

**VMC SUB-COMMITTEE – JANUARY 31, 2024**

**COMMUNICATIONS**

**Distributed January 26, 2024**

**Item No.**

- |                           |   |
|---------------------------|---|
| C1. Presentation material | 2 |
| C2. Presentation material | 3 |

**Distributed January 30, 2024**

- |   |   |
|---|---|
| C3. Stephen Albanese, Associate Principal, Arcadis Professional Services (Canada) Inc., St. Clair Avenue West, Toronto, dated January 31, 2024.             | 3 |
| C4. Lauren Capilongo, Malone Given Parsons, Renfrew Drive, Markham, dated January 30, 2024.   | 3 |
| C5. Sandra Patano, Vice President, and Jessica Damaren, Lead Planner, Special Projects, Weston Consulting, Millway Avenue, Vaughan, dated January 30, 2024. | 3 |

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**Please note there may be further Communications.**

C 1

Communication

Vaughan Metropolitan Centre

Sub-Committee – January 31, 2024

Item No. 2

# VMC Development Activity Update

VMC Sub-Committee  
January 31, 2024



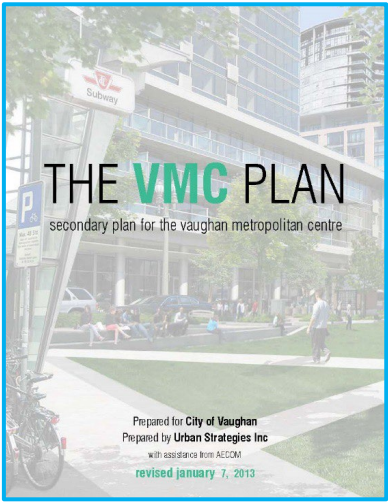
DOWNTOWN

**vaughan**

METROPOLITAN CENTRE

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

(2.0 VMC Secondary Plan)



VMC Secondary Plan  
UPDATE



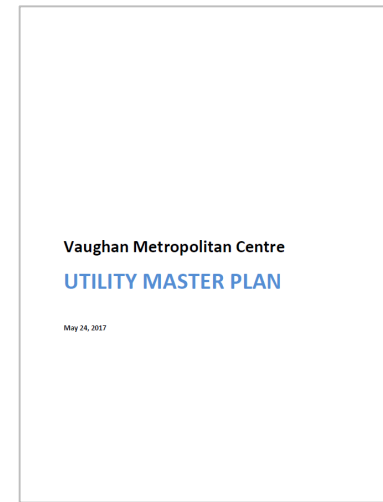
VMC Streetscape + Open  
Space Plan



VMC Cultural + Public Art  
Framework



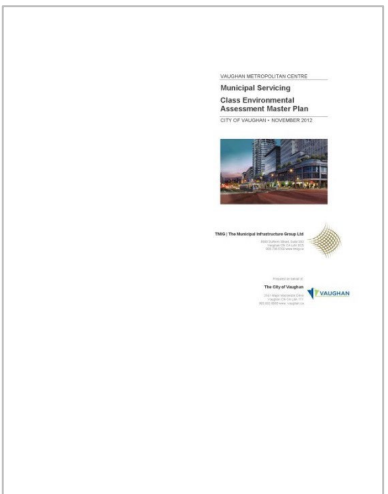
VMC Urban Design Guidelines



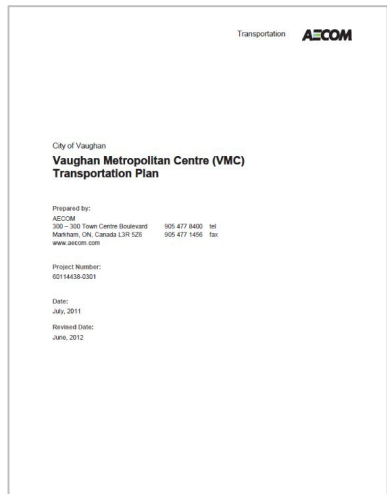
Utility Master Plan



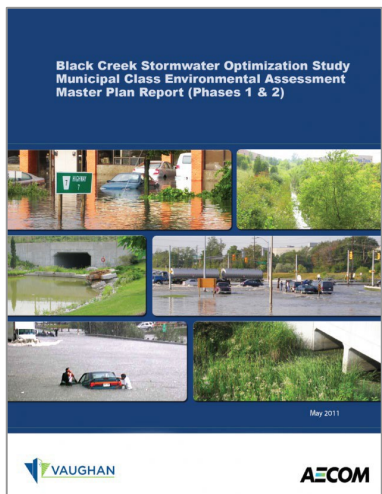
Community  
Improvement Plan



VMC Servicing Master Plan  
UPDATE



VMC Transportation  
Master Plan UPDATE



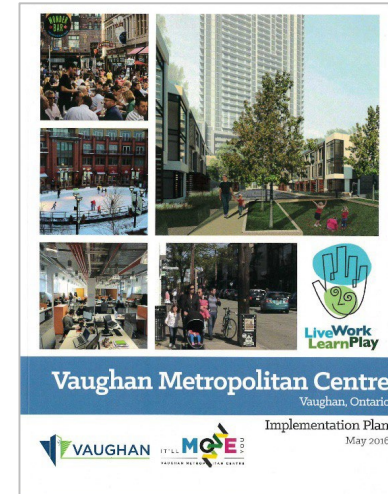
Black Creek Stormwater EA  
Phases 1+2



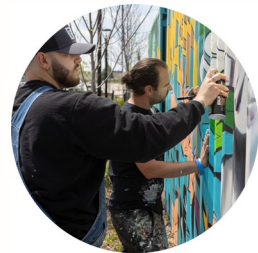
Reconnaissance + Strategic  
Assessment



Market Assessment



Implementation Plan



**Transit-oriented**

Universities  
Jobs  
Housing

Work

Townhomes

Neighbourhoods  
Community Centres

Parks

Live

Arts and Culture

Office

Environmental Open Spaces

**Beautiful**

Live-work

Families

Play

Residential

# COMPLETE COMMUNITY

**Inclusive**

**Accessible**

**Vibrant**

**Diverse**

Employment

**Art**

Schools

Mid-rise

High-rise

Education

Libraries

Supermarkets

Entertainment

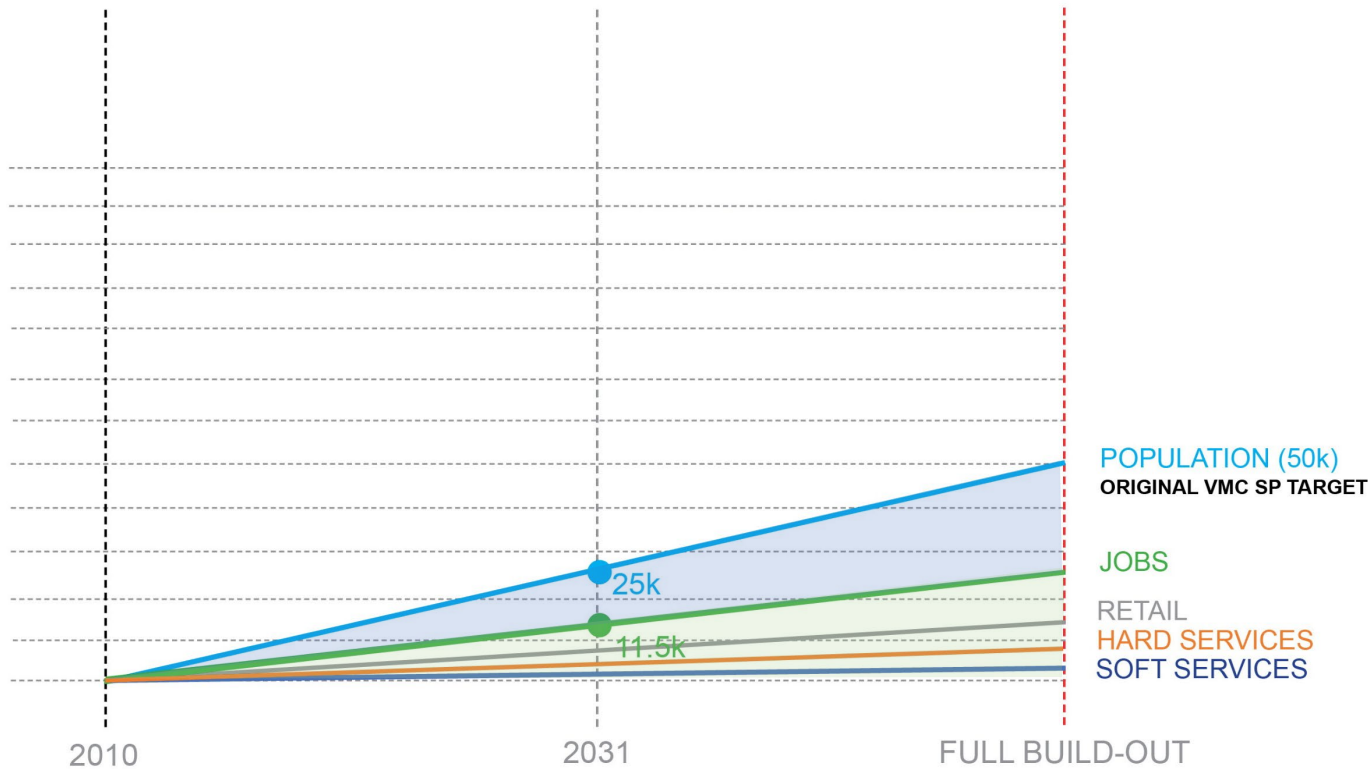
**Green**

Retail



# VMC Growth Trends

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

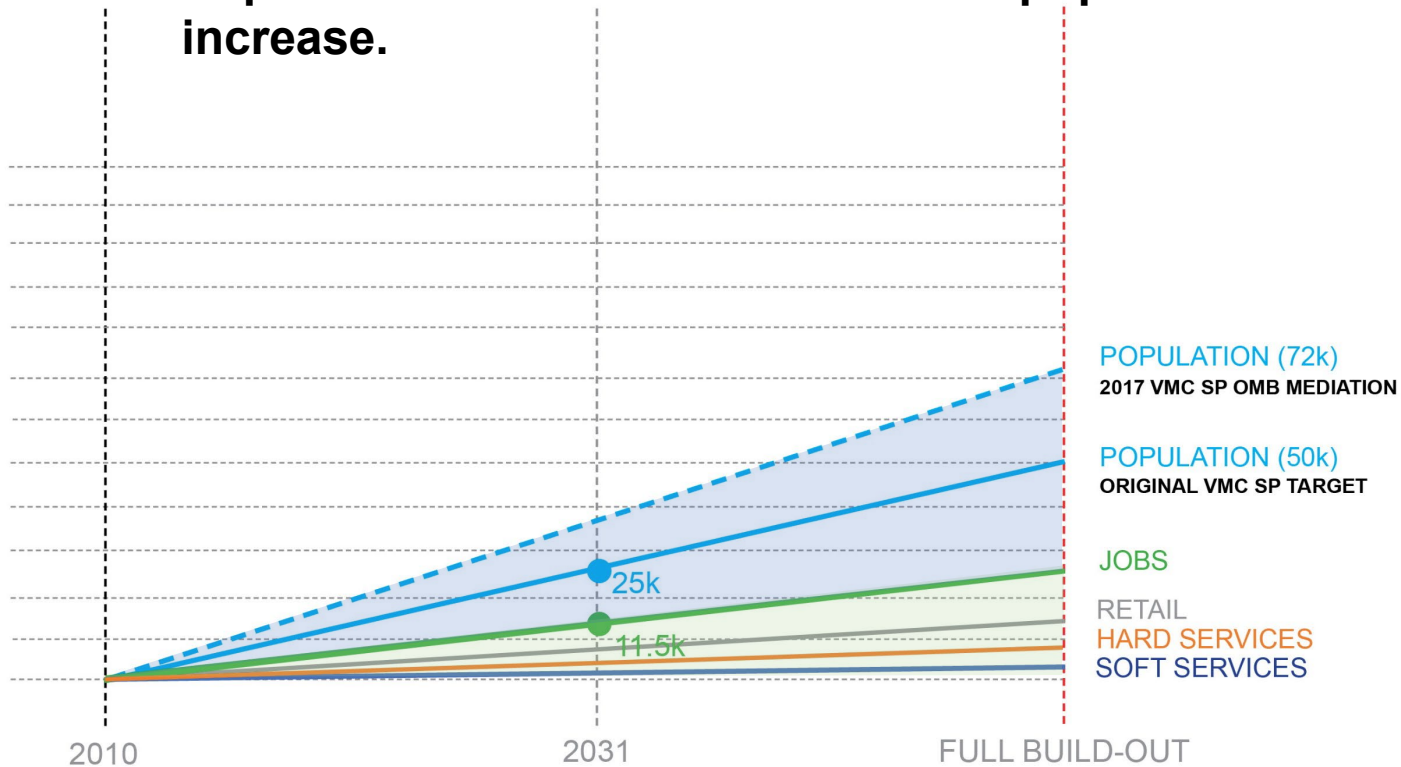


Note: Illustrations for representational purposes only



# VMC Growth Trends

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

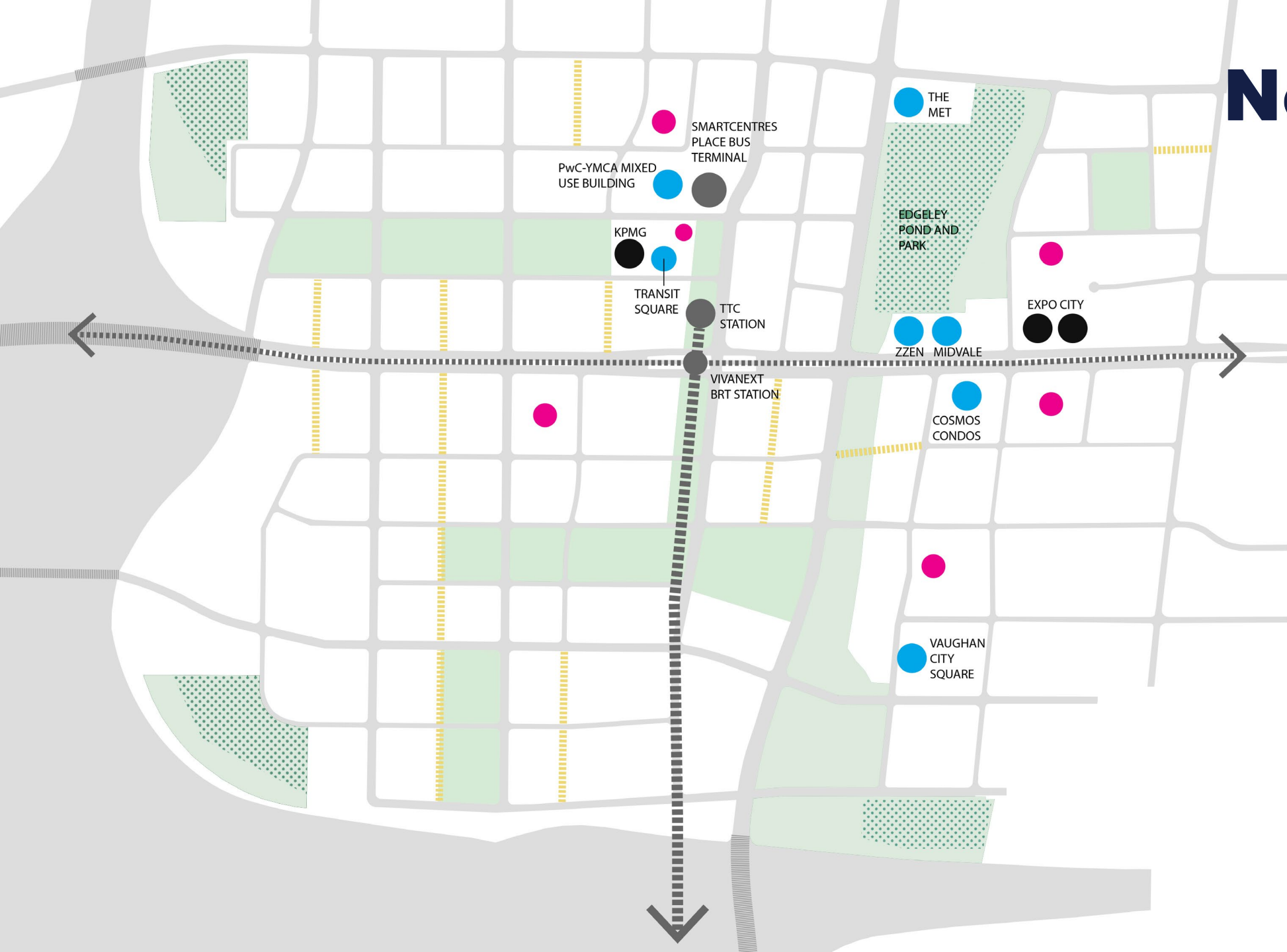


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DOWNTOWN  
**Vaughan**  
METROPOLITAN CENTRE

