

VMC SUB-COMMITTEE – FEBRUARY 28, 2024

COMMUNICATION

Distributed February 23, 2024

Item No.

C1. Presentation material 2

Distributed February 27, 2024

C2. Richard Pernicky, Principal, Nextrans Consulting Engineers, A Division of NextEng Consulting Group Inc., Industrial Parkway South, Aurora, dated January 31, 2024. 2

C3. Don Given, Malone Given Parsons, Renfrew Drive, Markham, dated February 27, 2024. 2

C4. Stephen Albanese, Associate Principal, Arcadis Professional Services (Canada) Inc., Clair Avenue West, Toronto, dated February 27, 2024. 2

C5. Grant Uyeyama, Principal Planner, KLM Planning, Jardin Drive, Concord, dated February 27, 2024. 2

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Please note there may be further Communications.

C 1

Communication

Vaughan Metropolitan Centre

Sub-Committee – February 28, 2024

Item No. 2

VMC Secondary Plan Update

VMC Sub-Committee

February 28, 2024



DOWNTOWN

vaughan

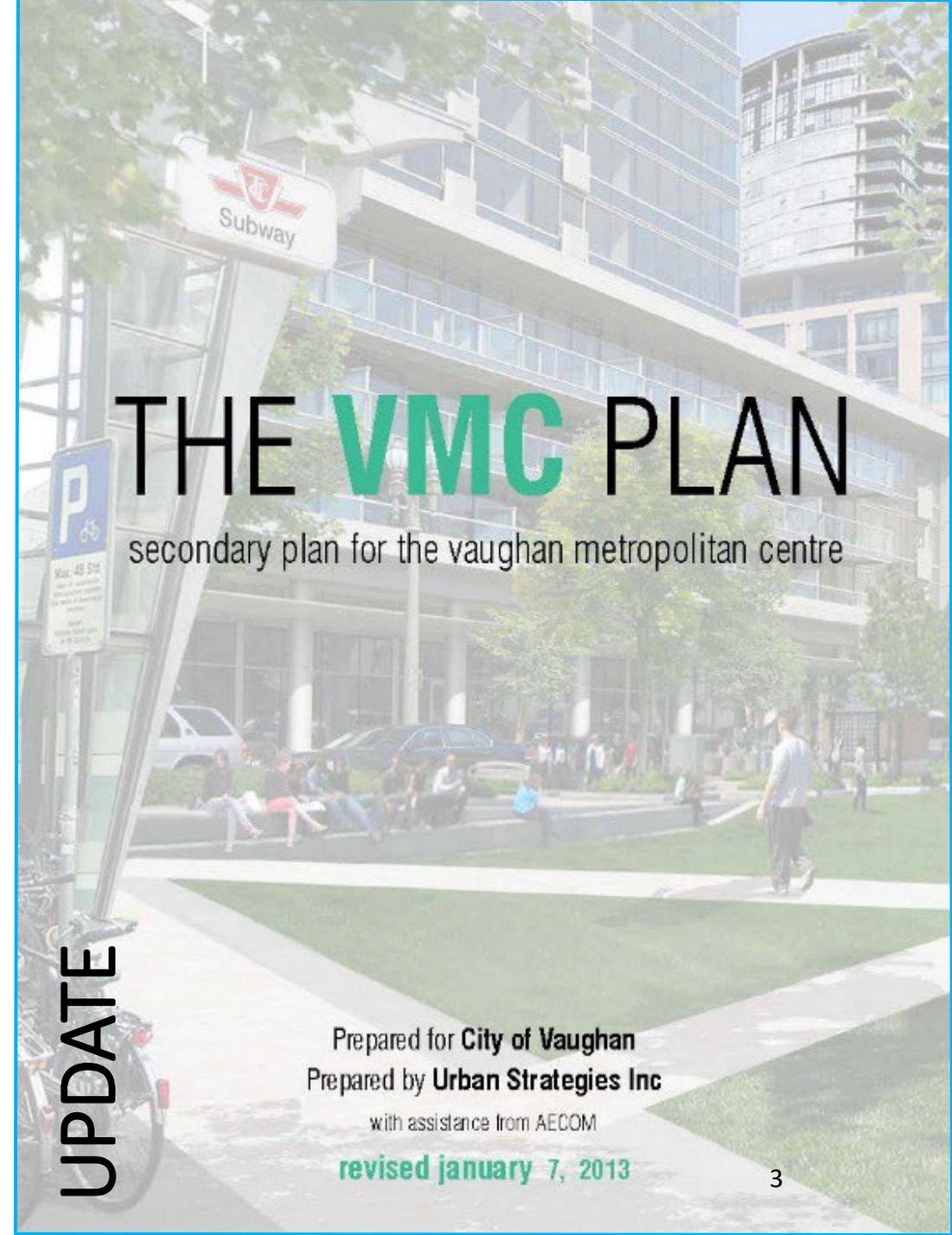
METROPOLITAN CENTRE

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 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 **intensive 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.
- On-going consultation will ensure that the plan is **equitable** while following the vision to deliver a **successful downtown**.



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**



Transit-oriented

Universities
Jobs
Housing

Work

Townhomes

Walkable

Neighbourhoods
Community Centres

Parks

Live

Arts and Culture

Office

Environmental Open Spaces

Beautiful

Live-work

Play

Residential

Families

COMPLETE COMMUNITY

Inclusive

Accessible

Vibrant

Diverse

Employment

Art

Schools

Mid-rise

High-rise

Education

Libraries

Supermarkets

Entertainment

Green

Retail



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.

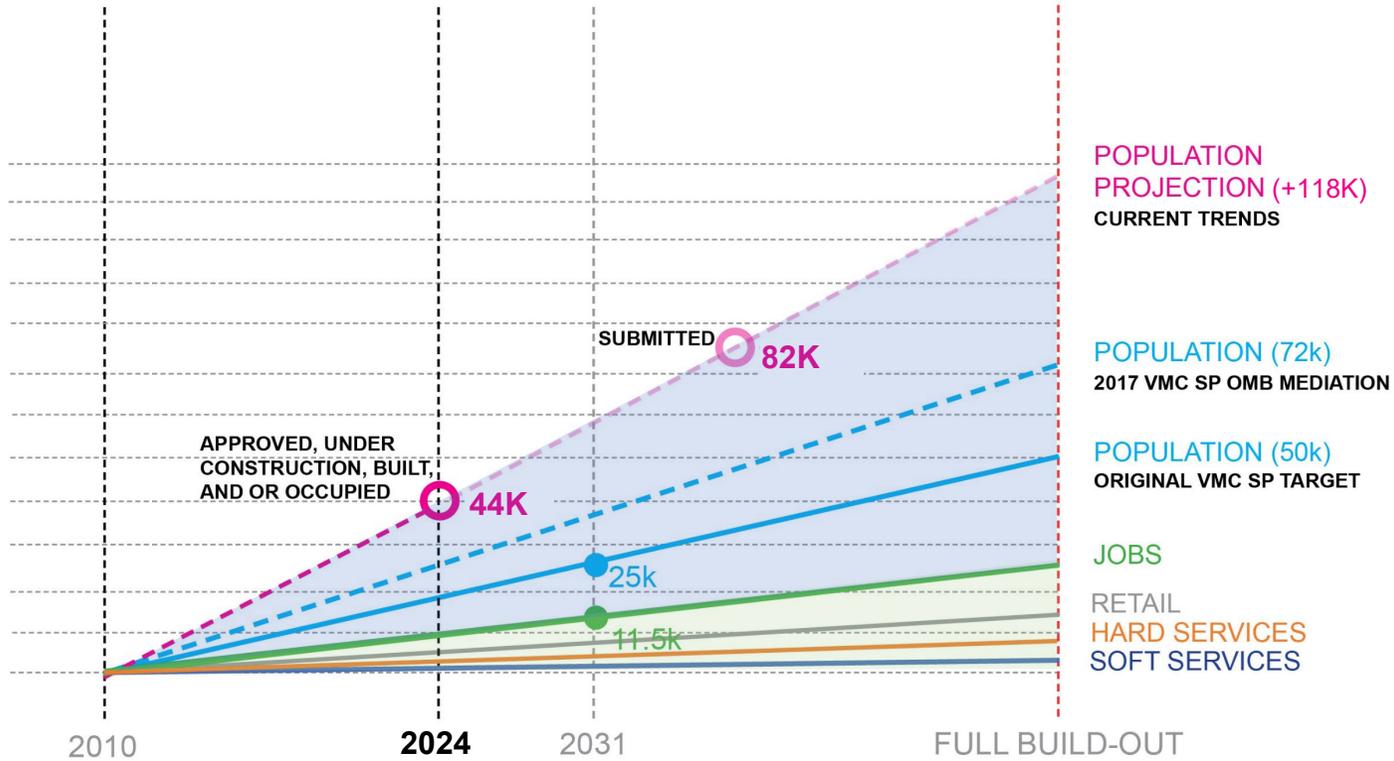
Current Residential Trends*

- 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 Growth Trends

Projected Population at Full Build-out

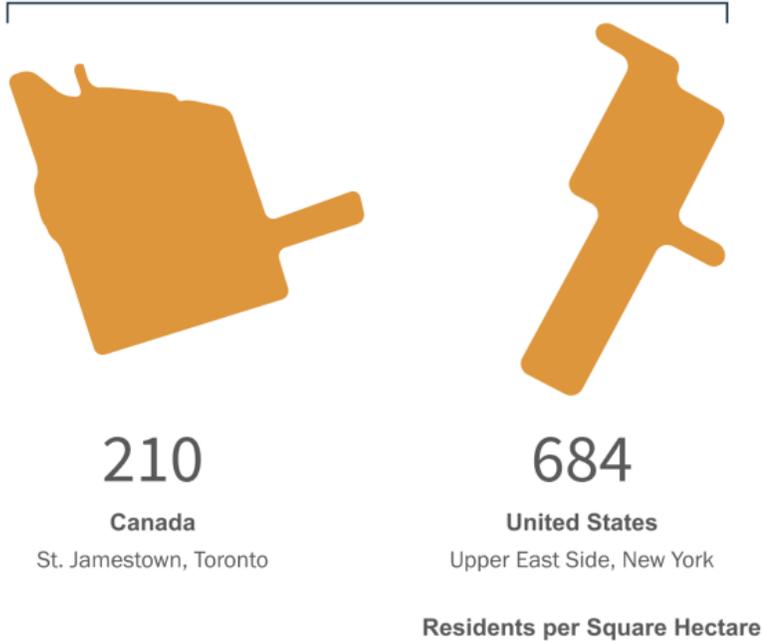


Note: Illustrations for representational purposes only





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



Vaughan Metropolitan Centre



640

Canada
VMC, Vaughan

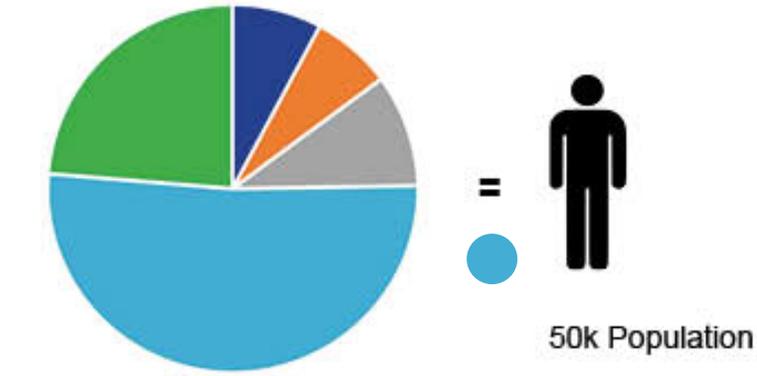
VMC Density Profile

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**

Analysis and Challenges

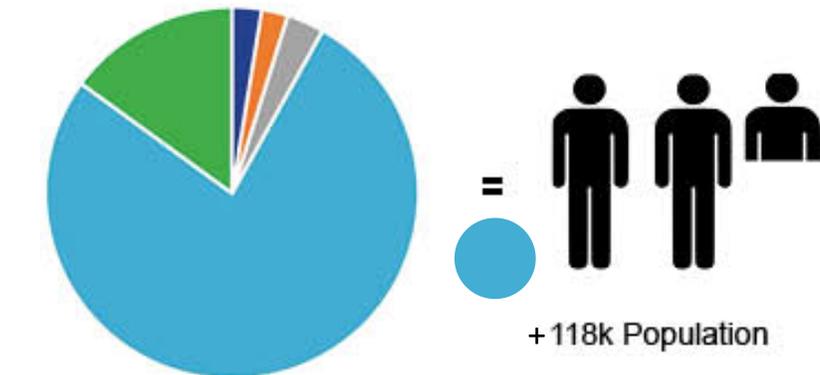
Proportion of Uses and Services per Person



