – *Elaborate a Preferred Framework***, assessed and balanced the feedback that was received as part of the Phase II consultation and developed a preferred land use framework that best achieves Council’s vision of a world class downtown and complete community. The preferred land use framework ensures hard and soft infrastructure is available to deliver a renewed VMCSPP vision in collaboration with the VMC’s **Transportation Master Plan** team and the City’s Development Engineering Department and York Region to confirm **servicing capacity**.
- **Phase IV – *Develop an updated Secondary Plan for the VMC***, will include the development of a draft updated Secondary Plan for the VMC, through consultation with landowners, stakeholders, and the public. Updated and new Secondary Plan policies will be developed to align the Plan with the Preferred Framework developed in Phase III, and to address provincial and regional policy updates.

# Engagement: August – September 2023

## TAC Meetings – August

- Meetings were held with internal and external TAC members on August 15<sup>th</sup> and 16<sup>th</sup>

## Landowner Meetings – September 5<sup>th</sup> & 8<sup>th</sup>

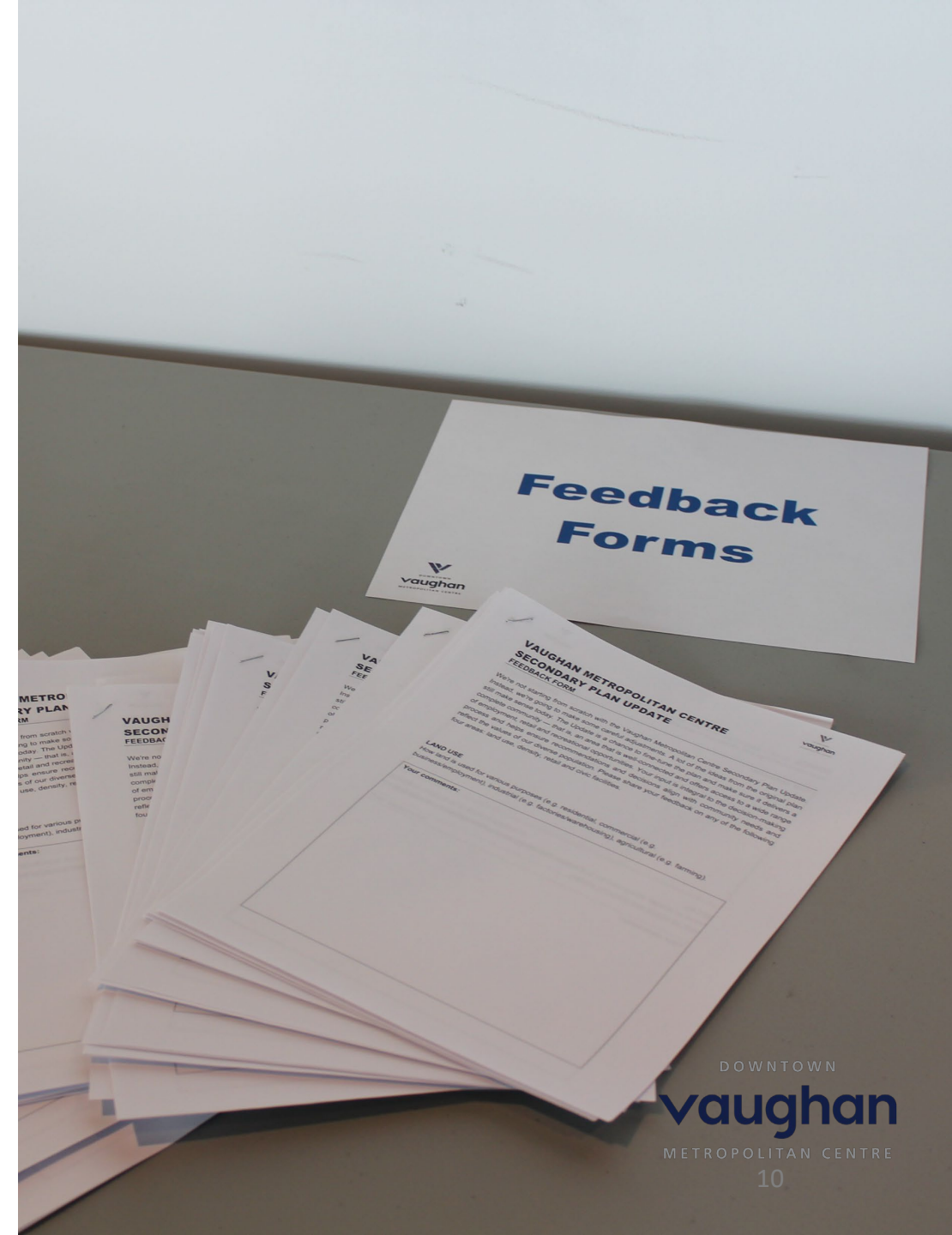
- Meetings were held with landowners from the VMC and expansion areas on September 5<sup>th</sup> and 8<sup>th</sup>
- Subsequent 1:1 meetings have taken place following the October 4th VMC Sub-Committee recommendations

## Public Open House – September 14<sup>th</sup>

- A Public Open House was hosted in the VMC to present the Preferred Framework
- Consisted of two open house sessions and one presentation
- Comment forms were provided to participants to gather feedback

## Online Engagement – September 14<sup>th</sup> – 27<sup>th</sup>

- An online forum was launched on “Have Your Say Vaughan” for community members to share their feedback on the Preferred Framework
- The online forum was advertised across the City’s social media networks, physical signs, and in the local newspaper



# What we heard: TAC

## Schools

Generally satisfied with number and location of school sites

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

## Servicing

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

## Traffic

Concern about traffic congestion

Transportation infrastructure improvements are needed to support growth

A phased approach will be necessary



# What we heard: Landowners

## Height & Density

Do not want maximum heights and densities

Concern about shift from gross to net density

Concern about height hierarchy given approvals

## Non-Res Requirement

Concern about the non-res requirement

Question financial viability of non-res uses

## Schools

Support for urban format schools

## Civic Facilities

Concern about the locations shown of civic facilities



# What we heard: Public

## Density

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

Concerns that there are too many high rise buildings.

## Parks & Open Spaces

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

## Transportation & Parking

Concerns about traffic congestion and road safety.

Pedestrian friendly and walkable neighbourhoods with active transportation infrastructure.

Identified the need for visitor and commuter parking.



# What we heard: Public

## Retail and Placemaking

Variety of retail stores for daily needs within walking distance.

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

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

## Family-friendly

Variety of building types and unit sizes to accommodate families

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

School sites are ideal near the core and higher density areas



# What's happened since September 2023?

## Feedback from October 4<sup>th</sup> VMC Sub-Committee

- Unlimited heights and densities in MTSA's
- Approach to density calculations
- Asked Staff to go back and review the preferred option based on the feedback received during the public consultation process.

## Additional 1:1 Meetings

- CN Rail
- School Boards
- Landowners
- Internal Departments

## Work with Gladki Planning Associates

- Update the Preferred Option Schedules
- Update the project timeline



# What's happened since September 2023?

## Feedback from October 4<sup>th</sup> VMC Sub-Committee

- Unlimited heights and densities in MTSA's – Staff has looked into heights and densities in MTSA's
- Approach to density calculations – Density calculations align with VOP, compensated with density up-lifts

## Additional 1:1 Meetings

- CN Rail – Sensitive land uses (schools, parks etc.) within 300 m buffer of CN Rail lands
- School Boards – Secondary School site, discussions on CN Rail boundaries
- Landowners – Land uses, civic facilities (schools, parks etc.), heights and densities
- Internal departments – Park locations, mews, roads, etc.

## Work with Gladki Planning Associates

- Update of Preferred Option Schedules – Schedules have been updated to reflect additional consultation
- Update of project timeline – Timelines have been updated



# **VMC Boundaries**

# VMC Boundary



# VMC Boundary



**B**

**C?**

**A**

PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

HIGHWAY 407

Planned Bridge

Costa Road


CN RAIL

# **Updated Schedules**

# Land Use



## Land Uses

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

## Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews
-  School

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

# North-West Quadrant

- East-west mews along north boundary changed to local road
- Secondary School removed
- Park adjustments
- Mixed-Use added to parcels adjacent to Highway 400
- Minor adjustments to heights & densities for consistency



# North-East Quadrant



- Potential changes to school site and park location due to CNR buffer – under consideration
- Minor adjustments to heights & densities for consistency

# South-East Quadrant

- Neighbourhood use added to the western half of parcels along Creditstone Road (south of Doughton Road)
- Minor adjustments to heights & densities for consistency





# South-West Quadrant

- School Sites relocated
- Additional parkland adjacent to Open Space (area subject to SWM)
- Mixed-Use added to parcels adjacent to Highway 400
- Minor adjustments to heights & densities for consistency