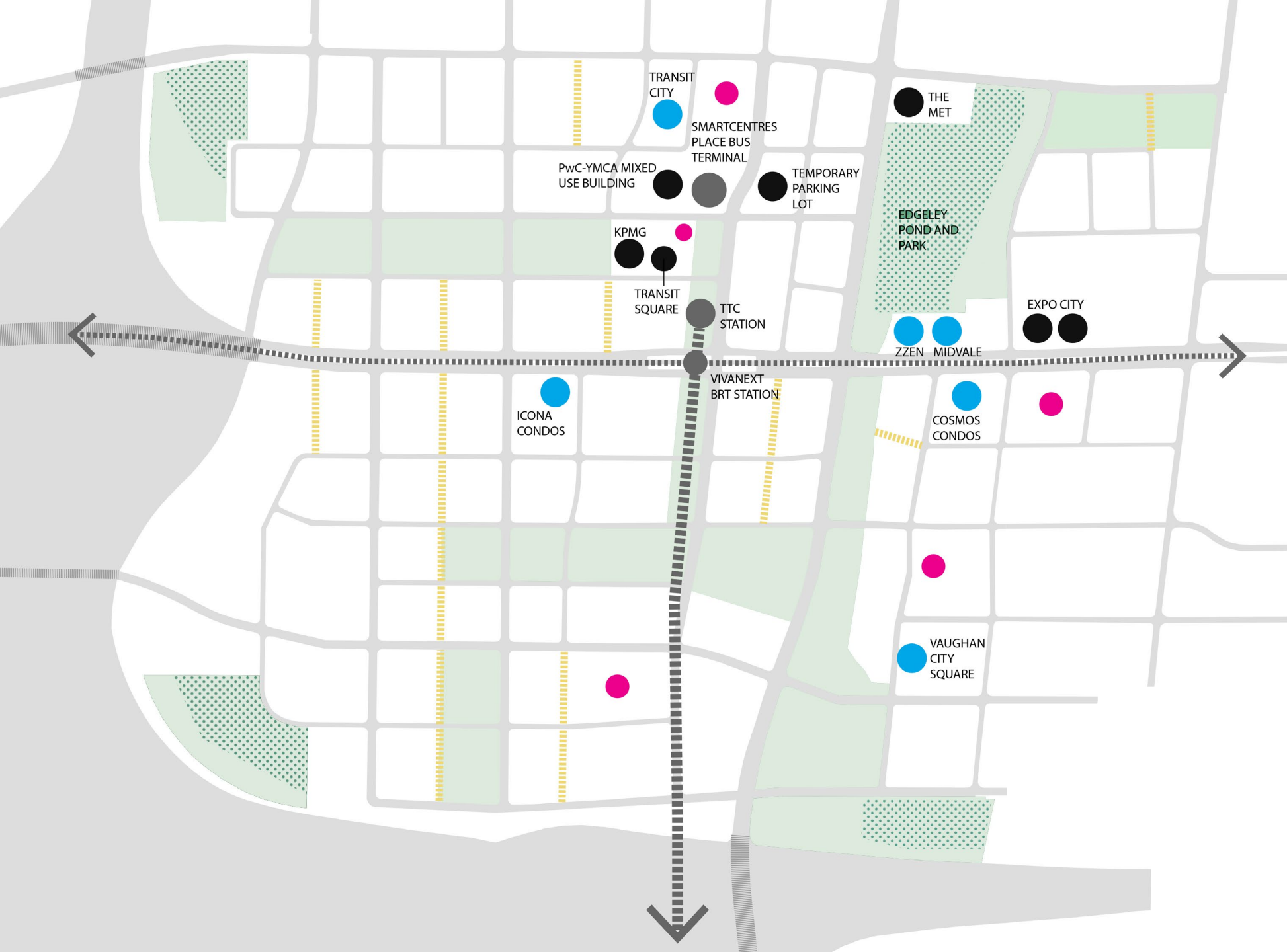
# November 2016



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

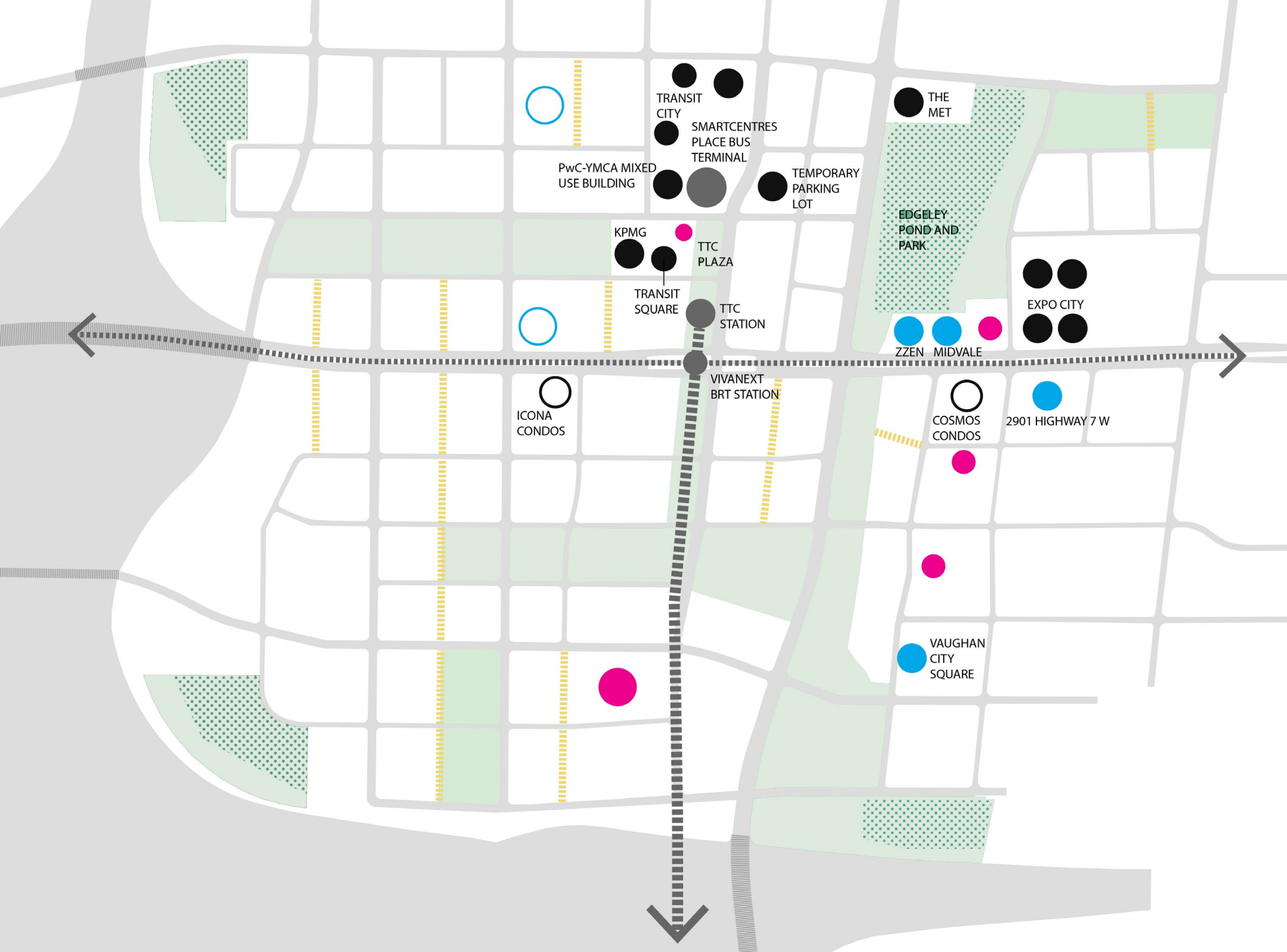


# April 2017



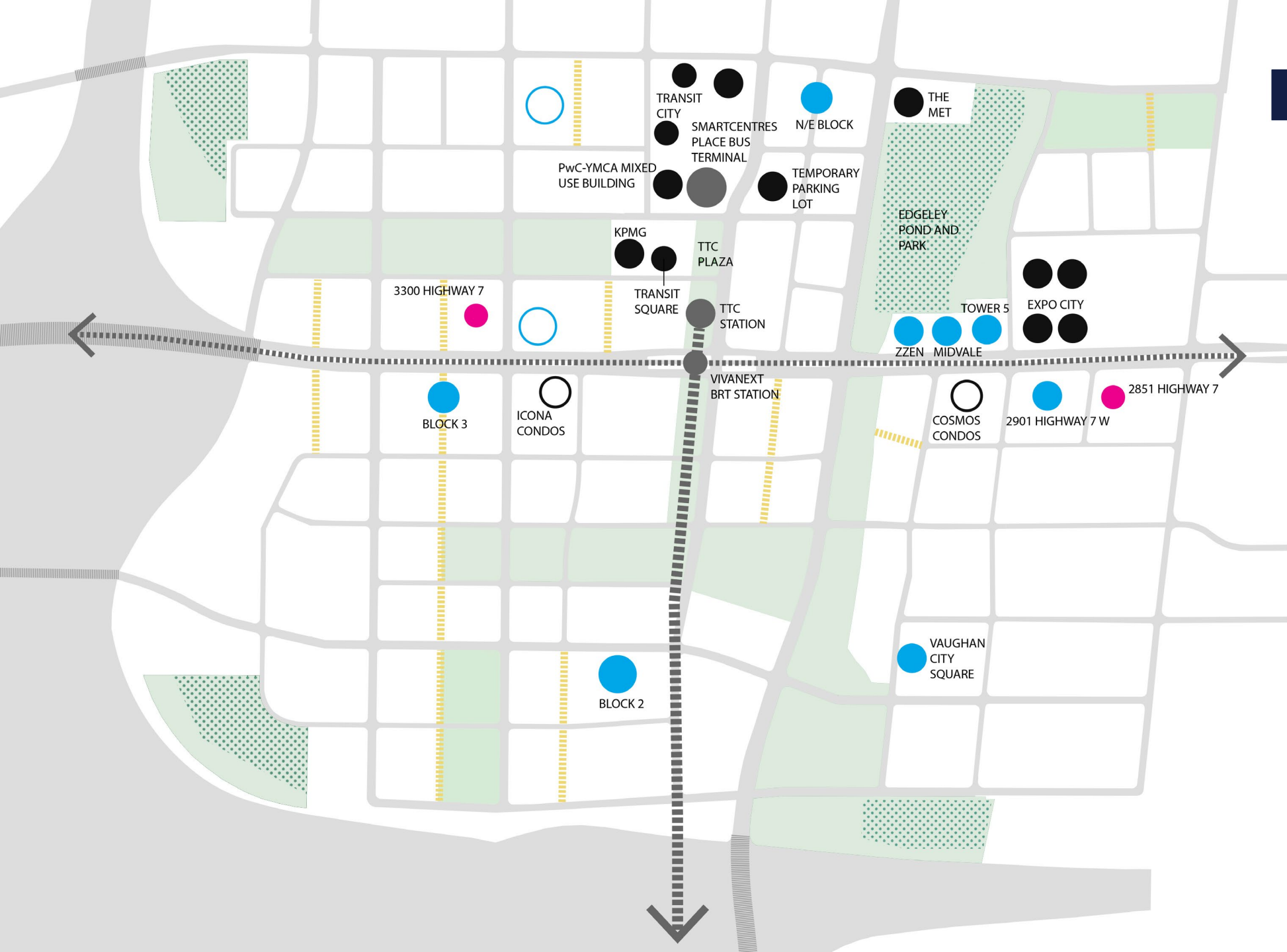
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# April 2018



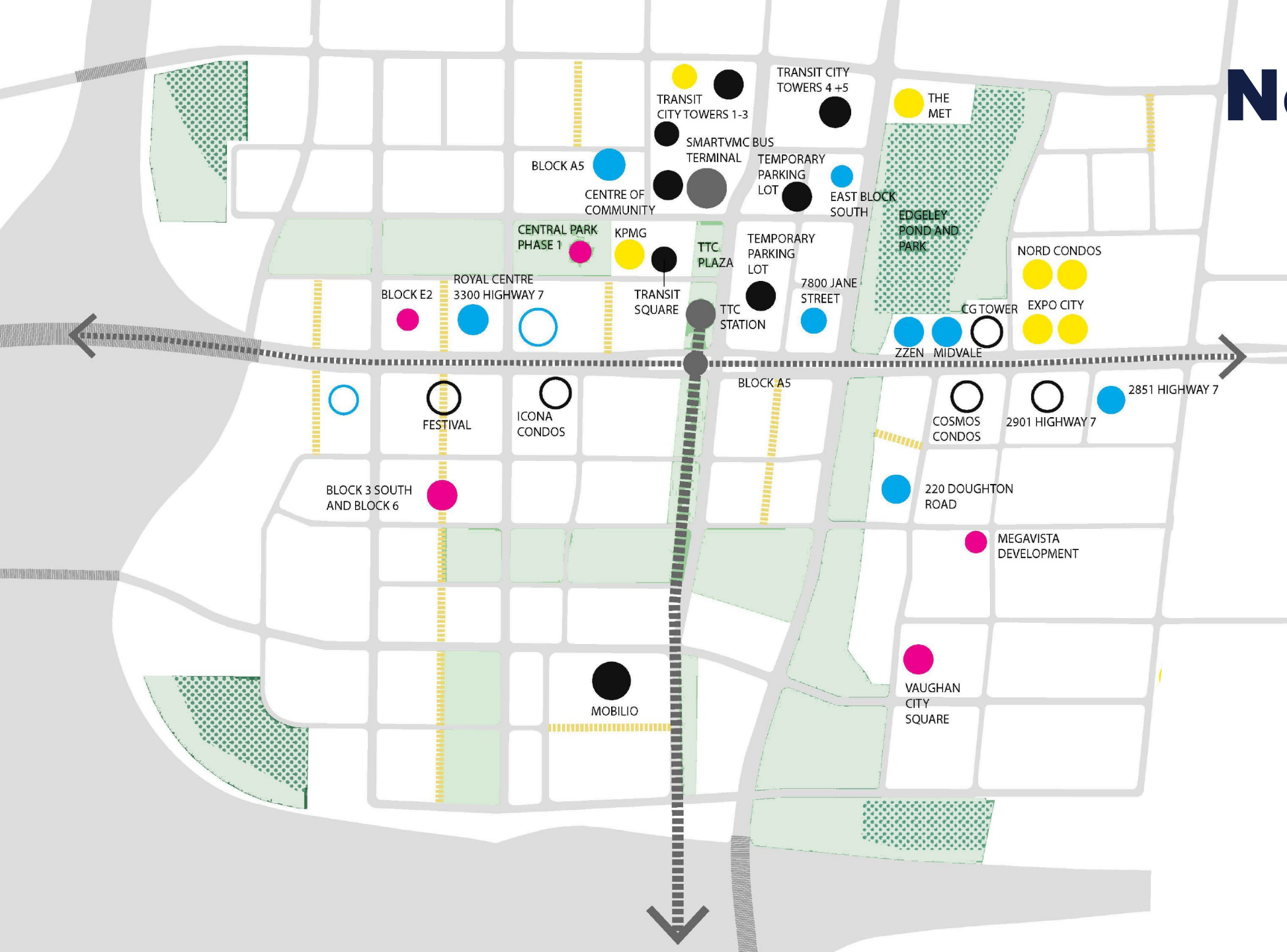
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# February 2019



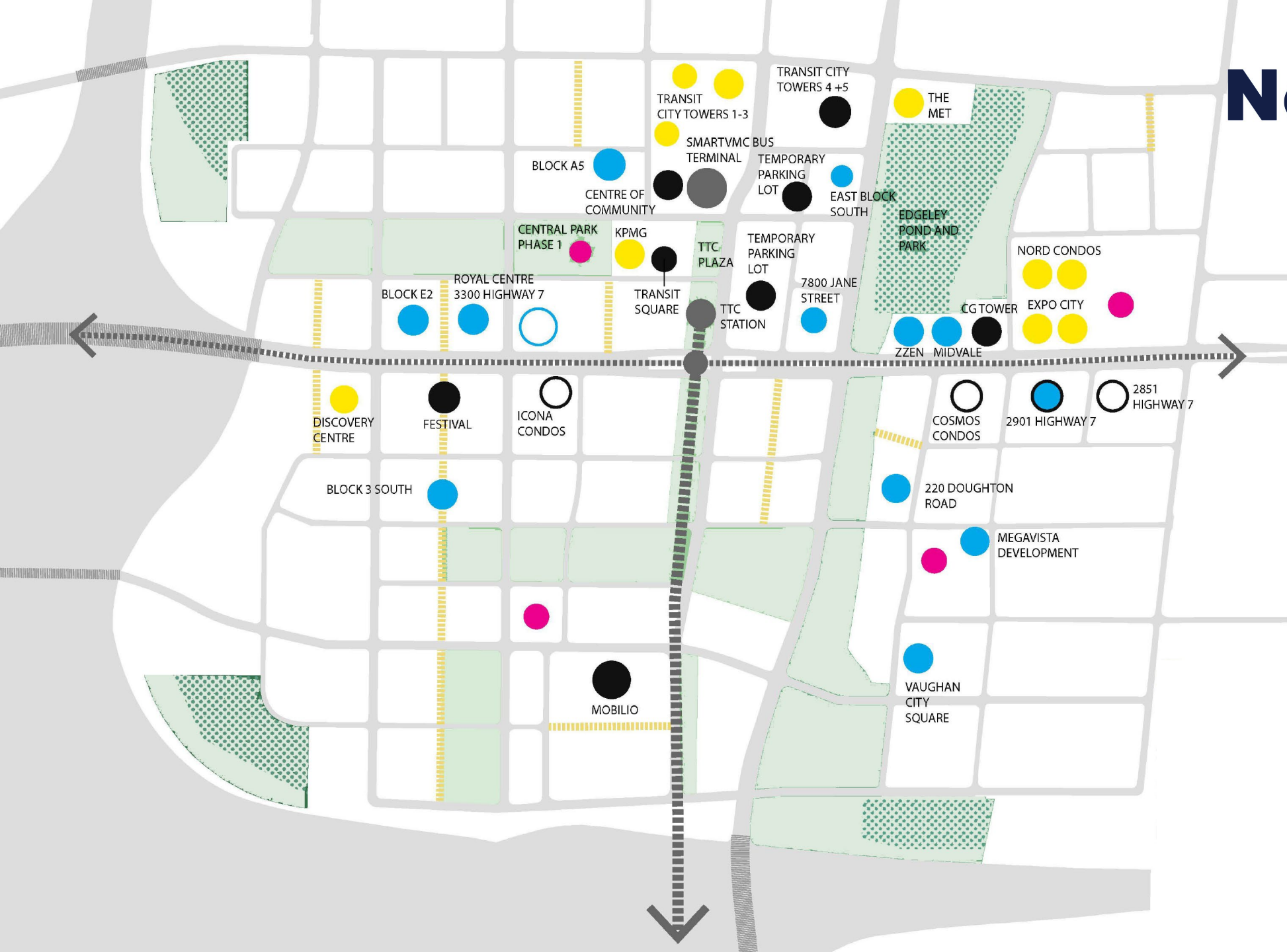
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# November 2020



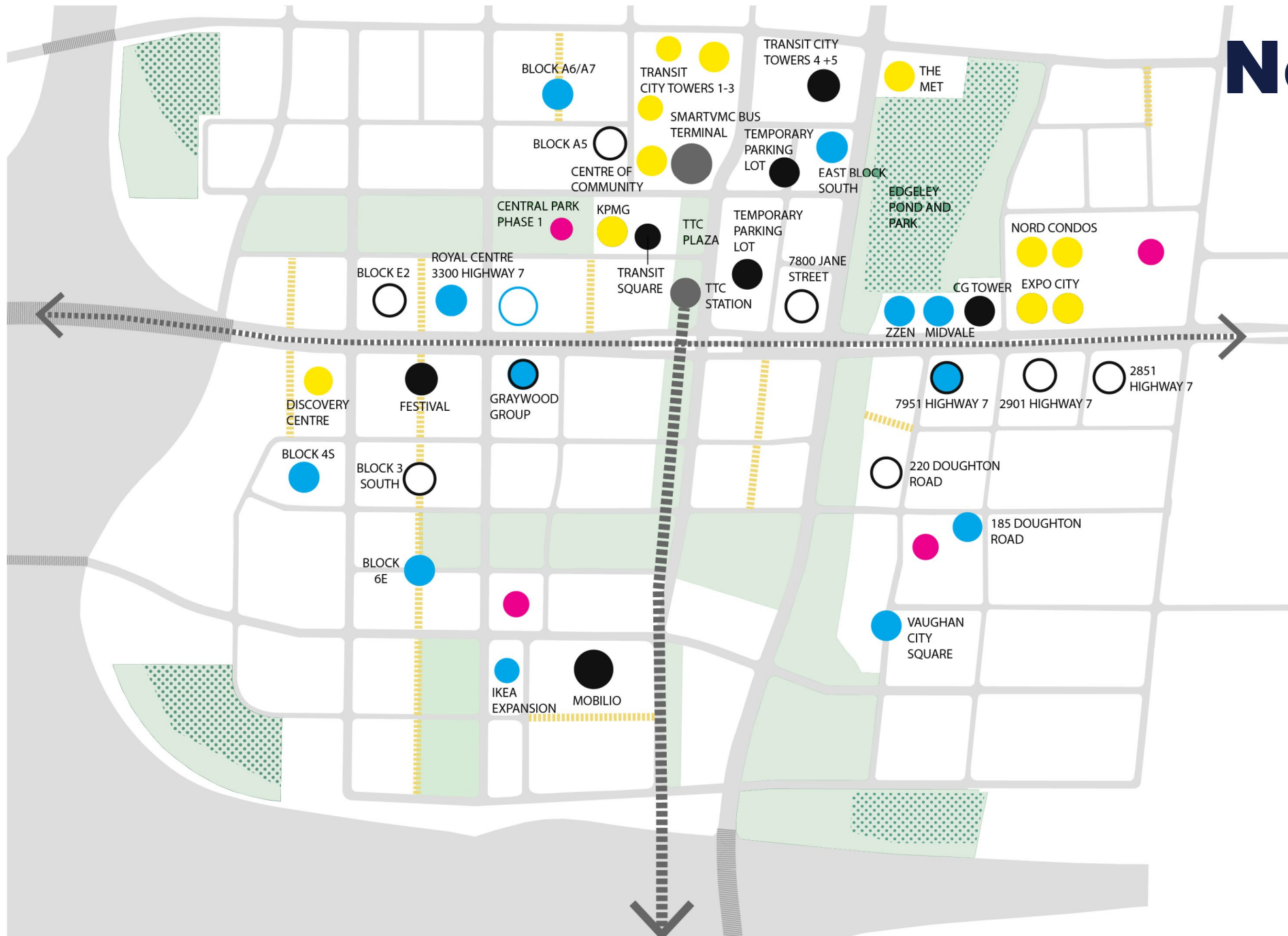
- OCCUPIED
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# November 2021



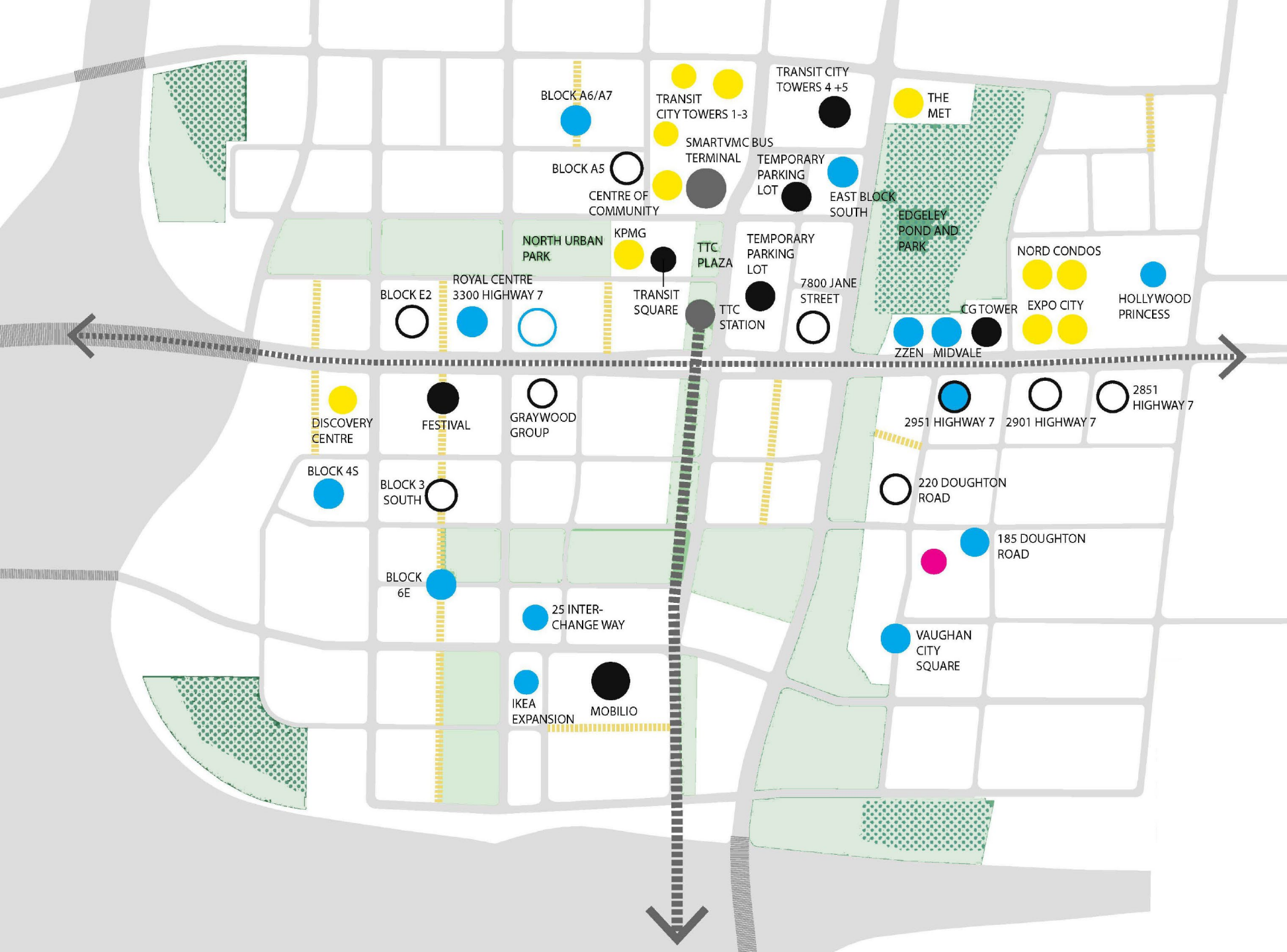
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- AREA OF INTEREST