SECONDARY PLAN
Original Full Build-Out
Planning Horizon

- JOBS
- SOFT SERVICES
Parks, Schools, Community Centres, Etc.
- HARD SERVICES
Water, Roads, Sewers, Etc.
- RETAIL

Balanced Infrastructure,
Uses & Services / Person



Full Build-Out
Projected Numbers

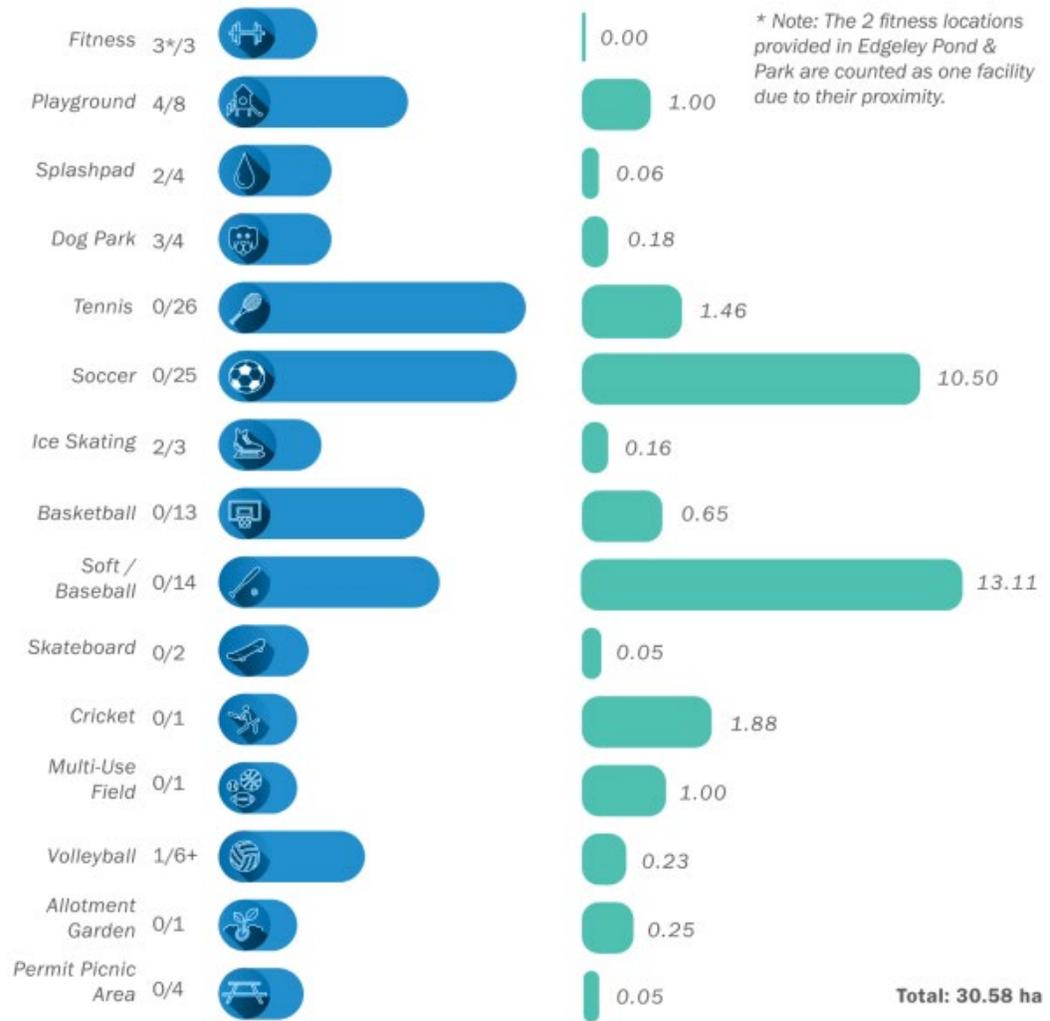
- JOBS
- SOFT SERVICES
Parks, Schools, Community Centres, Etc.
- HARD SERVICES
Water, Roads, Sewers, Etc.
- RETAIL

Unbalanced Infrastructure,
Uses & Services / Person



Less Infrastructure, Other
Uses & Services / Person

Note: Illustrations for representational purposes only



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**)

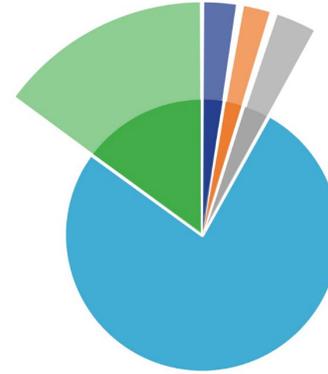
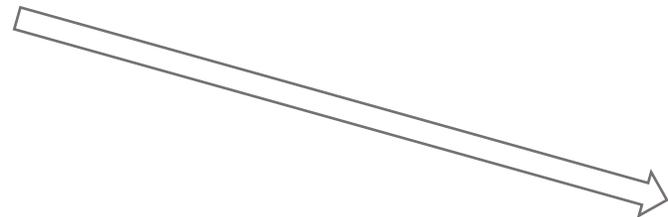
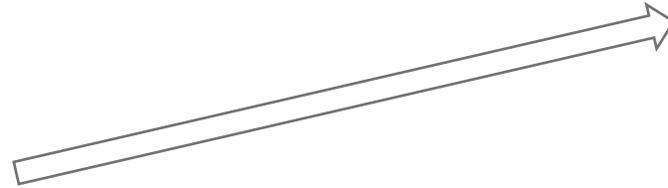
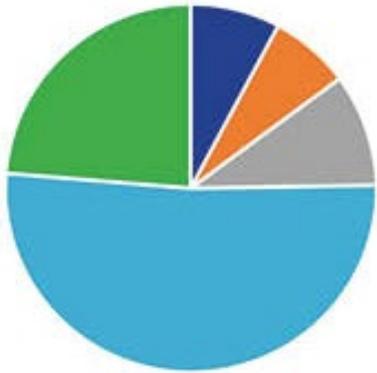
*Based on current development trends and subject to the VMC Secondary Plan update and Council's discretion

As part of the nuanced recalibration exercise to rebalance the original plan, the VMCSPP Update is looking to **establish a baseline population** in order to plan ahead and **provide the required services** to deliver a complete, balanced, and successful downtown.

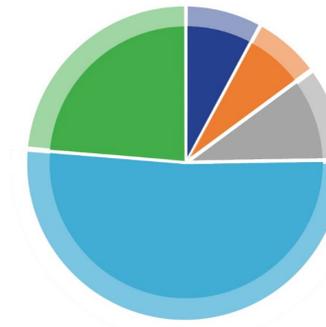
Analysis and Challenges

Potential Strategies

Original
Vision



Match Growth with Heavy
Public Infrastructure and
Services Investment

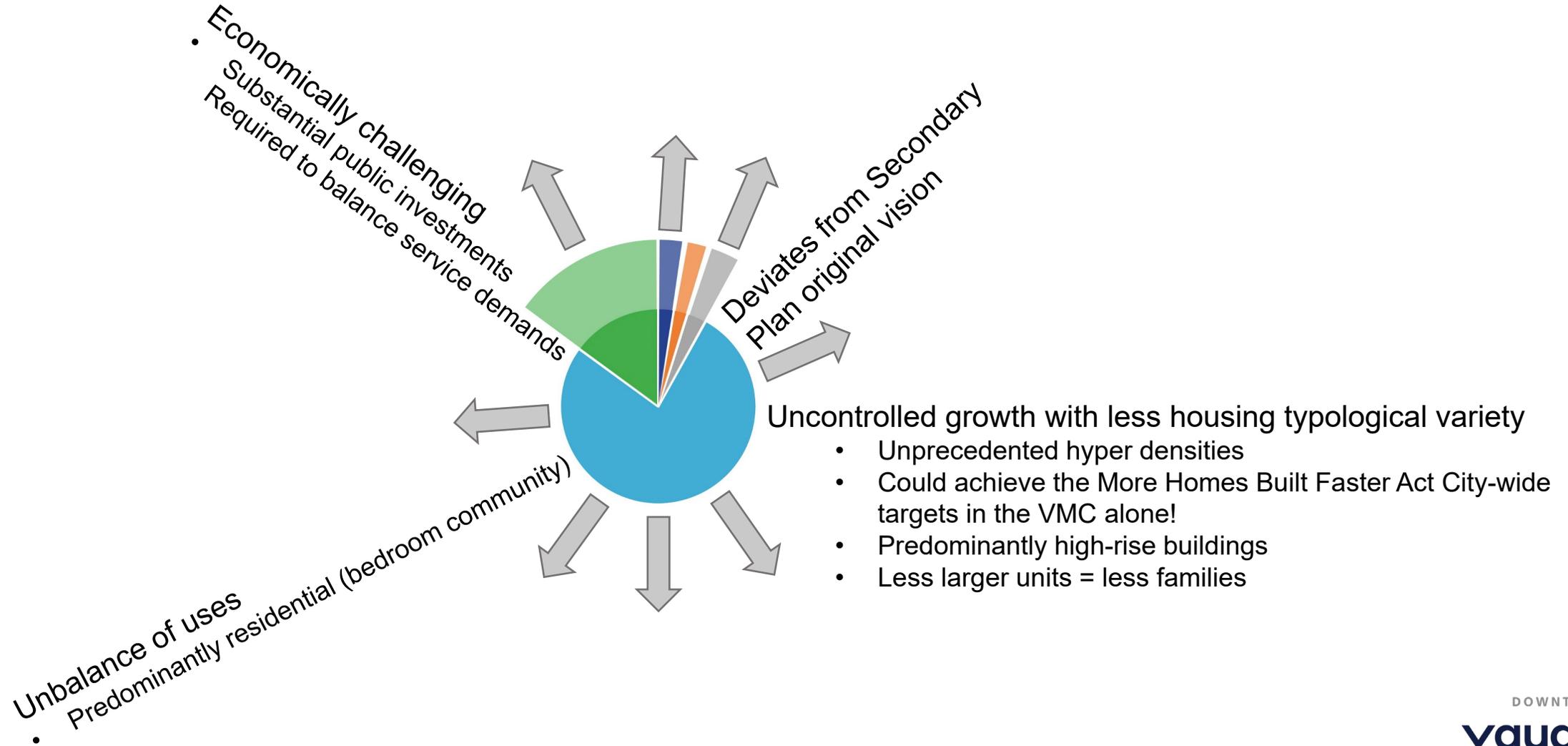


Manage Growth
Gradually

Note: Illustrations for representational purposes only

Analysis and Challenges

Match Growth with Heavy Public Infrastructure & Services Investment

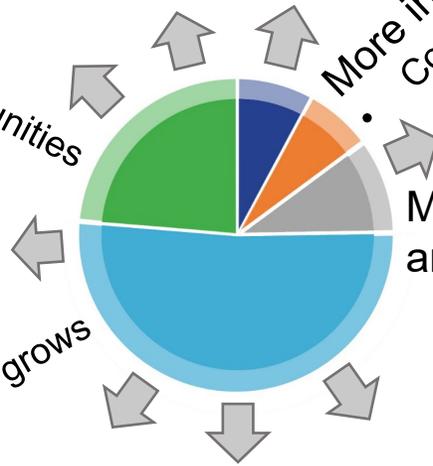


Note: Illustrations for representational purposes only

Analysis and Challenges

Manage Growth Gradually

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



More in line with Secondary Plan original vision
Complete community

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

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

Note: Illustrations for representational purposes only

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



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
- S₁ 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

