

VMC SUB-COMMITTEE – JUNE 26, 2024

COMMUNICATION

Distributed June 21, 2024

Item No.

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| C1. Presentation material titled “VMC Secondary Plan Update: Heights and Densities. | 1 |
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Distributed June 25, 2024

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| C2. Grant Uyeyama, Principal Planner, KLM Planning Partners Inc., Jardin Drive, Concord, dated May 23, 2024. | 1 |
| C3. Glen Gambell, Owner, Willpower Leasing Inc., Doughton Road, Concord, dated May 29, 2024. | 1 |
| C4. Lauren Capilongo, Malone Given Parsons, Renfrew Drive, Markham, dated June 24, 2024. | 1 |
| C5. Naomi Mares, Aird & Berlis LLP, Brookfield Place, Toronto, dated June 25, 2024. | 1 |
| C6. Don Given, Founding Principal, and Allyssa Hrynnyk, Associate, Malone Given Parsons, Renfrew Drive, Markham, dated June 25, 2024. | 1 |

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Please note there may be further Communications.

C 1

Communication

Vaughan Metropolitan Centre

Sub-Committee – June 26, 2024

Item No. 1

VMC Secondary Plan Update: Heights and Densities

Presentation to VMC Sub-committee

June 26, 2024



DOWNTOWN

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February 2024 Sub-committee Motion

Updated Motion

Whereas Vaughan has been and will continue to be one of the fastest growing municipalities in Canada projected to add a quarter of a million people to its population by 2051;

Whereas Vaughan Metropolitan Centre (VMC) is expected to contribute nearly half of the growth where the tallest and most dense buildings are intended to be directed;

Whereas the VMC is the only community outside the City of Toronto that has a TTC Subway connection, which makes it the most desirable location to promote a Transit-oriented Community;

Whereas the VMC is situated adjacent to flight paths of Pearson International Airport that are already protected by federal aviation regulations from encroachment from new development, as well as construction cranes;

Whereas City of Vaughan wants to further streamline the development approval process and minimize disputes over building heights and densities; and

Whereas neighbouring municipalities in the GTA have already had policies in place to permitting unlimited building heights and densities, especially in Urban Growth Centres.

Therefore, be it resolved, staff be directed to

- Evaluate the merits of permitting unlimited building heights and densities through the VMC Secondary Plan Update;
- Explore potential community benefits, such as affordable housing, if permitting unlimited building height and density limits is a viable option; and,
- Report back to the Sub-committee at its meeting on April 24, 2024.

April 24, 2024

Sub-Committee Meeting

UHD Preliminary Findings

Staff have been investigating and have had conversations with other GTA Municipalities that have enacted, or are currently exploring implementing, Unlimited Heights and Densities:

- **Brampton**
- **Mississauga**
- **Kitchener**
- **Toronto**



UHD Preliminary Findings

Brampton

- The UHD has only been in place since November 2023, and is now being considered for amendment
- No noticeable increase in development applications since implementation.

Mississauga

- Mississauga staff have found that the program has been successful in attracting/incentivizing residential development
- Need solutions for securing a balance of uses and achieving complete community, majority of development is residential

Kitchener

- Approved program moves towards an approach focused on built form opposed to maximum heights and densities for MTSA areas
- Was approved by Council in March 2024, preliminary to understand the outcomes of the program

Toronto

- The UHD program is still fairly new, only being in place since 2018
- Need solutions for acquiring a variety of built-form





Vision and Principles

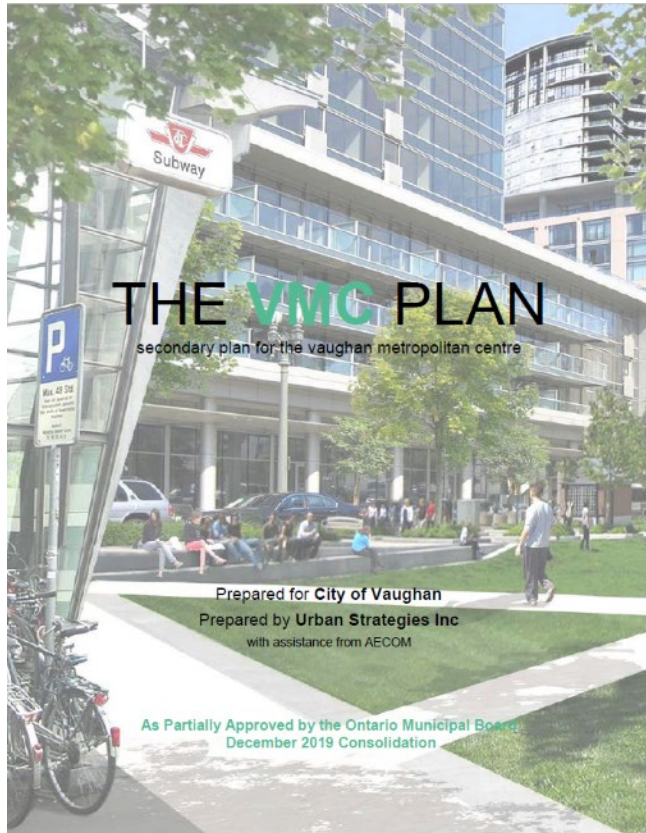


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Vision and Principles



“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.”