# November 2022



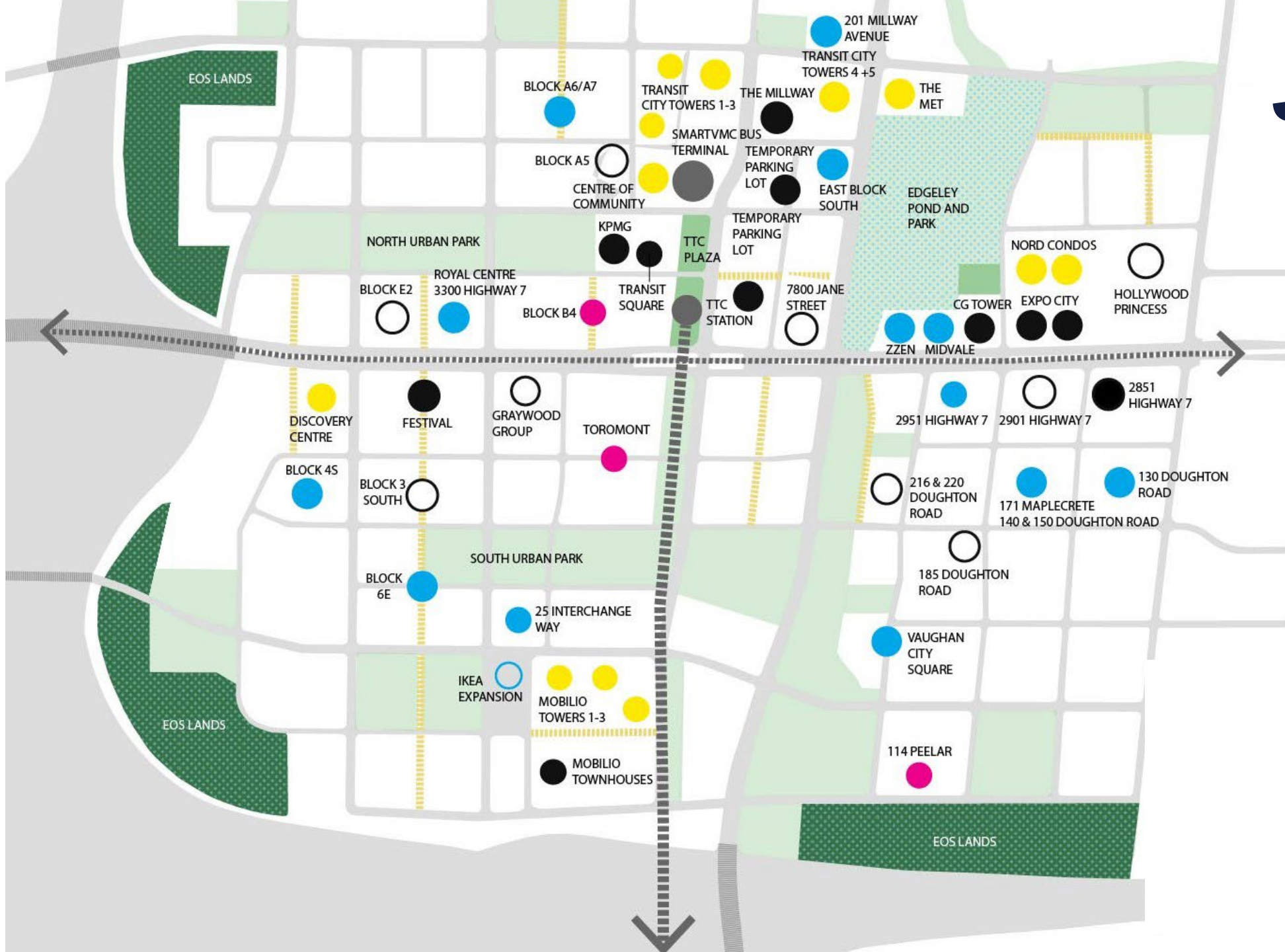
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# April 2023



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# January 2024



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- AREA OF INTEREST



# Future Vision



# VMC Stats\*

**452%** Residential Units  
(was 326% in October 2023)

**430%** Population  
(was 310% in October 2023)

**194%** Office/Non-Res  
(was 111% in October 2023)

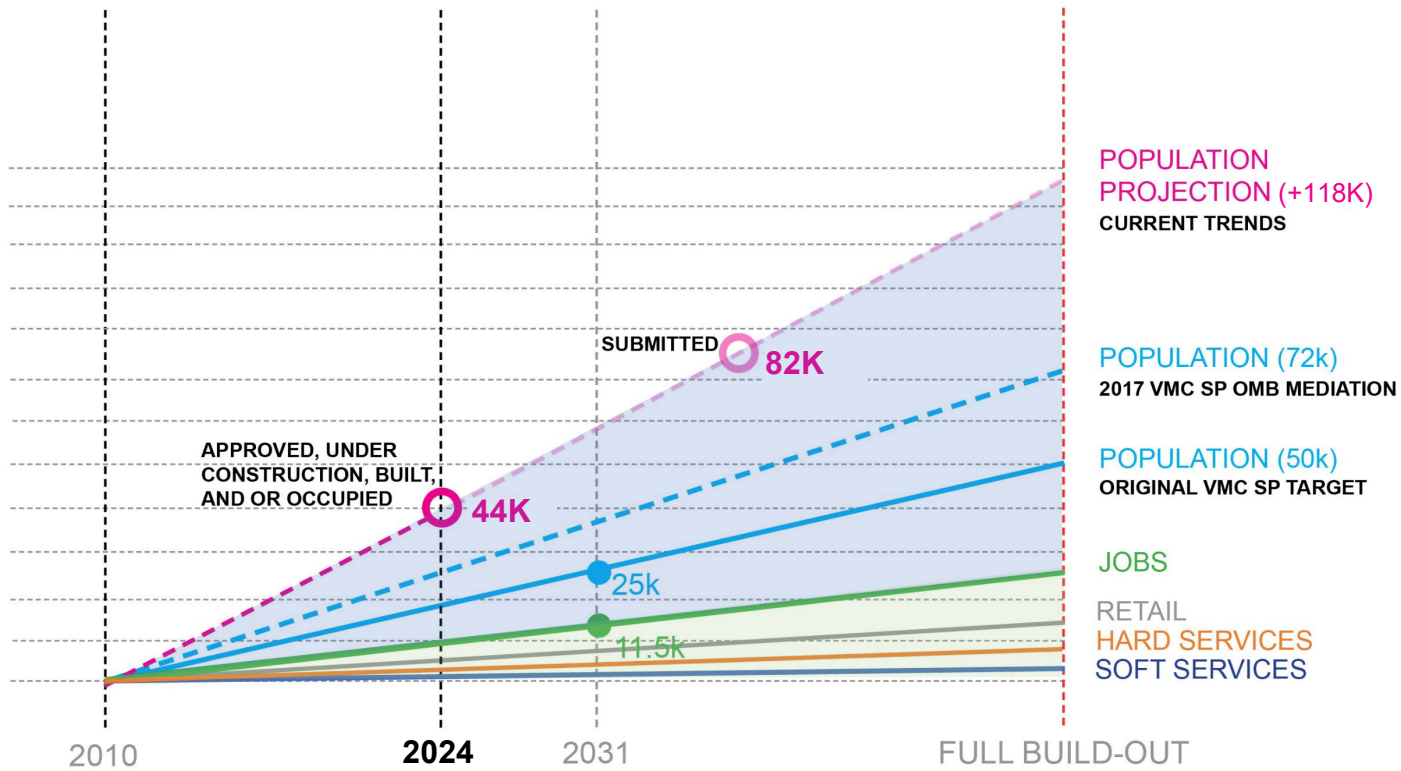
**115%** Retail  
(was 92% in October 2023)

\*2024 numbers compared to the originally projected full build-out populations in the VMC Secondary Plan (includes pre-application consultations.)

Developer	Occupied Projects	Permitted FSI	FINAL FSI	Retail Area (F <sup>2</sup> )	Office Area (F <sup>2</sup> )	Residential Area (F <sup>2</sup> )	Hotel Area (R <sup>2</sup> )	Apartment Units	Townhouse Units	Total Units Completed and Occupied	Population
Cortel	Expo Tower 1			17,438	0	418,074	0	353	0	353	
Cortel	Expo Tower 2			22,626	0	385,136	0	351	0	351	
Cortel	Expo Tower 3			5,382	0	426,362	0	446	0	446	
Cortel	Expo Tower 4	5	6.52	3,929	0	393,554	0	415	0	415	
PlazaCorp	Berkeley Development ("The Met")	5	4.1	0	0	448,611	0	510	62	572	
SmartCentres	VMC Residences ("Transit City 1 and 2")	4.5	8.64	4,801	0	997,554	0	1,110	22	1,132	
SmartCentres	VMC Residences ("Transit City 3")	4.5	12.7	6,135	0	534,338	0	631	0	631	
SmartCentres	PwC	6	2.55	6,082	105,799	0	0	0	0	0	
SmartCentres	KPMG	6	1.88	59,073	287,130	0	0	0	0	0	
SmartCentres	SmartCentres East Block (Transit City 4 & 5 + Rental Building)	5	7.08	20,688	0	1,269,980	0	1,480	0	1,480	
QuadReal	Quadreal Block 2 (Mobillio)	3	2.65	1,204	0	1,057,440	0	751	397	1,148	
<b>Total</b>		<b>4.88</b>	<b>5.74</b>	<b>147,308</b>	<b>392,929</b>	<b>5,931,057</b>	<b>0</b>	<b>6,047</b>	<b>481</b>	<b>6,528</b>	<b>12,925</b>
Developer	Under Construction or Built Projects	Permitted FSI	FINAL FSI	Retail Area (F <sup>2</sup> )	Office Area (F <sup>2</sup> )	Residential Area (F <sup>2</sup> )	Hotel Area (R <sup>2</sup> )	Apartment Units	Townhouse Units	Total Units Under Construction	Population
Melrose Investments	Melrose 1.0	5	5.37	4,100	0	650,904	0	788	0	788	
Cortel	Expo City Tower 5	5	6.52	28,148	0	602,181	0	551	0	551	
QuadReal	Quadreal Block 3N	5	7.8	62,873	0	1,820,827	0	2,470	0	2,470	
<b>Total</b>		<b>4.98</b>	<b>6.56</b>	<b>95,120</b>	<b>0</b>	<b>3,073,913</b>	<b>0</b>	<b>3,787</b>	<b>0</b>	<b>3,787</b>	<b>7,498</b>
Developer	Approved Projects	Permitted FSI	FINAL FSI	Retail Area (F <sup>2</sup> )	Office Area (F <sup>2</sup> )	Residential Area (F <sup>2</sup> )	Hotel Area (R <sup>2</sup> )	Apartment Units	Townhouse Units	Total Approved Residential	Population
Liberty Maplecrete (1834371 Ontario Inc.)	2951 Highway 7	5.5	9.0	19,321	52,518	1,703,220	0	2,176	0	2,176	
Gupta Group	Icons (see below)	5	12.88	11,227	0	1,333,375	197,728	0	0	0	
Graywood	Previously Icons (see above)	5	11.3	7,533	53,548	288,064	-197,728	1,086	0	1,086	
Liberty	Liberty Cement Plant	5	6.97	7,354	0	862,249	0	1,132	0	1,132	
QuadReal	Quadreal Block 3S	4.5	6.8	38,750	0	1,235,515	0	1,680	0	1,680	
Aspen Ridge / Metrus	7800 Jane Street - Metrus (Terra) Properties Ltd.	10.11	29,712	244,801	0	1,115,167	0	1,177	0	1,177	
IKEA				0	0	0	0	0	0	0	
SmartCentres	Walmart Block A5 (PH 1)	5	4.72	16,436	0	560,955	0	629	0	629	
SmartCentres	SmartCentres E2	5	8.35	20,505	0	956,328	0	1,104	0	1,104	
Doughton Residences Corp	216-220 Doughton Road	4.78	11.54	0	0	918,998	0	1,145	0	1,145	
GBI(Maplecrete) Limited Partnership	Melrose Investments 2.0	4.5	7.7	5,226	0	802,832	0	1,073	9	1,082	
Cortel	Hollywood Princess (Phase 1)	5	7.29	0	0	603,554	0	840	0	840	
<b>Total</b>		<b>4.93</b>	<b>8.38</b>	<b>156,065</b>	<b>50,864</b>	<b>10,380,257</b>	<b>0</b>	<b>12,022</b>	<b>9</b>	<b>12,031</b>	<b>23,821</b>
Developer	In-Progress Projects	Permitted FSI	FINAL FSI	Retail Area (F <sup>2</sup> )	Office Area (F <sup>2</sup> )	Residential Area (F <sup>2</sup> )	Hotel Area (R <sup>2</sup> )	Apartment Units	Townhouse Units	Total Residential Units In-	Population
Goldpark	Goldpark	5	8.32	10,613	0	350,627	0	420	0	420	
Zzen Group	Zzen	5	8.5	10,140	0	348,848	0	417	0	417	
<b>Total</b>										<b>0</b>	
Ripple Developments (1042710 Ontario Limited)	Royal Centre, 3300 Highway 7	5	11.5	17,039	300,434	1,458,737	0	1,187	0	1,187	
SmartCentres	East Block South (C2)	5.5	8.6	50,838	522,524	687,803	117,476	798	0	798	
Omega	Vaughan City Square	4.73	10.6	25,521	0	3,925,649	0	4,563	0	4,563	
SmartCentres	Block A6	5	8.3	54,552	0	3,409,271	0	4,182	0	4,182	
SmartCentres	Future Phases within A6	5	8.3	51,075	0	1,943,774	0	2,346	0	-2,346	
SmartCentres	Block A7	5	7.3	3,477	0	1,465,497	0	1,836	0	-1,836	
QuadReal	Quadreal Block 4S	4.5	5.6	43,096	0	1,092,139	0	1,441	0	1,441	
QuadReal	Quadreal Block 6E	3	4.0	45,459	0	1,394,475	0	1,945	0	1,945	
SmartCentres	Block B4 - Phase 1	5.5	4.04	14,044	474,200	0	0	0	0	0	
Greenpark Homes	25 Interchange Way	4.5	7.74	17,147	0	801,976	0	1,079	5	1,084	
SmartCentres	Block A5	5	4.93	506	40,450	66,801	0	-60	4	-56	
YORK REGION CONDOMINIUM CORPORATION NO. 945 (201 Millway)	OP.23.003			101,170	0	1,075,605	344,811	1,625	0	1,625	
Liberty/Arsta	Liberty CHIA Application		8	1,356	62,802	1,057,468	88,726	1,565	0	1,565	
<b>Total</b>		<b>4.83</b>	<b>7.55</b>	<b>391,482</b>	<b>1,409,470</b>	<b>15,667,399</b>	<b>551,014</b>	<b>19,162</b>	<b>9</b>	<b>19,171</b>	<b>37,959</b>
Developer	Proposed Projects	Permitted FSI	FINAL FSI	Retail Area (F <sup>2</sup> )	Office Area (F <sup>2</sup> )	Residential Area (F <sup>2</sup> )	Hotel Area (R <sup>2</sup> )	Apartment Units	Townhouse Units	Unidentical Units	Population
SmartCentres	Block B4 - Phase 2	5.5	4.04	73,621	439,168	592,461	0	825	0	825	
Toromont	(4) High-rise mixed-use development blocks	6	9.97	Unknown	323,910	9,586,849	Unknown	11,255	0	11,255	
Chestnut Hill (114 Peeler Road)	1, 48-storey residential tower with 6-storey podium and 4 levels of utdg parking	4.5	11.13	0	0	486,188	0	647	0	647	
<b>Total</b>		<b>6.33</b>	<b>8.38</b>	<b>73,621</b>	<b>763,078</b>	<b>10,665,698</b>	<b>0</b>	<b>12,727</b>	<b>0</b>	<b>12,727</b>	<b>25,199</b>
<b>Totals</b>				<b>863,616</b>	<b>2,916,342</b>	<b>45,718,123</b>	<b>551,014</b>	<b>63,745</b>	<b>499</b>	<b>64,244</b>	<b>107,493</b>
<b>% 2031 TARGETS</b>		<b>5.00</b>	<b>7.43</b>	<b>115%</b>	<b>194%</b>			<b>99%</b>	<b>1%</b>	<b>452%</b>	<b>430%</b>

# VMC Growth Trends

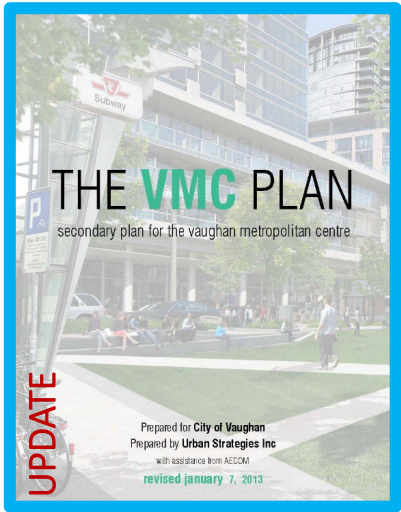
## Projected Population at Full Build-out



Note: Illustrations for representational purposes only



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



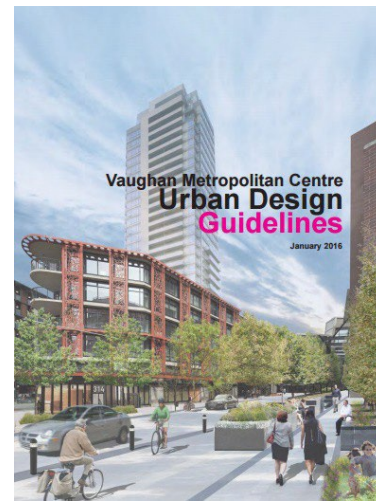
VMC Secondary Plan



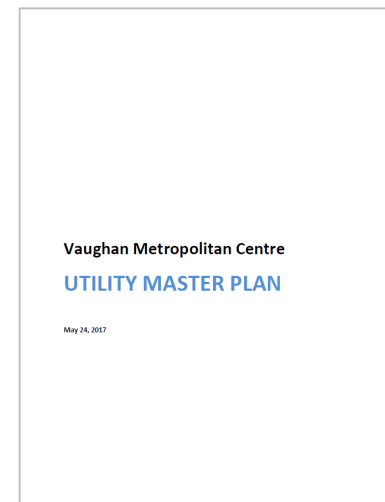
VMC Streetscape + Open Space Plan



VMC Cultural + Public Art Framework



VMC Urban Design Guidelines



Utility Master Plan



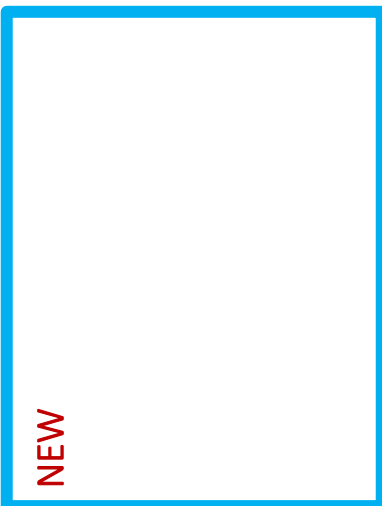
Community Improvement Plan



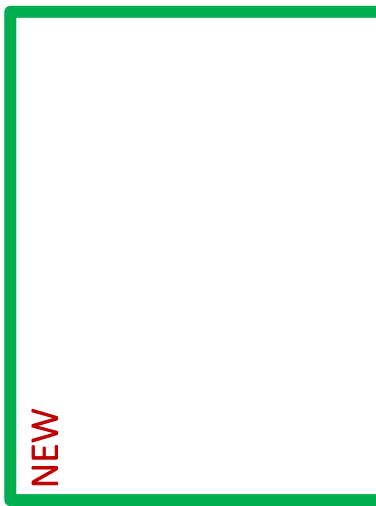
VMC Servicing Master Plan



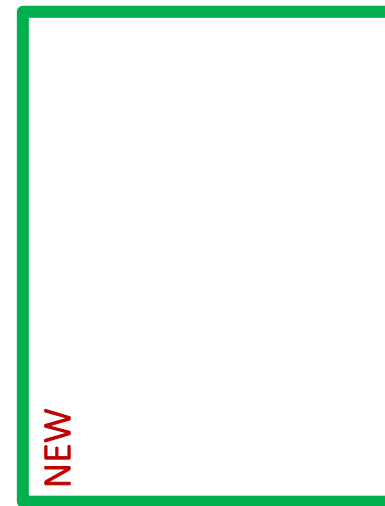
VMC Transportation Master Plan



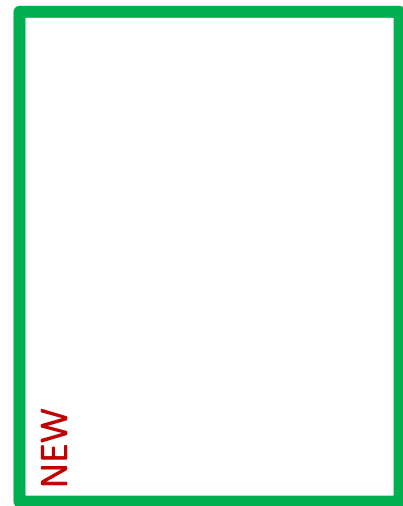
Parks and Wayfinding Master Plan



Black Creek Renewal Detailed Design



Edgeley Pond and Park Construction



Northwest Quadrant Urban Park Phase 1 Design Development



DOWNTOWN

**vaughan**

METROPOLITAN CENTRE

Thank you.

**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.

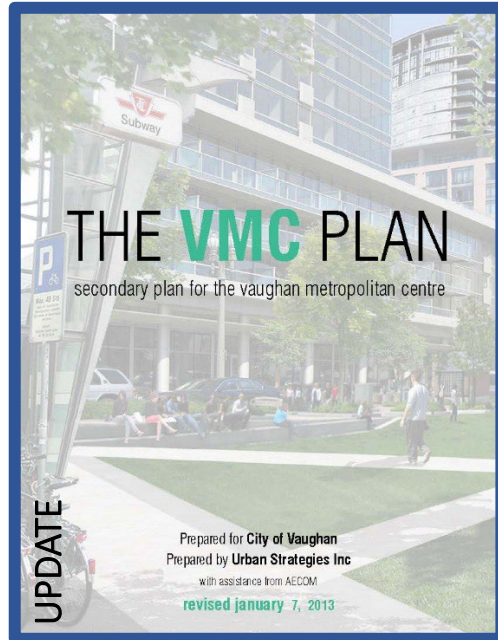
## Current Residential Trends\*

- 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.

