VMC SUB-COMMITTEE – FEBRUARY 19, 2025

COMMUNICATIONS

Distributed February 14, 2025		**Item No.**
C1.	Presentation material titled "*VMC Transportation Master Plan*"	1
C2.	Presentation material titled "*VMC Secondary Plan Phase IV Update*"	2
Received at the meeting		
C3.	Allyssa Hrynyk, Associate, Malone Given Parsons, Renfrew Drive, Markham, dated February 18, 2025, on behalf of the Portage Conversion Landowners Group	2

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Please note there may be further Communications.

C 1
Communication
Vaughan Metropolitan Centre
Sub-Committee – February 19, 2025
Item No. 1

DOWNTOWN
vaughan
METROPOLITAN CENTRE

VMC Transportation Master Plan

Presentation to VMC Sub-committee

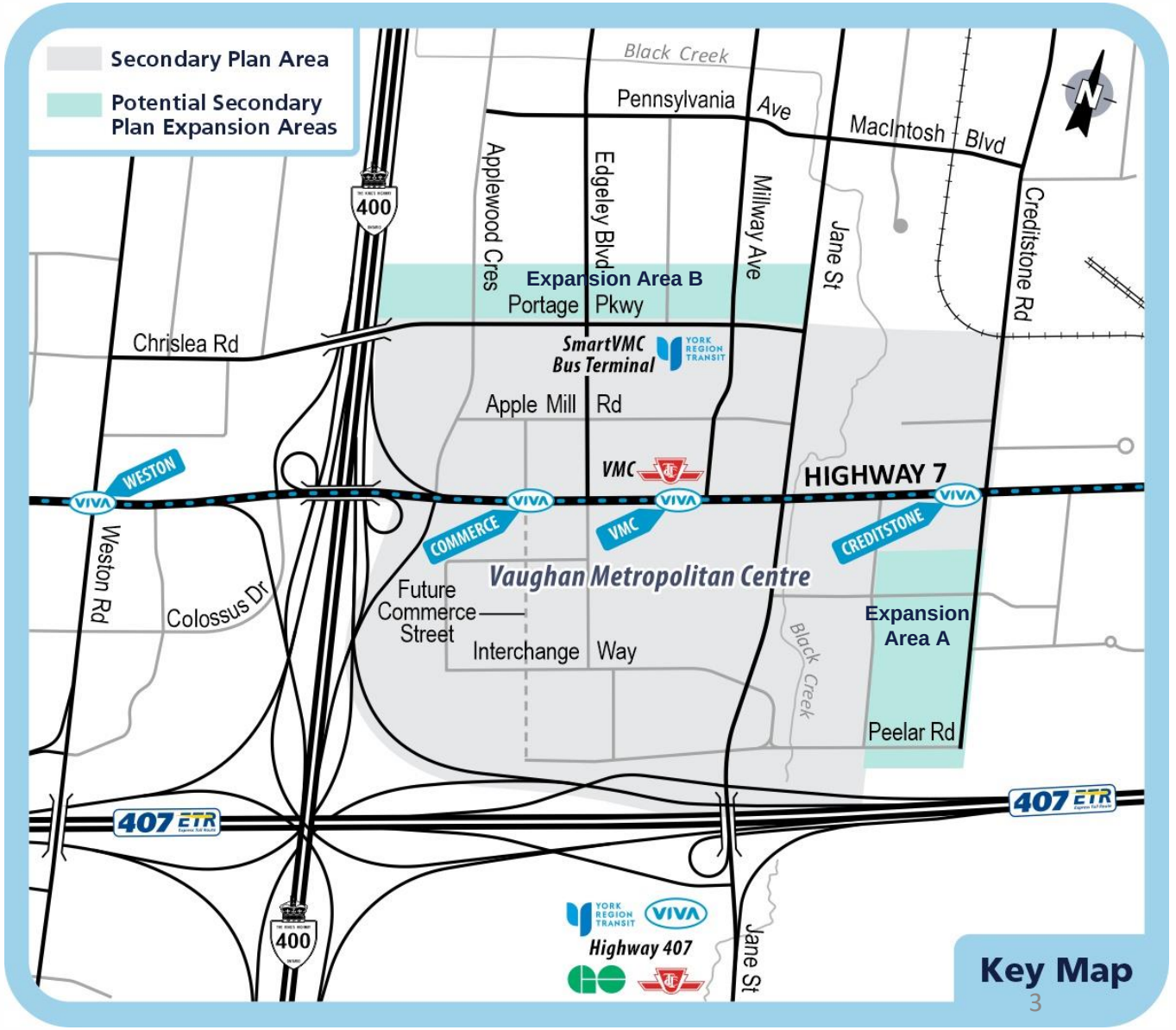
February 19, 2025

Agenda

1. Why Develop a VMC Transportation Master Plan?
2. What feedback we received from Public Consultation
3. Assessment of transportation solutions
4. Recommended Networks and Cross-Sections
5. Recommended Supporting Transportation Policies
6. Next Steps

Why Develop a TMP for the VMC Study Area?

- Current VMC Transportation Master Plan (TMP) is over 10 years old.
- Transportation context has evolved; such as the opening of the VMC TTC subway station, which has contributed to significant residential development activity that surpassed the original 2031 forecasts.
- The new TMP will confirm transportation needs, supportive policies and a phasing strategy to 2051.
- The TMP is being carried out concurrently with the update of the Vaughan Metropolitan Centre Secondary Plan.



Public Consultation Feedback

What We Heard

Stakeholder Groups and Public Consultation

Stakeholder Groups

Technical Agency Committee

- Federal, Provincial, and Regional Agencies
- City of Vaughan Internal Stakeholders
- Ministry of Transportation
- Metrolinx
- 407 ETR
- York Region
- York Region Transit
- York Region Rapid Transit Corporation