To date, the VMCSPP Update has aimed to provide a **nuanced recalibration** of the plan as originally proposed with many elements of the original vision remaining strong and relevant. The Update has provided an opportunity to **rebalance** the plan to **deliver a complete and balanced community.**

Key Priorities of the VMC Secondary Plan Update

Create a Central Business District (CBD), a Downtown and a complete and balanced community by:

- Managing the intensity of growth
- Reestablishing a balance of uses
- Achieving Built Form Variety, Including Mid-Rise Built Form
- Serving the Population with Public Amenities
- Creating an efficient multi-modal transportation network
- Achieving excellence in the public realm
- Realizing the Housing Variety Necessary for an Inclusive Community
- Establishing Transitions at the VMC's Boundaries





Context

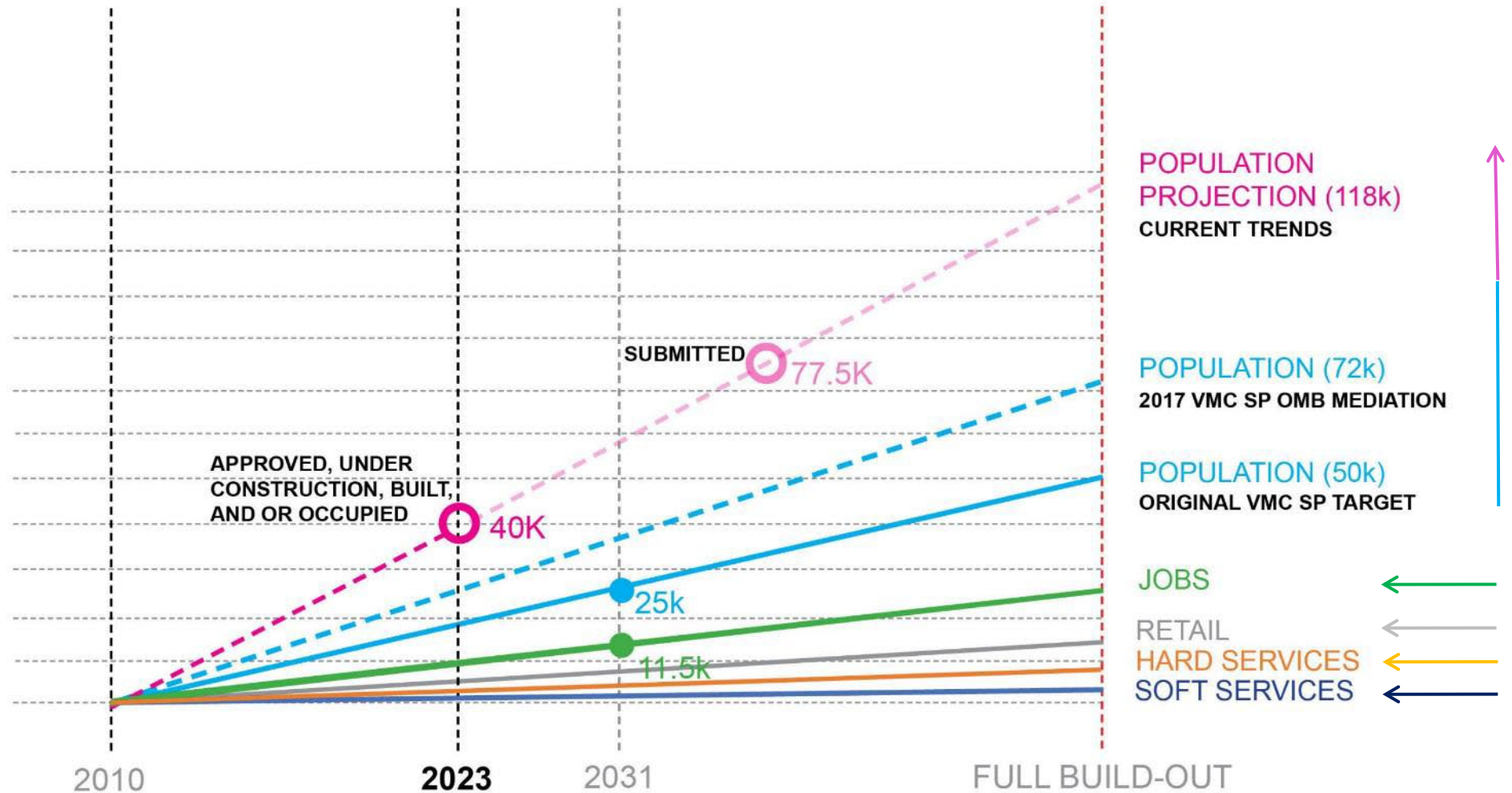


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Growth Trends in the VMC



Note: Illustrations for representational purposes only

Final Concept Maximum Density (DRAFT)

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
- S₁ School

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



DRAFT as presented in the February 28, 2024, VMC Sub-committee



Key Considerations



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1

More Development and More Housing

- **Housing crisis:** Ontario and the GTA face a housing affordability crisis.
- **Removal of height/density caps:** Could create more housing in the VMC.
- **Limited affordability impact:** New supply alone in the VMC may not have an impact on affordability.
- **Maintain housing diversity** – Need solutions for a variety of housing products.