Density

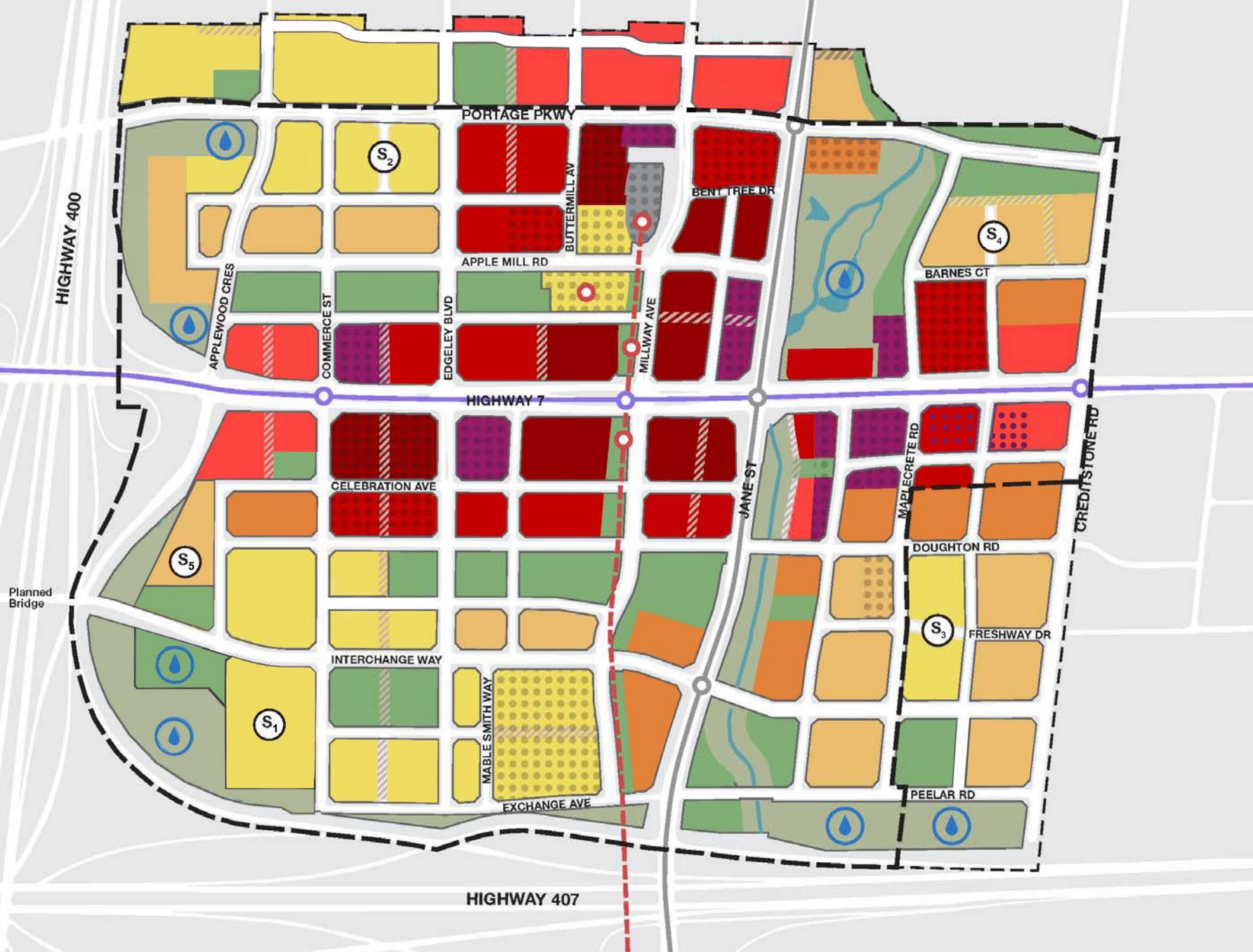
Maximum Densities

-  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

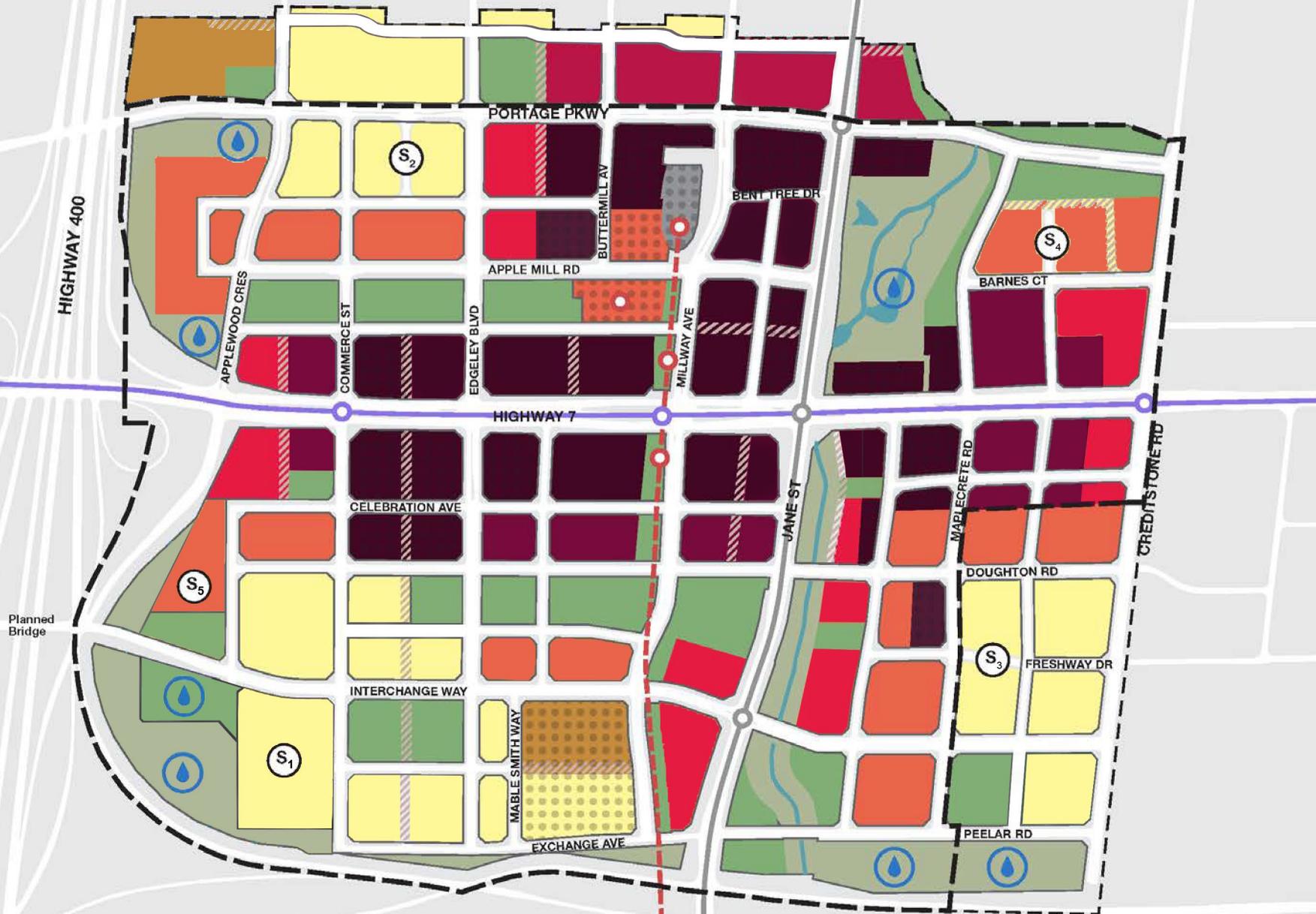
Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews
-  School

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



Height



Maximum Height

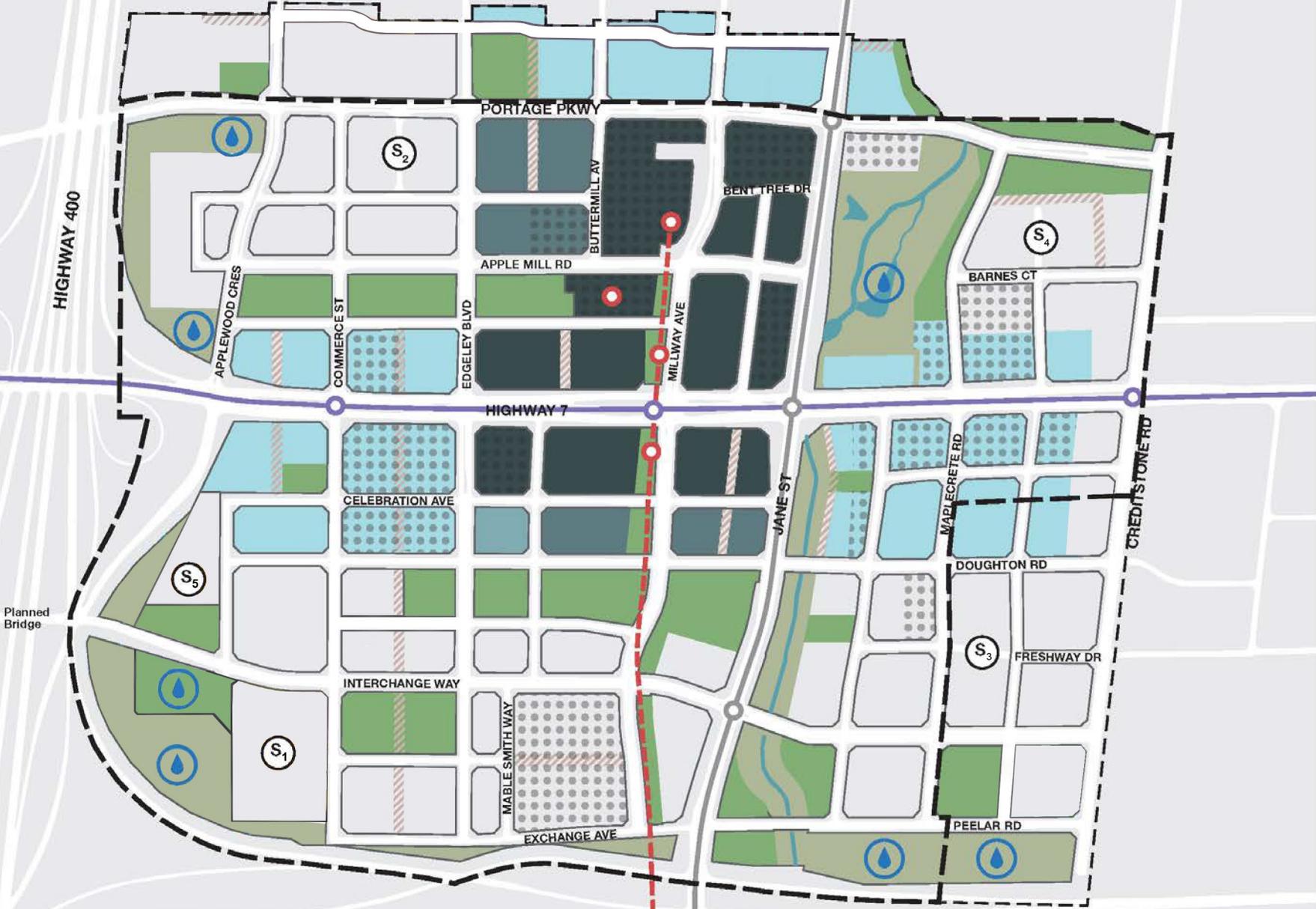
- Over 40 Stores
- Up to 40 Stores
- Up to 35 Stores
- Up to 30 Stores
- Up to 25 Stores
- Up to 20 Stores
- Up to 15 Stores
- Up to 10 Stores

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S_x 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