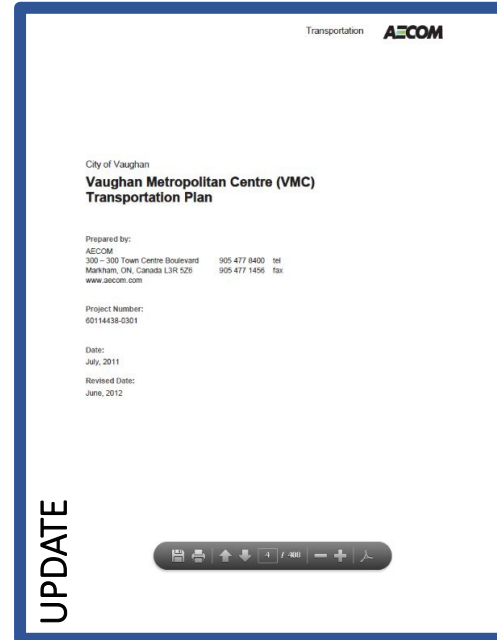
*\*Based on current development trends and subject to the VMC Secondary Plan update and Council's discretion*



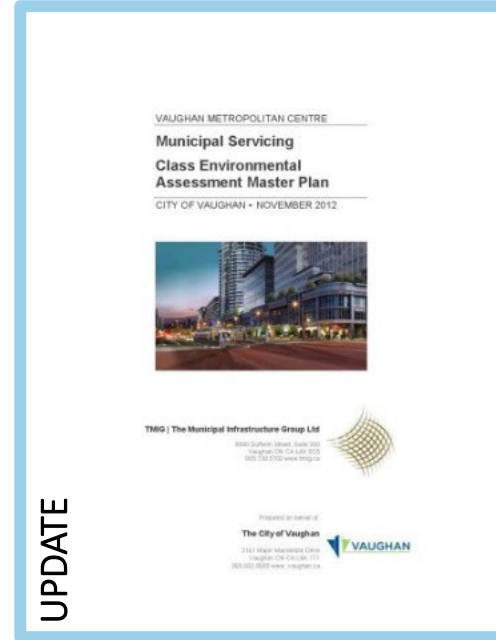
# VMC Current Studies Updates



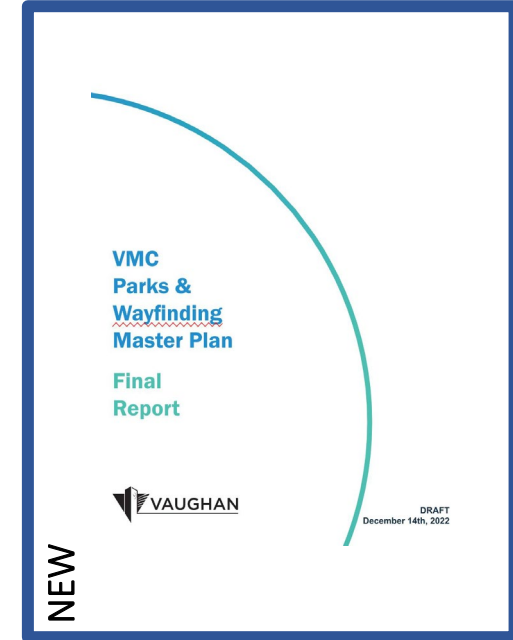
VMC Secondary Plan  
UPDATE



VMC Transportation Master Plan  
UPDATE

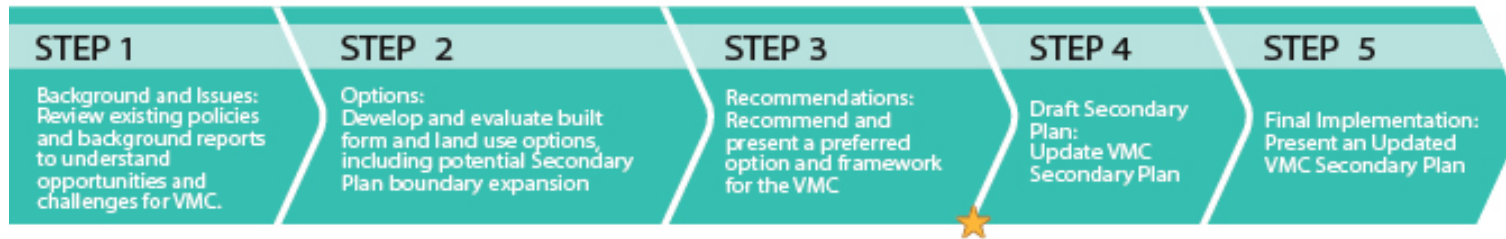


VMC Functional Servicing Strategy  
UPDATE

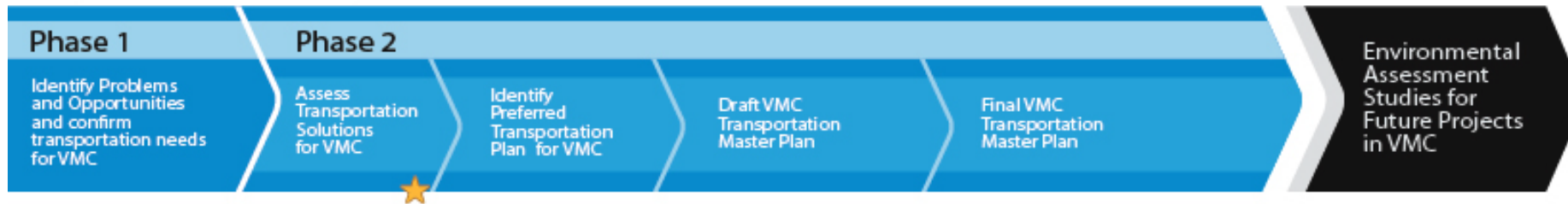


VMC Parks and Wayfinding  
Master Plan

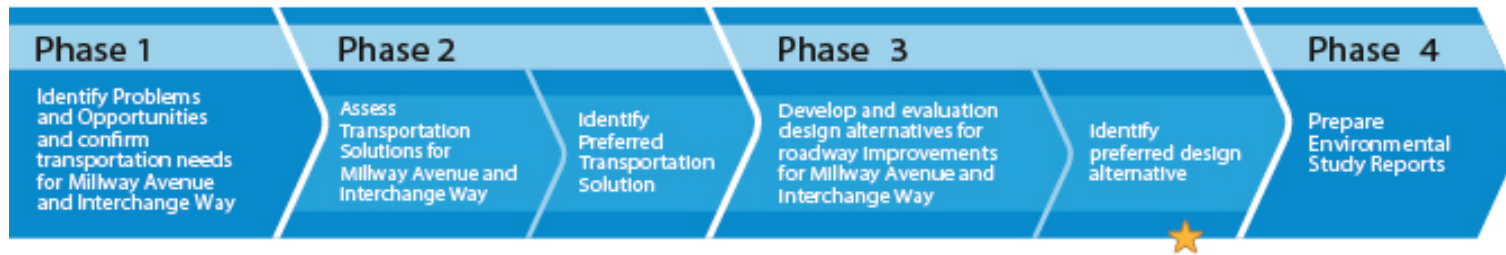
## Secondary Plan Update



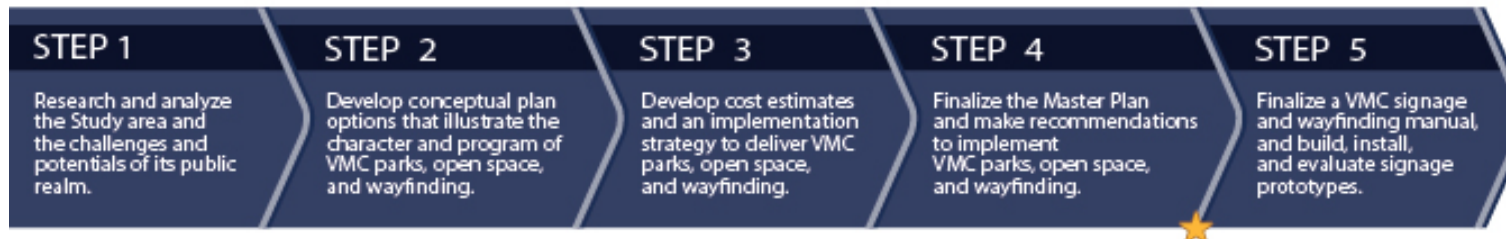
## Transportation Master Plan Update



## Millway Avenue and Interchange Way Class EA Studies



## Parks and Wayfinding Master Plan

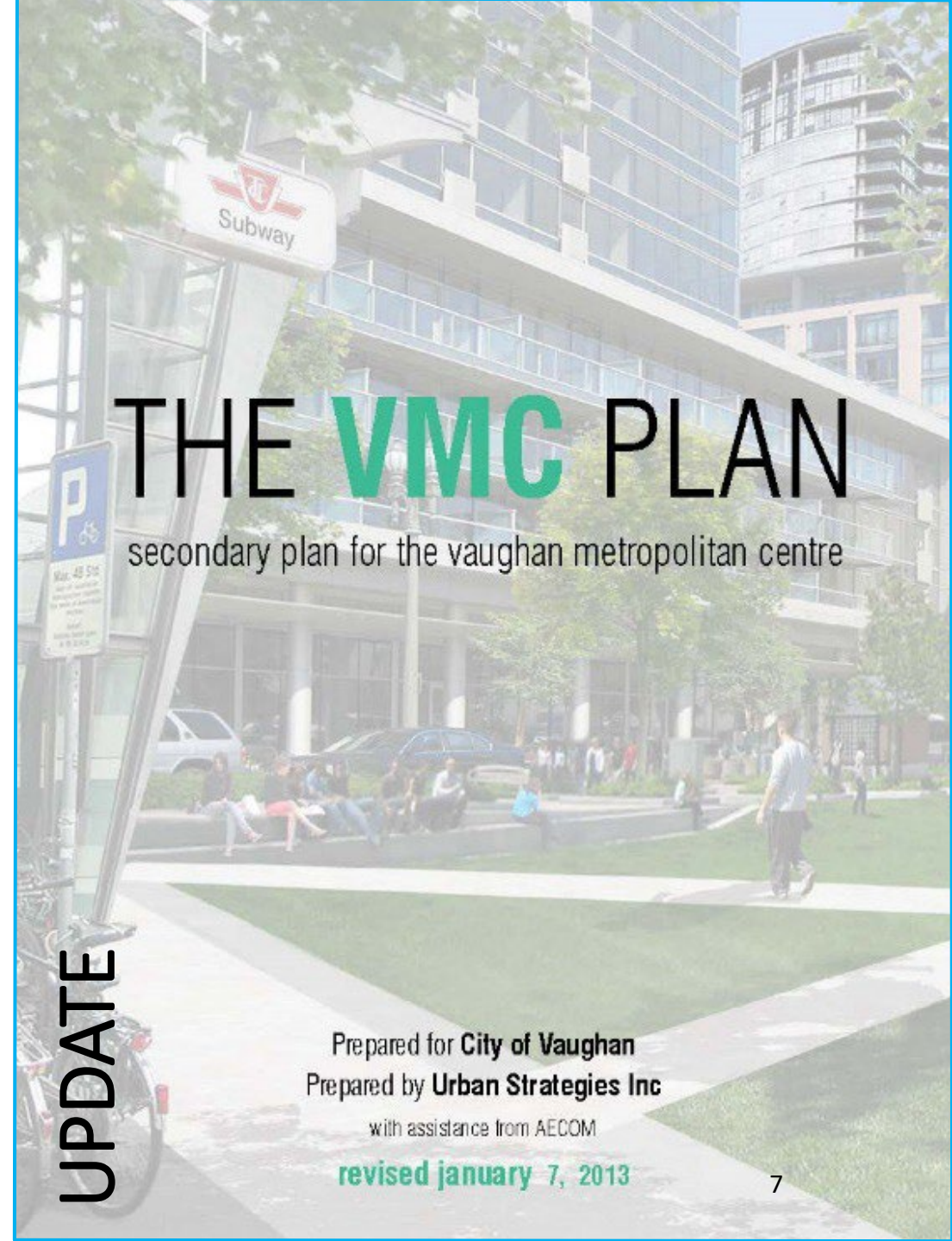


# **VMC Secondary Plan Update**

# 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**

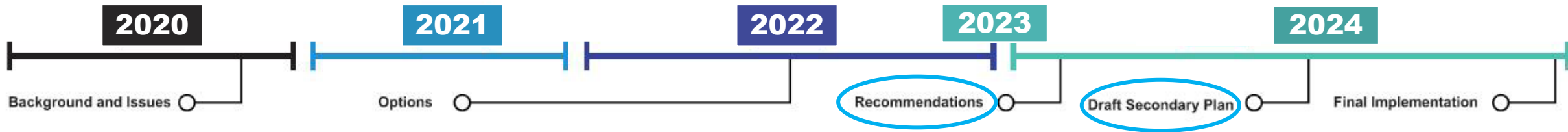
# Key Priorities of the VMC Secondary Plan Update

## 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>

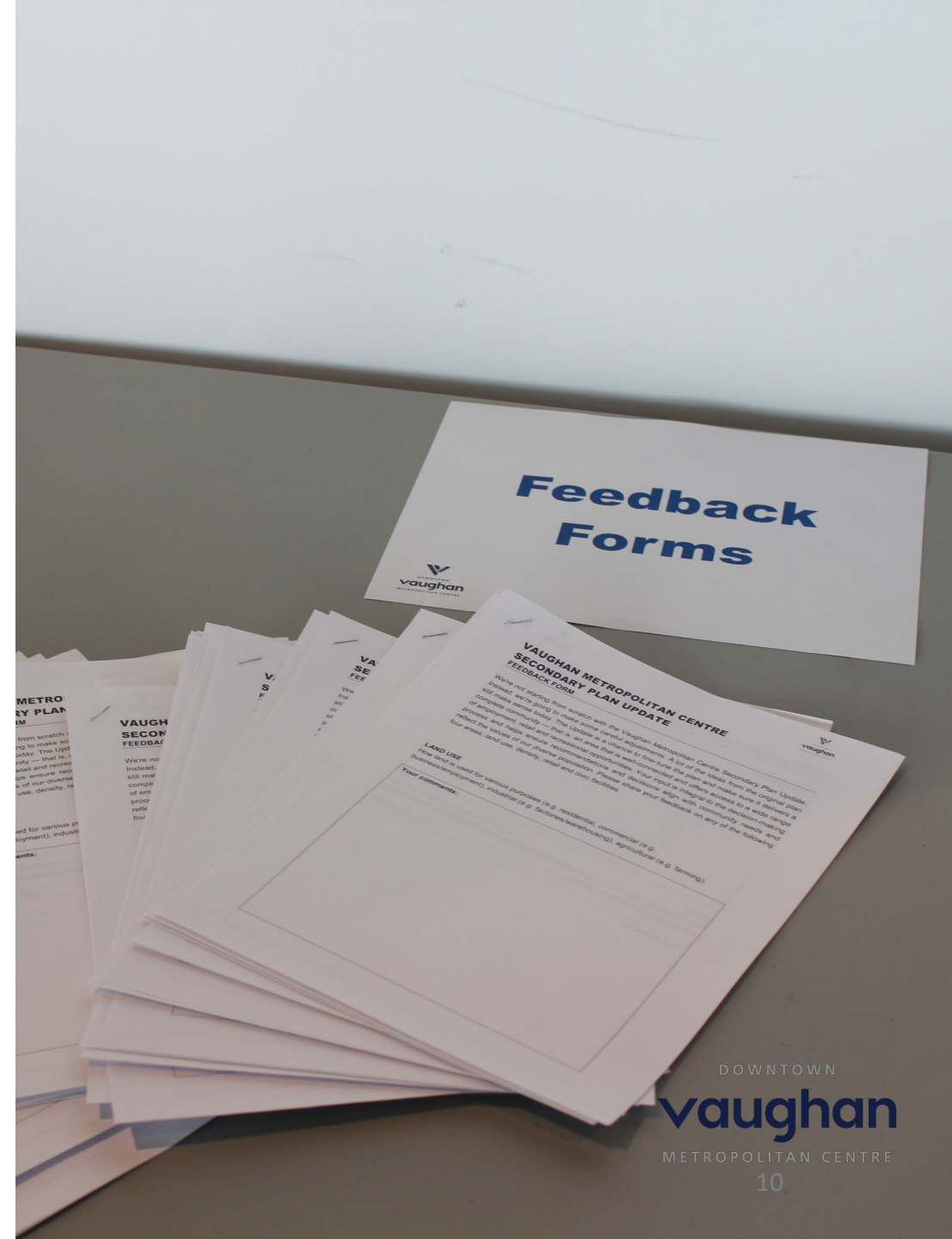
- Meetings were held with landowners from the VMC and expansion areas on September 5<sup>th</sup> and 8<sup>th</sup>
- Subsequent 1:1 meetings have taken place following the October 4th VMC Sub-Committee recommendations

## 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



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

HIGHWAY 407

CN RAIL

Costa Road

Planned Bridge

B

A

C?

S<sub>2</sub>

S<sub>4</sub>

S<sub>5</sub>

S<sub>1</sub>

S<sub>3</sub>

APPLEWOOD CRES

COMMERCE ST

EDGECEY BVVD

MILLWAY AVE

BUTTERMILL AV

BENT TREE DR

PORTAGE PKWY

APPLE MILL RD

BARNES CT

CELEBRATION AVE

JANE ST

MARLE EGGERT RD

CREDITSTONE RD

INTERCHANGE WAY

MABLE SMITH WAY

EXCHANGE AVE

DOUGHTON RD

FRESHWAY DR

PEELAR RD

# 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
- S<sub>1</sub> 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

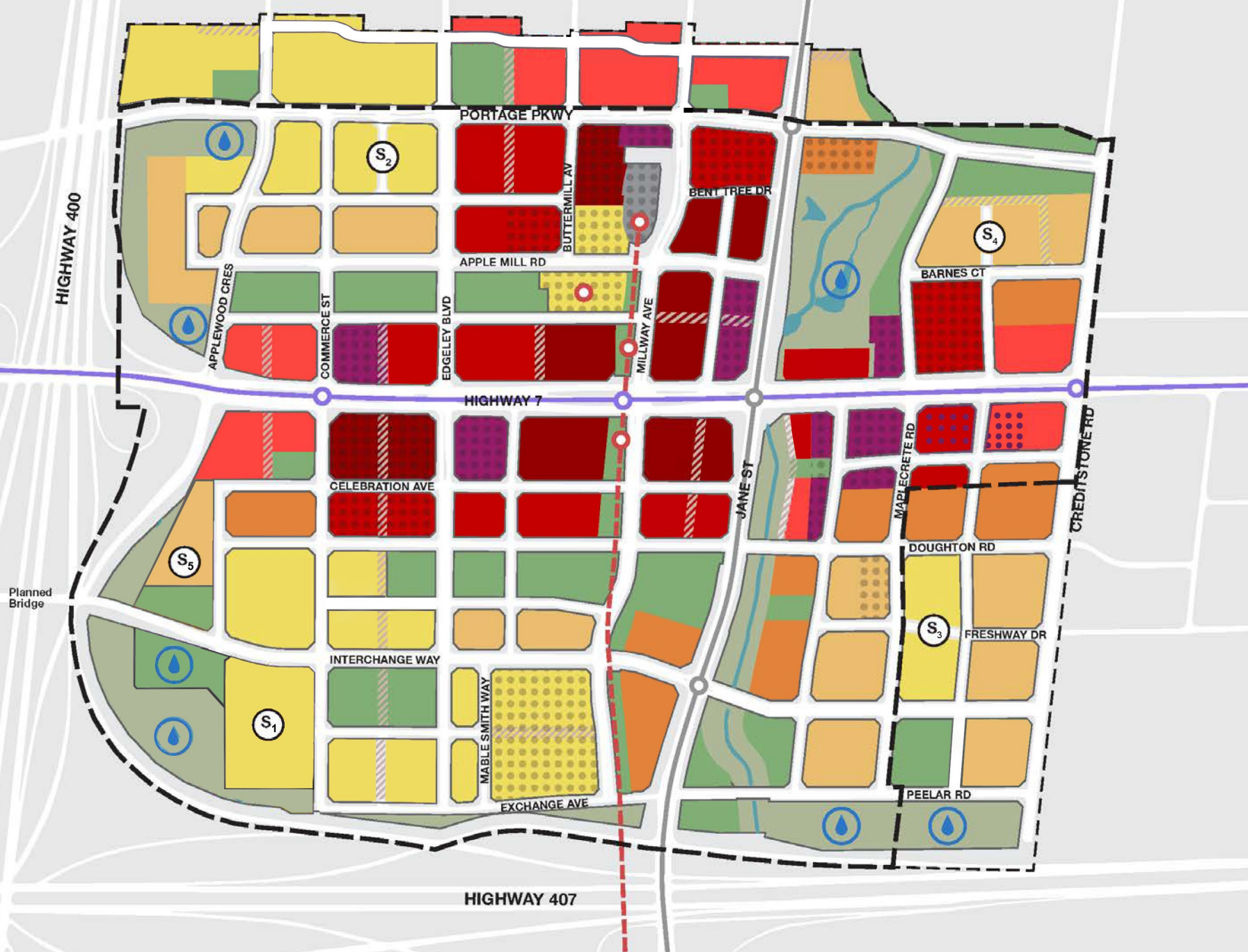
## Maximum Densities

-  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

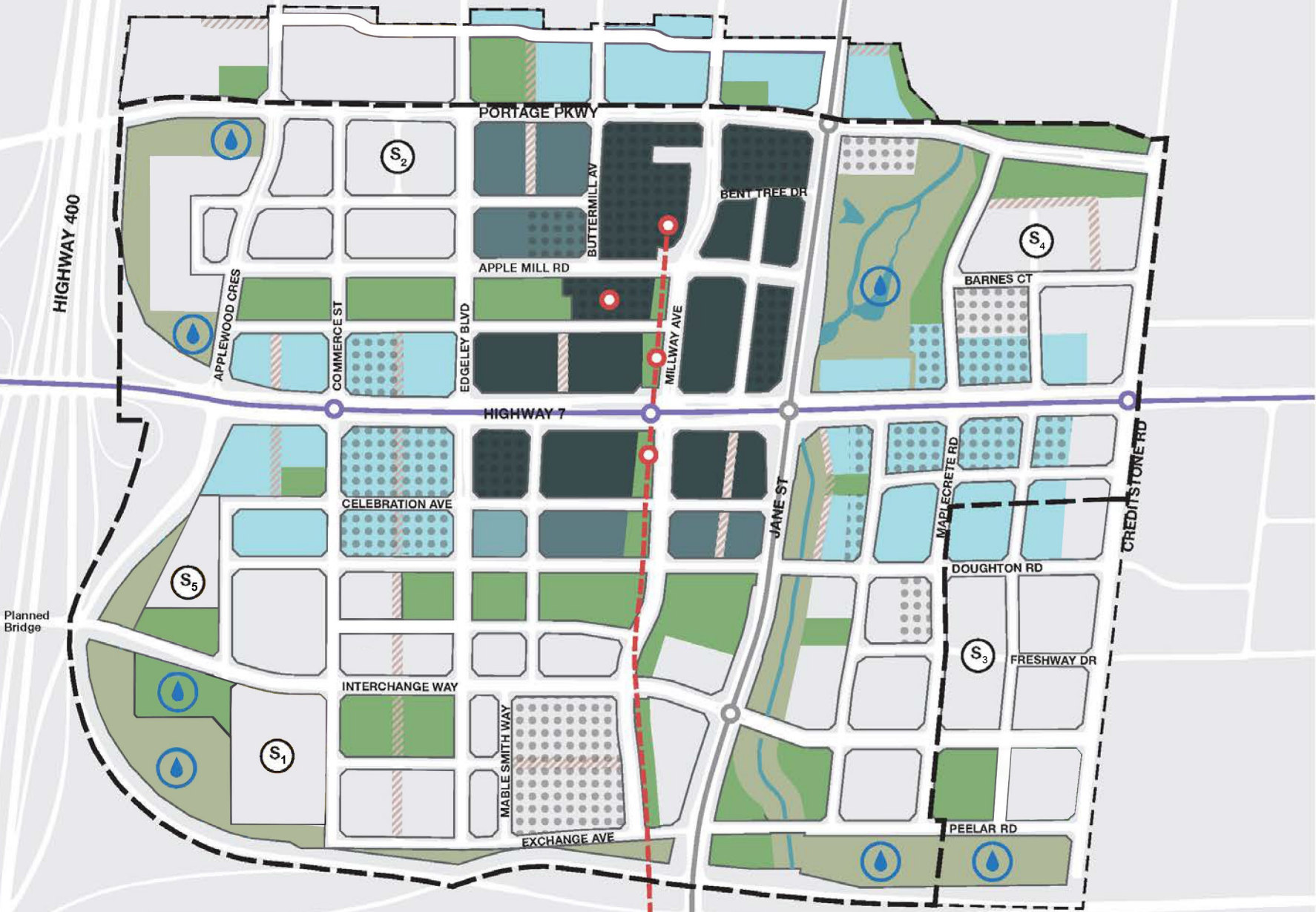
- Over 40 Storeys
- Up to 40 Storeys
- Up to 35 Storeys
- Up to 30 Storeys
- Up to 25 Storeys
- Up to 20 Storeys
- Up to 15 Storeys
- Up to 10 Storeys