2

Achieving the Vision for the VMC

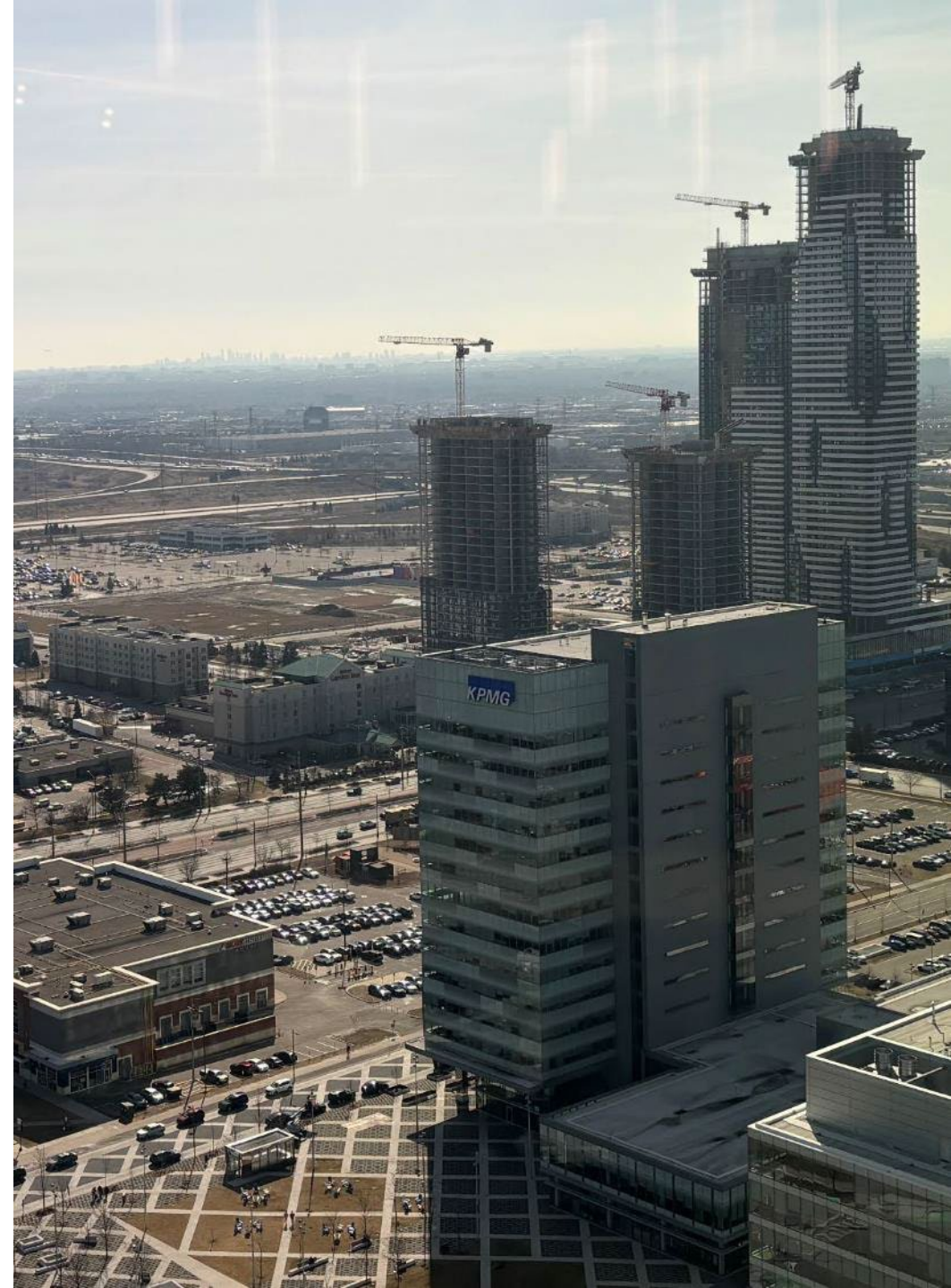
- **Complete and Balanced Community:** The heart of the city, economically, culturally and physically
- **Quality and quantity:** Continue to achieve the vision for the VMC, focusing on creating a high-quality community.
- **A Means to Achieve Other City Building Objectives:** Pairing the removal of height and density caps with requirements for the provision of affordable housing and non-residential uses to improve viability.



3

Market Absorption and the Substitution Effect

- **No net new supply:** The removal of height and density caps in the VMC may not increase overall housing supply compared to the current scenario at the Vaughan scale.
- **Extended buildout timeline:** Large buildings may absorb market demand, delaying timely community buildout.
- Need to ensure timely delivery of the units.



4

Increased Land Speculation and Land Prices

- **Land speculation risk:** The removal of height and density caps could encourage land speculation without guaranteeing development.
- Ensuring what is approved is built.
- **Increased land values:** If market dictates buildings need to be taller, need to continue to strive for diversity in built form.