# Density

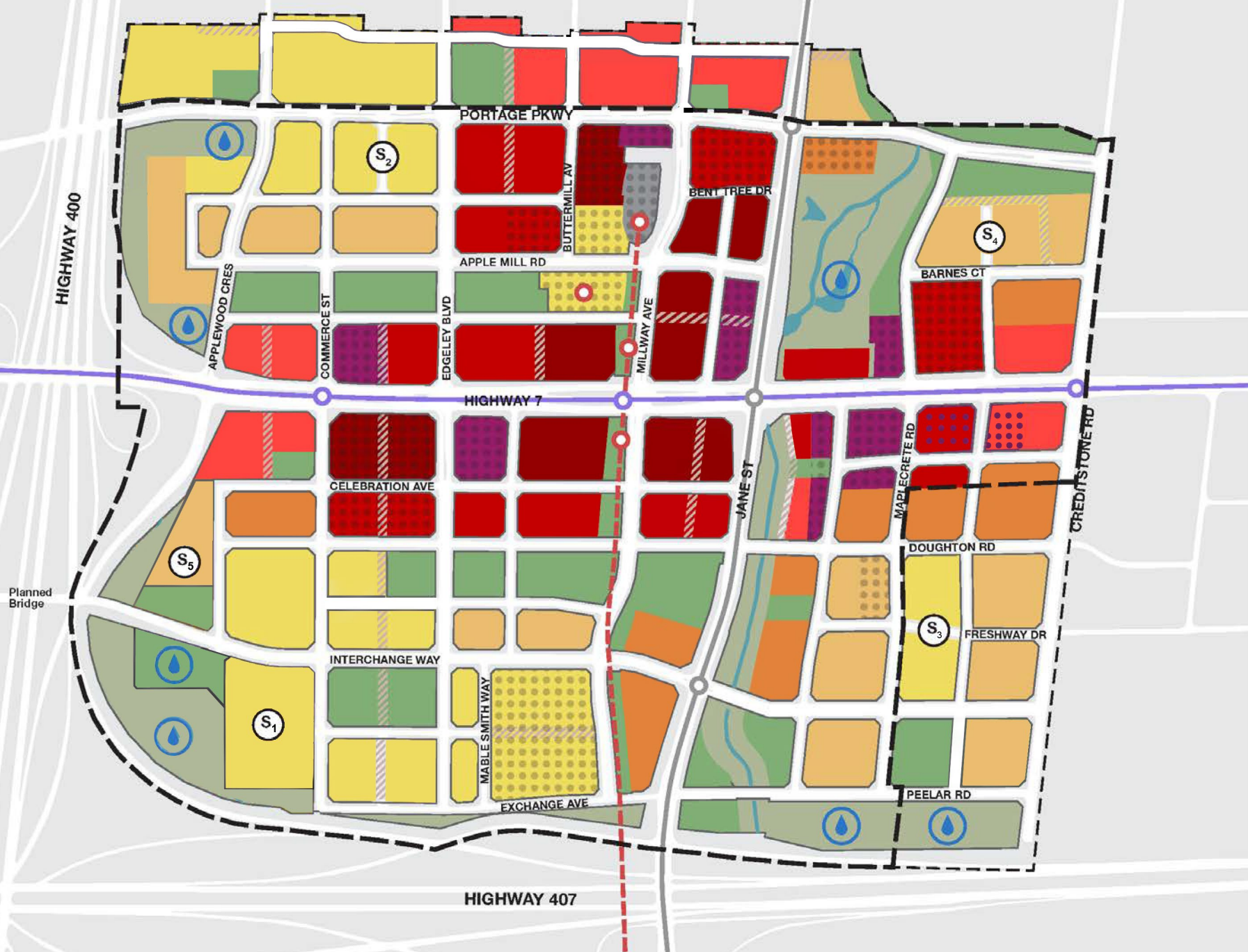
## Maximum Densities

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

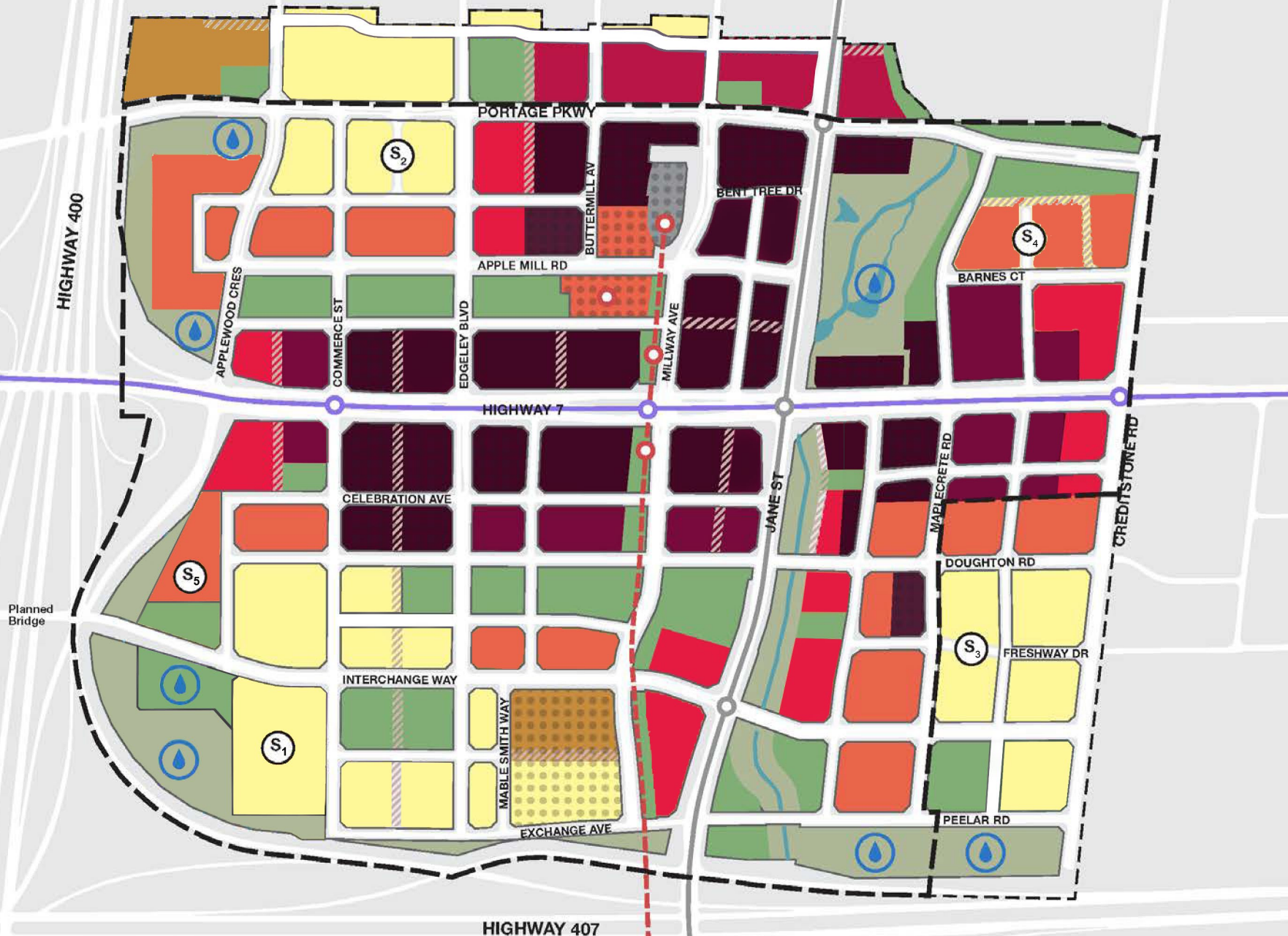
## Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews
-  School

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



# Height



## Maximum Height

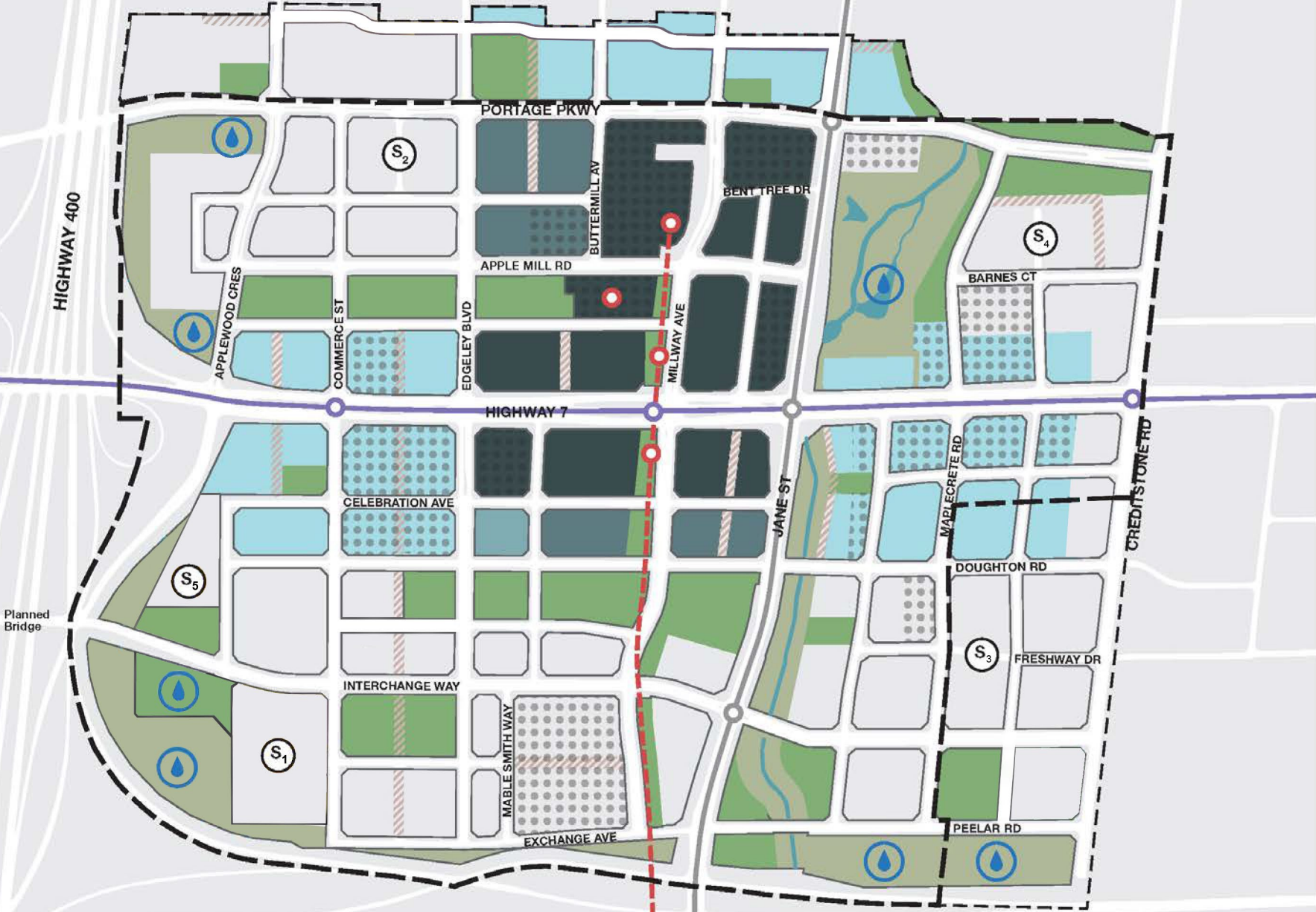
- Over 40 Stores
- Up to 40 Stores
- Up to 35 Stores
- Up to 30 Stores
- Up to 25 Stores
- Up to 20 Stores
- Up to 15 Stores
- Up to 10 Stores

## Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S<sub>x</sub> School

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

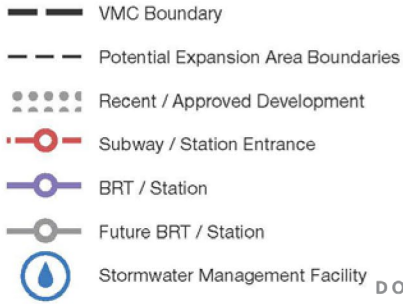
# Non-Res Req



**Mixed Use Non-residential Required**



**Parks and Open Spaces**



# Retail



## Retail Frontages

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

## Parks and Open Spaces




- █ Public Park
- █ Environmental Open Space
- █ Mews

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

# Civic Facilities










## Community Facilities

-  Potential Major Facility
-  Potential Minor Facility
-  School

## Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews

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

# Project Timeline

## VMC Sub-Committee

- February 2024 & monthly as needed

## Public Engagement

- April/May 2024

## Statutory Public Meeting

- September 2024

## Committee of the Whole

- November 2024

## Council

- November 2024



# Next Steps

## Continued Consultation

- TAC Meetings with Internal Departments and External Agencies (Q1/Q2)
- Landowner Meetings (Q1/Q2)
- Public Open House (Q2) and Statutory Public Meeting (Q3)

## Develop Draft Secondary Plan

- Work with our consultant to develop the draft updated Secondary Plan policies

## Update the VMC Sub-Committee on February 28<sup>th</sup>

- Seek endorsement on the Updated Schedules (TBC)
- Provide an update on the project timeline
- Respond to any comments received at today's VMC Sub-Committee meeting



# **VMC Transportation Master Plan**

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)

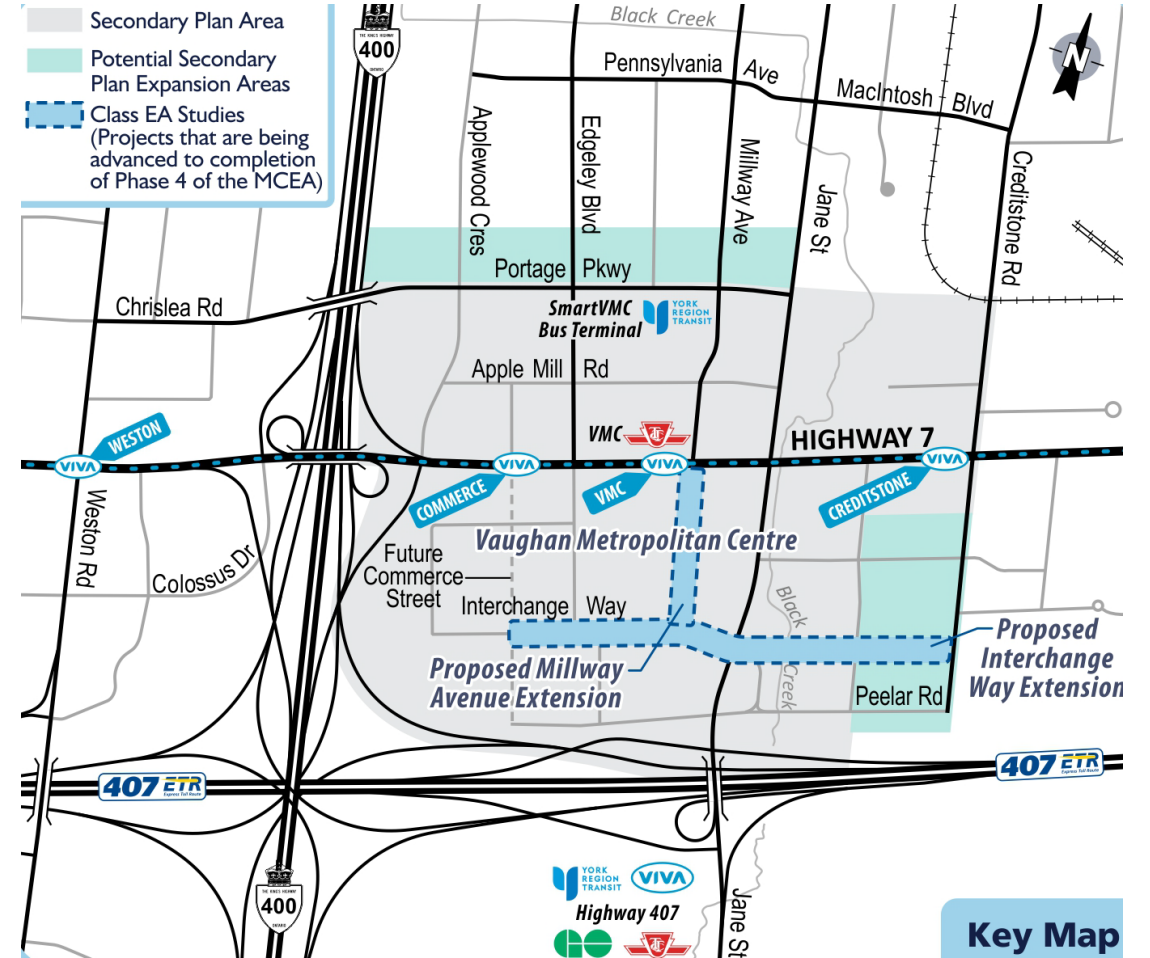
## Background and Purpose

- The VMC Secondary Plan Area Transportation Plan was first developed as part of the City-wide Transportation Master Plan [A New Path 2012] over **10 years ago**.
- Transportation in the VMC has evolved since to include the **Vaughan Metropolitan Centre Subway 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 at 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 the TMP Update. 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



# Work Completed Since April 2023



Reviewed and incorporated/addressed comments and survey results received through PIC #1 for the Interchange Way and Millway Avenue EAs.