## 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

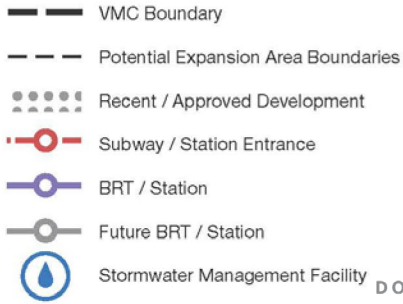
# Non-Res Req



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)

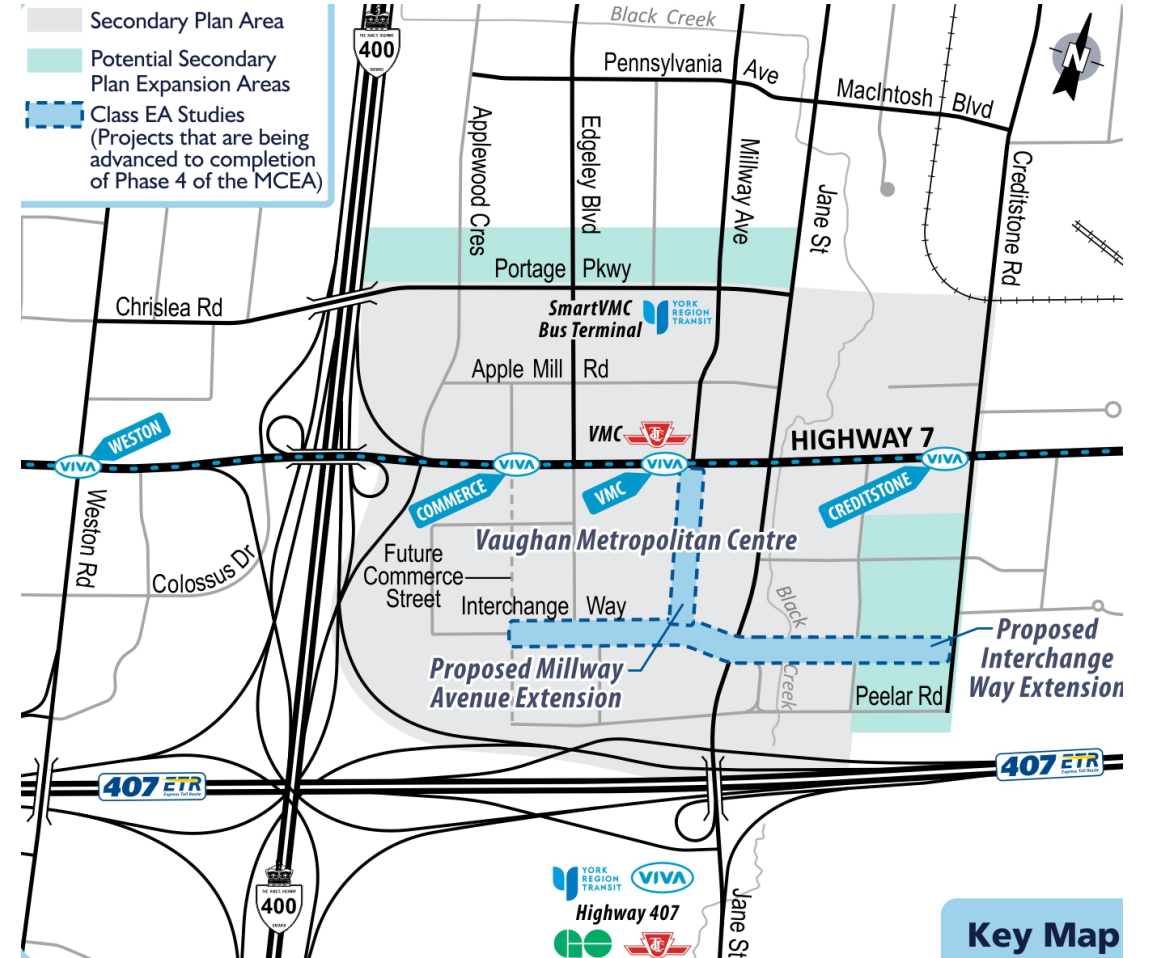
## Background and Purpose

- 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

<p style="text-align: center;"><u>Natural Environment</u></p>	<p style="text-align: center;"><u>Cultural Environment</u></p>	<p style="text-align: center;"><u>Socio-Economic Environment</u></p>
<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> <div style="text-align: right; margin-top: 10px;">  </div>	<ul style="list-style-type: none"> <li>• Built Heritage Resources and Cultural Heritage landscapes</li> <li>• Archeological Resources</li> </ul> <div style="text-align: right; margin-top: 10px;">  </div>	<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> <div style="text-align: right; margin-top: 10px;">  </div>

# 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;">23</span>	<span style="color: yellow;">17</span>	<span style="color: yellow;">17</span>	<span style="color: yellow;">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;">10</span>	<span style="color: yellow;">12</span>	<span style="color: green;">13</span>	<span style="color: yellow;">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;">6</span>	<span style="color: yellow;">5</span>	<span style="color: yellow;">5</span>	<span style="color: yellow;">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.		

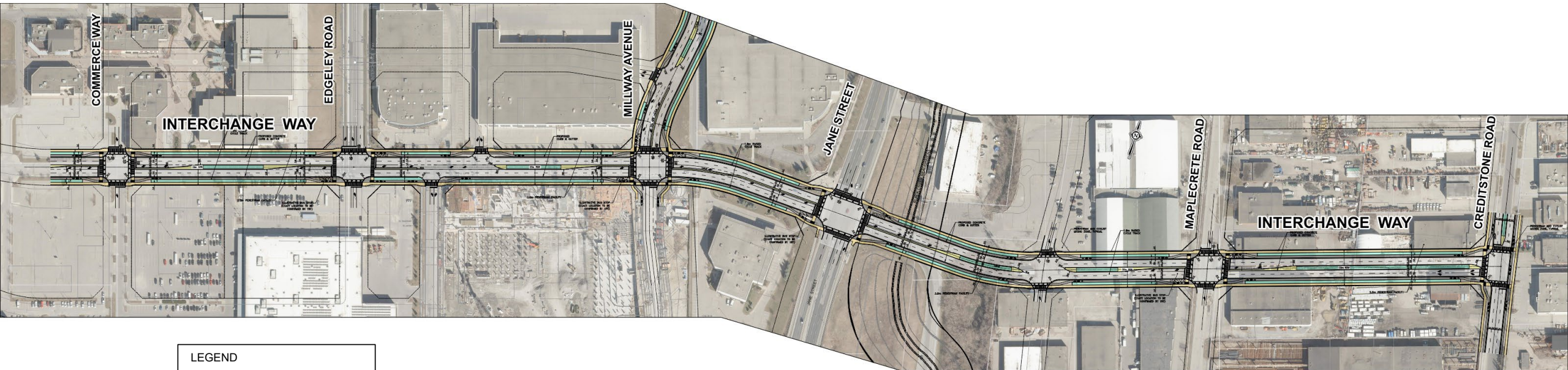







# Interchange Way – Alternative Assessment Summary

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>			

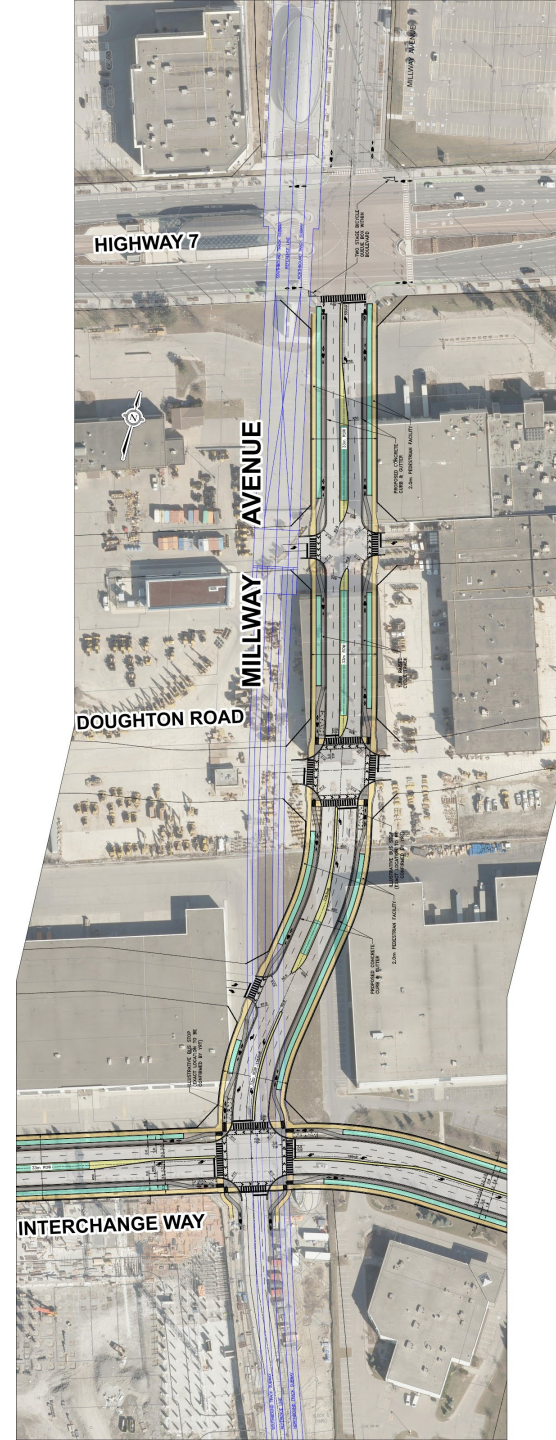
# Millway Avenue – Alternative Assessment Summary

Most Preferred 3 2 1 Least Preferred

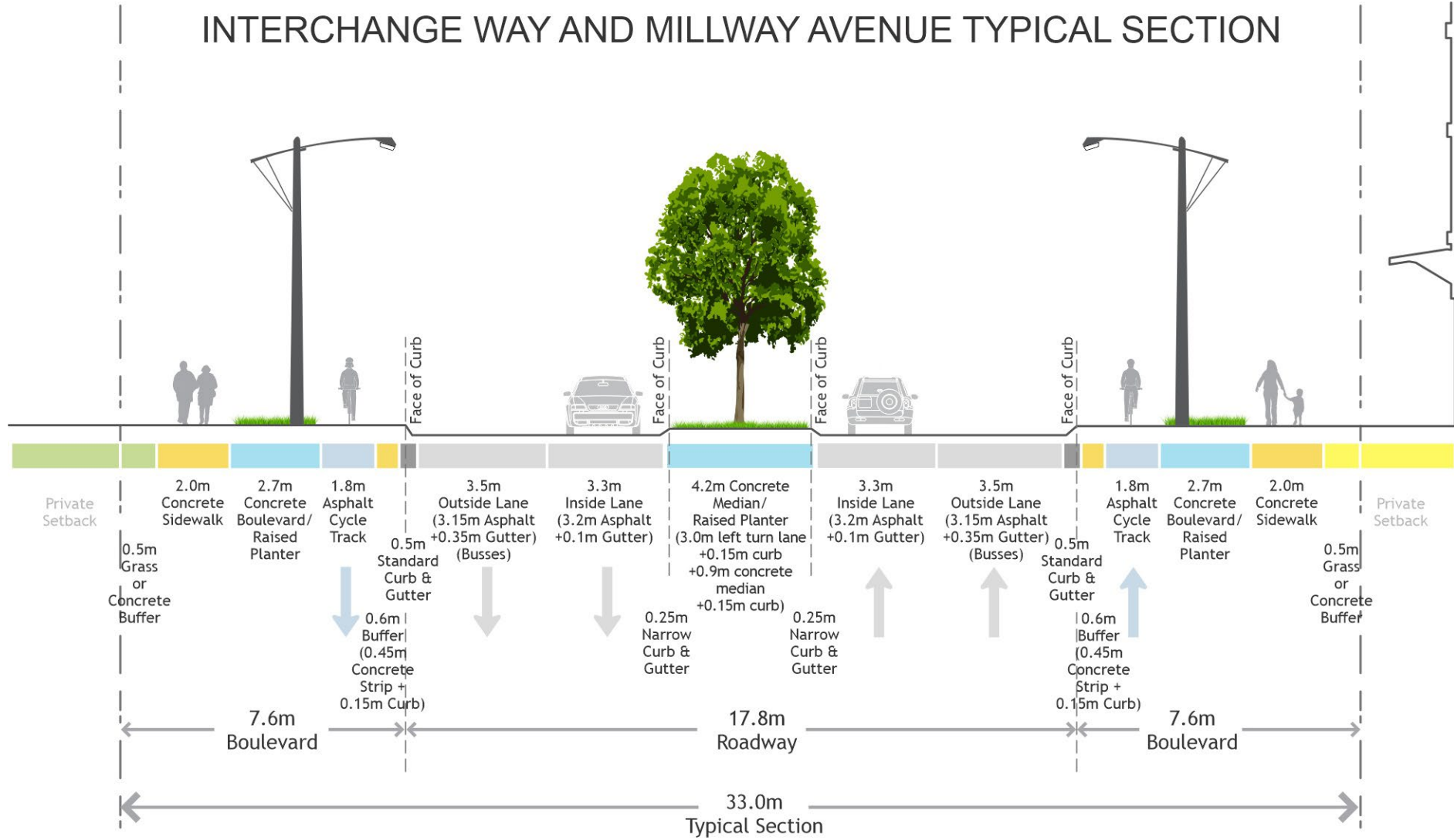
Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
<b>Transportation</b>				
<b>Evaluation</b> (scoring out of 21)	<span style="color: red; font-weight: bold;">7</span>	<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**



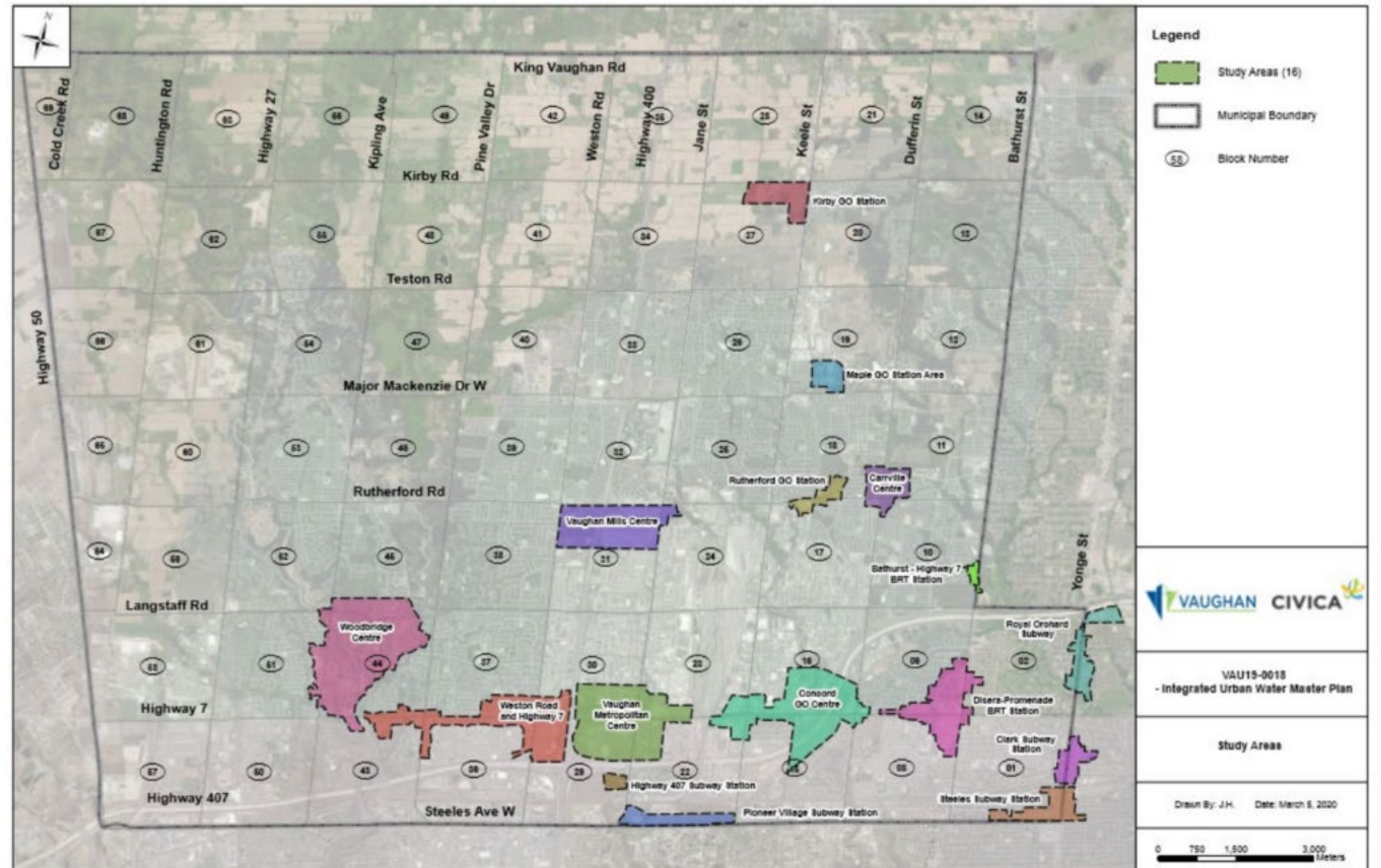
The **VMC FSSR**, an update to the Municipal Servicing Master Plan (2012), considers and evaluates solutions and identifies **preferred water, wastewater, and stormwater servicing strategies**, ensuring that servicing capacity can **support the anticipated increase in density** of future growth and intensification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