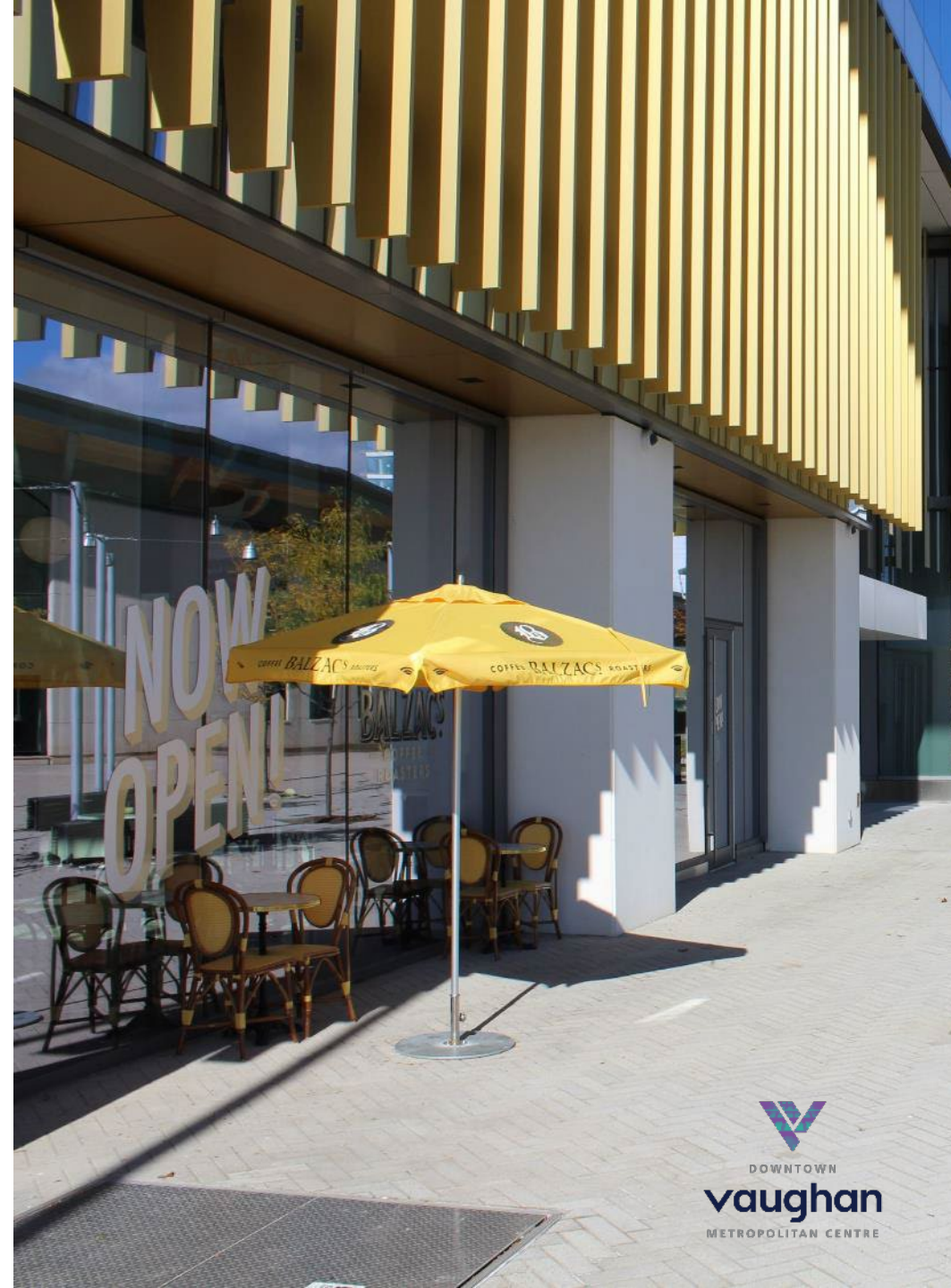


5

Balancing Residential with other Uses

Increased residential development permissions need to be balanced with:

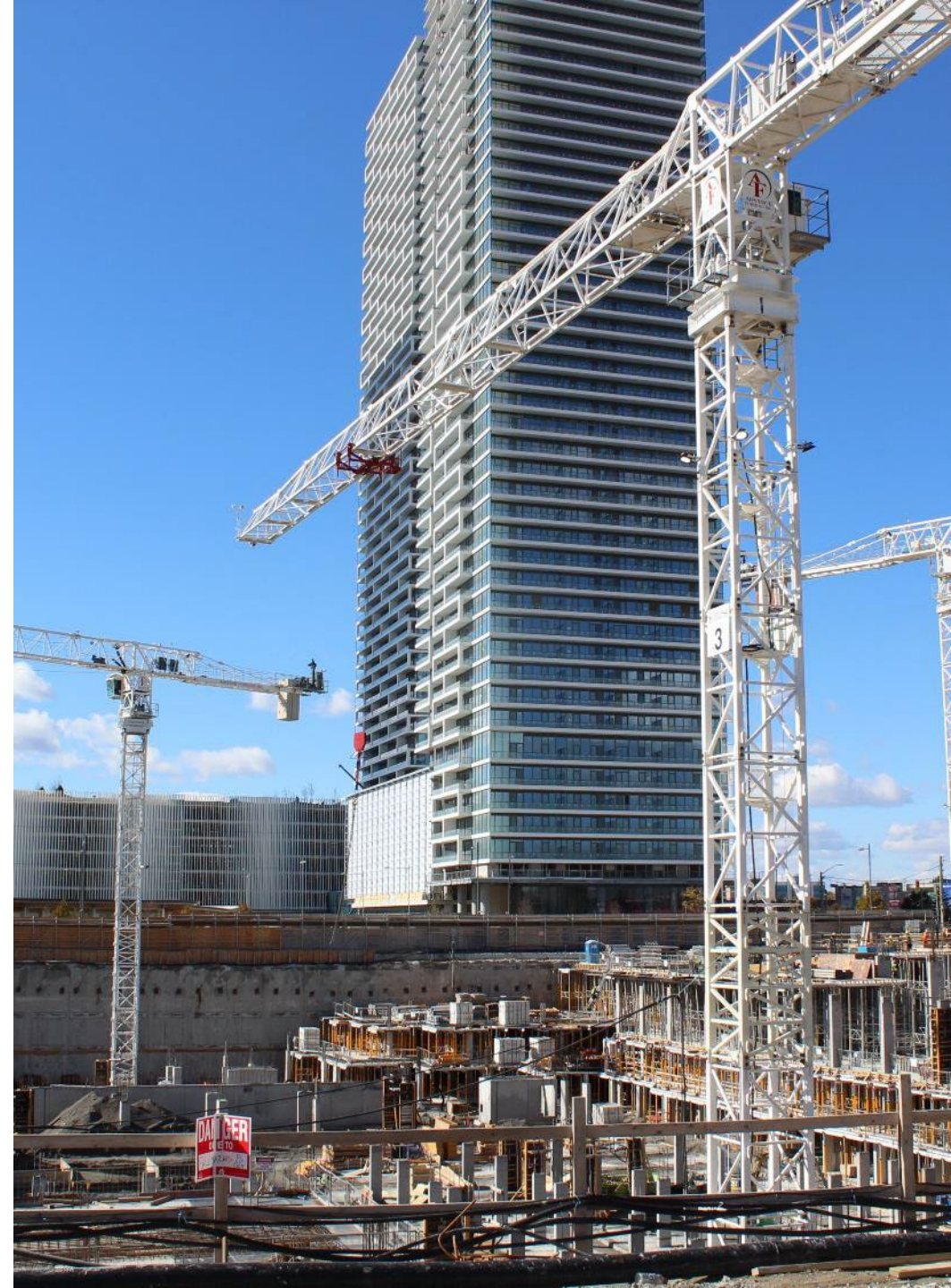
- Equal or suitable increase in jobs
- Infrastructure investment that protect against transportation challenges and encourages active transportation and commuting.
- Balanced growth in retail, services and social infrastructure provisions.