Completed the analysis and evaluation of the alternative design concepts for Interchange Way and Millway Avenue and determined a preferred alternative design for each road.



Completed the Interchange Way and Millway Avenue EA PIC #2 in December 2023 where the evaluation of the road alternative design concepts and the preferred alignment for each road were presented.



Advanced the VMC Transportation Master Plan (TMP) through development of the 2051 Network and Cross-section Recommendations, and the Parking Strategy Report.

# Interchange Way and Millway Avenue EA Evaluation Process

Phase 3 of the MCEA  
process



Refine alternative designs, as required, from PIC #1 based on public/stakeholder input.



Confirm the Evaluation Criteria established through public input, similar projects, provincial guidelines, and existing conditions.



Identify potential impacts on the natural, cultural, and socio-economic environments and technical and financial criteria.






Evaluate the alternative designs, for both Millway Avenue and Interchange Way, according to their relative advantages and disadvantages and provide a score for each evaluation criteria.



Identify a preferred alternative design for both Millway Avenue and Interchange Way based on the alternative that has the highest score.

# EA Evaluation Criteria

<u>Natural Environment</u>	<u>Cultural Environment</u>	<u>Socio-Economic Environment</u>
<ul style="list-style-type: none"> <li>• Vegetation and Natural Heritage Features</li> <li>• Wildlife and Species of Concern               <ul style="list-style-type: none"> <li>• Impacts to wildlife habitats and movement corridors</li> </ul> </li> <li>• Watercourses               <ul style="list-style-type: none"> <li>• Impacts to watercourses, fish and fish habitat, including the Black Creek</li> </ul> </li> <li>• Groundwater</li> <li>• Stormwater Management               <ul style="list-style-type: none"> <li>• Impacts to stormwater run-off (water quantity)</li> </ul> </li> <li>• Air Quality &amp; Greenhouse Gas Emissions               <ul style="list-style-type: none"> <li>• Impacts to local sustainability and greenhouse gases.</li> <li>• Impacts to air quality through exhaust and dust</li> </ul> </li> <li>• Potentially Contaminated Lands</li> <li>• Floodplain</li> </ul> 	<ul style="list-style-type: none"> <li>• Built Heritage Resources and Cultural Heritage landscapes</li> <li>• Archeological Resources</li> </ul> 	<ul style="list-style-type: none"> <li>• Property               <ul style="list-style-type: none"> <li>• Property requirements</li> <li>• Property access - impacts to private driveways and maintaining access are also important as changes to access will impact properties being affected and potentially adjacent properties.</li> </ul> </li> <li>• Noise and Nuisance               <ul style="list-style-type: none"> <li>• Impacts to Noise Sensitive Areas (NSAs)</li> </ul> </li> <li>• Compliance with Federal, Provincial, Regional and City Policies and Guidelines</li> <li>• Ability to Provide Streetscape Amenities and Landscape Elements</li> <li>• Future Public Park(s) and/or Facilities as Identified in the VMC Secondary Plan</li> </ul> 



# EA Evaluation Criteria

## Transportation

- Promotion of Comfortable Cycling and Walking Routes
  - Opportunities for transportation choices other than vehicle use
  - Address the challenges associated with new growth in the City,
  - Provide a multi-modal vision of “sustainable mobility” that can accommodate vehicles, transit, cyclists and pedestrians in a healthy community
  - Considerations for the City Active Transportation Plan
- Safety for All Modes of Travel
- Accessible Network for All Ages and Abilities
- Provide Equitable, Safe and Reliable Access to High Quality, Efficient Transit
- Road Capacity and/or Traffic Flow
- Network Resiliency for Emergency Services
  - Potential to improve response time/accessibility for emergency vehicles due to changes in travel time.
- Protect for Future Transportation Trends
  - Promotes autonomous vehicles
  - Promotes micromobility
  - Promotes drone technology



## Constructability and Cost

- Construction Costs
- Existing Utilities
- Construction Phasing
- Constructability Complexity
  - Construction of soil conditions, geometrics etc.



# Interchange Way – Alternative Assessment Summary

Most Preferred 3 2 1 Least Preferred

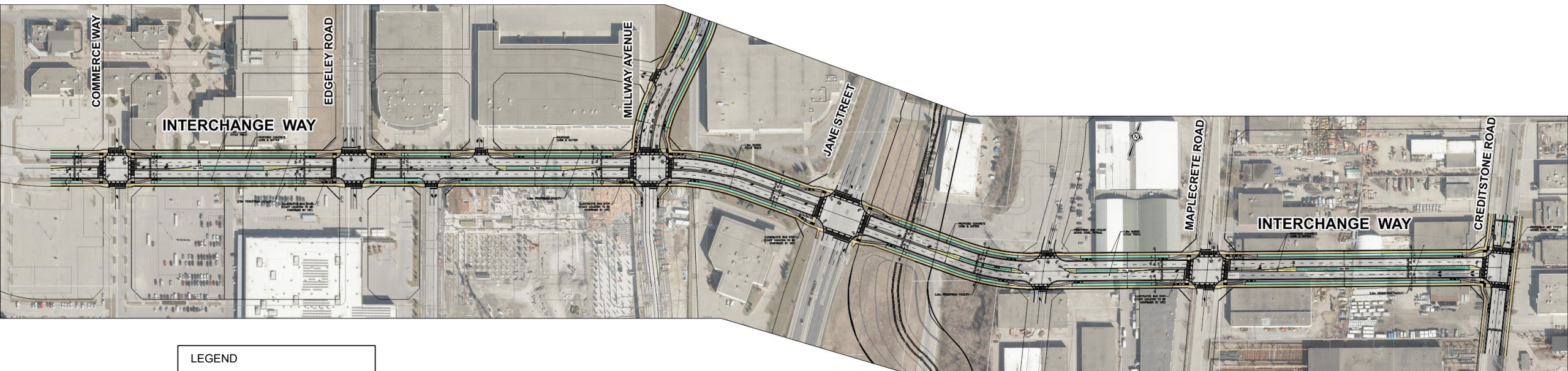
Factor/Indicator	Alternative Design - Do Nothing	Interchange Way Alternative Design - Option 1	Interchange Way Alternative Design - Option 2	Interchange Way Alternative Design - Option 3
<b>Natural Environment</b>				
<b>Evaluation</b> (scoring out of 24)	<span style="color: green; font-weight: bold; font-size: 24px;">23</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">17</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">17</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">17</span>
<b>Summary</b>	Do Nothing option is preferred from a natural environment perspective since it does not have any additional environmental impacts, although it would have an increase of air emissions likely with congestion in the study area expected with population growth.		Options 1, 2, and 3 are equally weighted. There are no environmental impacts between the three options that would make one more acceptable over another.	
<b>Socio-Economic Environment</b>				
<b>Evaluation</b> (scoring out of 15)	<span style="color: yellow; font-weight: bold; font-size: 24px;">10</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">12</span>	<span style="color: green; font-weight: bold; font-size: 24px;">13</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">12</span>
<b>Summary</b>	Do Nothing option does not support the Socio-Economic aspects/criteria and does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to advance extension of Interchange Way as part of the broader planned street network within the VMC.	Option 1 does not support the Socio-Economic aspects and it creates more adverse impacts to the development potential of the northern properties in comparison to the southern properties, east of Jane Street.	Option 2 is preferred from a socio-economic perspective as it balances the impacts between the north and south properties, as compared to options 1 and 3, east of Jane Street.	Option 3 does not support the Socio-Economic aspects and it creates more adverse impacts to the development potential of the southern properties in comparison to the northern properties, east of Jane Street.
<b>Cultural Environment</b>				
<b>Evaluation</b> (scoring out of 6)	<span style="color: green; font-weight: bold; font-size: 24px;">6</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">5</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">5</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">5</span>
<b>Summary</b>	Do Nothing is preferred from a cultural environment perspective since it does not impact archaeological resources or built or cultural resources.		Options 1, 2, and 3 all require Stage 2 archaeological assessments.	






# Interchange Way – Alternative Assessment Summary

Most Preferred 3 2 1 Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Interchange Way Alternative Design - Option 1	Interchange Way Alternative Design - Option 2	Interchange Way Alternative Design - Option 3
<b>Transportation</b>				
<b>Evaluation</b> (scoring out of 21)	<span style="color: red; font-weight: bold; font-size: 24px;">7</span>	<span style="color: green; font-weight: bold; font-size: 24px;">21</span>	<span style="color: green; font-weight: bold; font-size: 24px;">21</span>	<span style="color: green; font-weight: bold; font-size: 24px;">21</span>
<b>Summary</b>	Do Nothing option does not improve these transportation aspects, increases traffic and emergency response times.			
<b>Constructability and Cost</b>				
<b>Evaluation</b> (scoring out of 12)	<span style="color: green; font-weight: bold; font-size: 24px;">12</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">8</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">8</span>	<span style="color: yellow; font-weight: bold; font-size: 24px;">8</span>
<b>Summary</b>	Do Nothing is preferred from constructability and cost perspective since it has no additional costs or construction.			
<b>Overall Evaluation</b> (scoring out of 78)				
	<span style="color: red; font-size: 24px;">✘</span> <span style="color: red; font-weight: bold; font-size: 24px;">58</span>	<span style="color: red; font-size: 24px;">✘</span> <span style="color: yellow; font-weight: bold; font-size: 24px;">63</span>	<span style="color: green; font-size: 24px;">✔</span> <span style="color: green; font-weight: bold; font-size: 24px;">64</span>	<span style="color: red; font-size: 24px;">✘</span> <span style="color: yellow; font-weight: bold; font-size: 24px;">63</span>
<b>Summary</b>	Do Nothing does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to accommodate mobility needs, with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM).	Option 1 is not preferred since it more adversely impacts the development potential of the northern properties in comparison to the southern properties, east of Jane Street.	Option 2 is the preferred alternative as it balances the impacts between the north and south properties, as compared to options 1 and 3, east of Jane Street.	Option 3 is not preferred since it more adversely impacts the development potential of the southern properties in comparison to the northern properties, east of Jane Street.

# Interchange Way Preferred Alternative – Option 2



LEGEND	
	Concrete Median
	Pedestrian Facility
	Raised Planter / Boulevard
	Grass or Concrete Buffer
	Cycling Facilities

# Millway Avenue – Alternative Assessment Summary

Most Preferred **3** **2** **1** Least Preferred







Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
<b>Natural Environment</b>				
<b>Evaluation</b> (scoring out of 24)	<b>23</b>	<b>19</b>	<b>19</b>	<b>19</b>
<b>Summary</b>	<p>The Do Nothing option is preferred from a natural environment perspective since it does not have any additional environmental impacts, although it would have an increase of air emissions likely with congestion in the study area expected with population growth.</p> <p>Options 1, 2, and 3, are equally positioned behind the Do Nothing option. Although the result of the comparison is a slightly larger section of the manicured lawn retained for Option 3, the lawn is highly disturbed and offers very little in the way of natural habitat.</p>			
<b>Socio-Economic Environment</b>				
<b>Evaluation</b> (scoring out of 15)	<b>10</b>	<b>15</b>	<b>12</b>	<b>12</b>
<b>Summary</b>	<p>The Do Nothing option does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to advance extension of Millway Avenue as part of the broader planned street network within the VMC.</p> <p>Option 1 emerged as the preferred alternative from a socio-economic perspective as it provides for greater development potential and more regular development blocks.</p> <p>Generally, Options 2 and 3 have an adverse impact on development potential and regularity of development blocks along this corridor.</p>			
<b>Cultural Environment</b>				
<b>Evaluation</b> (scoring out of 6)	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
<b>Summary</b>	<p>All options are equal from a cultural environment perspective. There is no preference between any options as there are no archaeological or built or cultural heritage impacts.</p>			