- 19.0 %
- 18.5 %
- 13.0 %
- 11.5 %

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S_x School

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

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

VMC Boundaries

PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

VMC Boundary



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

McCleary Court
Community
Environmental
Centre

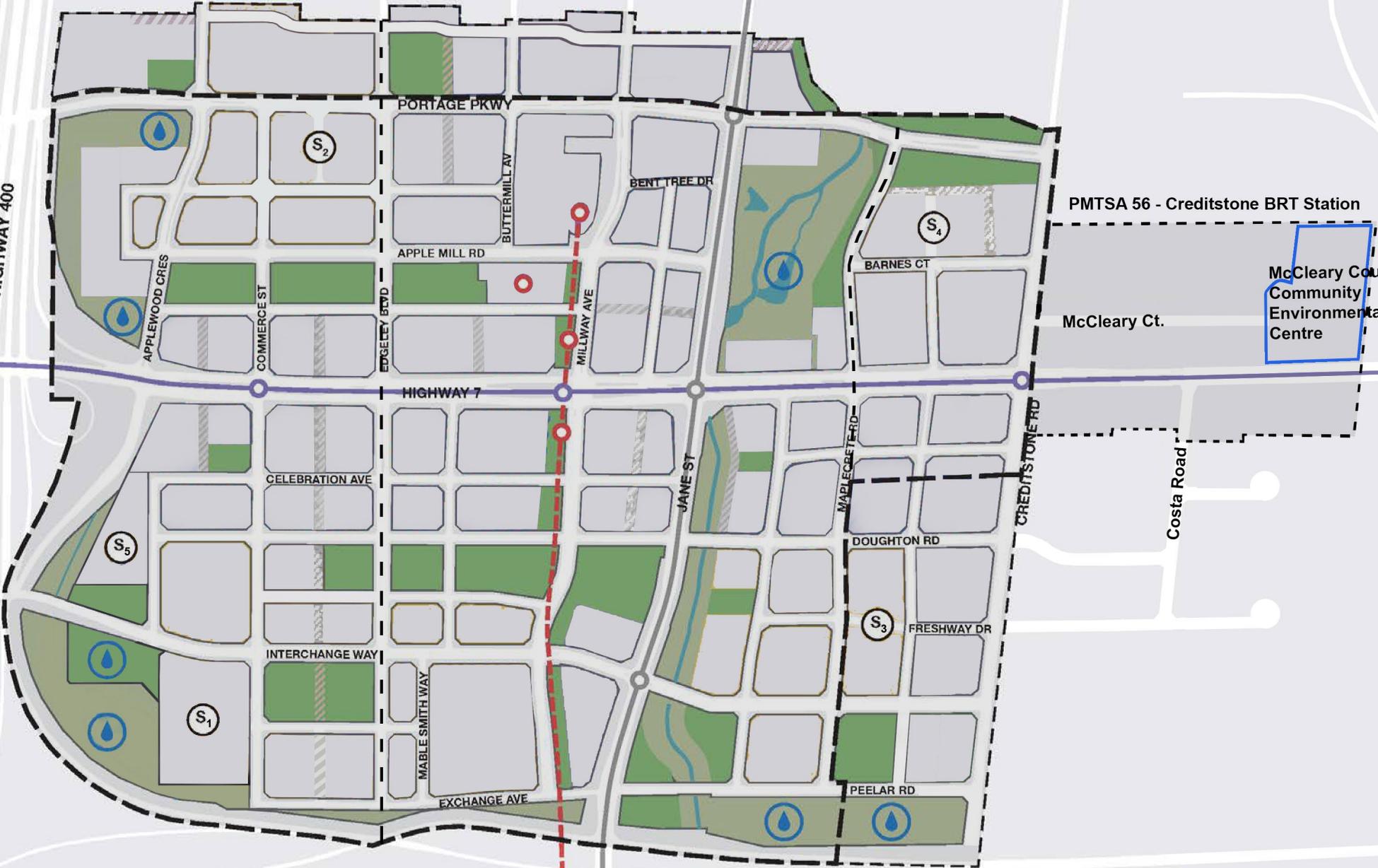
HIGHWAY 400

CN RAIL

Costa Road

Planned
Bridge

HIGHWAY 407



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

Planned Bridge

HIGHWAY 407

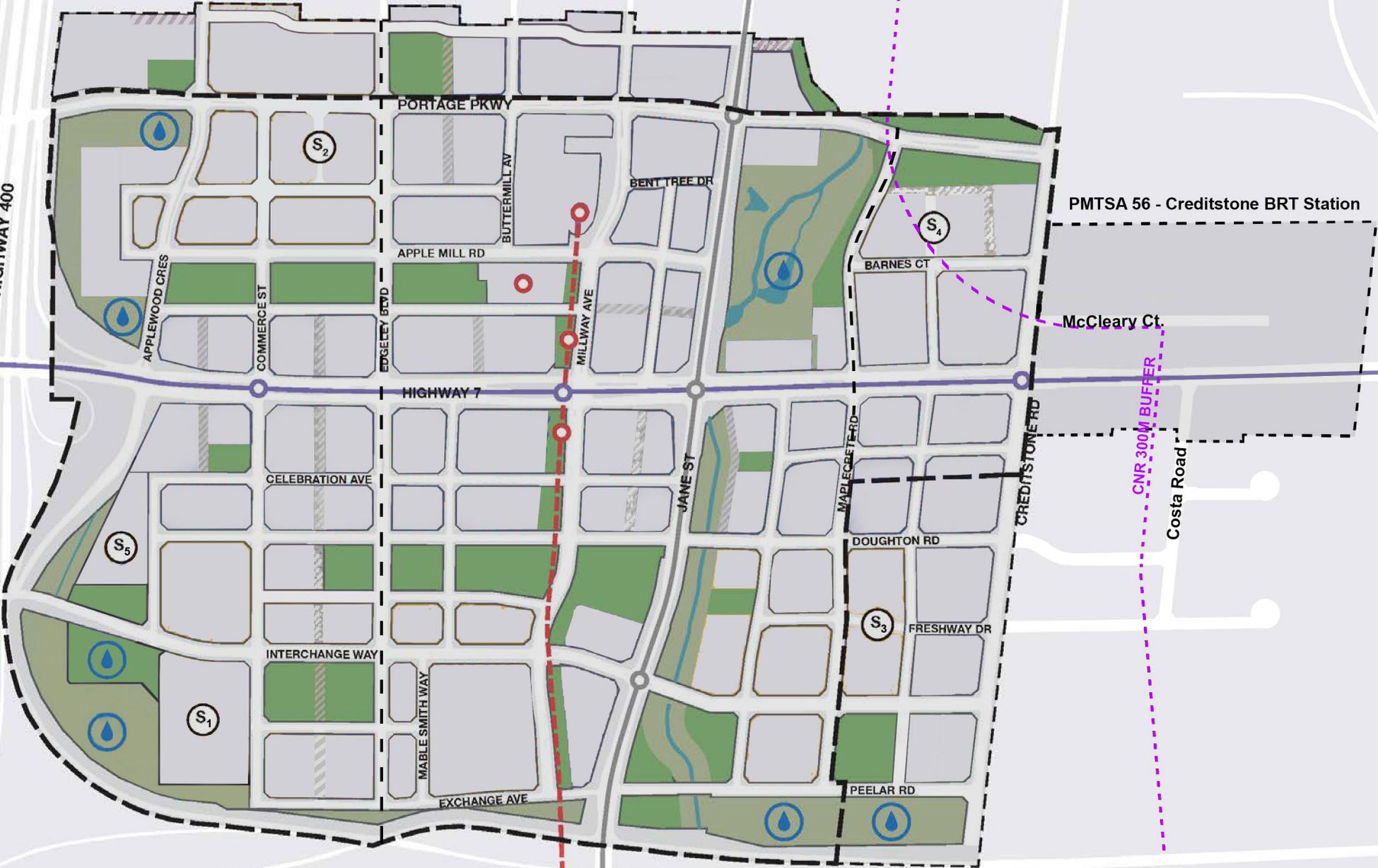
CN RAIL

DOWNTOWN

vaughan

METROPOLITAN CENTRE

25



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

Planned Bridge

HIGHWAY 407

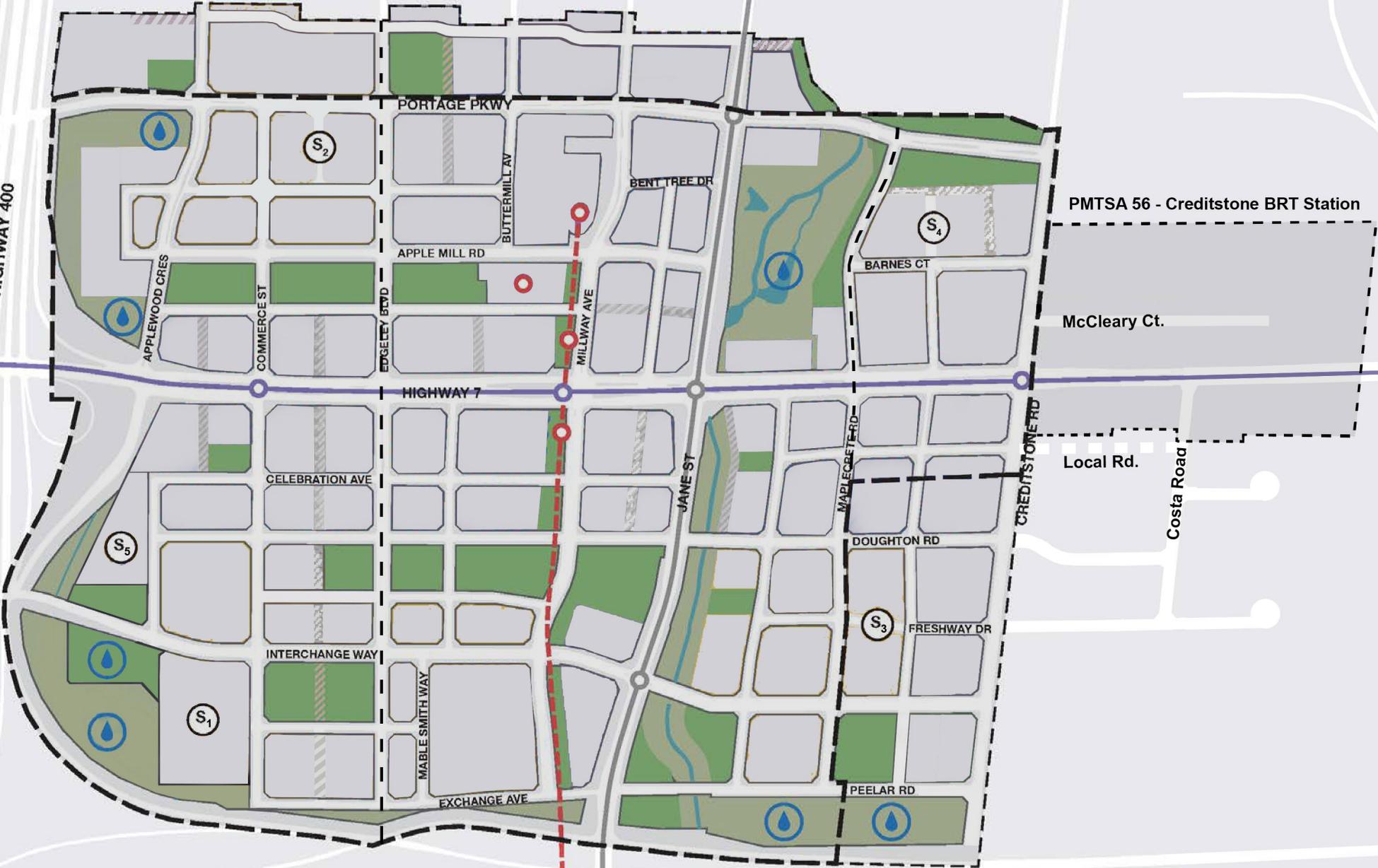
CN RAIL

DOWNTOWN

vaughan

METROPOLITAN CENTRE

26



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

CN RAIL

Planned Bridge

HIGHWAY 407



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

McCleary Court
Community
Environmental
Centre

McCleary Ct.

Local Rd.

Doughton Rd.