6

Uncertainty for Infrastructure Planning

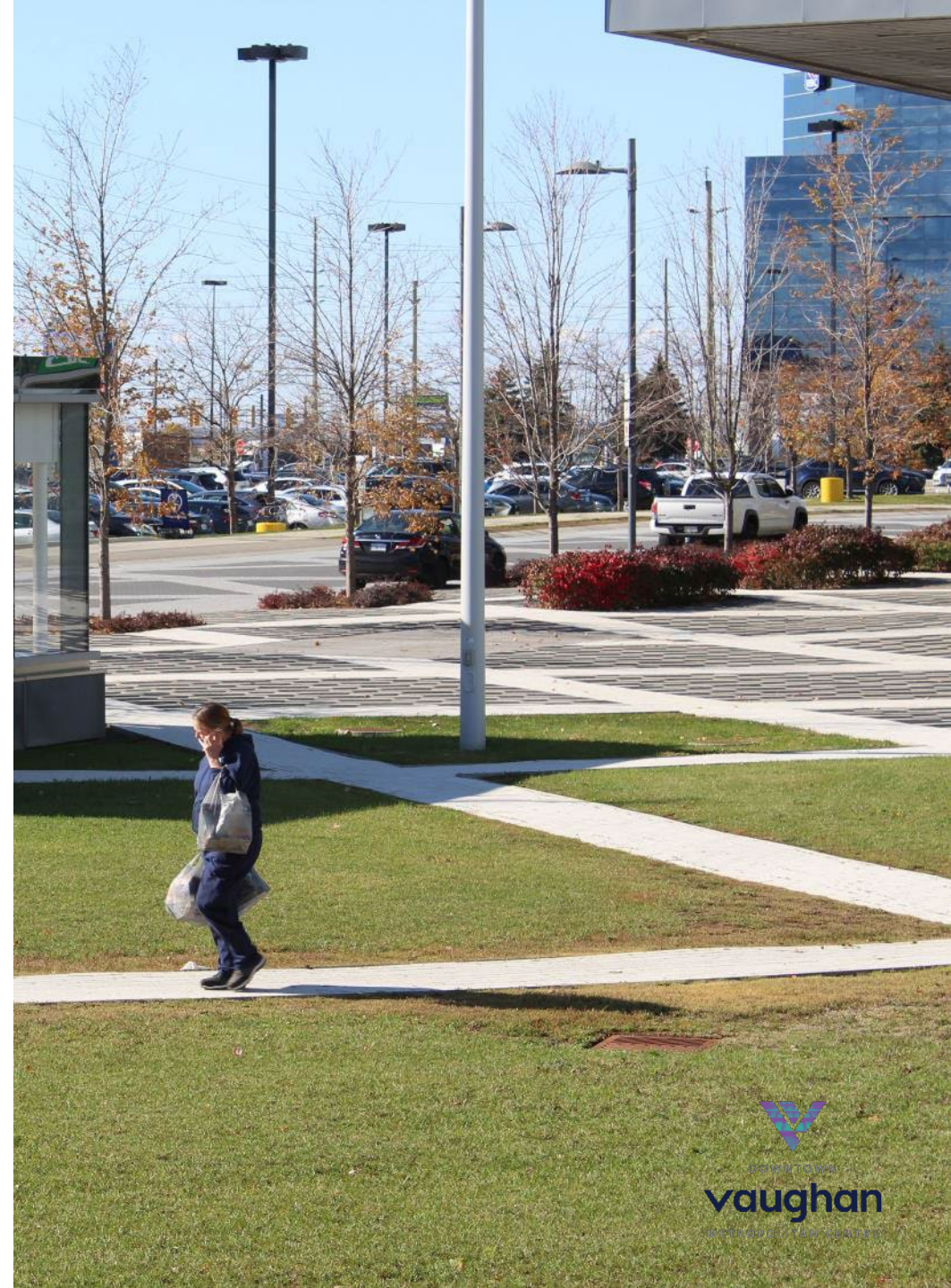
- **Unpredictable planning:** The removal of height and density caps can make infrastructure planning difficult.
- **Transportation and Servicing Thresholds:** Policies could set development limits, requiring transportation and infrastructure upgrades before further growth.



7

Growing the Parks System to Match Population Growth

- **Recent legislative changes:** City has weakened ability to provide public parkland in intensifying areas.
- **Full credit for POPS and strata parks:** Further review of opportunities to create a suitable parks system to support the projected population.
- **Opportunity for Surrounding Areas:** Access to public parks is an essential component of a complete community and need to continue to ensure usable and adequate parkland



8

Maintaining Built Form Variety

- **Maintaining Character:** Ensuring diverse built forms which contribute to distinct neighborhood character.
- **Maintaining Transitions:** Ensure transitioning of building heights across VMC
- **Protection of the public realm:** Awareness of shadows, sky views, wind and micro-climates.



Balancing density with **best city building practices**, sustainability and human-scale principles is crucial for creating **livable, resilient** cities.

Removing height and density caps in the VMC presents **opportunities** if continuing to focus on the ability to achieve a **balanced community** and recognizing equal investment in infrastructure and services.

Strong policy would be introduced to mitigate potentially **adverse circumstances** such as microclimatic conditions, balanced uses, housing mix, congestion and affordability issues.

Removing height and density caps could result in changes to the character of the downtown as originally envisioned in the VMC Secondary Plan, which would be supported by a different planning approach to deliver a successful, **complete** and **balanced** community.

Next Steps:

Staff are seeking direction from VMC Sub-committee on:

- Maintaining height and density caps within the VMC
or
- Proceeding with making the required changes to the VMC Secondary Plan to set parameters for minimum heights and densities without prescribed maximums

Once direction has been received, staff will work with the consultant team to identify next steps for the project.

Thank you!



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C 2
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Vaughan Metropolitan Centre
Sub-Committee – June 26, 2024
Item No. 1

File: P-3342

May 23, 2024

Vaughan Policy Planning &
Special Programs Department
2nd Floor, North Wing
Vaughan City Hall
Vaughan, Ontario, L6A 1T1