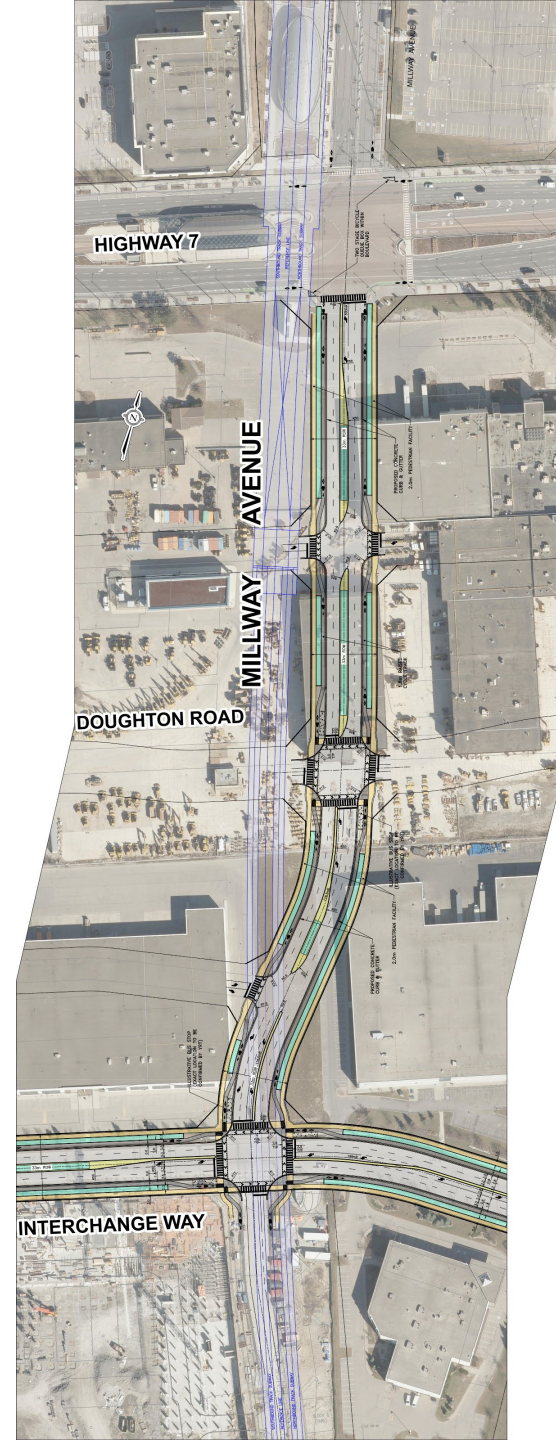
# Millway Avenue – Alternative Assessment Summary

Most Preferred 3 2 1 Least Preferred

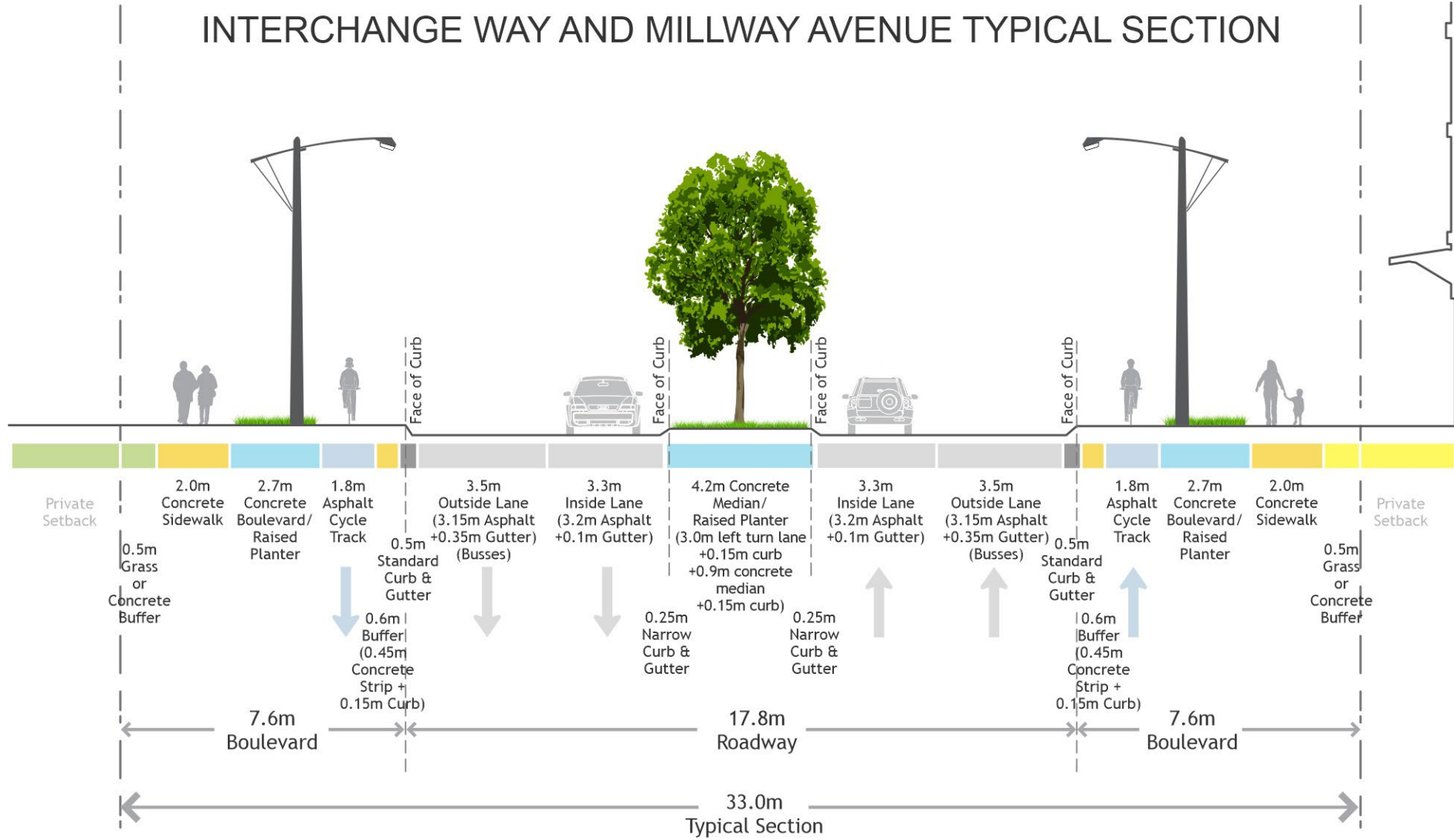
Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
<b>Transportation</b>				
<b>Evaluation</b> (scoring out of 21)	<span style="color: red; font-weight: bold;">7</span>	<span style="color: green; font-weight: bold;">21</span>	<span style="color: green; font-weight: bold;">21</span>	<span style="color: green; font-weight: bold;">21</span>
<b>Summary</b>	The Do Nothing option does not improve transportation aspects/criteria and increases traffic and emergency response times.	Options 1, 2, and 3 are equally weighted from a transportation perspective as they all improve safety, cycling, future transportation trends, and network resiliency.		
<b>Constructability and Cost</b>				
<b>Evaluation</b> (scoring out of 12)	<span style="color: green; font-weight: bold;">12</span>	<span style="color: yellow; font-weight: bold;">8</span>	<span style="color: yellow; font-weight: bold;">8</span>	<span style="color: yellow; font-weight: bold;">8</span>
<b>Summary</b>	The Do Nothing option is preferred from a constructability and cost perspective since it has no additional costs or construction.	Options 1, 2, and 3 are all equal in constructability and cost comparison.		
<b>Overall Evaluation</b> (scoring out of 78)				
	<span style="color: red; font-weight: bold;">58</span> <span style="color: red; font-size: 2em;">✗</span> Do Not Carry Forward	<span style="color: green; font-weight: bold;">69</span> <span style="color: green; font-size: 2em;">✓</span> Carry Forward	<span style="color: yellow; font-weight: bold;">66</span> <span style="color: red; font-size: 2em;">✗</span> Do Not Carry Forward	<span style="color: yellow; font-weight: bold;">66</span> <span style="color: red; font-size: 2em;">✗</span> Do Not Carry Forward
<b>Summary</b>	Do Nothing does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to accommodate mobility needs, with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM).	Option 1 emerged as the preferred alternative since it improves the transportation and socio-economic aspects/criteria, and it provides for greater opportunity for development potential and more regular development blocks. Therefore, Option 1 is recommended to be carried forward.	Options 2 and 3 are not preferred since they both have an adverse impact on development potential and regularity of development blocks along this corridor.	

# Millway Avenue Preferred Alternative – Option 1 (Alternative B)

LEGEND	
	Concrete Median
	Pedestrian Facility
	Raised Planter / Boulevard
	Grass or Concrete Buffer
	Cycling Facilities
	TTC Tunnel



# Interchange Way & Millway Avenue Preferred Cross Section





# TMP & EA Next Steps



Review the comments and survey results received prior to and following PIC #2 and incorporate/address accordingly; comment deadline is **January 31, 2024**.



Refine the Interchange Way and Millway Avenue Preferred Alternatives based on public, agency and landowner input, and complete outstanding technical reports.



Anticipate holding PIC #3 in Q1/Q2 2024 to present the preferred transportation options for the TMP.



Prepare Environmental Study Reports (ESR) summarizing the environmental investigation findings, mitigation measures, and features of the Preferred Alternatives. Anticipate filing two (2) ESRs for a 30-day public and agency review and comment period in Spring 2024.



Finalize TMP study in coordination with the VMC SP Update and file the Environmental Study Reports (ESR) by Q3/Q4 2024.

# **VMC Functional Servicing Strategy Report**

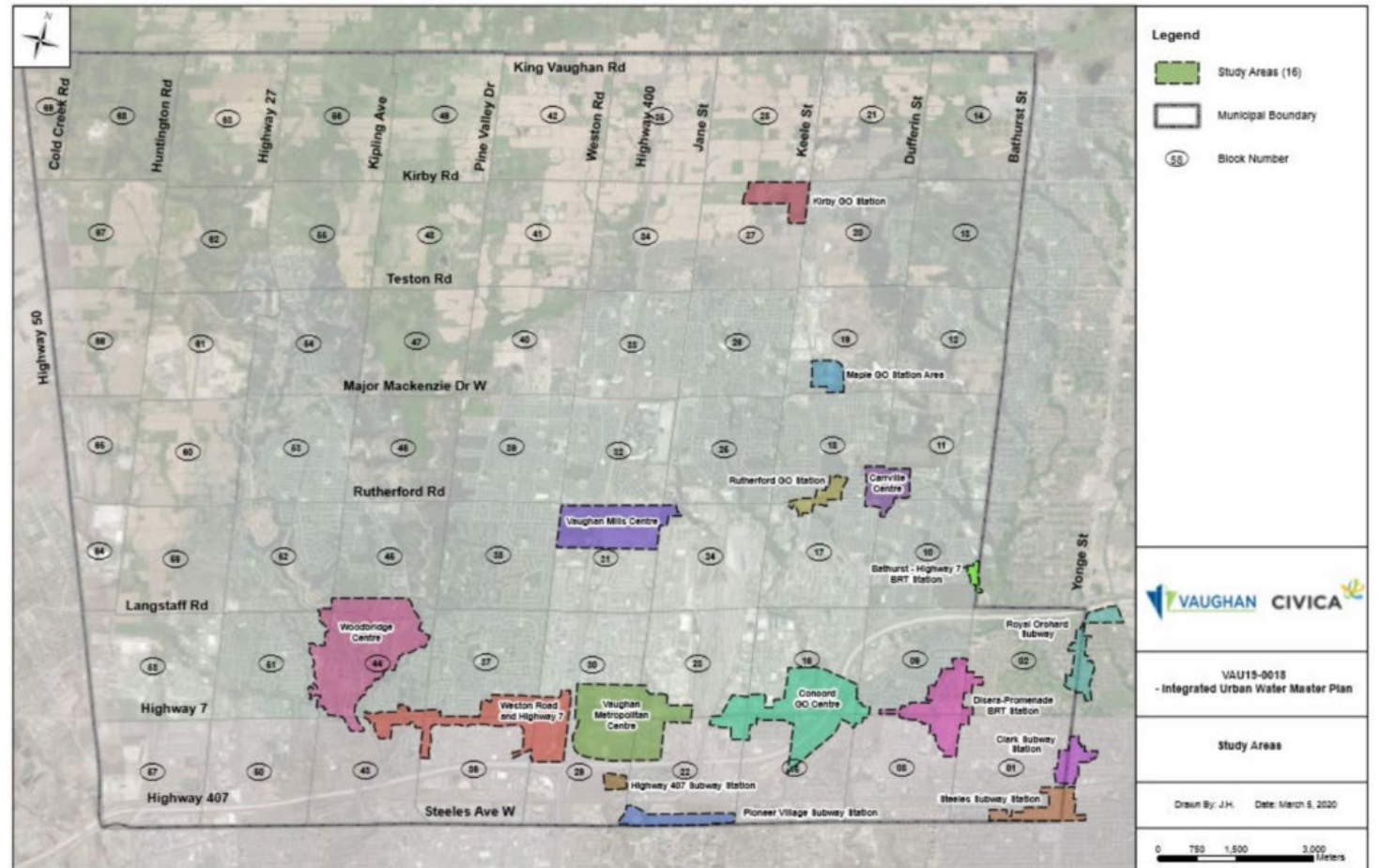
The **VMC FSSR**, an update to the Municipal Servicing Master Plan (2012), considers and evaluates solutions and identifies **preferred water, wastewater, and stormwater servicing strategies**, ensuring that servicing capacity can **support the anticipated increase in density** of future growth and intensification 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 by Q3 2024
- IUWMP PIC#3:  
Monday February 5, 2024  
7p.m. to 9p.m.  
Vaughan City Hall (2141 Major Mackenzie Drive), Vaughan Room.  
  