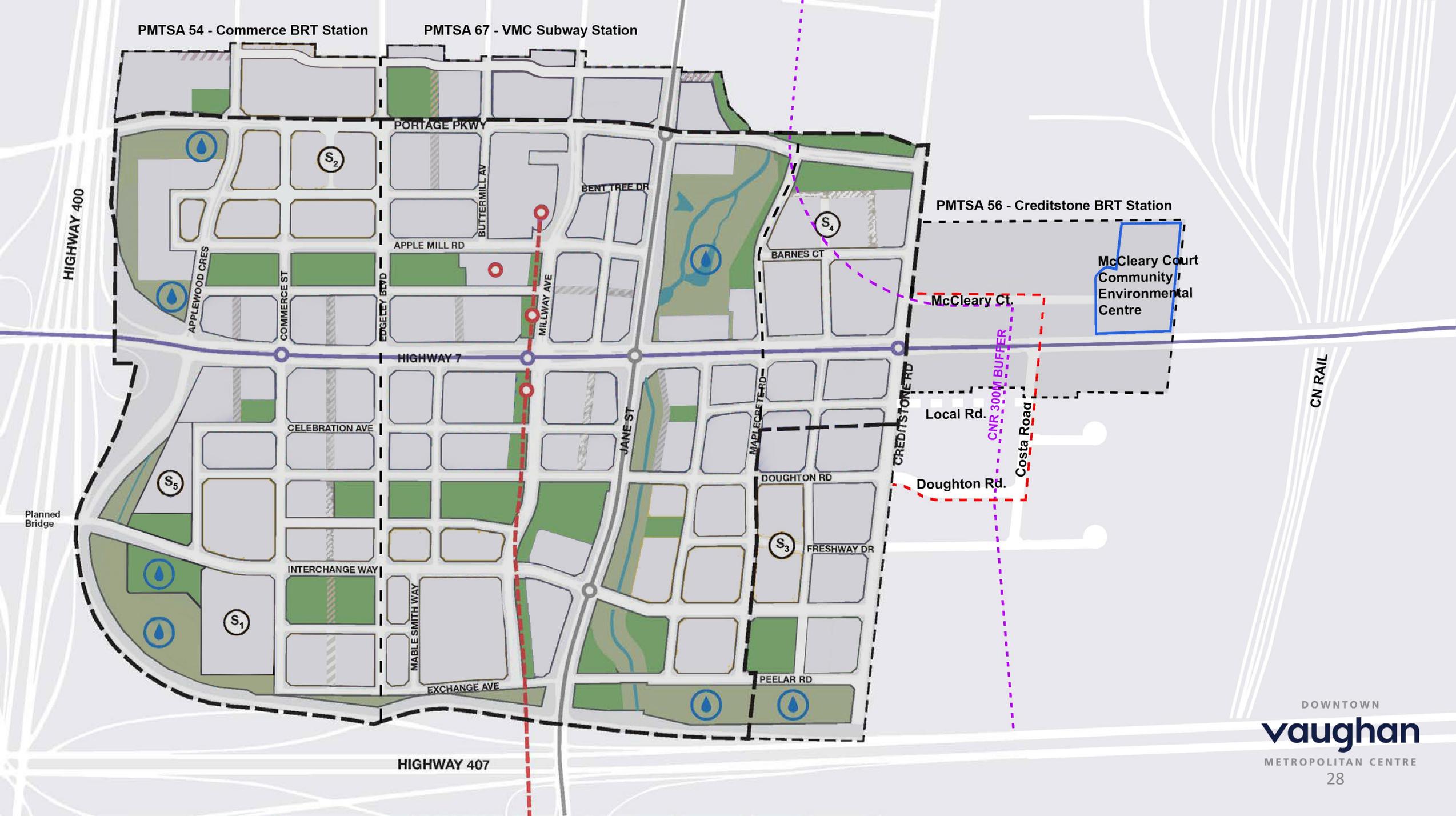
CNR 300M BUFFER

Costa Road

DOWNTOWN

vaughan

METROPOLITAN CENTRE



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

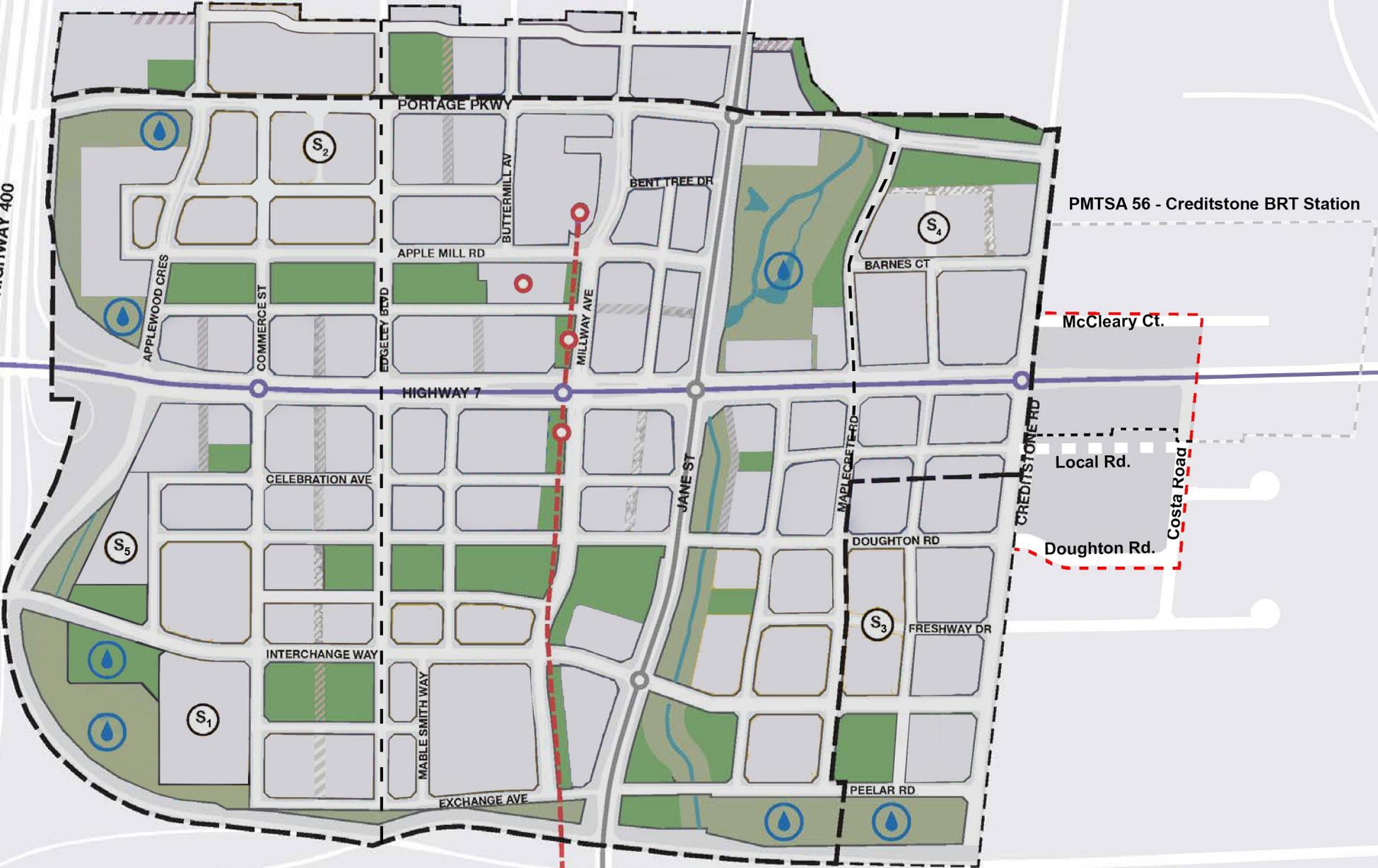
CN RAIL

Planned Bridge

HIGHWAY 407

vaughan

METROPOLITAN CENTRE



PMTSA 54 - Commerce BRT Station

PMTSA 67 - VMC Subway Station

PMTSA 56 - Creditstone BRT Station

HIGHWAY 400

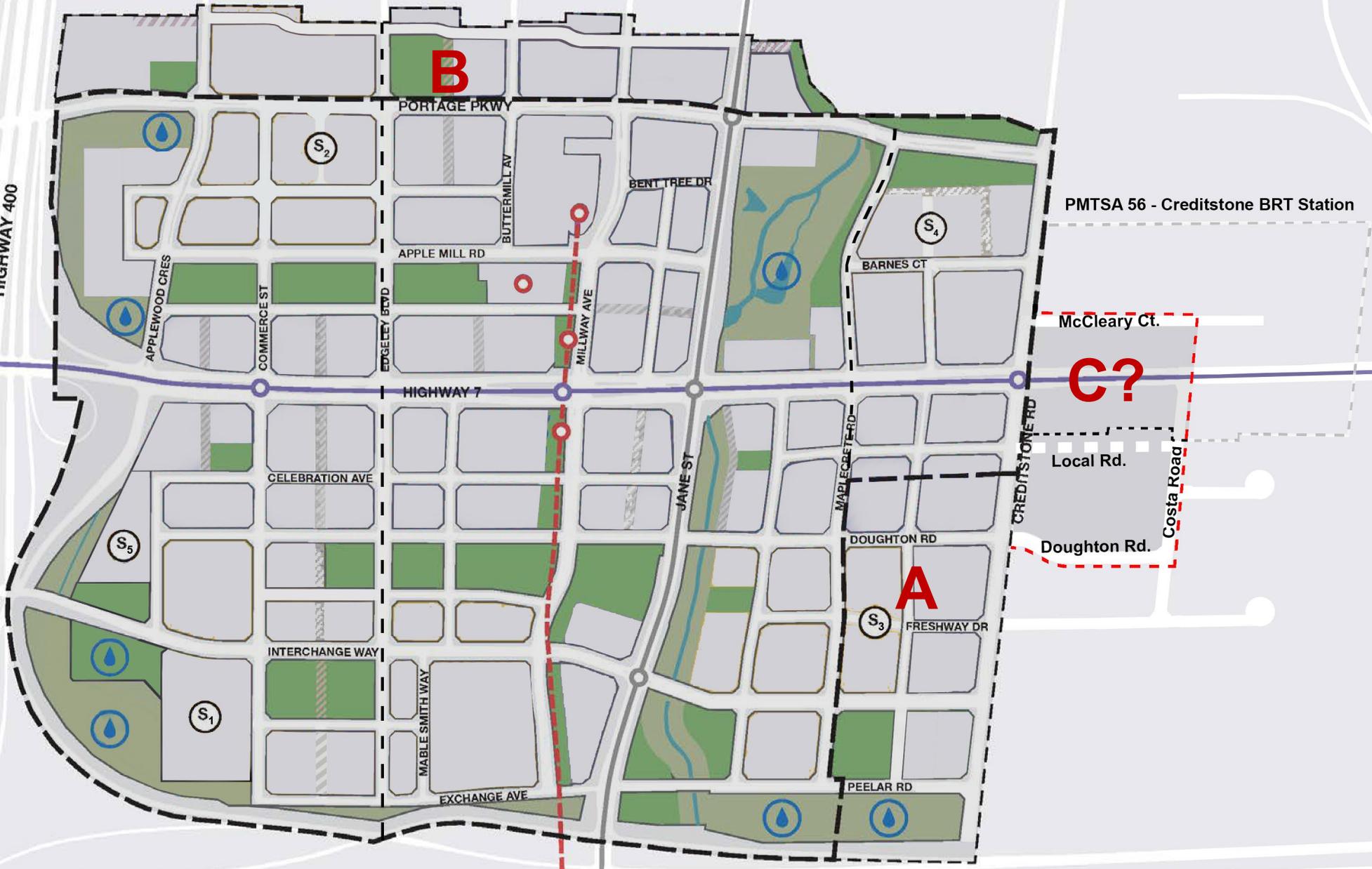
CN RAIL

Planned Bridge

HIGHWAY 407

vaughan

METROPOLITAN CENTRE



B

A

C?

S₂

S₄

S₅

S₁

S₃

PORTAGE PKWY

BENT TREE DR

APPLE MILL RD

BARNES CT

APPLEWOOD CRES

COMMERCE ST

EDGECEY BVLD

MILLWAY AVE

HIGHWAY 7

CELEBRATION AVE

JANE ST

MAPLE EGRET RD

CREDITSTONE RD

McCleary Ct.

Local Rd.

Doughton Rd.

Costa Road

INTERCHANGE WAY

MABLE SMITH WAY

DOUGHTON RD

FRESHWAY DR

EXCHANGE AVE

PEELAR RD

Next Steps

Update the VMC Sub-Committee

- If no to expansion area C, Staff will finalize the Schedules and seek Sub-Committee endorsement on the Updated Schedules during the March 2024 VMC Sub-Committee meeting.
- If yes to expansion area C, Staff will conduct local consultation with key stakeholders (e.g. expansion area C landowners, York Region, etc.) and work with the consultants to Develop a preferred option for expansion area C and update the schedules accordingly with the aim to seek Sub-Committee endorsement on the Updated Schedules during the April 2024 VMC Sub-Committee meeting.
- Provide an update on the project timeline.
- Respond to any comments received at today's VMC Sub-Committee meeting.

Develop Draft Secondary Plan Policies

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

Future VMC-wide Secondary Plan Update Consultation

- TAC Meetings with Internal Departments and External Agencies (Q2), 2024.
- Landowner Meetings (Q2), 2024.
- Public Open House (Q2), 2024.
- Statutory Public Meeting (Q3/Q4), 2024.

Connect with the VMC Program

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Director, Policy Planning and
Special Programs

Christina.Bruce@vaughan.ca

Gaston Soucy

Senior Manager, Planning and
Urban Design, VMC Program

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Initiatives, VMC Program

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Musa Deo

Manager, Development
Engineering, VMC Program

Musa.Deo@vaughan.ca



DOWNTOWN

vaughan

METROPOLITAN CENTRE

January 31, 2024

Mayor and Members of City Council

Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

C 2
Communication
Vaughan Metropolitan Centre
Sub-Committee – February 28, 2024
Item No. 2

**Re: Opinion Letter
201 Millway Avenue (File No: OP.23.006)
Proposed Mixed-Use Development
City of Vaughan
Our Project No. NT-22-082**

Nexttrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) was retained by York Region Condominium Corporation 945 (the Owner) to provide transportation consultancy services related to an Official Plan Amendment application.

The subject site is located in the northwest quadrant of the Jane Street and Portage Parkway intersection, municipally known as 201 Millway Avenue, in the City of Vaughan. It is immediately bounded by existing commercial/employment uses to the north, Jane Street to the East, Portage Parkway to the south, and Millway Avenue to the west.

A Transportation Study, dated July 11, 2023 (July 2023 TS), was included as part of the planning application submission.