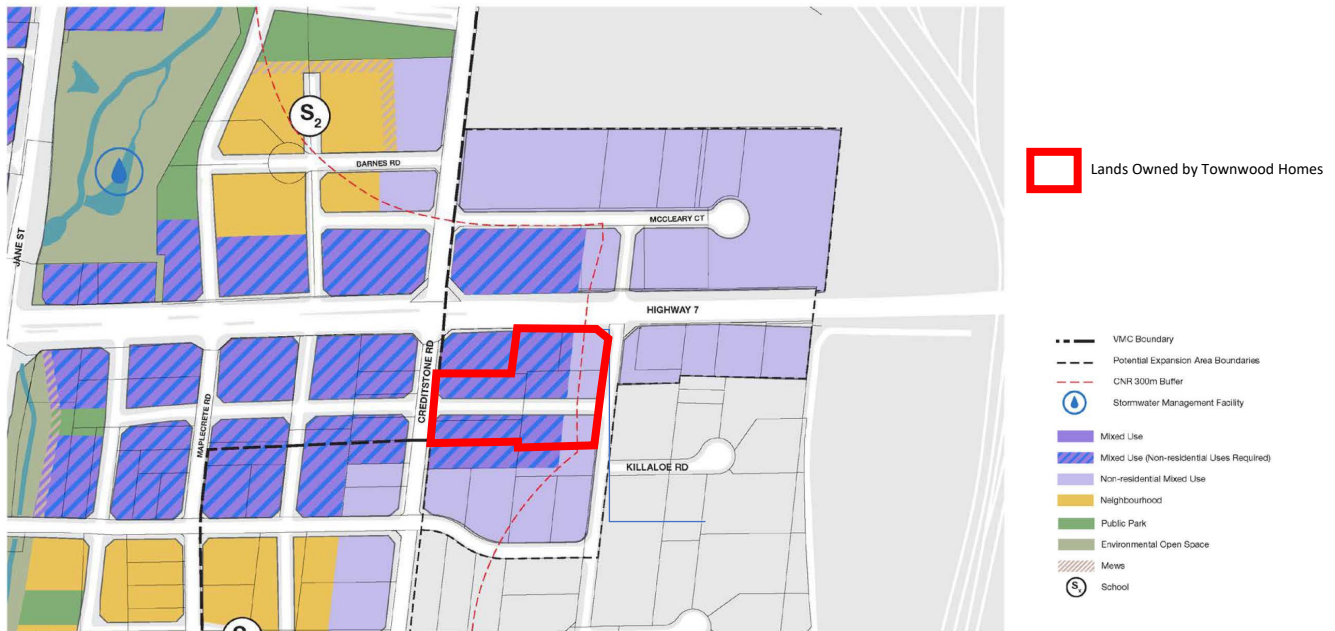
Attention: Alannah Slattery, Senior Planner

Re: **Comments on the VMC Secondary Plan Update – Expansion Area C
Presentation at the Landowner’s Meeting on May 16, 2024**

Dear Alannah,

KLM Planning Partners Inc. (“KLM”) is the land use planning firm representing Townwood Homes (“Townwood”), who are the owner of several parcels of land located south of Highway 7, between Creditstone Road and Costa Road in the proposed VMC Expansion Area C, as highlighted in the red box below.

Land Use Option Zoom In



Both Tony Guglietti (Townwood Homes) and I participated in the City's recent Expansion Area C Landowner's meeting held on-line on May 16, 2024, and provided verbal comments on the City's proposal. Having since received and reviewed the City's power-point presentation, we provide you with the following written comments on the City's proposed VMC Expansion Area C:

1. Townwood is very supportive of the City's plan to expand the VMC with a new Expansion Area C. Townwood is also supportive of the proposed land use designations on their properties consisting of "Mixed Use" and "Mixed Use (Non-residential Uses Required)" and the proposed road pattern.
2. We understand VMC staff is undertaking a review to assess if unrestricted height and density is appropriate for the VMC, which we are supportive of. Accordingly, Townwood requests that they be consulted on the proposed heights and densities to be determined for these respective designations as they materialize in order to provide feedback to the City. Similarly, Townwood would like to be consulted on the percentage of non-residential uses to be determined by the City that may be planned for these designations in order to provide feedback to the City.
3. Townwood suggests that the City consider the following regarding the CNR 300 m Buffer Line:
 - a. That the City consult with CNR and mutually agree to relocate the CNR 300 m Buffer Line to align with Costa Road as it relates to Townwood's lands. The CNR Line in this location extends in a north-south direction through the middle of the "Mixed Use (Non-residential Uses Required)" designation and they would like to see this line move slightly eastward to align with the west side of Costa Road that would allow more flexibility when designing the site and buildings on their property; and/or,
 - b. That the City and CNR consider flexible language in the VMC secondary plan policies that would allow the landowner to demonstrate and justify to the City and CNR through a site and building design exercise any slight deviations from the 300 m buffer line to allow for sensitive land uses and well-designed built form that is supported by technical reports.

Please keep KLM and Townwood informed of all meetings both statutory and non-statutory regarding the proposed VMC Expansion Area C. We are very encouraged to see the expansion of the VMC and trust that Vaughan Council will support the approval of Expansion Area C.

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

Yours truly,

KLM PLANNING PARTNERS INC.



Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

Copy: Tony Guglietti, Townwood Homes
Paul Guglietti, Townwood Homes
Alireza Khosrowshahi, Melrose Investments Inc.
Billy Tung, Partner, KLM Planning Partners Inc.

WILLPOWER LEASING INC.

May 29, 2024

By E-Mail: Clerks@vaughan.ca

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

C 3
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Vaughan Metropolitan Centre
Sub-Committee – June 26, 2024
Item No. 1

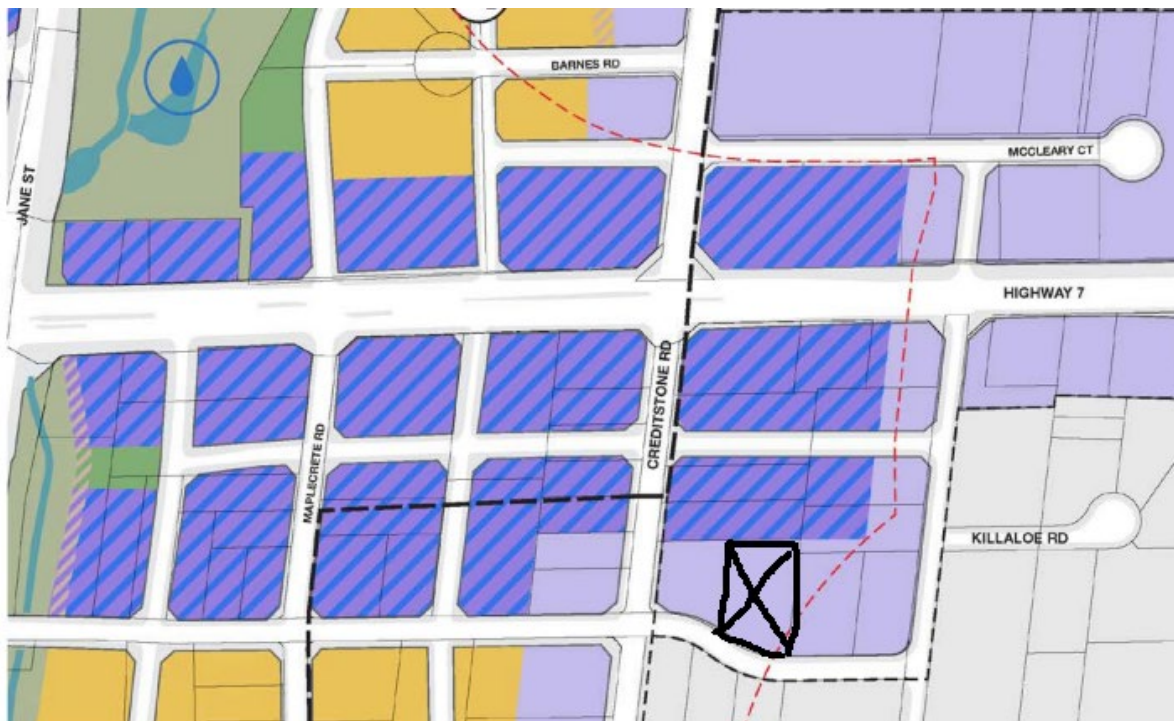
Dear Mayor and Members of the VMC Sub-Committee