Material from PIC#3 will be available for review on [Vaughan.ca/UrbanWaterPlan](https://vaughan.ca/UrbanWaterPlan) by Tuesday February 6, 2024.

## Integrated Urban Water Master Plan Study Areas

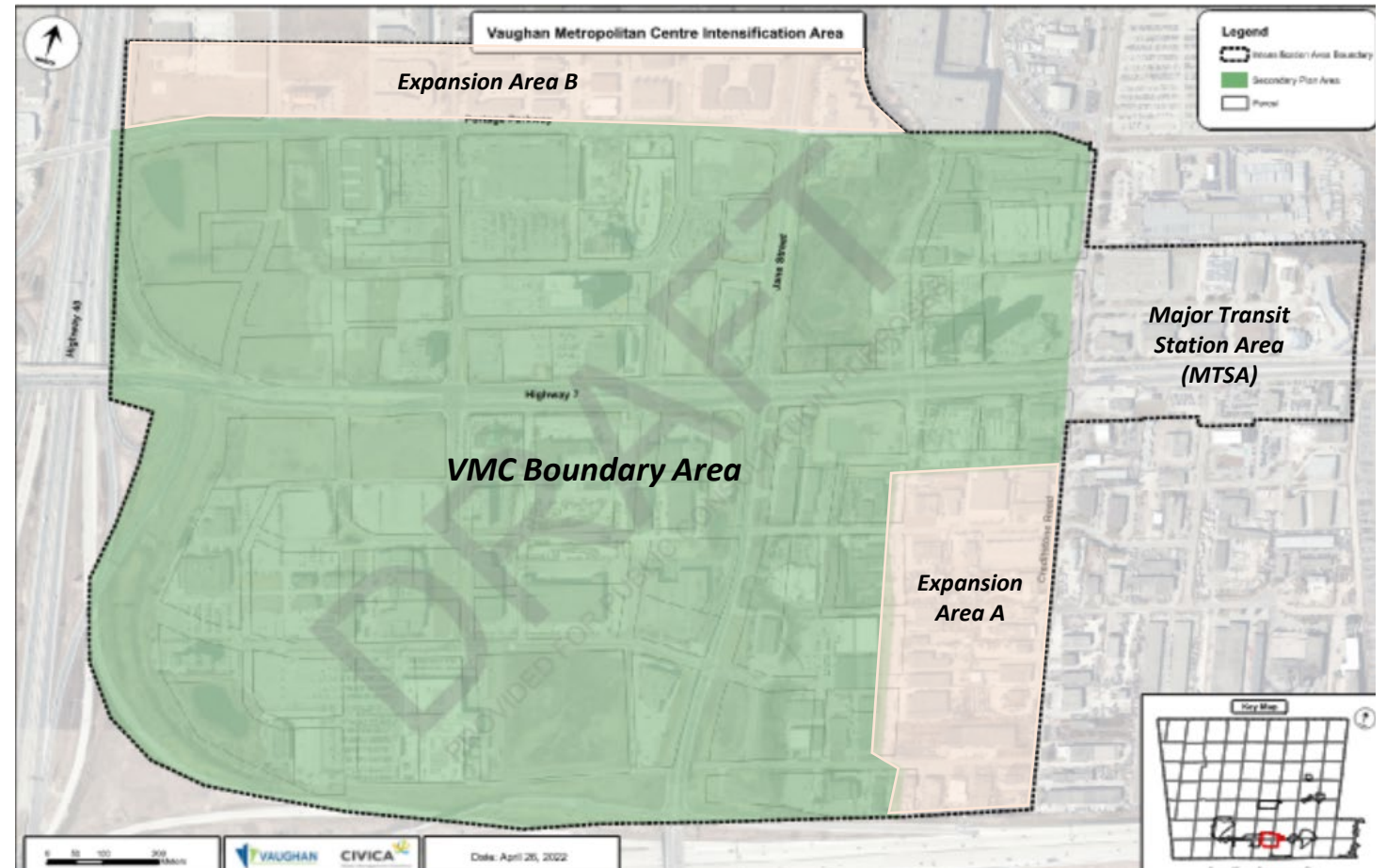


# VMC Functional Services Strategy Report (FSSR) Update

## Study Limits

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

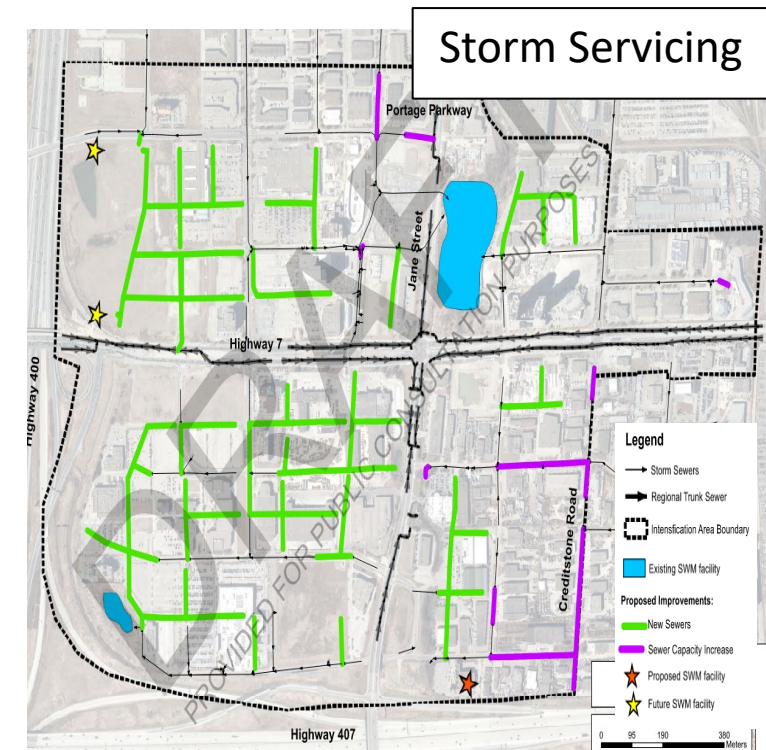
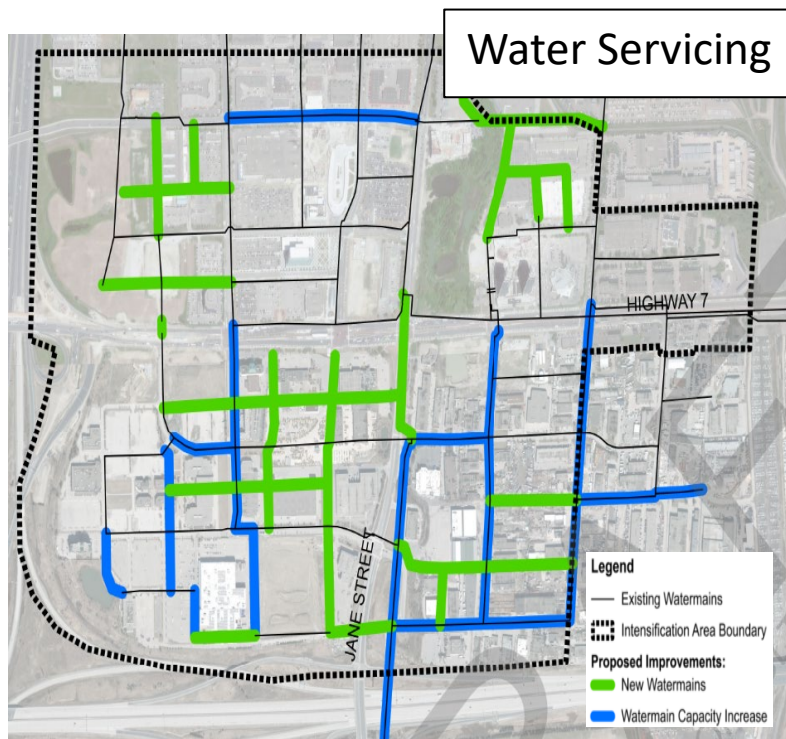
## VMC Boundary Area and Potential Expansion Areas and MTSA



# 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



# **VMC Parks and Wayfinding Master Plan**

The City is undertaking the **VMC Parks and Wayfinding Master Plan (PWMP)** 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

## Concerns About Density

- Based on current development trends, the VMC is on track to become one of the **densest areas in North America** placing a large strain on the parkland currently planned for the VMC
- The 2010 VMC Secondary Plan called 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** (allowing for parkland provision of only 0.15 hectares per 1,000 population)

Vaughan Metropolitan Centre

## Parks & Wayfinding Master Plan

DRAFT January 31, 2024



# Master Plan

## Calibrated to Development

- The PWMP has developed a **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 **20.5 hectares\*** of Public Squares, Neighbourhood Parks, and Urban Parks within the VMC, up to **5.3 hectares** in potential expansion areas, and up to **38.8 hectares** outside of it, **some of which may be shared with other intensification areas.**

*\* Up to 25.0 hectares, if the 4.5 hectares of Edgeley Pond + Park not used for stormwater management are included*

984+

Total number of engaged individuals and stakeholders

528

Survey respondents

23

Focus group participants

309

Visitors to the "Have Your Say" page

124

Attendees in the stakeholder meetings

**Green Spaces Attract Residents**

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

**Walking & Cycling Are Important**

80% of respondents walk to parks and 65% will walk 15 minutes to a park. Running/walking (1st) and cycling (2nd) were ranked as the most popular recreational activities in parks.

**Parks Should Support Urban Living**

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

**Convenience Depends On Use**

56% of respondents are willing to travel more than 15 minutes by car or transit to use sports courts and fields. But 62% expect parks within a 10-minute walk to have trails for walking and cycling.

# Consultation

## Consultation Has Shaped the Master Plan

### Assessment Phase

- Online Survey and Stakeholder Meetings

### Master Plan Phase

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

### Implementation Phase

- Have Your Say and Stakeholder Meetings

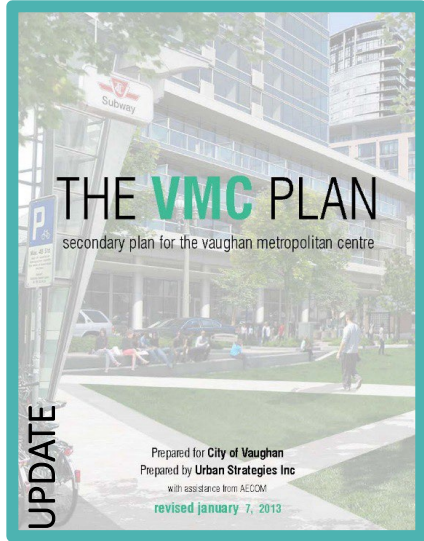
### Themes

- (1) parks and green spaces, (2) walking and cycling, (3) connectivity, (4) flexible spaces, (5) health and well-being, (6) equitable distribution of parkland

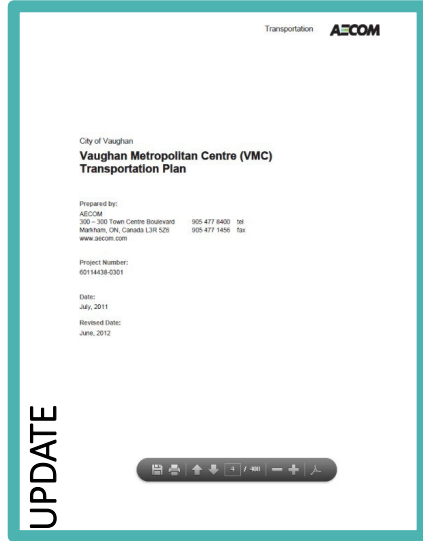
# Coordination

## Coordination with Other Studies and City Initiatives

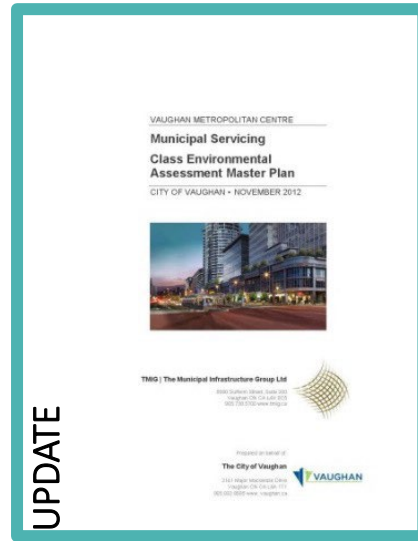
- The various **VMC plans and studies inform each other** and are being closely coordinated to ensure their collective contribution to the Term of Council Strategic Priority of City Building to “Develop the VMC as a **complete community**, with emphasis on cultural development”.