Based on the most recent site plan, an 8.0 m wide private road (in east-west direction) is provided along the northern limit of the subject site. However, according to the VMC Development Activity Update for the VMC Sub-Committee, dated January 31, 2024, an east-west public street just north of Portage Parkway (from Jane Street to Applewood Crescent) is being proposed.

It is my opinion that the new east-west public street is not required in consideration of the following:

- As demonstrated in our July 2023 TS, there is sufficient capacity to accommodate the projected future traffic volumes without expanding the road network;
- York Region has expressed their position that no access will be permitted onto Jane Street at the subject site;
- The proposed new east-west public street will increase the annual operating costs for the City (i.e. snow clearance and general maintenance); and,
- The proposed private road will permit better design of massing for parking areas underground.

Based on the information presented in this letter, it is my opinion that a new east-west public street is not required from a traffic engineering perspective.

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

Yours truly,

Nextrans Consulting Engineers

A Division of NextEng Consulting Group Inc.

A handwritten signature in black ink, appearing to read 'R. Pernicky', with a long horizontal flourish extending to the right.

Richard Pernicky, MITE
Principal

February 27, 2024

MGP File: 19-2836

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

C 3
Communication
Vaughan Metropolitan Centre
Sub-Committee – February 28, 2024
Item No. 2

via email: Alannah.Slattery@vaughan.ca / Clerks@vaughan.ca

Dear Members of the VMC Sub-Committee:

**RE: VMC Secondary Plan Recommended Land Use Option
Portage Conversion Landowners Group
Response to Staff Comments**

Malone Given Parsons Ltd. (“MGP”) is the land use planner for the Portage Conversion Landowners Group (“**Portage Landowners**”). The Portage Landowners own lands on the north side of Portage Parkway between Millway Avenue and Applewood Crescent in the City of Vaughan (“**Portage Lands**”) representing 7.00 hectares in Expansion Area B.

The Portage Landowners have been actively participating in the Vaughan Metropolitan Centre Secondary Plan (“**VMCSP**”) Update process by attending landowner engagement meetings and meeting with staff and members of the VMC Subcommittee including Mayor/Chair Del Duca and Ward Councillor Ainsworth. Comments were previously provided to the VMCSP Update Project Team (letter dated September 29, 2023, and attached). The following letter is in response to the updates to the VMC Land Use Options and Schedules presented at the VMC Subcommittee on Wednesday, January 31st and Wednesday, February 27th, 2024, and Staff’s response to our previous letters in a letter dated February 1st, 2024.

We thank staff for the opportunities to discuss the VMCSP Update as it relates to the Expansion Area B lands and note that there has been some progress to resolve our concerns. However, we remain concerned with the preferred land use option and the various draft schedules as outlined in this letter. In the absence of any policy framework updates, it remains difficult to provide a fulsome review of the Recommended Land Use Option. In our opinion, providing details with regards to land use policies is required to fully understand the recommendations.

1. Non-Residential Requirement

We thank staff for clarifying that this component would be calculated on a gross floor area per application basis (i.e. block or parcel basis); however, we continue to request clarification as to what uses can contribute towards the non-residential requirement and request that it include retail, service, commercial, office, community facilities, flexible building amenity space (such as co-working suites), cultural or institutional facilities and other public uses in addition to traditional office spaces and other non-traditional employment uses.

We understand that non-residential uses are a component of creating complete communities and are important to supporting a thriving Central Business District. However, we request that the non-residential use requirement apply only to buildings that have frontage along Portage Parkway or are adjacent to the existing employment area to the north. Application of this requirement across the block will dilute the potential for a vibrant street along Portage should this non-residential requirement be required for buildings or parcels internal to the blocks.

We continue to recommend that the requirement be revised to a minimum of 8% non-residential uses or alternatively prescribe that the majority of the ground floor area and possibly additional upper floors (i.e. 2 and 3rd floors) along Portage Parkway be used for non-residential uses.

2. Continued Permission for a Luxury Hotel and Convention Centre Use

The Portage Landowners Conceptual Master Plan envisions the redevelopment of the existing Monte Carlo Hotel at 705 Applewood Cres., into a luxury hotel and convention centre with a mix of residential uses supported by world-class amenities and services. This hotel is currently owned and operated by Dominic Meffe, an active member of the VMC and Vaughan business community. Mr. Meffe envisions the redevelopment of the existing Monte Carlo Hotel into a landmark venue and building for the VMC.

Precluding the conditioned use of these lands for a hotel and convention centre in a mixed-use format with residential uses is not appropriate or conducive to creating complete communities. These lands contain an existing hotel use and are near other hotel uses to the north of the VMC. The proposed redevelopment of the property into a luxury hotel and convention centre will support nearby businesses and tourism in the VMC, it helps to achieve the Secondary Plans goals for a higher portion of non-residential uses, and would provide for a significant number of new jobs within the VMC. It aligns with the vision of a mixed, economically viable downtown area. The Hotel and Convention Centre use is compatible with other uses permitted within the Neighbourhood designation.

The Portage Lands designated as Neighbourhood between Applewood Crescent and Edgeley Boulevard interface with the employment lands to the north and are situated between Mixed Use designations to the east and west. Portage Parkway is a major secondary artery for the VMC providing direct connections to the east and west and is an alternative trucking route for Hwy 7. The proposed “Neighbourhood” designation creates challenges in achieving a cohesive urban fabric along the north side of Portage and establishing an appropriate transition to the existing employment and commercial uses to the north. The proposed height and density schedules identify this portion of lands for lower heights (max 10 storeys) and density (max 3.0 FSI) as opposed to the lands along the east and west (6 FSI and 35 storeys to 3 FSI and 20 storeys). This would in essence result in a dip or step down in height and density along Portage between the mixed uses at Highway 400, only to rise again east of Edgeley Blvd, which would create an inconsistent urban fabric.

We request that the Portage Lands between Applewood Crescent and Edgeley Boulevard be designated as “Mixed Use” with height and density permissions that would provide for a gradual increase in built form from Hwy 400 to the east/core of the VMC.

3. Recommended Framework for Maximum Density and Height

The heights and densities identified in the updated schedules presented at the January 31st, 2024 VMC Subcommittee meeting continue to downplay the VMC's role as an Urban Growth Centre and Protected Major Transit Station Areas (PMTSAs). In accordance with the York Region Official Plan and *Planning Act*, lower-tier municipalities are required to include policies in their official plans that identify MINIMUM height and density targets that will achieve the minimum density target for those PMTSAs. Alternatively, the preferred concepts presented by the City provide for MAXIMUMs that restrict height and density. The proposed heights and densities aim to remedy or “reduce” the unanticipated level of growth within the current VM CSP area by downgrading heights and densities within the expansion areas and rely on the expansion areas to compensate for the lack of hard and soft services in the VMC.

Additionally, the proposed maximum heights north of Portage of 35 storeys will not establish an appropriate transition or “stepping down” from the existing heights on the south side of Portage which are 55 storeys. The recommended heights and densities along the north side of Portage Parkway should reflect a more gradual transition from the heights on the south side of Portage to the existing employment lands. As per the Portage Landowners Conceptual Master Plan, a gradual transition to the employment lands which anticipates the redevelopment of adjacent employment lands into more Prestige Employment uses in the north would offer a better transition in built form and reflect the extremely close distance to the TTC station just south of Portage at Millway (**see Figures 1 and 2** on the following page).

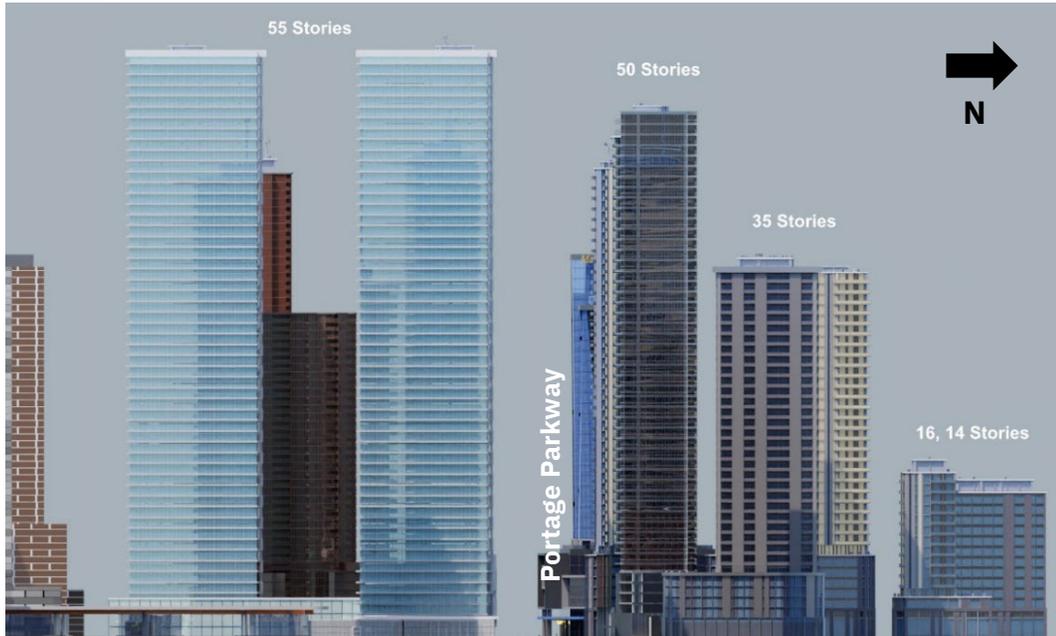
Furthermore, to maximize opportunities for new housing and to address climate change to the greatest extent possible, lands within PMTSAs should provide significant opportunities for housing including family housing units and affordable housing types. Limiting the height and density permissions in the immediate vicinity of the bus and subway station limits the opportunities to achieve a greater propensity of these important dwelling types.

Lastly, we have reviewed the servicing and transportation requirements of the height and densities requested in the Portage Landowners Conceptual Master Plan and can confirm that the system can accommodate this level of development with little infrastructure requirements. We note that a small portion of the sanitary sewer on Portage between Buttermill and Millway will need to be upgraded to accommodate the levels of development proposed by the City. We have been working with staff at the City to advance and fund this servicing upgrade with the current works underway for Portage Parkway.

We request that the lands immediately north of Portage, between Millway and Edgeley and within the 500-metre distance to the Subway (part of PMTSA 67) be permitted maximum densities up to 9.0 FSI and heights up to 50 storeys. Heights and density permissions should then transition north and west to lower heights and densities of up to 7.5 FSI and then 6.0 FSI adjacent to the existing employment area.

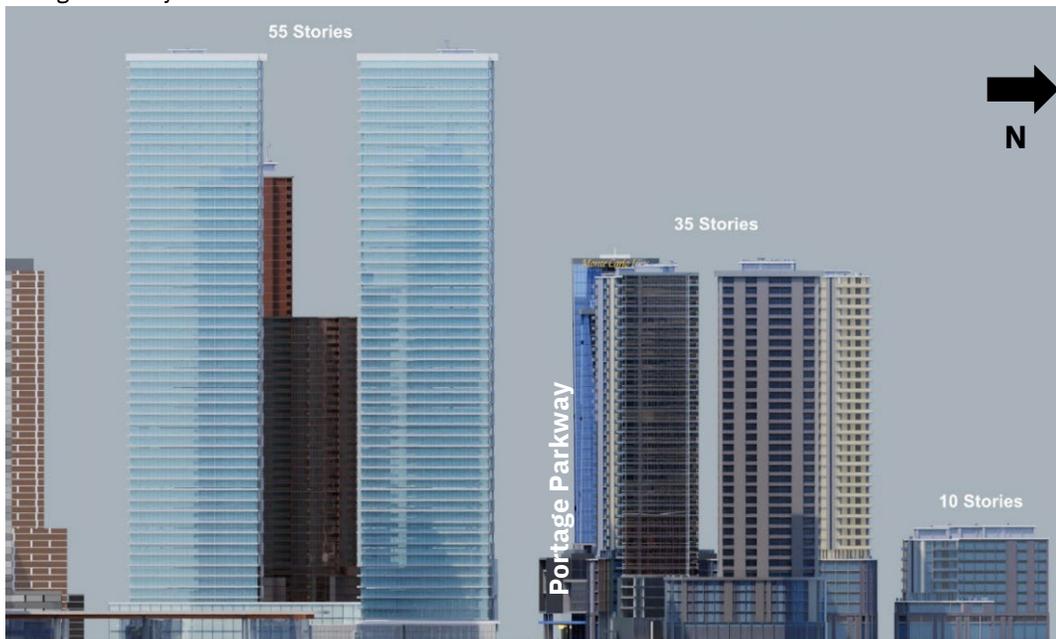
Similarly, an FSI of 9.0 for the lands at the northeast corner of Applewood and Portage to support the development of a world-class hotel and convention facility as mentioned above. Permitting higher heights and densities within a PMTSA serves to further incentivize transit and multimodal transportation uses, contributing to the development of more sustainable and resilient communities.