Re: VMC Sub-Committee Meeting – June 26, 2024
40 Doughton Road, Vaughan – Willpower Leasing Inc.

Our property at 40 Doughton Road is owned by Willpower Leasing, which is solely owned by Glen Gambell.

We attended the VMCS Update Landowners Meeting via Microsoft Teams on May 16, 2024. During the meeting, we learned, for the first time, that our property was in Expansion Area C and is being recommended for either "Non-residential Mixed Use" zoning, or "Public Park" and "Non-residential Mixed Use."

The image below is from Page 31 of the VMCS Update presentation, where our property is designated for "Non-residential Mixed Use." We have identified the property with a black hand drawn "X."



WILLPOWER LEASING INC.

The next image is from Page 32 of the VMCS Update presentation, where our property is designated for "Public Park" **and** "Non-residential Mixed Use." We have identified the property with a black hand drawn "X."



We surmise that the property has been split between park and mixed use because of the CNR 300M buffer line that intersects the corner of our property. However, we submit that it is entirely unreasonable to dissect a landowner's property into 2 different uses. This would have an untold negative effect on the value of the property.

It is unfair and inappropriate for the City to disproportionately burden specific landowners with the obligation to service the VMC area for future parkland requirements. Furthermore, we have not been provided with any information regarding the City's acquisition strategy.

Moreover, this was only brought to our attention on May 16th, with two weeks to form comments for the Sub-committee meeting. We are not a large corporation; we are a sole owner. We only own one property. We are not in a position to hire a planning or development organization or team of lawyers to constantly monitor the City's proposals and respond to them.

We respectfully request more time to understand the suggestions laid out in the VMCS Update and to respond to them in a more fulsome manner.

WILLPOWER LEASING INC.

Thank you for the opportunity to submit our comments and we look forward to hearing from you. If you have any questions please contact the undersigned, or Shelley Davie: shelley@vaughanautoelectric.com or 416-899-5811.

With best regards,



Glen Gambell, Owner
Willpower Leasing Inc.
416-884-2808
glen@vaughanautoelectric.com

June 24, 2024

MGP File: 21-3054

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

via email: clerks@vaughan.ca

Dear Members of VMC Sub-Committee:

**RE: VMC Secondary Plan Update, June 26, 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 to provide comments on the VMC Secondary Plan.

We have reviewed the staff presentation scheduled for the June 26, 2024 VMC Sub-Committee and are writing to express our support for Committee to provide staff with the direction to proceed with revising the VMC Secondary Plan to include provisions for unlimited heights and densities with respect to developments within the VMC Secondary Plan Area. Additionally, we request clarity on the criteria / suggested strong policies that would be used to “mitigate potentially adverse circumstances such as microclimatic conditions, balanced uses, housing mix, congestion and affordability issues.” and reserve the right to provide further comments when more information is available.

We appreciate the opportunity to provide comments and welcome any additional opportunities to meet with staff to discuss the vision for the Intergreen lands. 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,



Lauren Capilongo, MCIP, RPP

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



Naomi Mares
Direct: 647.426.2842
E-mail: NMares@airdberlis.com

C 5
Communication
Vaughan Metropolitan Centre
Sub-Committee – June 26, 2024
Item No. 1

June 25, 2024

Matter No. 317297

Via E-Mail – Clerks@vaughan.ca

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

Dear Mayor and Members of VMC Sub-Committee:

Re: VMC Sub-Committee Meeting – Comments on behalf of RI Vaughan Ltd.

We act on behalf of RI Vaughan Ltd. with respect to the property municipally known as 11 Interchange Way (the “Site”). The Site is currently developed with a Residence Inn By Marriott and is located in the Vaughan Metropolitan Centre Secondary Plan (the “VMC Secondary Plan”) area.

The Site is near the intersection of two major 400-series highways – Highway 400 and Highway 407. The VMC TTC subway station is located less than 400 metres to the north-east of the Site, which is the north terminus of the western section of the TTC Line 1 Yonge-University-Spadina Subway Line. The VIVA Orange Bus Rapid Transit (BRT) line which provides rapid transit access into the City of Toronto and east-west access across the Region of York is also located in proximity to the Site. Overall, the Site is within a 5 to 10-minute walk to the VMC TTC Station, the Regional Bus Terminal north of Highway 7, and the Commerce Street VIVA BRT Station. Besides the higher-order transit networks, the Site is also well-served by local transit networks, including the YRT Route 10: Woodbridge, YRT Route 20: Jane Street, YRT Route 26: Maple Local, YRT Route 77/77A: Highway 7 & Highway 7 Express, VIVA Orange, and Brampton Zum 501: Queen.