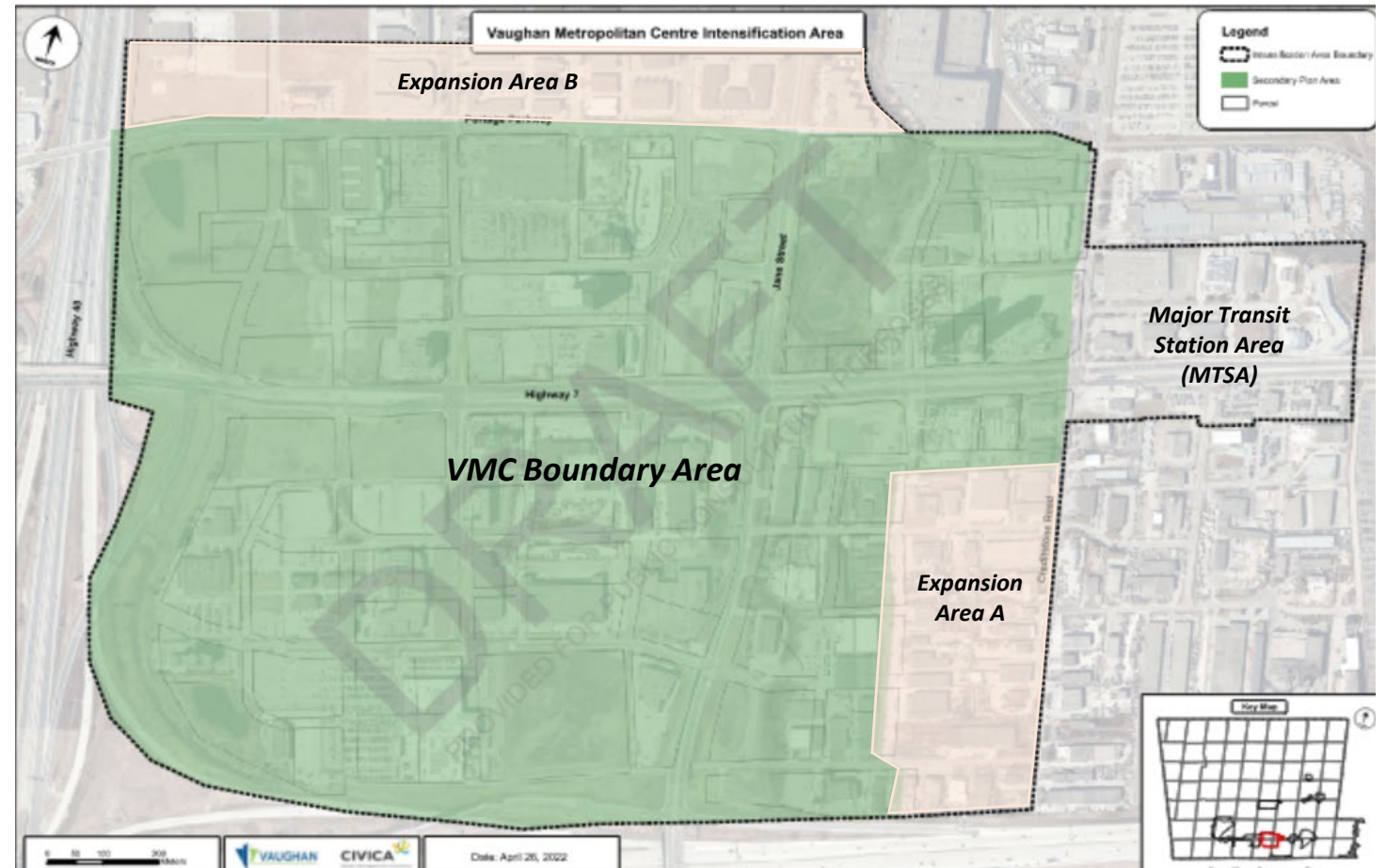


# VMC Functional Services Strategy Report (FSSR) Update

## 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

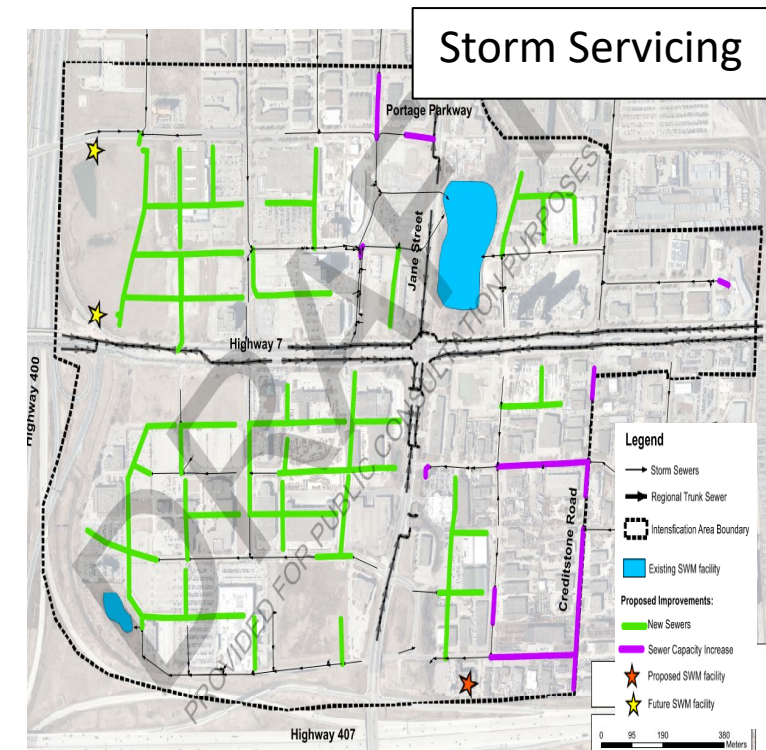
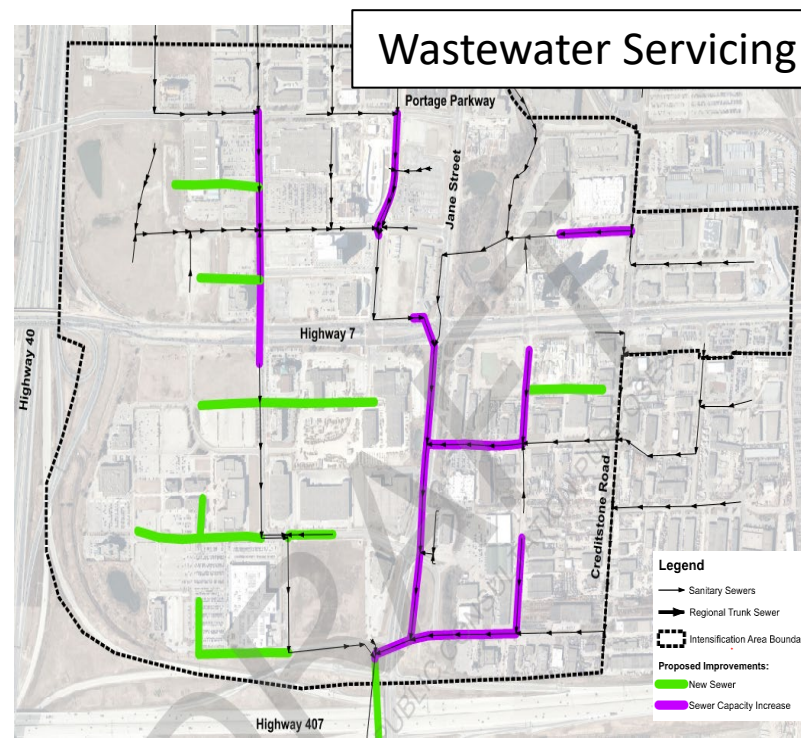
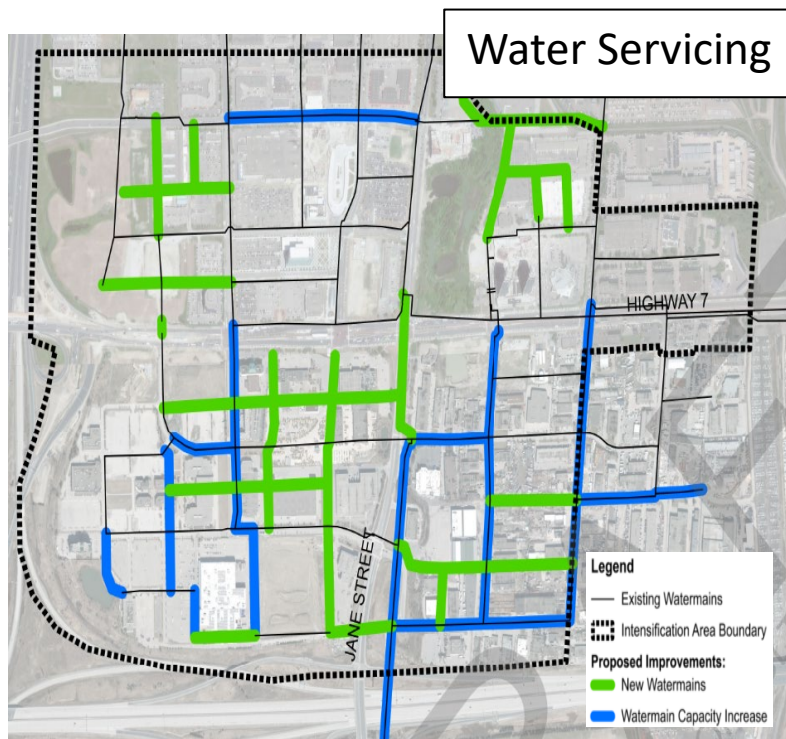
## VMC Boundary Area and Potential Expansion Areas and MTSA



# 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

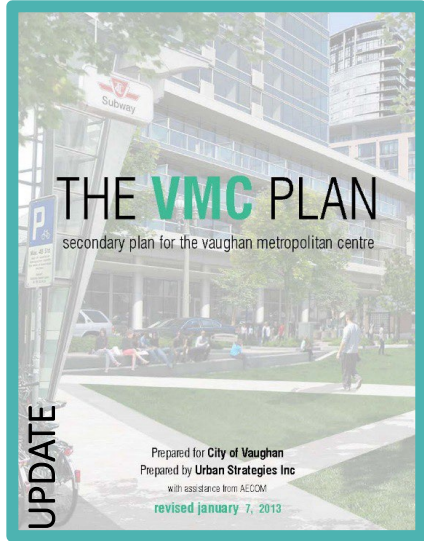
### Themes

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

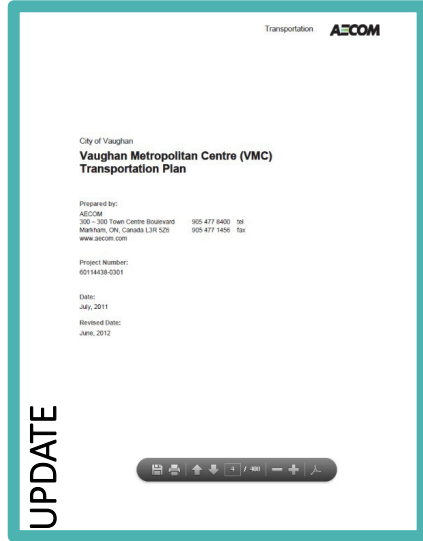
# Coordination

## Coordination with Other Studies and City Initiatives

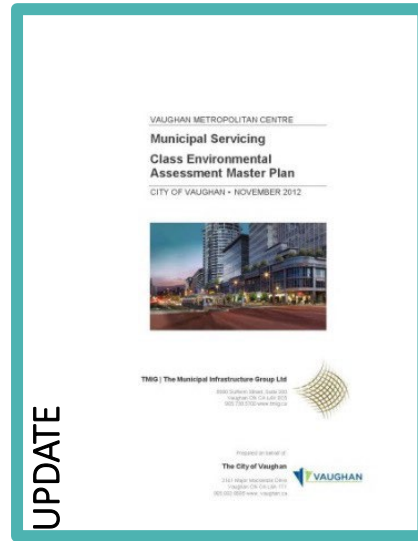
- The various **VMC plans and studies inform each other** and are being closely coordinated to ensure their collective contribution to the Term of Council Strategic Priority of City Building to “Develop the VMC as a **complete community**, with emphasis on cultural development”.



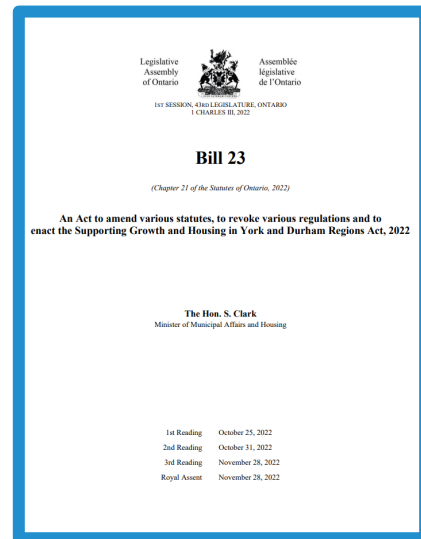
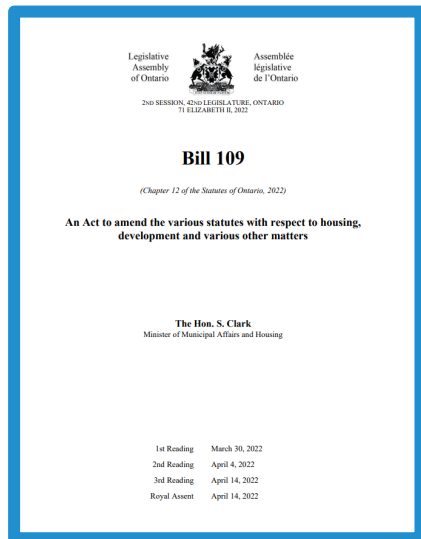
VMC Secondary Plan  
UPDATE



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

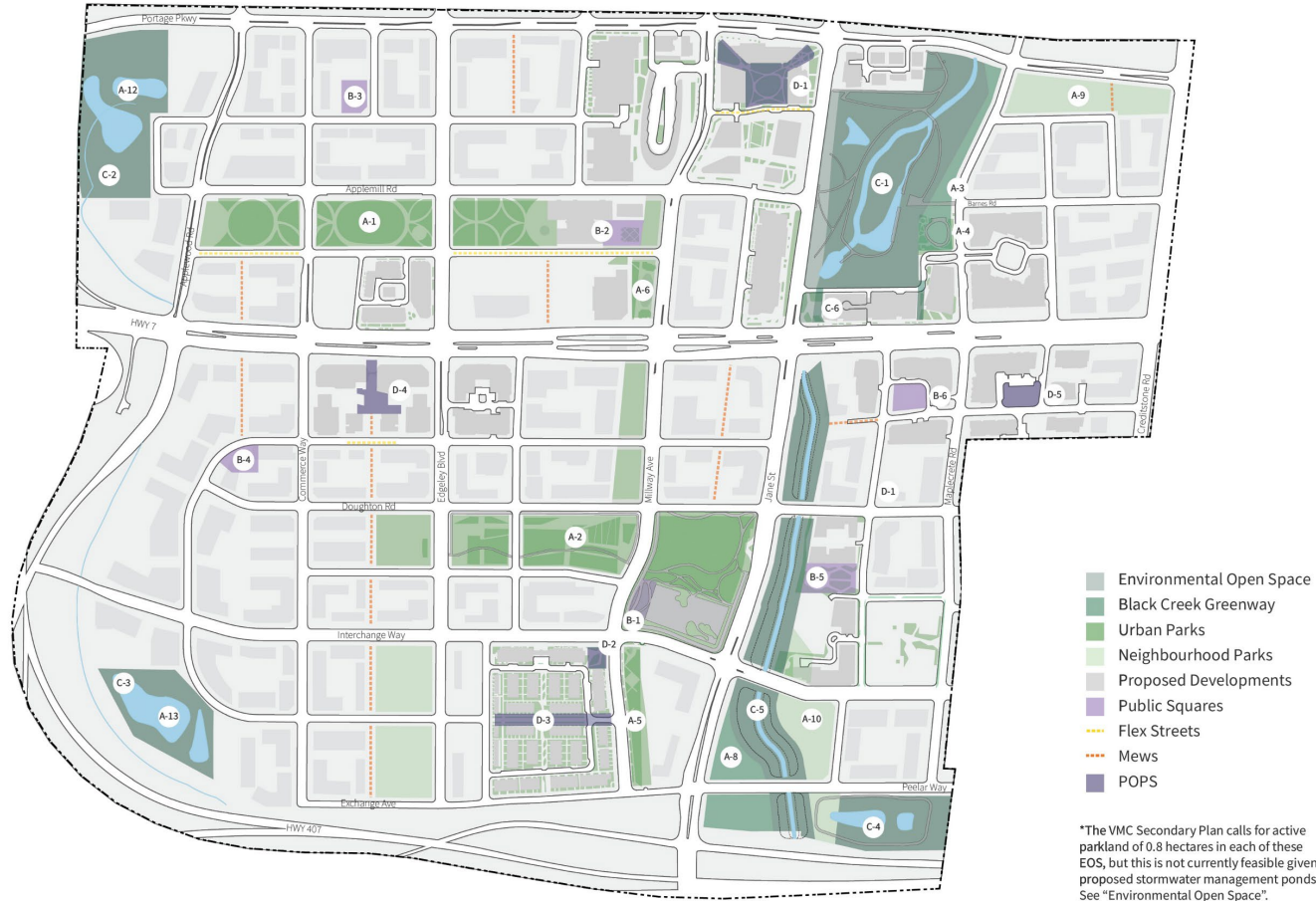
- 1 **Assess** parks and open space proposed for the VMC
- 2 **Identify public realm strategies** that respond to the increased density in the VMC
- 3 **Define the character, program, and design** of the parks and open space proposed for the VMC
- 4 **Create a phasing and implementation plan** for the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