Figure 1: Heights proposed by the Portage Landowners Conceptual Master Plan provide for a gradual transition from South to North



Source: Rasky Property Management Inc.

Figure 2: City of Vaughan Proposed Height per Preferred Land Use Option would establish a more abrupt change in built form to the north.



Source: Rasky Property Management Inc.

4. Recommended Framework for Civic Facilities

Parkland

We continue to disagree with the proposed approach for parkland and do not support a large park designation at the northeast corner of Edgeley and Portage. Alternatively we suggest a

more appropriate distribution and greater amount of parkland can be delivered through the arrangement illustrated in the Portage Landowners Conceptual Master Plan. This approach would provide immediate access to open space for adjacent new residents, users and visitors in the Expansion Area B and would help to break up and provide relief to the built form and massing. The Portage Landowners Conceptual Master Plan illustrated three (3) public parks sized at 0.57 ha (1.4 acres), 0.41 ha (1 acre), and 0.33 ha (0.82 acres) for a total of 1.31 ha (3.24 acres). We believe that this arrangement of parks is more consistent with the goals and parkland illustrated in the VMC Parks Master Plan Update (more parkland, better connectivity) and is consistent with the policies of the VOP 2010.

The VOP 2010 identifies two park types appropriate for intensification areas – Urban Parks (>1 hectare) and Public Squares (0.2 – 1.0 hectare) (Policy 7.3.2.6). Policy 7.3.1.2.d. defines Urban Parks as “*highly programmed outdoor spaces that support the social and cultural fabric of Intensification Areas. Urban Parks are destinations for day-to-day use and special events. Features can include space for cultural and event programming, recreation, children’s play, social gathering, fountains/waterplay, outdoor skating, and small-scale park-supporting uses such as cafes, vendors and kiosks, as determined by the City.*” Whereas Public Squares are defined as “*social and civic spaces in Intensification Areas, preferably adjacent to shops, cafes, restaurants, institutions, and public streets that are part of daily life in a city. Public Squares may offer smaller scale, neighbourhood- oriented social opportunities, or accommodate larger City-wide entertainment and cultural events, depending on their size and location. Public Squares can include flexible hardscape areas, gardens and lawns, fountains/waterplay, concert facilities and stages, small outdoor game areas such as chess tables, seating areas and places to eat. They can also accommodate street related activities such as small-scale retail kiosks, vendors, temporary markets, performance and exhibit spaces, and a range of other facilities.*” (Policy 7.3.1.2.e). These policies support the parkland size and distribution illustrated in the Portage Landowners Conceptual Master Plan.

Furthermore, the proposed parkland in the revised preferred land use option from the City is located at the intersection of two major collectors, particularly Portage which is an identified trucking route, which does not seem as appropriate given the expected usage of these roads and would be better suited internal to the blocks. The proposed location of the parkland in the revised preferred land use option would result in a park size of only approximately 1.0 hectare.

We request the City identify an alternative approach and location for the proposed parkland in the Expansion Area B lands. If the city is looking for a larger single park in this location, it would be most appropriate adjacent to or closer to the proposed school on the south side of Portage to support co-locating and shared use opportunities between the school and parkland.

Public Road

We note that the preferred concept now identifies a full public road along the north edge of the Expansion Area B lands, whereas previously it was identified as a Mews. We request flexibility be provided in the updated policies that clarifies that this connection as a public or private Mews and consideration as a Local Road like existing Policy 4.3.16. Furthermore, we request confirmation that the ROW size will be specified between 15 - 20 metres similar to existing policy 4.3.20 (Bent Tree Drive). The final determination of the cross-section size and

composition requires further study and policies should be provided to this regard in the updated VMCSPP as well as direction that requires this Mews or public road be coordinated across different ownerships to ensure consideration of existing parcel fabric and to maintain efficiency and usability of the adjacent properties.

Secondary School

We support the City's removal of the secondary school symbol for Expansion Area B and maintain that it is not appropriate in the location previously identified.

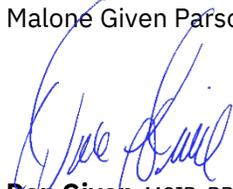
Conclusion

As always, we thank staff and their project team for their efforts to address our concerns and comments regarding the VMC Secondary Plan Update. We are generally supportive of the changes made to the Recommended Land Use Option and request that the comments noted above be taken into consideration prior to the finalization of the land use schedules. Again, we note that no specific details or policies have been provided with regards to land use permissions and other aspects of city building that would help to understand the option more fully and therefore reserve our final comments until those policies are available to review.

We appreciate the opportunity to collaborate proactively with Staff and their team on this project and welcome any additional opportunities to meet with staff to discuss the vision for the Portage Lands as part of the VMC and constructive means to advance the Portage Landowners Conceptual Master Plan. We also note that that we have been working with staff to ensure that servicing is available to support the proposal and are looking for opportunities to upgrade a portion of Portage with the current works underway. We do not anticipate any servicing capacity or traffic issues with respect to the Conceptual Master Plan.

As always, We kindly request to be notified of any future public or landowner engagement meetings regarding this process and reserve the right to provide comments on future versions of the VMC Secondary Plan. We look forward to working with the City on the development of a vibrant downtown.

Yours very truly,
Malone Given Parsons Ltd.



Don Given, MCIP, RPP
Founding Principal



Allyssa Hrynyk, BES, MUDS, MCIP, RPP, AICP
Associate

cc VMC Project Team: Haiqing.xu@vaughan.ca, christina.bruce@vaughan.ca,
Gaston.Soucy@vaughan.ca, Alannah.slattery@vaughan.ca, Andrew.haagsma@vaughan.ca
Portage Conversion Landowners Group

Attachment: *Letter to VMC Project Team, September 29, 2024*

September 29, 2023

MGP File: 19-2836

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

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

Dear Mr. Haagsma and Mr. Soucy:

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

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

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

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

Figure 1: Views Looking Southwest – Vision of Portage Lands



Source: Tom Rasky (2023)

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

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

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

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

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



Source: Tom Rasky 2023

2. Recommended Option for Maximum Density

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

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

3. Recommended Option for Civic Facilities

MEWS

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

PARKLAND

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

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

HIGH SCHOOL

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

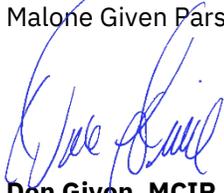
Furthermore, we would argue that the amount of land identified for a potential high school is a very suburban sized model and proposed in a location that would not provide future high school students sufficient access to transit. A location closer to Jane Street or Highway 7 would be more appropriate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

Conclusion

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

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

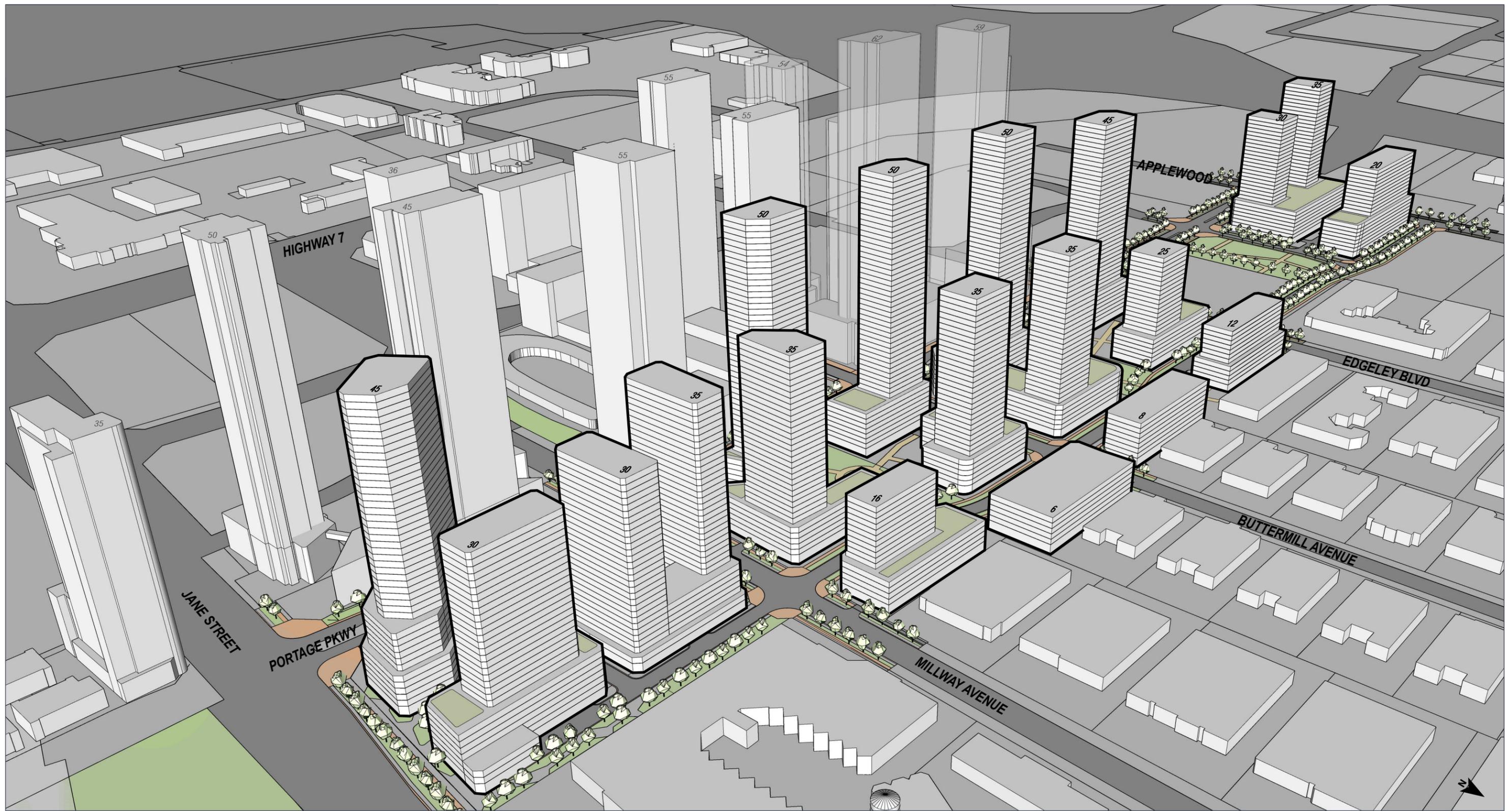
Yours very truly,
Malone Given Parsons Ltd.