We understand that the City is undertaking a review of the Secondary Plan. To date, we have reviewed the various staff presentations on this matter and monitored the VMC Sub-Committee on April 24, 2024. Based on the information provided, we understand that the Site is proposed to be designated *Mixed Use (Non-residential Uses Required)* with a maximum density of up to 7.5 FSI, a maximum height of up to 40 storeys, a minimum of 13% of non-residential gross floor area, and retail frontage generally to the south. We understand the Sub-Committee will be exploring whether to allow unlimited heights and densities during the meeting on June 26th, 2024.

Until the complete draft of the VMC Secondary Plan is available for review, we are writing to provide some initial comments:

- Removing the “cap” on maximum height and density would be consistent with the recent Provincial direction for intensification in proximity to such transit access. While the 7.5 FSI and the maximum 40 storeys represent an improvement over the in-force Secondary Plan, it is our client’s position that such a “cap” would be run contrary to the Province’s stated direction;

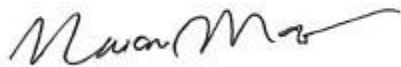
- Requiring a mandatory 13% of non-residential gross floor area is overly prescriptive for a Secondary Plan policy. That quantum of non-residential gross floor area may not be in keeping with market demand. We note that Vaughan is currently well-served with retail and commercial uses and the majority of mixed-use buildings developed in Vaughan contain small-scale retail and service-commercial uses that are more local serving; and
- The in-force VMC Secondary Plan requires “a minimum of 35% of new housing units shall be affordable”. If this policy is intended to remain in the VMC Secondary Plan, our client requests clarification in the policy as how that minimum will be applied - on a site-by-site basis or an area-wide basis, and if this is intended to be required in addition to any future inclusionary zoning requirements.

Further comments may be provided on behalf of our client once the draft policies are available to the public for review.

Please contact the undersigned should the Sub-Committee or City Staff have any questions regarding this submission.

Yours truly,

AIRD & BERLIS LLP



Naomi Mares

NM/ke
CM:60870268.1

June 25, 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
via email: Clerks@vaughan.ca

C 6 Communication Vaughan Metropolitan Centre Sub-Committee – June 26, 2024 Item No. 1

Dear Members of the VMC Sub-Committee:

RE: VMC Sub-Committee – June 26, 2024
Item C1: Presentation “VMC Secondary Plan Update: Height and Densities”

Malone Given Parsons Ltd. is the land use planner for the Portage Conversion Landowners Group (“**Portage Landowners**”), who own approximately 7.0 ha of land on the north side of Portage Parkway between Millway Avenue and Applewood Crescent (“**Portage Lands**”) in Expansion Area B. The Portage Landowners have been actively participating in the Vaughan Metropolitan Centre Secondary Plan (“**VMCSP**”) Update by attending Subcommittee meetings, landowner meetings, and meetings with the VMCSPP project team.

We offer the following comments on the staff presentation *VMC Secondary Plan Update: Heights and Densities* distributed June 21, 2024. In an effort to keep this letter brief and to the topic before the Sub-Committee, previous comments provided on behalf of the Portage Landowners to the VMCSPP Update Project Team remain current.

Request VMC Sub-Committee to direct staff to remove the height and density maximums.

The Portage Landowners support the second option presented by staff to “*Proceed with making the required changes to the VMC Secondary Plan to set parameters for minimum heights and densities without prescribed maximums.*” We request this same approach be applied to Expansion Area B (which includes the Portage Lands).

Removing arbitrary height and density restrictions will not only speed up the development approvals process (such as removing OPAs to amend such parameters), but it also supports the expeditious production of more housing, particularly affordable housing within a PMTSA, and incentivize the inclusion of non-residential land uses to support the residential population and create a more balanced downtown. Removal of height and density caps will allow the market to dictate appropriate intensity and is more consistent with recent provincial policy direction for PMTSAs, including Bill 185 which restricts parking requirements in PMTSAs.

We agree with the staff that removing height and density caps provides a better opportunity to achieve a more balanced community. Height and density caps are an arbitrary way to control adverse impacts when there is no clear rationale for dictation of the skyline view (i.e. preserve view of the CN Tower etc.). With the right policy direction, adverse impacts such as those related to the balance of non-residential uses, housing mix and affordability, microclimate, and transition to adjacent employment lands can be more appropriately

addressed on a site by site basis with the goal of mitigating the specific impact versus arbitrarily limiting the height or density with hopes of mitigating those impacts. Additional information related to such policies is requested to further understand the implications.

We continue to recognize the role Expansion Area B plays in providing appropriate transition to existing employment uses to the north. Building heights and densities along the north side of Portage should provide a gradual transition to the existing employment lands, which we continue to recommend be redesignated to Prestige Employment. Again, appropriate policy direction can be provided that would require such a transition be provided with the goal of protecting and mitigating impacts on the adjacent employment lands.

Continue to request the VMC Subcommittee and Project Team consider an alternative approach for the proposed parkland in the Expansion Area B lands.


Although we understand the presentation at the VMC Subcommittee meeting on June 26th is not focused on discussing proposed land uses, we want to reiterate that the Portage Landowners continue to disagree with the arrangement of parkland proposed by the Project Team for Expansion Area B. The preferred Land Use Plan presented by Staff includes a large park designation at the northeast corner of Edgeley and Portage. In contrast, the Portage Landowners Conceptual Master Plan (as attached) proposes an arrangement of parkland across each block that will provide a better distribution, access and amount of parkland. Schollen and Company has completed preliminary facility fits to illustrate that the parkland proposed by the Portage Landowners is sufficiently sized to accommodate the facility needs as identified in the VMC Parks Master Plan Update.

The arrangement of parkland proposed by the Portage Landowners will provide open space directly adjacent to future visitors, employees and residents in the Expansion Area B, breaking up and providing relief from 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), whereas the Final Concept Plan presented by staff illustrates a single park of 1.0 ha.

In conclusion, we request Committee direct Staff to make the required changes to the VMC Secondary Plan policy framework to accommodate unlimited heights and densities and we remain concerned with the parkland distribution proposed Final Concept Plan.

As always, we thank the project team for their efforts to address our concerns and comments regarding the VMC Secondary Plan Update and appreciate the opportunity to collaborate proactively to achieve the share goal of a great and vibrant downtown for Vaughan.

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: Portage Landowners Master Landscape Concept Plan