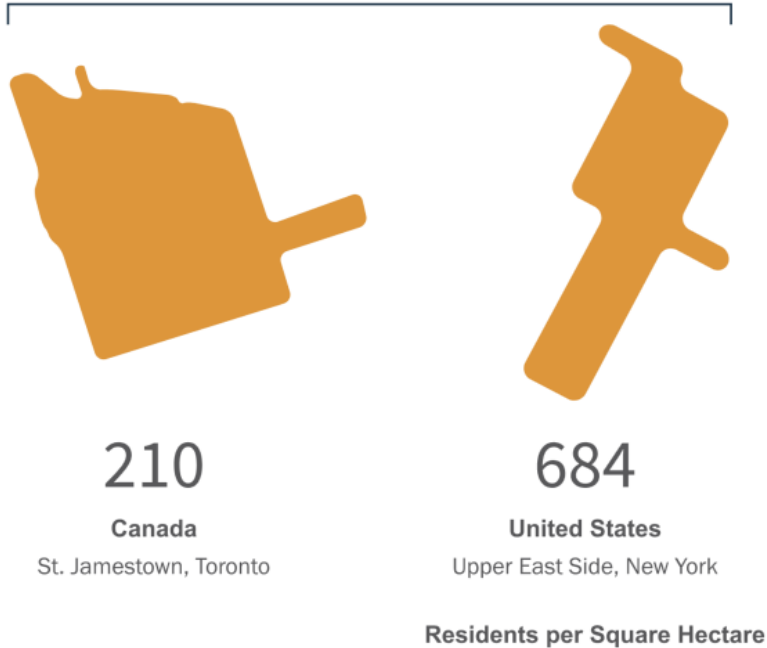
Inventory of VMC Parks & Open Space



**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

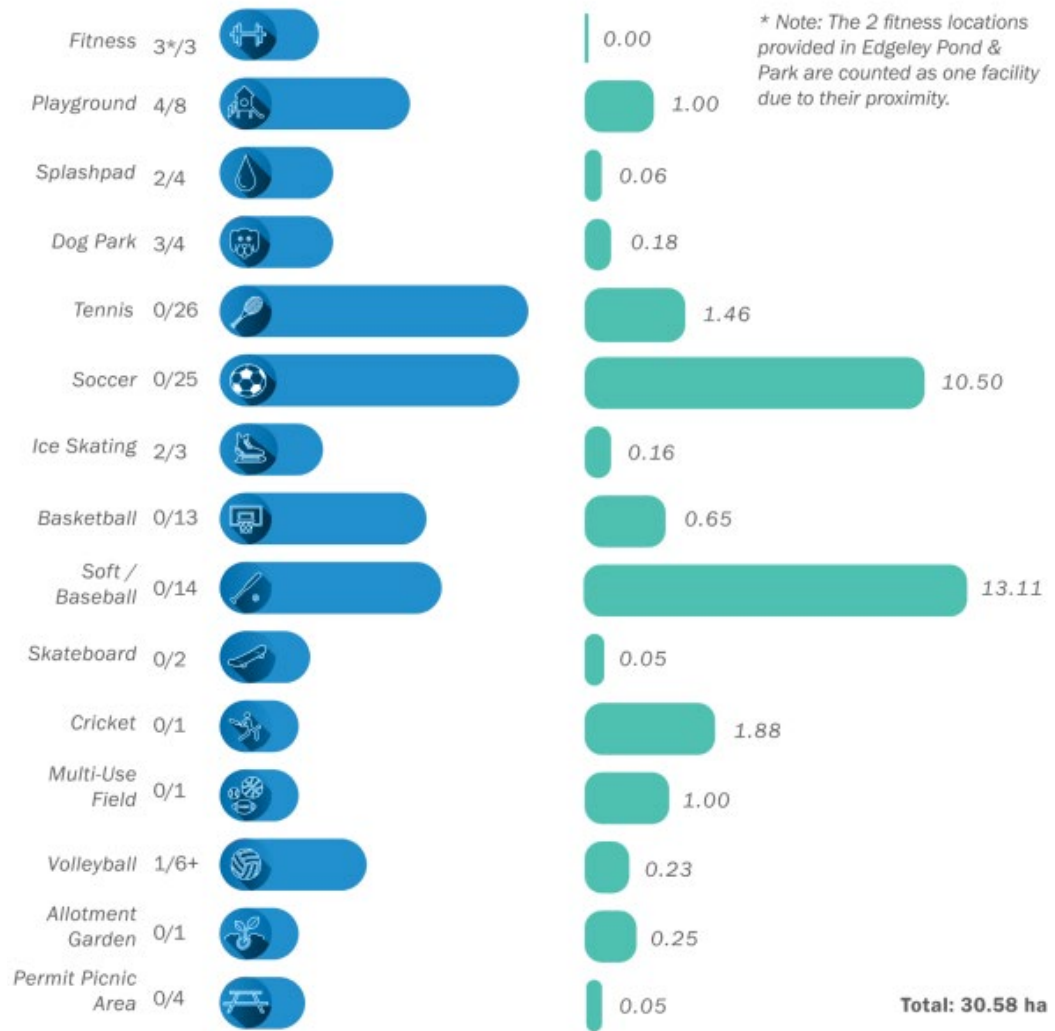
Canada  
VMC, Vaughan

# 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

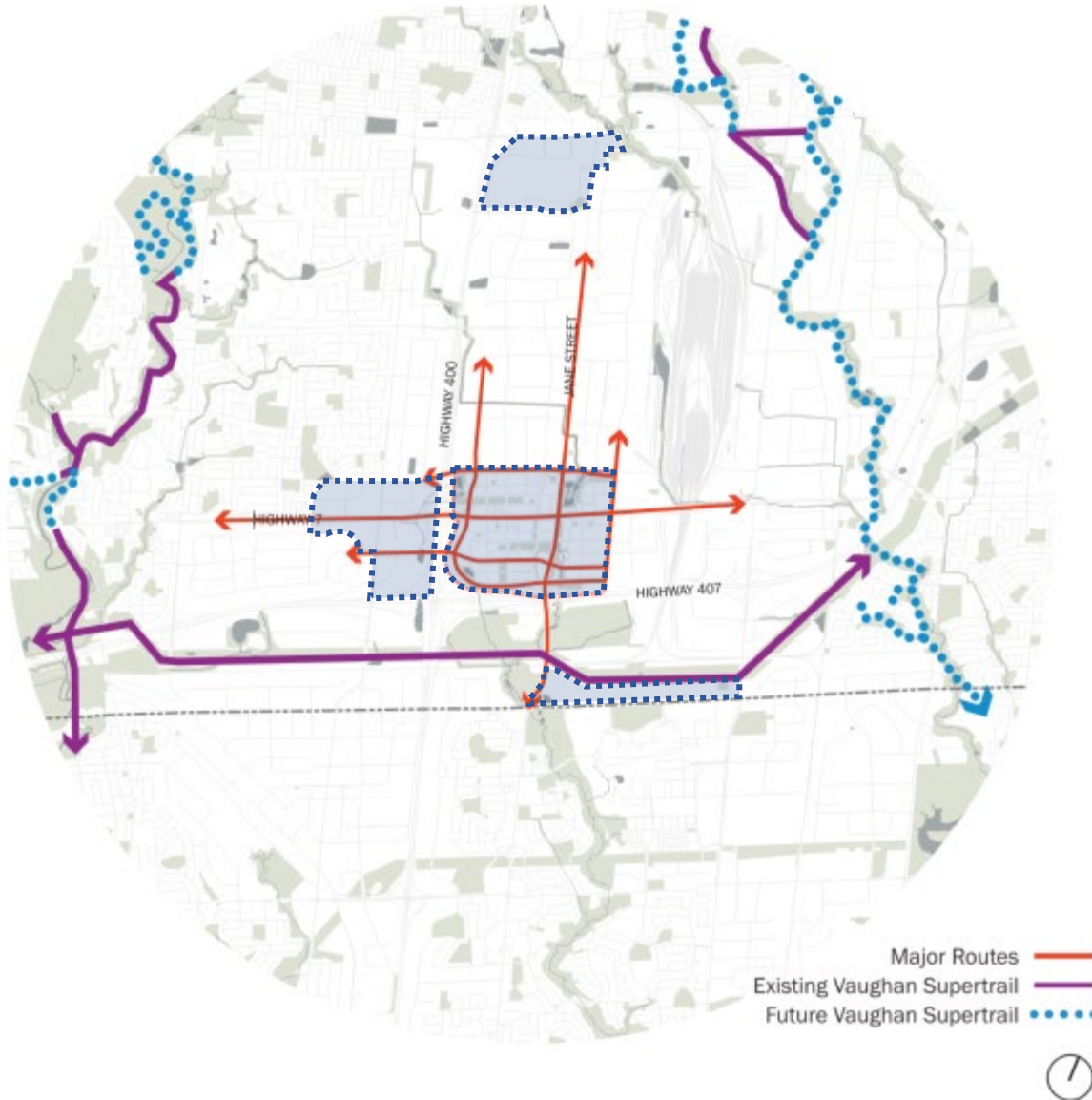


Figure 44 - Connecting Beyond VMC

# 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

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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

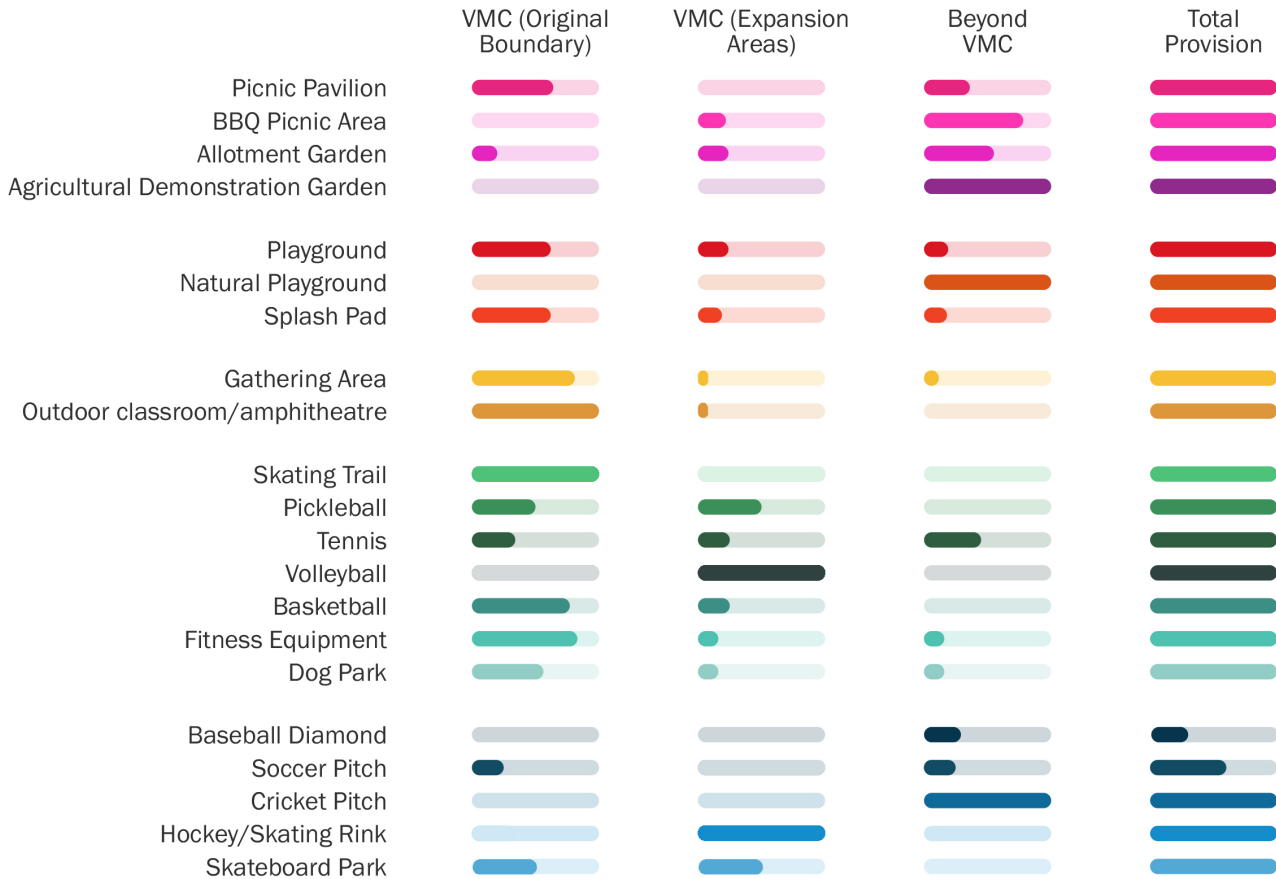
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vaughan  
METROPOLITAN CENTRE

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

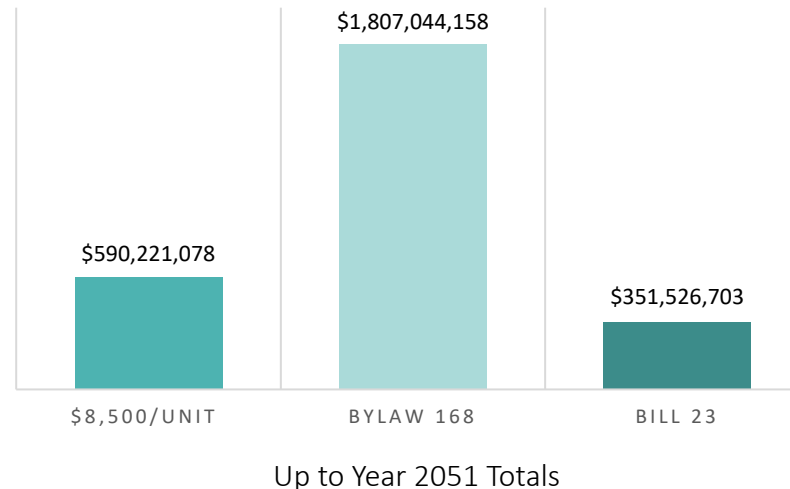
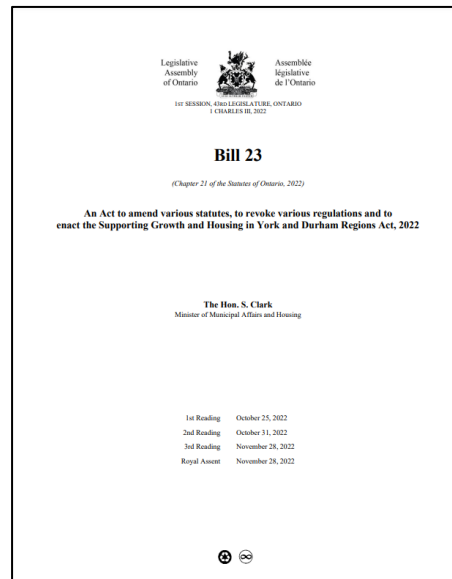


# Cash-In-Lieu Shortfall

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	3,225	27,412,500	90,280,650	15,292,575
<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

- 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**.



## VMC Vaughan Metropolitan Centre Signage and Wayfinding Master Plan

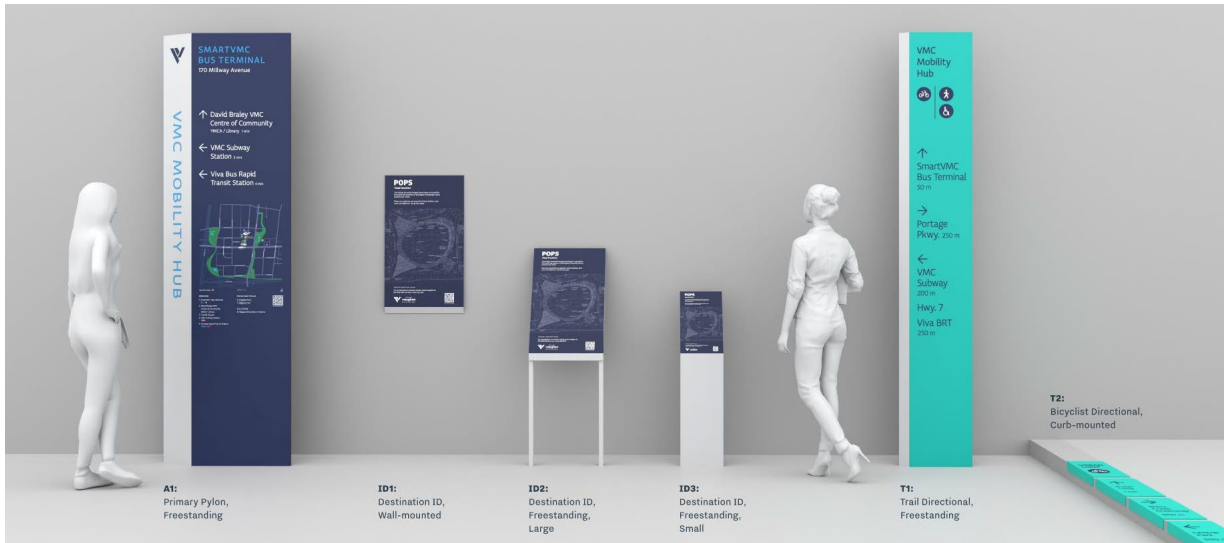
THE CYGNUS DESIGN GROUP INC.  
Unit 303, 145 Front St. East, Toronto, Ontario M5A 1E3

DATE  
27 September 2023

# 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

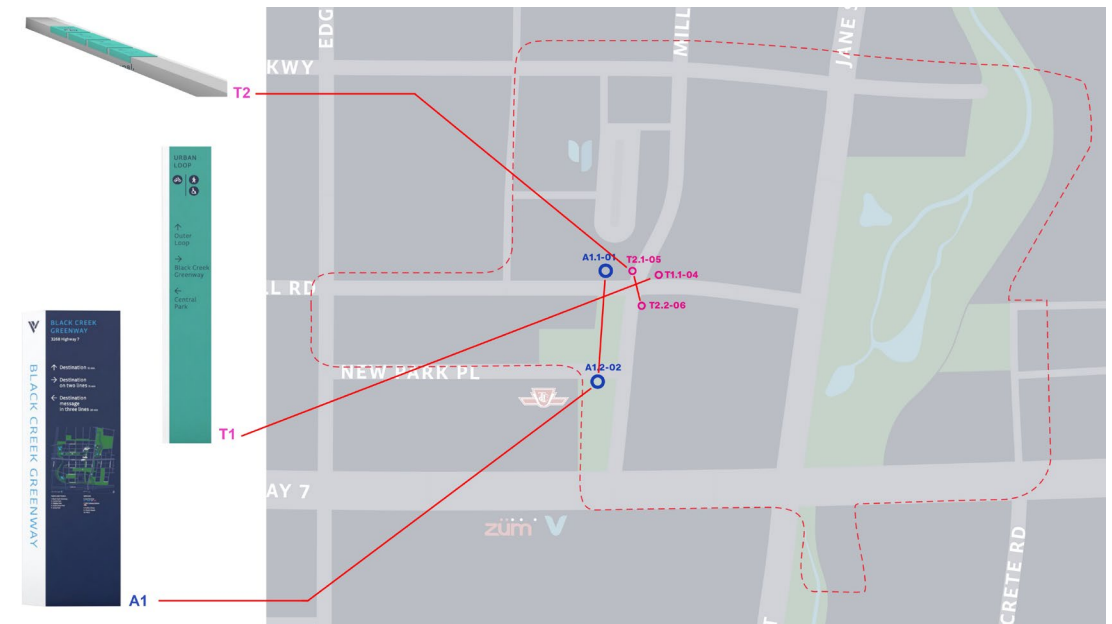
Use QR Code to link additional information

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

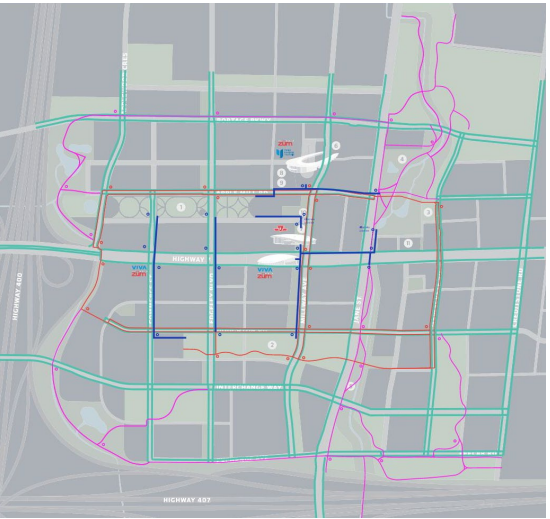
VMC Staff will setup a booth to speak to residents and visitors about the Wayfinding Signage Pilot to gather feedback.



# 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

**Christina Bruce**

Director, Policy Planning and  
Special Programs

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**Gaston Soucy**

Senior Manager, Planning and  
Urban Design, VMC Program

[Gaston.Soucy@vaughan.ca](mailto:Gaston.Soucy@vaughan.ca)

**Cory Gray**

Manager, Parks and Strategic  
Initiatives, VMC Program

[Cory.Gray@vaughan.ca](mailto:Cory.Gray@vaughan.ca)

**Musa Deo**

Manager, Development  
Engineering, VMC Program

[Musa.Deo@vaughan.ca](mailto:Musa.Deo@vaughan.ca)



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**vaughan**

METROPOLITAN CENTRE

VMC Sub-Committee (c/o Office of the City Clerk)  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

Arcadis Professional Services (Canada) Inc.  
55 St. Clair Avenue West  
7th Floor  
Toronto, Ontario M4V 2Y7  
Canada  
Phone: 416 596 1930  
[www.arcadis.com](http://www.arcadis.com)

Date: Wednesday, January 31<sup>st</sup>, 2024  
Subject: **VMC Sub-Committee – Comments**

C 3 Communication Vaughan Metropolitan Centre Sub-Committee – January 31, 2024 Item No. 3
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Dear Members of the VMC Sub-Committee,

Arcadis Professional Services (Canada) Inc. (“Arcadis”) is writing this letter on behalf of 2748355 Canada Inc. (our “client”) and its various joint venture partnerships (Mobilio Developments Ltd., RP B3N Holdings Inc., and RP B3S Holdings Inc.) for their landholdings within the Vaughan Metropolitan Centre (VMC). Our client owns approximately 84 acres of land within the southwest quadrant of the VMC. The following letter is in respect to the updates presented to the VMC Sub-Committee on Wednesday, January 31<sup>st</sup>, 2024. A previous letter dated Tuesday, October 2<sup>nd</sup>, 2023, was submitted to City Staff in response to the proposed Preferred Option for the VMC Secondary Plan Update.

### **Overview**

Our client has been working with the City on the development and redevelopment of these lands for the past 20+ years. Over the course of this period, the area has undergone substantial changes, both in terms of policy framework and progress in building construction. As part of the current Secondary Plan Update process, Arcadis and our clients have met with both City Staff, Consultants, and relevant commenting agencies to provide input.

This letter builds upon comments previously provided to City Staff in October 2023. We wish to provide the following comments for consideration as it relates to impacts on our client’s lands and address areas of interest and concern.

### **Resolving Concerns of the Preferred Option**

The previous letter submitted to staff in October 2023 provides additional detail on the nature of our client’s concerns with the Preferred Option of the VMC Secondary Plan. In general, the previous letter highlighted concerns with the proposed VMC Secondary Plan schedules related to proposed land uses, school locations, civic facilities, location of parkland, road and mews network, retail frontages, density, and the proposed mixed use non-residential requirements. A summary of the list of the identified issues is also included in the previous letter.

We would like to note that there has been progress on moving to resolve some of our concerns. However, we continue to have concerns with the proposed schedules as presented. Further, schedules should be considered in tandem with associated policy, which are notably absent from the update. The proposed policies need to be reviewed to provide a thorough and detailed analysis of the proposed VMC Secondary Plan, and how the identified concerns can be resolved.

VMC Sub-Committee  
City of Vaughan  
January 31<sup>st</sup>, 2024

## Conclusion

We understand that this meeting of the VMC Sub-Committee is not considering any decisions, however, we would like to reiterate our request that the VMC Sub-Committee defer endorsing the Preferred Option and direct staff to continue to work with the VMC landowners towards resolution.

2748355 Canada Inc. and their joint venture partnerships, continue to look forward to the opportunity to refine the draft schedules of the VMC Secondary Plan and work collaboratively with the City of Vaughan, Region of York, and all other relevant agencies, stakeholders, and the public with regards to these land use designations, heights, densities, policies, and permissions.

Please do not hesitate to contact the undersigned should you require clarification or additional information.

Sincerely,

## Arcadis Professional Services (Canada) Inc.



Stephen Albanese MCIP RPP  
Associate Principal  
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CC.  
[jay.claggett@quadreal.com](mailto:jay.claggett@quadreal.com)  
[jude.tersigni@menkes.com](mailto:jude.tersigni@menkes.com)

January 30, 2024

MGP File: 21-3054

VMC Sub-Committee  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

<b>C 4</b> <b>Communication</b> <b>Vaughan Metropolitan Centre</b> <b>Sub-Committee – January 31, 2024</b> <b>Item No. 3</b>
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via email: [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

Dear Members of VMC Sub-Committee:

**RE: VMC Secondary Plan Studies Update, January 31, 2024  
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 landowner meetings with the City and speaking before this Committee on October 4, 2023 on the VMC Secondary Plan Update.

We have reviewed the staff presentation scheduled for the January 31, 2024 VMC Sub-Committee and continue to have concerns with the proposed land use plan option and framework for the VMC, specifically the land use designations, heights, densities, and road network identified for the Subject Lands. These concerns have been raised previously with City staff in writing, verbally in front of VMC Sub-Committee, and submitted formally in writing to Clerks and City Council members, yet there has been no evidence that staff have considered Intergreen’s concerns in its latest iteration of the proposed land use plan and framework.

**We request that Intergreen’s concerns be addressed in writing prior to the endorsement of any schedules or land use framework.**

On September 28, 2023, MGP provided a comment letter to City VMC staff on the proposed framework as it existed at the time that outlined the extensive concerns Intergreen had with the VMC Secondary Plan Update process and proposed land use framework (see letter attached as Appendix 1 to this letter). These concerns related to the proposed Neighbourhoods designation, the maximum height and density caps on the Subject Lands, no recognition of the existing Official Plan and Zoning By-law Amendment applications on the Subject Lands which assign much greater heights and densities and a road network to support the redevelopment of the Subject Lands into a high-density, mixed-use development (which

has been supported by Council), the proposed calculation of floor space index, and parkland dedication.

To date, we have not received any response from staff on our comments. We reiterate our concerns in the letter attached as Appendix 1 and continue to request that the policy framework for the recommended land use designations be provided so that we are able to provide a fulsome set of comments.

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

Yours very truly,  
Malone Given Parsons Ltd.

A handwritten signature in blue ink, appearing to be 'LC' or similar initials, written in a cursive style.

**Lauren Capilongo, MCIP, RPP**

cc: *Intergreen Development (BT) Inc.*  
*Christina Bruce, City of Vaughan*

September 28, 2023

MGP File: 21-3054

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

via email: [Andrew.Haagsma@vaughan.ca](mailto:Andrew.Haagsma@vaughan.ca) / [gaston.soucy@vaughan.ca](mailto: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:

1. 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.