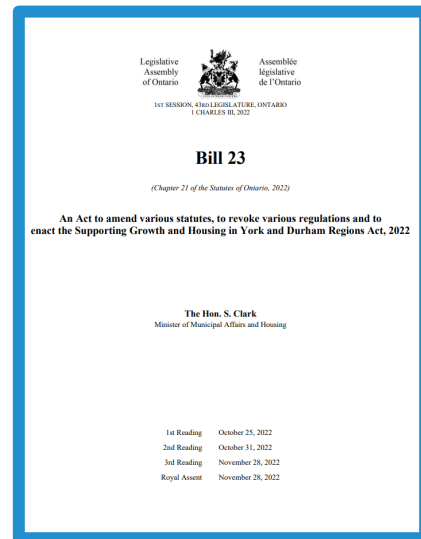
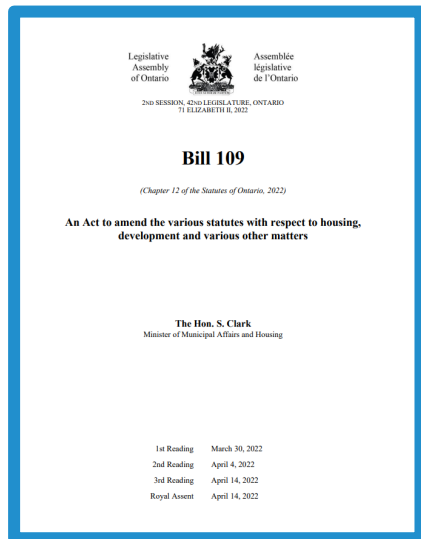
VMC Secondary Plan  
UPDATE



VMC Transportation Master Plan  
UPDATE



VMC Functional Servicing Strategy  
UPDATE



## Consideration of Bill 109 & Bill 23

- The outcomes of Bill 109 and Bill 23, which superseded previous legislation around parkland dedication, resulting in a significant decrease in anticipated parkland and/or Cash-in-Lieu contribution were incorporated into the PWMP.

# Finetuning

## Coordination with the VMC SP and Landowners is Ongoing

- Ongoing discussions with the **school boards** and various **landowners** are in progress to finalize parkland provisions
- Discussions with **MTO / Infrastructure Ontario** were unsuccessful in identifying the 407 Station lands as future parkland
- PWMP continues to coordinate with **the VMC Secondary Plan Update** awaiting endorsement of a Preferred Land Use Plan



*\* Please note: rendered plan is being updated to align with the VMC Secondary Plan Update*



# Master Plan Objectives

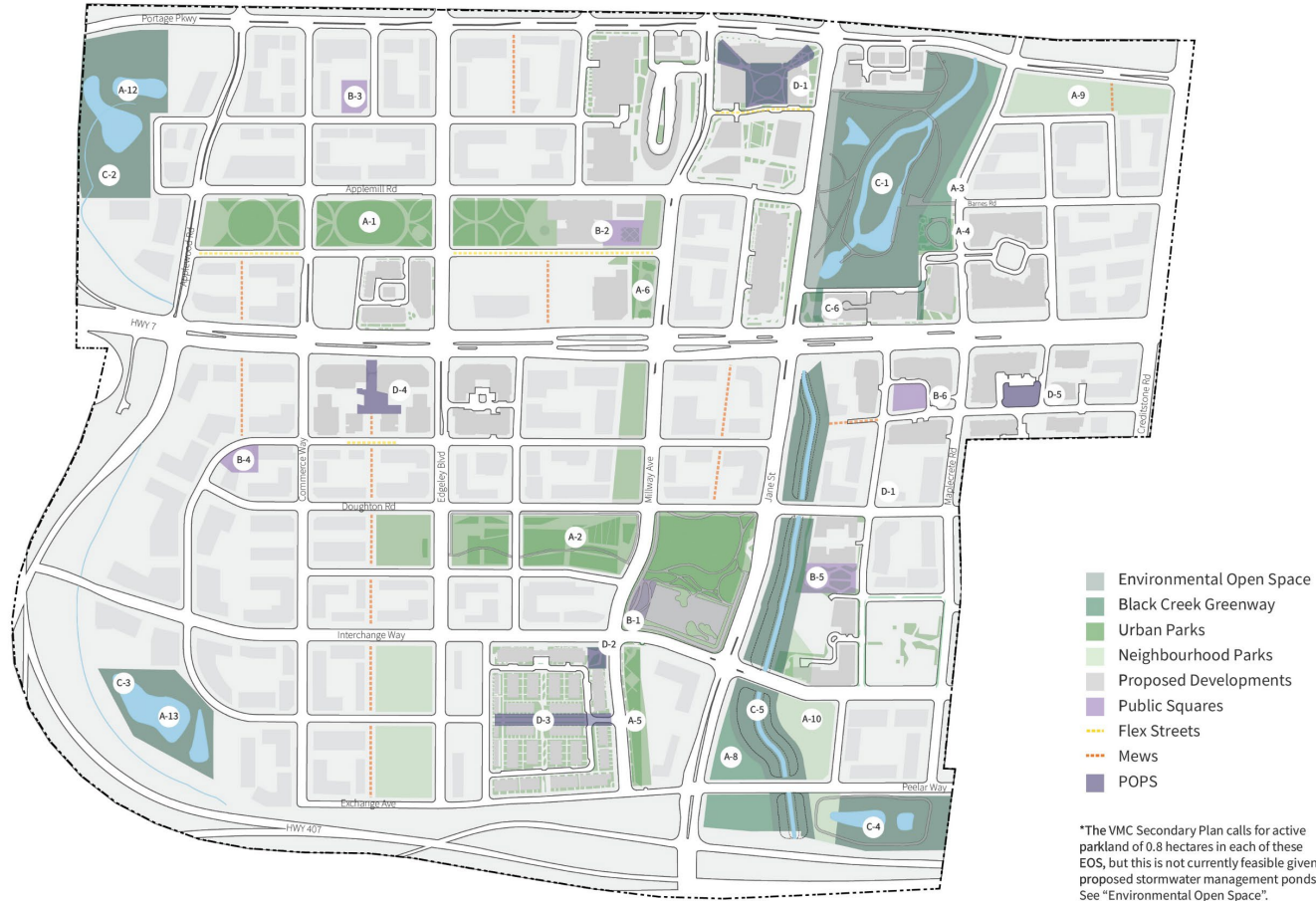
- 1 **Assess** parks and open space proposed for the VMC
- 2 **Identify public realm strategies** that respond to the increased density in the VMC
- 3 **Define the character, program, and design** of the parks and open space proposed for the VMC
- 4 **Create a phasing and implementation plan** for the parks and open space proposed for the VMC

1 **Assess** parks and open space proposed for the VMC

# Parks & Open Space Inventory

## Qualitative Study

- City has developed a **comprehensive planning framework** for VMC parks and open spaces, including the VMC Secondary Plan, Streetscape & Open Space Plan, and Urban Design Guidelines
- Existing, proposed, and planned parks and open spaces were assessed in relation to **qualitative goals of planning documents**



250m 1:7500

Inventory of VMC Parks & Open Space

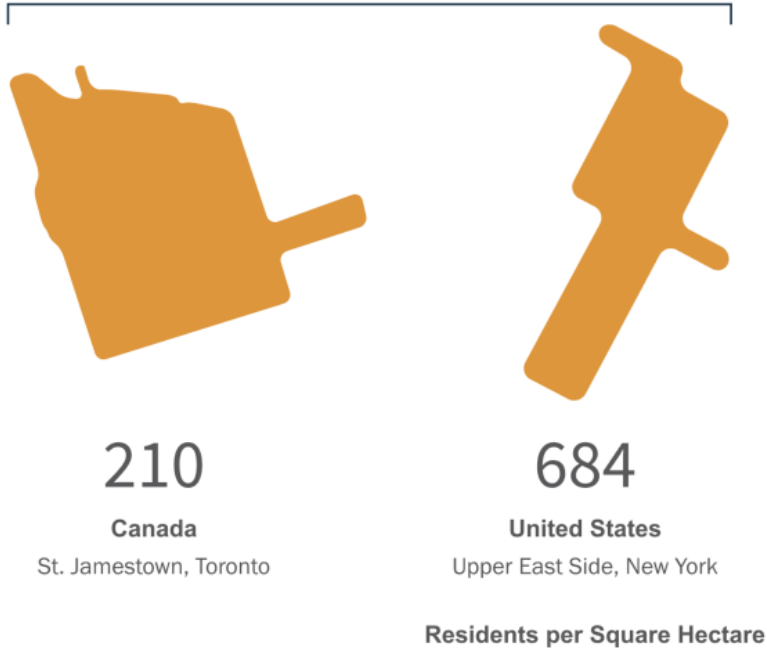




**2 Identify public realm strategies**  
that respond to the increased  
density in the VMC



### Urban Areas with Greatest Population Density (Residents per square hectare - not to scale)



### Vaughan Metropolitan Centre



640

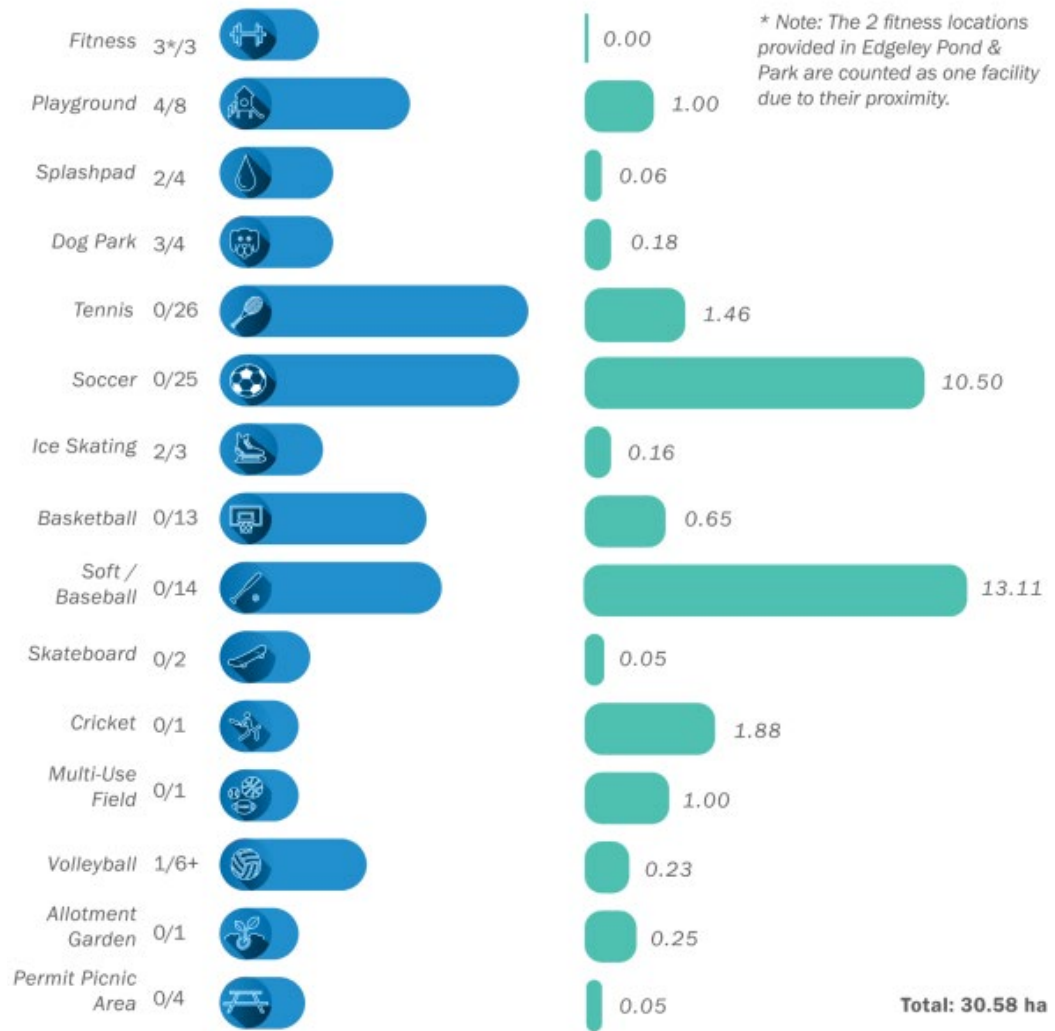
Canada  
VMC, Vaughan

# VMC Density Profile

## VMC Density is Similar to Other Major Cities

- VMC is likely to become the **most densely populated area in Canada**, surpassing the St. Jamestown Neighbourhood in Toronto
- VMC will be **one of the most densely populated areas in North America**, comparable to the Upper East Side in New York City
- Facility provisions must therefore reflect the anticipated density and projected demographic.