Don Given, MCIP, RPP

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

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



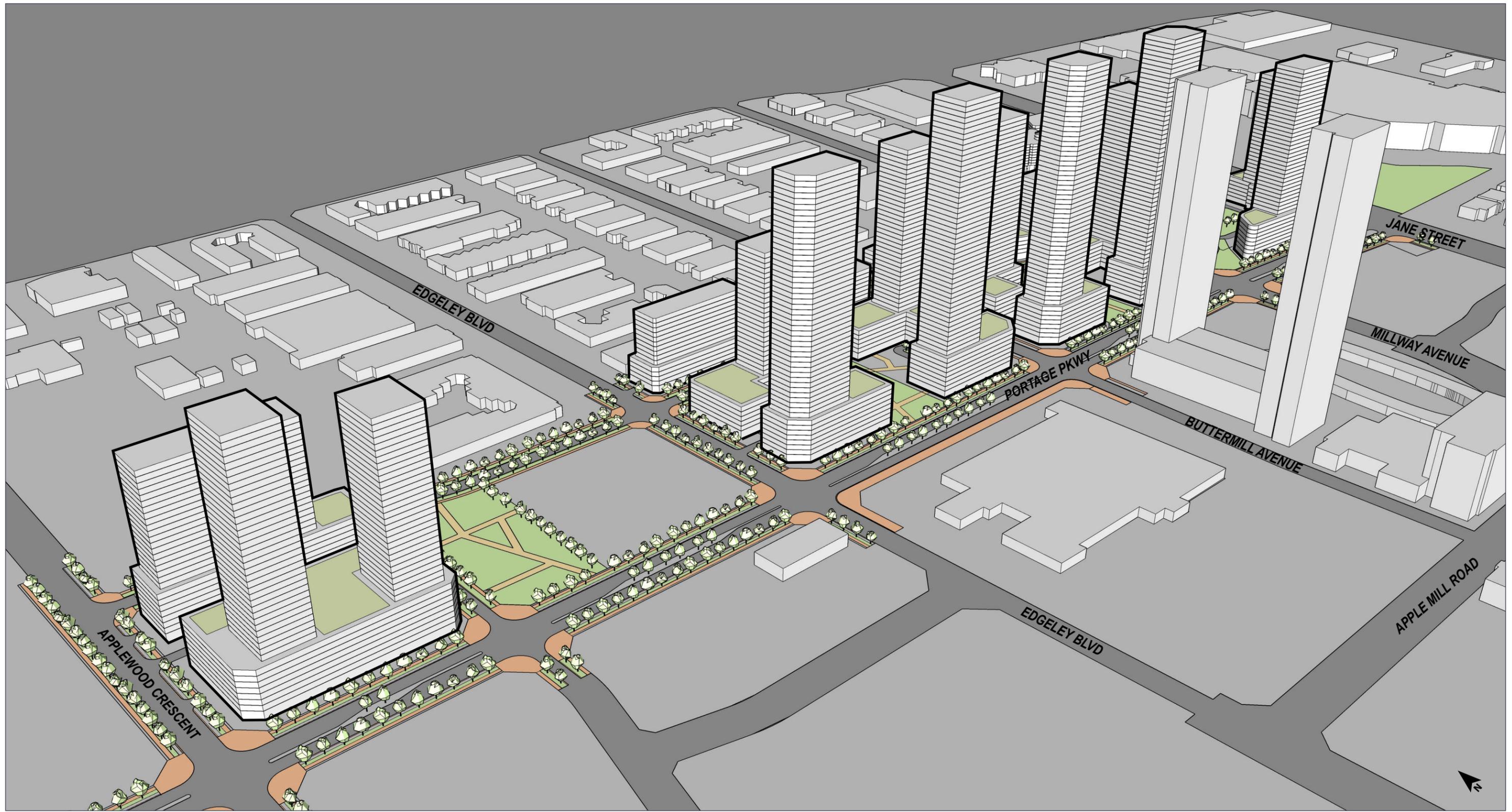
CONCEPTUAL MASTER PLAN
Portage Conversion Landowners Group
City of Vaughan

View 2

DRAFT
FOR DISCUSSION PURPOSES ONLY!

MGP File No.: 19-2836
Date: September 22, 2023

MGP Malone
Given
Parsons.
140 Renfrew Drive, Suite 201 | Markham, ON | L3R 6B3
905 513 0170 | mgp.ca



CONCEPTUAL MASTER PLAN
Portage Conversion Landowners Group
City of Vaughan

View 4

DRAFT
FOR DISCUSSION PURPOSES ONLY!

MGP File No.: 19:2836
Date: July 21, 2023

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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

Date: Tuesday, February 27th, 2024
 Subject: **VMC Sub-Committee – VMC Secondary Plan Update Follow-Up Comments**

C 4
Communication
 Vaughan Metropolitan Centre
 Sub-Committee – February 28, 2024
 Item No. 2

Dear Members of the VMC Sub-Committee,

Arcadis Professional Services (Canada) Inc. (“Arcadis”) is writing this letter on behalf of 2748355 Canada Inc. (“274”) for their landholdings within the Vaughan Metropolitan Centre (VMC). 274 and its various partnerships own approximately 84 acres of land within the southwest quadrant of the VMC. Previous letters dated Tuesday, October 2nd, 2023, and January 31st, 2024, were submitted to City Staff in response to the proposed Preferred Option for the VMC Secondary Plan Update and the revised schedules presented to the VMC Sub-Committee on Wednesday, January 31st.

Figure 1: VMC SP Preferred Option (January 2024) and 2748355 Canada Inc. Development Blocks



274 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 274 have met with City Staff, Consultants, and relevant commenting agencies to provide input.

The comments outlined in this letter are based on the recently released draft schedules for the VMCSPP. The comments are made within the context that no policies have been released to complement these schedules. Until such time as the draft policy framework is released, the comments should be considered preliminary.

We recognize that there has been progress on moving to resolve some of our issues and in consideration of our ongoing commitment to engagement, we would like to request a meeting with staff ahead of the next Landowner's Group meeting, currently planned for Q1/Q2 2024. We would like to use the opportunity of this meeting to revisit our vision of the Master Plan for the Southwest Quadrant with staff, in addition to reviewing our issues based on the draft VMC Secondary Plan materials presented to date. These matters are summarized below.

Land Use

We note that the revised schedules continue to designate Blocks 6E, 6W and 1W as "neighbourhood", which is inconsistent with the emerging built form within the quadrant. As previously submitted to the City, the east-west corridor of Interchange Way represents the logical transition point from a high-rise mixed use urban centre to a more supportive "neighbourhood" character. This transition has already been reinforced through the Mobilio development, IKEA store, and future school campus. Further, we hold active development applications for the lands known as Block 6E (File No. OP.22.011, Z.22.020, & DA.22.031), which proposes to include a mix of residential and non-residential uses, including the potential for a civic facility (also newly added to the schedules). The proposed land uses and density will need to be appropriate to create a dynamic community hub that anchors a number of key elements within the quadrant such as the western terminus of the Assembly Park Community park, the southern terminus of the key retail spine, the central linkage to the newly emerging school campus and spoke of the various mews corridors in the quadrant. We continue to submit that all three blocks north of Interchange Way be designated as *Mixed Use*.

We note that Block 5 (lands on the western edge of the quadrant) has changed from *Non-residential Mixed Use* to *Mixed Use*, including a potential new park and podium school which reflects the better use of that block.

Proposed School Location(s)

As the City is aware, 274 has been working with both the York Catholic District School Board, and the York District School Board to determine the optimal location, size, layout, and built form of the school(s) that are planned to be located within the southwest quadrant. We support the proposed new location for the schools as identified on the new schedules with the understanding that the Block 5 location is intended as a potential future podium school with no minimum land acreage.

Civic Facilities

We support the identification of a potential civic facility within Block 6E which is to be integrated with the main central park and surrounded by an appropriately scaled mixed use block design.

Parkland Locations

The overall structure of the Assembly Park Master Plan, including land uses, densities, heights, connections and open space have been carefully designed to create a vibrant and connected community. It was recognized that additional density was being proposed in areas of the Master Plan. In recognition of the proposed increases in

density, the Master Plan identifies locations for additional possible parkland, open spaces and POPs. It is submitted that these additions complement and expand on the structure previously proposed by the City. It should be noted that the additional parkland was tied to the concept of additional density as proposed within the overall Master Plan

Road and Mews Network

We note the January 2024 schedules have been revised to reflect a road network that matches the Master Plan and submitted Draft Plan of Subdivision (File No. 19T-23V001). However, the schedule continues to identify an east-west road through Block 6E. This connection will significantly impact the overall design of the community hub and viability of any potential civic facility. As previously submitted, this road should be removed.

Retail

The overall retail strategy, as identified in the Master Plan consolidates the retail into a critical mass along a specifically designed retail spine network. The location of retail has been carefully considered to create a vibrant retail and service core for the emerging community. We note the January 2024 schedules have been revised to partially reflect the retail strategy as approved and proposed. The recommended retail frontage shown along Interchange Way, east of Edgely fails to capture the newly completed built form within Mobilio (Block 2) and the intended nature of this area of the Master Plan. While we support the optionality of including the potential for retail within a “*Mixed Use*” designation, there should be no policy mandate for retail in this area.

Density and FSI

As previously submitted, the Assembly Park Master Plan has been carefully designed in order to create a logical transition of density, height and uses from Highway 7 to Interchange Way and then to the 407 corridor. Additional parkland, new community/civic facilities and a critical retail spine were all proposed to complement these densities and heights. We continue to have significant concerns with the densities outlined in the newly released schedules.

It would appear that the City is considering a proposed expansion of the VMC boundaries in order to accommodate further growth in the downtown. We do not object to these expansion areas, but it should not be done by reducing or freezing density in existing areas of the VMC. The proposed densities outlined in the Assembly Park Master Plan are consistent with previous approvals, the emerging built form, Provincial direction, and the efficient use of urban land within MTSAs. 274 continues to have significant concerns with the proposed densities as currently shown on the draft schedules and any changes to the proposed definition to calculate density.

Height

The January 2024 revised schedules include the reintroduction of a new *Height* schedule that had previously been proposed to be removed. As outlined above, the Assembly Park Master Plan identifies a logical transition between heights, densities, land uses and complementary community elements. The Province has recommended against imposing maximum height restrictions within areas well serviced by public transit. Further, the imposition of artificial height limits reduces the flexibility for careful and creative design approaches. We request that this schedule be either deleted or adjusted to consider a logical range of permitted heights based on the Assembly Park Master Plan.

Mixed Use Non-residential Requirement

We are concerned that the location and quantity of minimum Non-residential requirements, shown on the recently released schedules, is not appropriate in consideration of market conditions and may have impacts on the success that the VMC has realized to date. Blocks that are currently under construction, approved or proposed include a comprehensive non-residential/retail strategy that support the creation of a vibrant community in the SW Quadrant. Blocks 4S and 6E, as proposed in the existing applications, and the overall Assembly Park Master Plan all propose non-residential elements. We submit that greater flexibility as to the location, type and quantity is required to address market conditions. We request that this schedule either be deleted and better addressed through policy.

Summary of Issues List

As noted above, the comments raised in this letter are submitted without the context of the policy framework that should accompany the draft schedules. As such, our client reserves the right to provide further comments once the policy language is released.

Based only on the draft Schedules released, 274 continues to request that the Preferred Option be revised to better reflect the Assembly Park Master Plan, as submitted to the City, and the ongoing development and discussions with the City that inform this Master Plan.

Table 1: VMC SP Preferred Option Schedule Changes

No.	Changes
Land Use	
1	Block 1W, 6E and 6W changed from Neighbourhood to Mixed Use.
2	Block 4S change to Mixed Use only, removing the Non-Residential Uses Requirement.
3	Remove E-W road from Block 6E.
4	New Parkland subject to further discussions related to density.
Non-Res Required	
5	Should be deleted and better addressed through policy. In addition, any Non-Res requirement should be removed from Block 4S.
Density	
6	Block 1W up to 5.0 FSI.
7	Block 1E up to 6.0 FSI.
8	Block 4N up to 9.0 FSI.
9	Block 4S up to 7.5 FSI.
10	Block 5 up to 6.0 FSI.
11	Block 6W up to 5.0 FSI.
12	Block 6E up to 7.5 FSI.
Retail	
13	Remove recommended retail along Interchange Way, east of Edgeley.
Civic Facilities	
14	School S1 should be identified a combined dual school site.
15	School S5 should be footnoted to be identified as a potential podium school only.
Height	
16	Should be deleted or revised to reflect the gradation of heights shown on the Assembly Park Master Plan.

VMC Sub-Committee
City of Vaughan
February 27th, 2024

Conclusion

We hope to further discuss these comments with staff and advance towards a resolution ahead of the next Landowner's Group Meeting, Public Open House, and Statutory Public Meeting planned for later this year.

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
stephen.albanese@arcadis.com
+1 416 596 1930 ext 61425

CC.
jay.claggett@quadreal.com



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KLMPLANNING.COM

C 5
Communication
Vaughan Metropolitan Centre
Sub-Committee – February 28, 2024
Item No. 2

KLM File: P-3342

February 27, 2024

Todd Coles, City Clerk
Office of the City Clerk
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: Todd Coles, City Clerk and Members of the VMC Sub-Committee

Re: **Communication**
VMC Sub-Committee Meeting – February 28, 2024 – 10:00 AM
Item #4.2 – VMC Secondary Plan Update

Dear Mr. Coles and VMC Sub-Committee Members,

KLM Planning Partners Inc. (“KLM”) is the land use planning firm representing Townwood Homes (“Client” or “Townwood”), who is the owner of properties located in between Highway 7 to the north, Doughton Road to the south, Creditstone Road to the west, and Costa Road to the east, in what the City is considering as part of a new Expansion Area “C” to the VMC Secondary Plan on Page 30 of the power-point presentation (Electronic Page 31).

Townwood is supportive of the City creating a new Expansion Area “C” as part of the VMC Secondary Plan update. Should the City support a new Expansion Area “C”, the client and KLM would be pleased to meet with VMC staff to discuss appropriate land uses, heights, densities and land use parameters that may affect their properties within this new expansion area.

Should you have any questions with respect to the enclosed, please do not hesitate to contact the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.

Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

cc. Tony Guglietti, Townwood Homes
Paul Guglietti, Townwood Homes
Billy Tung, Partner, KLM Planning Partners Inc.