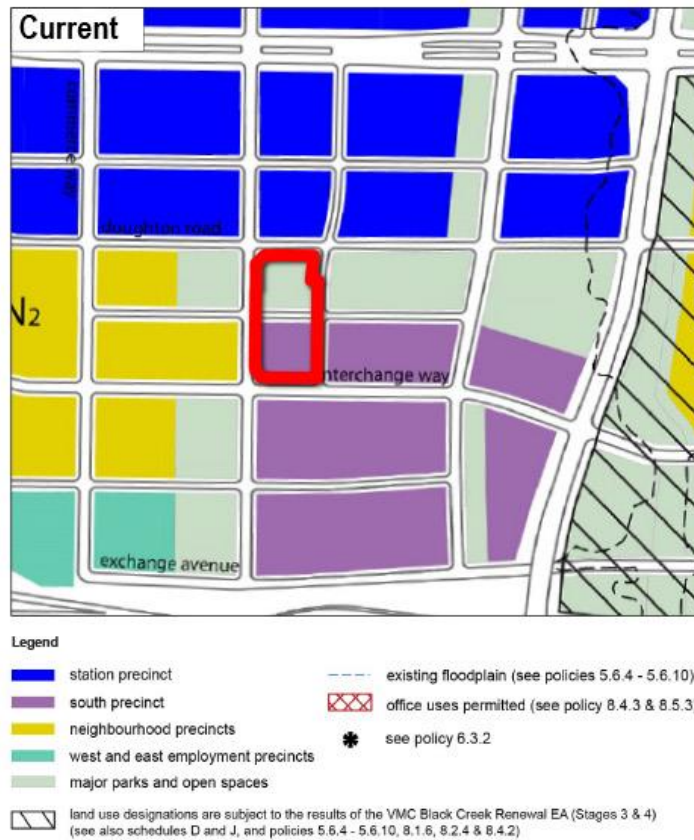
3. The schedules and Recommended Land Use Option Plan should reflect the proposed height and density proposed by Intergreen through the applications for Official Plan and Zoning Bylaw Amendment, submitted on October 27, 2022. These applications were considered at a public meeting on February 28, 2023 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 VMCSPP 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;
5. 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 VMCSPP Policy 8.1.17, whereas we understand City staff have indicated the VMCSPP 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 VMCSPP Schedules to reflect Intergreen’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 VMCSPP, 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 VMCSPP 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 VMCSPP is provided in Figure 1 below.

Figure 1: Current VMCSF Schedule F – Land Use Precincts



**Subject Lands**

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 at-grade. 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 m<sup>2</sup> 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 VMCSF 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 VMCSPP 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 VMCSPP policy framework.

Figure 2: Recommended VMCSPP Land Use Option



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

The materials presented to date in the VMCSPP 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 8<sup>th</sup> 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 8<sup>th</sup> presentation does not appear to include any changes to the minimum and maximum heights in the VMCSPP. 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 VMCSPP Update on height permissions in the VMC.

We request that any changes to the height and density permissions in the VMCSPP Update be reflective of the approved and in progress developments which have effectively more than tripled the planned heights and densities in the current VMCSPP. 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 VMCSPP, which does not appropriately acknowledge the development potential of those lands, nor any in progress developments that exceed the existing densities in the VMCSPP.

It was noted by City staff during the September 8<sup>th</sup> 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 VMCSPP 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 include the land used for buildings, private landscaped open space, off-street parking and servicing areas, new City streets, City street widenings/extensions and news, 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 VMCSPP 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 VMCSPP Update.

## **Road Network**

The Intergreen Applications propose to delete the proposed local street bisecting the Subject Lands on Schedule C of the existing VMCSPP 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 VMCSPP 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 VMCSPP 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 VMCSPP. 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 VMCSPP 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.

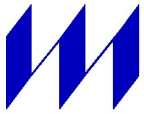
Should you have any questions, please do not hesitate to contact me.

Yours very truly,  
Malone Given Parsons Ltd.

A handwritten signature in blue ink, appearing to be 'LC' or similar initials, written in a cursive style.

**Lauren Capilongo, MCIP, RPP**

*cc: Intergreen Development (BT) Inc.*



# WESTON CONSULTING

planning + urban design

C 5  
Communication  
Vaughan Metropolitan Centre  
Sub-Committee – January 31, 2024  
Item No. 3

City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

January 30, 2024  
File 6057-1 & 11766

**Attn: Mayor and Members of VMC Sub-Committee**

**RE: Vaughan Metropolitan Centre Secondary Plan Update – Alternative Proposed Land Use Option  
44 Creditstone Road & 31 Maplecrete Road  
City of Vaughan**

Weston Consulting is the planning consultant for 352087 Ontario Limited and D'Angelo Group Ltd., the registered owners of the properties municipally addressed as 44 Creditstone Road and 31 Maplecrete Road, respectively, in the City of Vaughan (collectively referred to as the 'subject lands').

We are actively monitoring and participating in the current Vaughan Metropolitan Centre Secondary Plan Update (the 'Secondary Plan Update') process on behalf of the landowners as it relates to the subject lands. More specifically, we met with City and Project Team Staff on January 9, 2024 to review our concerns with the latest recommended land use option that was released to landowners on September 8, 2023, and possible options for Staff's consideration in addressing these concerns. Further to this meeting, we are pleased to submit this correspondence on behalf of the landowners providing an alternative land use option for the block within which the subject lands are located that we request be considered.

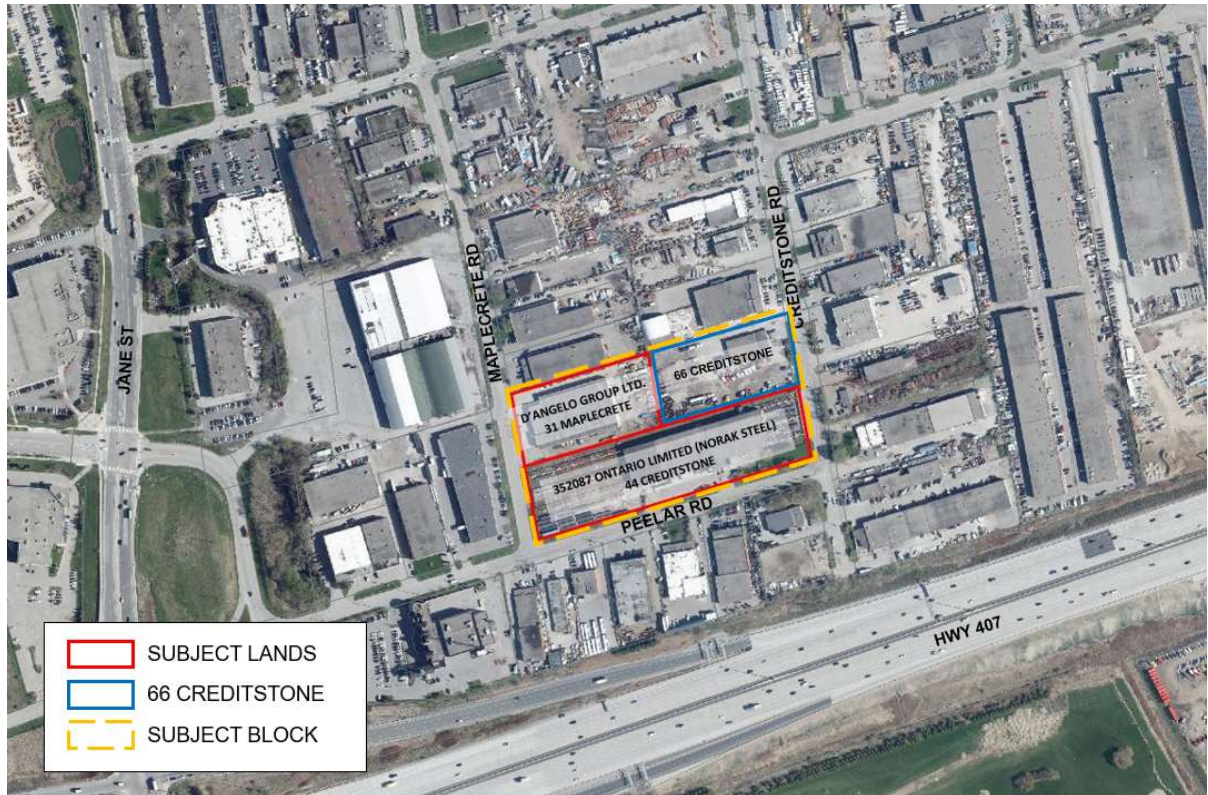
## **Description of Subject Lands**

The subject lands are comprised of two separate land parcels located on the northeast corner of Maplecrete Road and Peelar Road in the Concord Planning area of the City of Vaughan (Figure 1). In conjunction with the property located at 66 Creditstone Road, the subject lands form a complete block bounded by Creditstone Road to the east, Peelar Road to the south, Maplecrete Road to the west, and the proposed Interchange Way extension to the north.

More specifically, the property at 44 Creditstone Road is generally rectangular in shape and extends the entire depth of the block between Creditstone Road and Maplecrete Road with a total lot area of approximately 1.62 hectares (4.0 acres) and frontage on three public streets including Creditstone Road (approximately 65 metres), Peelar Road (approximately 251 metres), and Maplecrete Road (approximately 65 metres). The property at 31 Maplecrete is also generally rectangular in shape and extends approximately half the depth of the block between Creditstone Road and Maplecrete Road with a total lot area of approximately 0.81 hectares (1.99 acres) and

frontage along Maplecrete Road (approximately 64.84 metres). The subject lands are currently occupied by existing industrial uses.

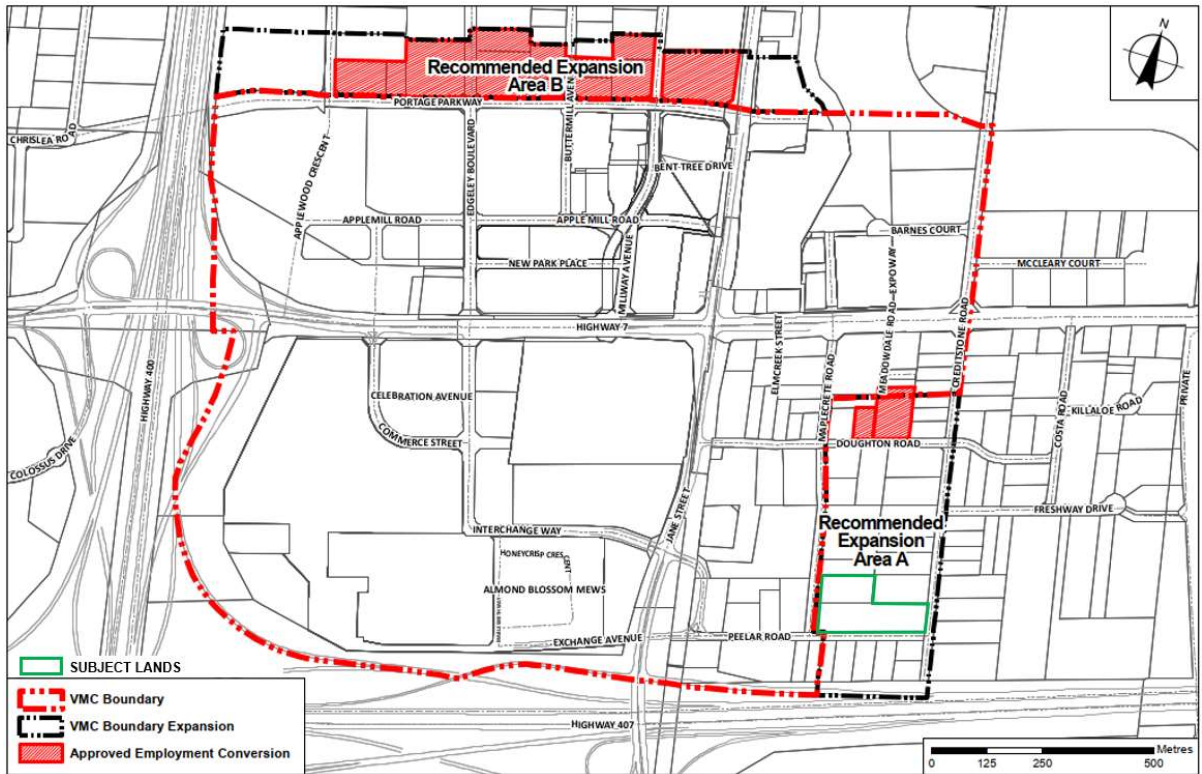
The subject lands are currently located within a designated 'Employment Area' in accordance with the York Region Official Plan ('YROP 2022') and the Vaughan Official Plan ('VOP 2010'). The lands are, however, also located within the Council-endorsed eastern Vaughan Metropolitan Centre ('VMC') boundary expansion area, which is being advanced through the ongoing VMC Secondary Plan Update process.



*Figure 1 - Air Photograph of Subject Lands*

### **Vaughan Metropolitan Centre Secondary Plan Update**

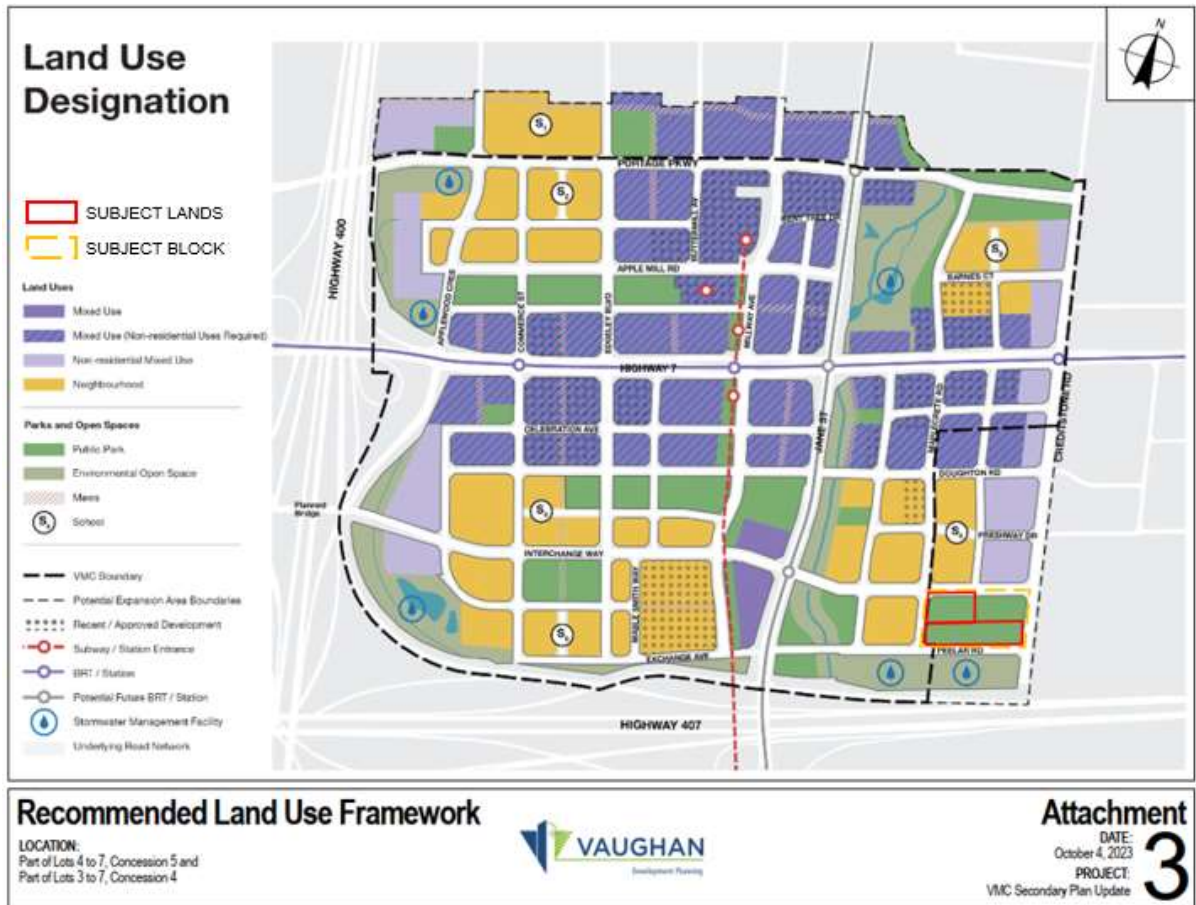
The City of Vaughan is currently undertaking an update to the VMC Secondary Plan, which includes the expansion of the VMC boundary to the east and north. As noted above, the subject lands are located within the Eastern Boundary Expansion Area A (Figure 2), which was endorsed by the VMC Sub-Committee on October 4, 2023. It is our understanding that Expansion Area A is intended to introduce a transition between the current eastern boundary of the VMC and the employment area to the east.



**Figure 2 - Attachment 1 Extract – Endorsed VMC Boundary Expansion Areas**

Land Use Options

On September 8, 2023, a Recommended Land Use Option for the VMC was presented to landowners. This recommended land use option proposes to designate the full block containing the subject lands as “Public Park” (Figure 3).



**Figure 3 – Sept 8 Recommended Land Use Option**

In advance of the January 31, 2024 VMC Sub-Committee Meeting, Staff have released a revised Land Use Option. This revised option contemplates the designation of the western portion of the block containing the subject lands as “Public Park” and the eastern portion of the subject block as a mix of “Neighbourhood” and “Non-Residential Mixed Use” (Figure 4).





Figure 4 - Jan 31 Revised Land Use Option

It is noted that as part of a June 21, 2022 VMC Sub-Committee Report, staff had previously released two (2) potential land use options for the VMC. Land Use Option 1 contemplated the designation of the eastern half of the subject block as “Mixed Use Retail Office” and as “Public Park” on the western portion separated by a new north-south public road. And Land Use Option 2 contemplated the designation of the eastern half of the subject block as “Public Park” and as “Neighbourhood” on the western portion separated by a new public road. As such, it is noted that the subject block was not always contemplated for designation as “Public Park” in its entirety as part of the Secondary Plan Update process, but rather this was a change made as part of the Recommended Land Use Option.

The landowners have expressed concern with a Public Park designation on the subject lands through previous submissions to the City and continue to have concerns with this designation. It is our opinion that the application of a Public Parkland designation for the entirety of the subject block is not appropriate and does not reflect the equitable distribution of parkland for landowners in the VMC. The City has the ability to secure parkland dedication as part of the redevelopment process through Section 42 of the *Planning Act*. This mechanism should be the primary vehicle for the City to secure future parkland within the VMC. Based on our monitoring of development activity within the VMC we are aware of many development applications, approved or proposed, which contribute no on-site parkland.

While the importance of public parkland in the VMC is recognized and appreciated, it is our opinion that allocating the majority of the new parkland needed within the VMC to expansions areas represents an unequitable and unfair burden to landowners in these areas. Furthermore, locating parkland along the fringes of the VMC as an afterthought is not an appropriate solution to the parkland needs of the VMC. The majority of the residential density needing parkland is located centrally within the VMC. Large swaths of parkland along the periphery of the VMC adjacent to

existing employment lands will not adequately serve the population based on its density distribution.

It is also noted that the January 31, 2024 Revised Land Use Option reverts back to depicting the continuation of a new north-south road south through the subject block to Peelar Road. It is our opinion that this connection to Peelar Road is not necessary and should be removed as was contemplated in the September 8, 2023 Recommended Land Use Option.

#### Alternative Proposed Land Use Option

Following the January 9, 2024 meeting with City Staff, the landowners have developed a proposed alternative land use option for the block within which the subject lands are located (Attachment 1). This proposed alternative option recognizes the need for parkland in the VMC while providing for an appropriate underlying land use designation that permits development. It contemplates the use of a parkland symbol to conceptually identify the preference for some parkland in this block overlaid on a residential and mixed-use designation for the block containing the subject lands. The proposed underlying land use designations are generally consistent with previous land use option scenarios for this block and the proposed pattern of maintaining mixed-use along the eastern boundary of the VMC.

This parkland symbol would be accompanied by associated policy text that provides for flexibility in terms of the exact type, location, size, design, and function of the public parkland required in this area. The following draft policy text is suggested to accompany the parkland symbol on the land use schedule:

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

The above proposed policy wording has been drafted based on various examples identified throughout the Greater Toronto Area ('GTA') where parkland symbols have been used in Official Plans and/or Secondary Plans to denote conceptual parkland and POPS locations rather than the use of a standalone Public Park designation. Such examples include the Richmond Hill Centre Secondary Plan, the Unilever Precinct Secondary Plan and the Don Mills Crossing Secondary Plan in the City of Toronto, and the Vision Georgetown Secondary Plan in the Town of Halton Hills, among others.

## Comments

In summary, we request that the enclosed alternative land use option be considered the subject block as described herein prior to a recommended option being endorsed. It is our opinion that this option provides appropriate opportunity and flexibility in light of the VMC Secondary Plan being a long-term plan over the next 40-50 years while still identifying the need for parkland in this area.

Weston Consulting will continue to monitor the Secondary Plan Update process on behalf of the landowners and reserves the right to provide further comments on this matter. We request to be notified of any future reports and/or meetings regarding the VMC Secondary Plan Update, as well as any discussion or decision pertaining to the secondary plan policies for the subject block, including a recommended land use option.

Thank you for the opportunity to provide these comments. Please contact the undersigned at extension 276 should you have any questions regarding this submission.

Yours truly,

**Weston Consulting**

**Per:**



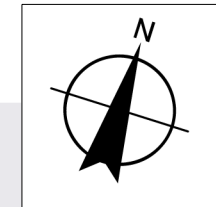
Sandra Patano, BES, MES, MCIP, RPP  
Vice President



Jessica Damaren, BES, MCIP, RPP  
Lead Planner, Special Projects

- c. Clients
- M. Helfand, Aird & Berlis
  - G. Soucy, Senior Manager, Planning and Design, VMC Programs
  - D. DiGirolamo, Senior Planner, Policy Planning and Special Programs
  - A. Haagsma, Planner 1, Policy Planning and Special Programs
  - A. Davidge, Planning Lead, Gladki Planning Associates
  - L. Toth, Engagement Lead, Gladki Planning Associates

Encl. Attachment 1 – Proposed Alternative Land Use Option



# Land Use Designation

**DRAFT**  
FOR DISCUSSION  
PURPOSES ONLY

### 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
- S<sub>x</sub> School

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



## Proposed Revised Land Use Designation

File: 6057-1 & 11766 Date: January 2024

### LEGEND

- Area subject to revisions
- Owners' Properties (31 Maplecrete Road & 44 Creditstone Road)
- P Proposed Park