- **Less children**
- **More young adults**
- **Less middle-age**
- **Distinctly urban**



\* Note: The 2 fitness locations provided in Edgeley Pond & Park are counted as one facility due to their proximity.

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**)

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

# Connections

## Connecting Beyond the VMC

- The anticipated **active parkland requirement for the VMC is larger than the land available** within the bounds of the VMC Secondary Plan Area
- 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

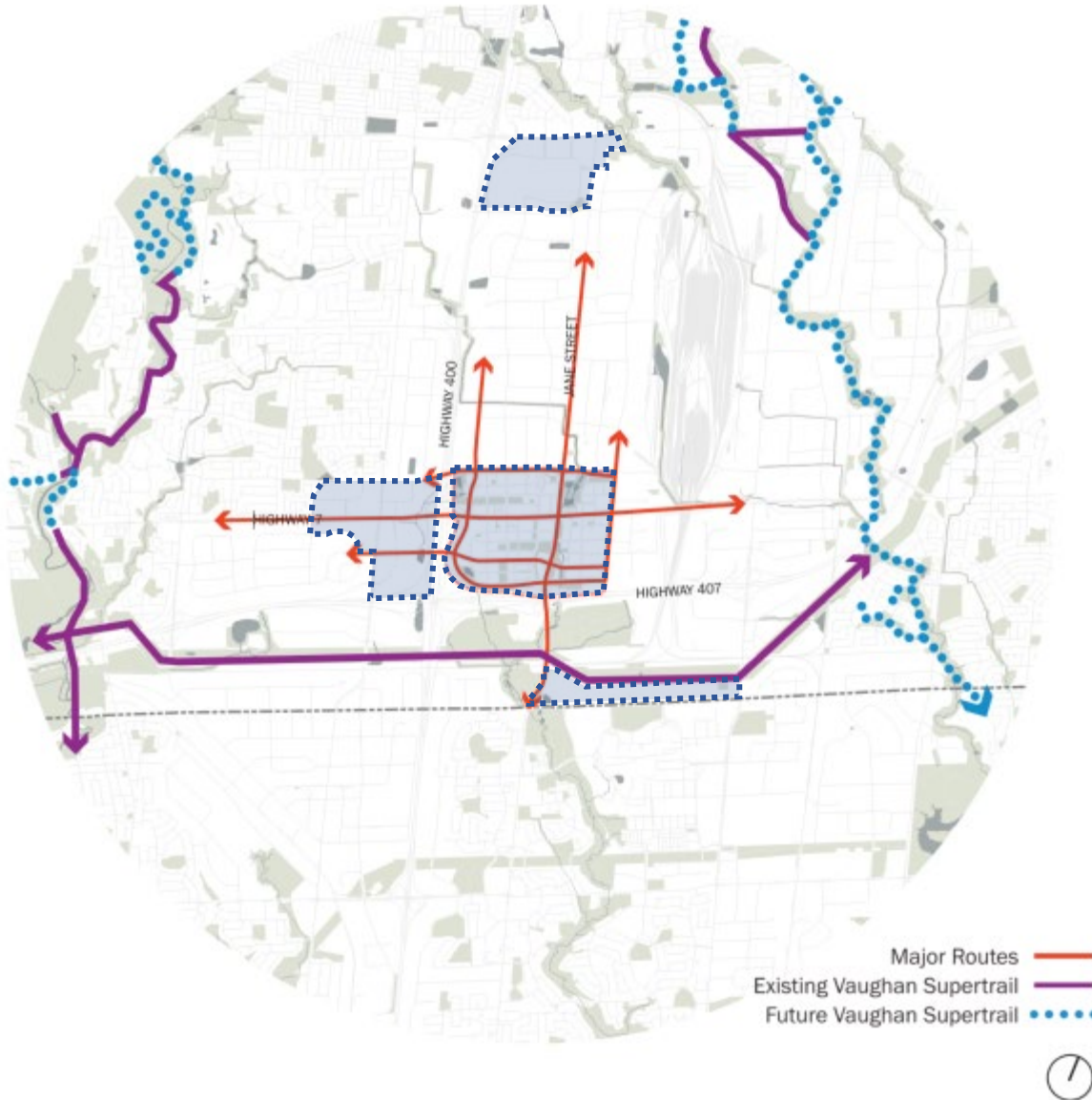


Figure 44 - Connecting Beyond VMC

# Design Strategies

## 1 PARK PROVISION

- PROVIDE MORE PARKLAND
- PRIORITIZE AREAS ADJACENT TO BLACK CREEK AND ENVIRONMENTAL OPEN SPACE
- SCHEDULE PARKS WITH DEVELOPMENT

## 2 PARK CHARACTER

- EMPHASIZE NATURAL FEATURES
- MAKE URBAN PARKS SPECIAL
- MAKE NEIGHBOURHOOD PARKS CONVENIENT AND USEFUL

## 3 FACILITIES

- REFLECT URBAN CHARACTER OF VMC
- HIERARCHY OF FREQUENCY AND IMPORTANCE OF USE
- COORDINATE DESIGN OF PARKS AND SCHOOL YARDS
- PRIORITIZE FLEXIBLE, NATURAL SPACE

## 4 OTHER OPEN SPACES

- PROVIDE MORE ENVIRONMENTAL OPEN SPACE
- USE POPS, MEWS AND FLEX STREETS TO SUPPLEMENT PARKS

## 5 CONNECTIVITY

- OPTIMIZE PARK USE THROUGH CONNECTIVITY
- EXPAND “THE LOOP” CONCEPT FROM EARLIER PLANNING DOCUMENTS
- USE PARKS AND OPEN SPACES TO ENHANCE PEDESTRIAN AND CYCLING CONNECTIVITY
- ENSURE ROADS ARE NOT BARRIERS
- CONNECT ACROSS HIGHWAY 407

- The identified design strategies are aimed at providing a **robust public realm** within the VMC in response to current development trends
- Guiding principles that call for ‘green’, ‘resilient’, ‘connected’, ‘safe’, ‘accessible’, ‘high-quality’ spaces that express ‘a sense of identity’ have been outlined in earlier planning documents and are **assumed**


**3** Define the character, program, and design of the parks and open space proposed for the VMC

# VMC Parks Atlas

## A Mission Statement for Parks in the VMC

- Park Characteristics
  - Defines the **physical traits** of proposed and existing parks: Name, Size, Classification, and Location Code
  - Classifies the **facilities** of each park, its landscape archetype and canopy coverage target
  - Mission statement conveys the **distinguishing identity** of each park in the VMC

VMC Parks Atlas



Park Name:	North District Park	Park Name:	Edgeley Park/Strata Park
Location Code:	D1	Location Code:	S5
Size:	14.35 ha	Size:	0.34 ha
Classification:	Neighbourhood Park	Classification:	Public Square

A destination sports complex within the VMC and greater Vaughan, with a naturalized edge and passive park facilities along the Black Creek Corridor.


Compact park with four-seasons appeal including a destination playground and connection to Edgeley Pond and Park, under a strata condition.

Archetypes:	Mixed Deciduous Forest The Creek	Archetypes:	Mixed Deciduous Forest Meadow, Grasslands
Canopy Coverage Target:	40%	Canopy Coverage Target:	40%
Facilities:	Barbeque Stations Baseball Diamonds Fitness Stations Gathering Area Park Shelter Picnic Area Playground Soccer Fields Tennis Courts	Facilities:	Playground Seasonal Rink Splash Pad

DOWNTOWN  
vaughan  
METROPOLITAN CENTRE

4

VMC Parks Atlas



Park Name:	Colossus Park	Park Name:	Commerce Park
Location Code:	N3	Location Code:	N4
Size:	2.29 ha	Size:	1.95 ha
Classification:	Neighbourhood Park	Classification:	Neighbourhood Park

Vibrant, colourful and loud park with a connection under the Colossus overpass, balancing the natural and urban realms, with opportunities for dynamic art or lighting installations.

Central, traditional civic park with a diverse range of facilities to host community events and keep visitors active.

Archetypes:	Mixed Deciduous Forest	Archetypes:	Mixed Deciduous Forest Meadow, Grasslands
Canopy Coverage Target:	50%	Canopy Coverage Target:	50%
Facilities:	Basketball Courts Dog Park Fitness Stations Park Shelter Pickleball Courts Playground Skate Park Splash Pad	Facilities:	Amphitheatre Basketball Courts Gathering Area Playground Soccer Tennis Courts

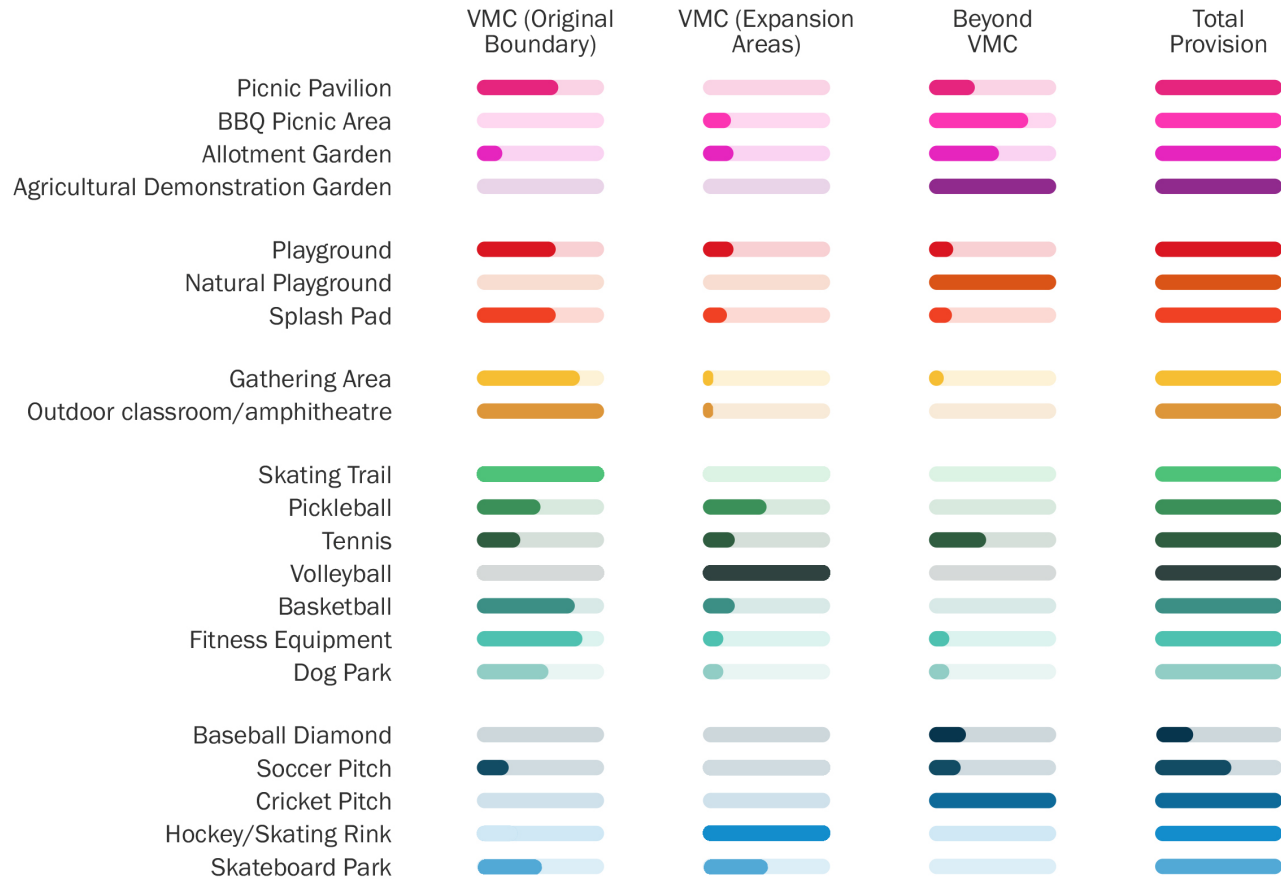
DOWNTOWN  
vaughan  
METROPOLITAN CENTRE

5

# VMC Facility Provisions

**Current parkland provisions cannot accommodate all required VMC facilities**

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







**4** Create a phasing and implementation plan for the parks and open space proposed for the VMC

# Phasing & Implementation

## Parkland Owned By City

The City currently owns **11.3 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 **13.7 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 **0.34 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

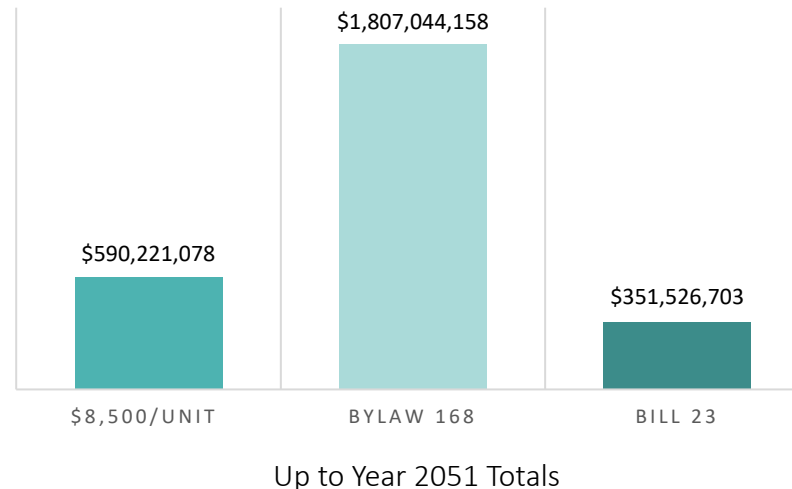
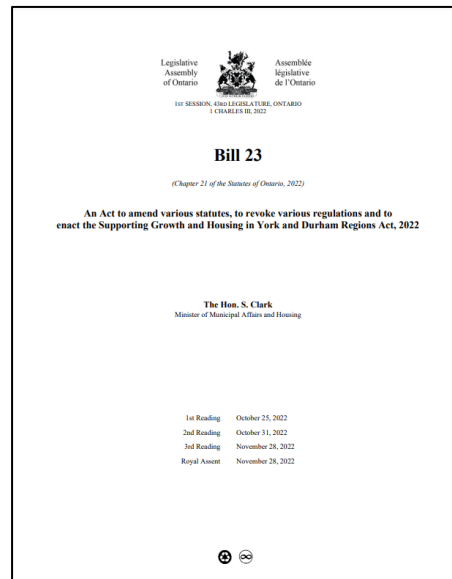


# Cash-In-Lieu Shortfall

Period	Units	\$8,500/unit	Bylaw 168	Bill 23
To date	3,900	\$50,417,078	\$50,417,078	\$50,417,078
2022 - 2026	2,800	23,800,000	57,337,280	13,277,275
2027 - 2031	9,175	77,987,500	256,844,950	43,506,784
2032 - 2036	18,325	155,762,500	512,990,050	86,895,022
2037 - 2041	19,500	165,750,000	545,883,000	92,466,735
2042 - 2046	10,475	89,037,500	293,237,150	49,671,233
2047 - 2051	<u>3,225</u>	<u>27,412,500</u>	<u>90,280,650</u>	<u>15,292,575</u>
<b>Total</b>	<b>67,400</b>	<b>\$590,221,078</b>	<b>\$1,807,044,158</b>	<b>\$351,526,703</b>

## 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)



# Key Findings

## Key Findings Inform Report Recommendations

- 1 Development Trends Suggest The VMC Will Become **One Of The Most Dense Areas In North America.**
- 2 It Is Critical **To Provide Additional Parkland** In Or Near The VMC.
- 3 Providing Required **Recreational Facilities** Demands Careful Planning.
- 4 Connecting The VMC To Open Space South Of Highway 407 Is Important.
- 5 Development Of Parks And Open Spaces Must Continue To **Reflect Planning Goals.**

- The following **five key findings** were a result of the rigorous background analysis that was undertaken through the course of the Park and Wayfinding Master Plan study.
- The key findings, combined with the objectives, provide a lens through which the Master Plan can be assessed and evaluated. **Achieving the objectives, while addressing the key findings, was critical in shaping the final recommendations of this report.**

# Signage & Wayfinding

## Background and Purpose



### VMC Vaughan Metropolitan Centre Signage and Wayfinding Master Plan

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

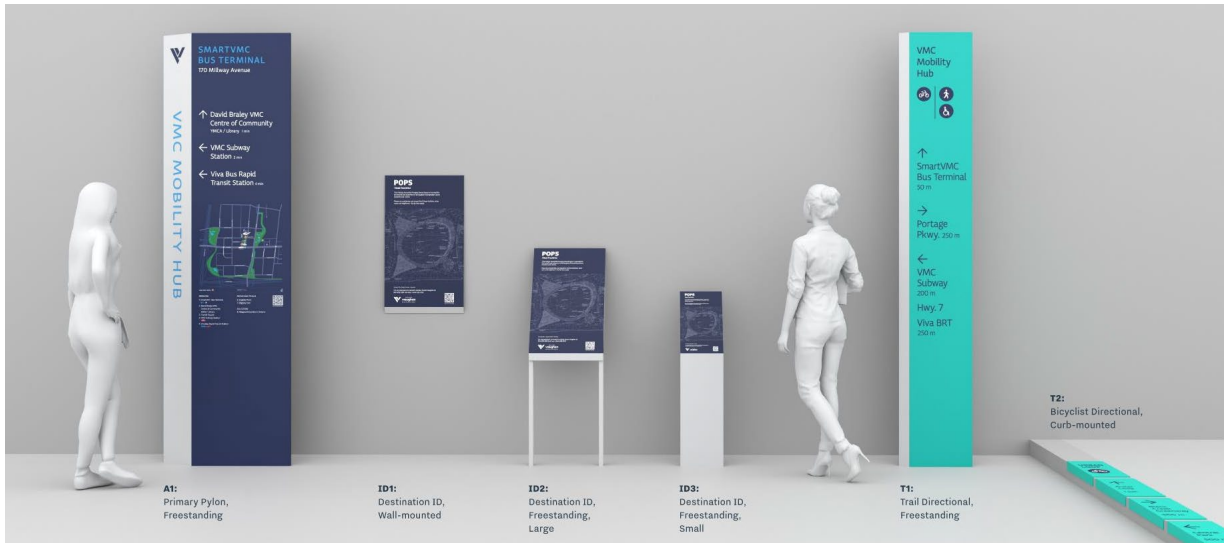
DATE  
27 September 2023

- A **Signage and Wayfinding Masterplan** and **strategy** was developed by Cygnus Design Group to help define how residents, visitors, and businesses perceive the VMC and navigate through it.
- The consultant developed and refined potential options for VMC signs, with significant input and evaluation by various City departments and transit authorities informed by consultation and engagement with stakeholders and the public.
- The Signage and Wayfinding Masterplan has been developed to support the goals and intent outlined in the VMC Streetscape and Open Space Plan and the **VMC Parks and Wayfinding Master Plan**.

# Signage & Wayfinding

## The Sign System

- The VMC Wayfinding Signage consisted of six sign types to help residents and visitors confidently navigate the area, identify points of interest and provide paths to established trails.
- The signage system was designed around key wayfinding principles of **consistency**, **interconnectedness**, **simplicity**, **progress disclosure** and being **user focused**.



Cygnus

THE CYGNUS DESIGN GROUP INC  
www.cygnus.group

VMC VAUGHAN METROPOLITAN CENTRE  
Signage & Wayfinding: Master Plan

DATE  
27 September 2023

Keep signage simple and consistent

Signage must be accessible and legible during day and night

Provides a larger system network of information and pathing

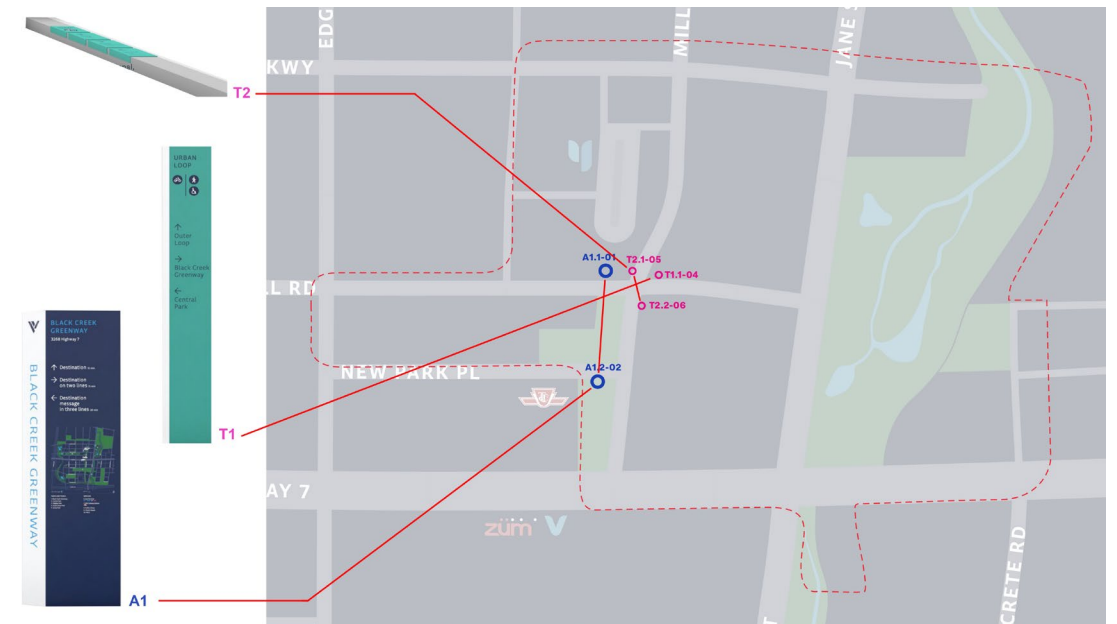
Use QR Code to link additional information

Signage content and location should meet all AODA and Accessibility standards

# Signage & Wayfinding

## Wayfinding Signage Pilot

- The Wayfinding Signage pilot has been implemented within the developed core of the VMC.
- Prototypes were **fabricated** and **installed** by the end of Q4 of 2023.







# Signage & Wayfinding

## Engagement Tactics

- VMC Staff are currently finalizing **Engagement Tactics** with Corporate Communication to call upon residents and visitors to assess the **durability** and **effectiveness** of the signage.

**1. Online Survey** – Begin Q1, 2024 and End Q3, 2024  
Available for residents and visitors of the VMC to complete, accessible via the Sign QR Code and the City of Vaughan Website.

**2. UX Advisory Group** – Q2, 2024

Four individuals will be selected to provide their detailed comments evaluating the functionality, design, accessibility and overall effectiveness of the pilot signage through a prepared workbook assignment.

**3. In Person Pop-Up** – Q2 and Q3, 2024

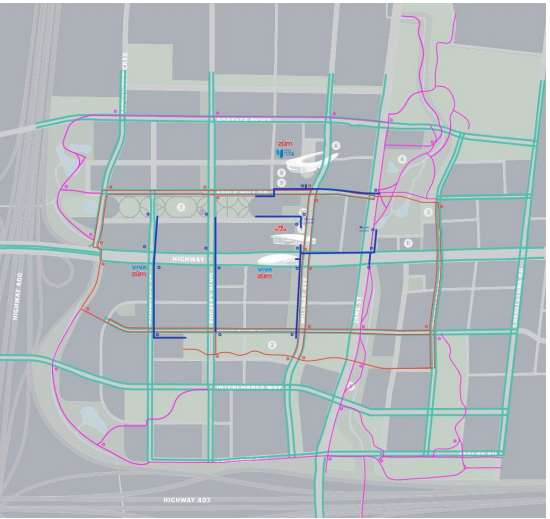
VMC Staff will setup a booth to speak to residents and visitors about the Wayfinding Signage Pilot to gather feedback.



# Signage & Wayfinding

## Implementation

- Signage Prototypes will be further refined following the evaluation of the **Wayfinding Signage Pilot**.
- Feedback received will be used to enhance and further develop the VMC Wayfinding Signage.
- The City will engage an external consultant to produce an implementation plan for the VMC Wayfinding Signage in its entirety.



- Sign Type A1
- Sign Type T1/T2 (Urban Trail)
- Sign Type T1 (Outer Trail)
- On-road Cycling Facilities
- Pedestrian Flow

# Connect with the VMC Program

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