- TRCA
- Utilities

Landowner Group

Property Owners and Developers within the Secondary Plan Area

VAUGHAN

VMC Sub-Committee

Vaughan Metropolitan Centre Transportation Master Plan Project Team

Vaughan Metropolitan Centre Secondary Plan Project Team

Indigenous Communities & Public

What We Have Heard – **Active Transportation**

Category	Suggestions
Mixed-Use Trails	• **Promote wide trails** for both pedestrians and cyclists in areas with lower pedestrian traffic.
Bike Lanes and Cycle Tracks	• **Replace bike lanes with cycle tracks** along arterial and collector roads. • Install better-protected bike lanes or cycle tracks with physical barriers to prevent cars from encroaching. • Add flexible posts or cordons to existing cycle lanes. • Develop a citywide network of bike lanes to encourage use as the population grows. • Prohibit stopping on Highway 7 for subway drop-offs to maintain bike lane accessibility.
Sidewalks/ Access	• **Widen sidewalks** beyond current neighbourhood standards. • Install a central sidewalk on Highway 7 for better pedestrian access, reducing waits at Applewood traffic lights. • Enhance pedestrian access to transit stops with shelters and wayfinding.
Underground Connection	• **Create an underground link** from the YMCA Community Centre to TTC subway and YRT bus terminal.
Safety on Hwy 7/ Jane	• **Improve cyclist and pedestrian safety** at the Hwy 7/ Jane junction, especially during low visibility periods in the evening.
Parking	• **Address cars parking over bike lanes with physical barriers** • Ensure proper **winter maintenance**.

PIC #1 - What We Have Heard – **Transit**

Category	Suggestions
Shuttle Service	• Introduce a shuttle service for convenient mobility between local developments and transportation hubs.
Transfer Stops	• Establish a transfer stop connecting the Viva BRT on Highway 7 to the Barrie GO Train line, enhancing access to the VMC for GO line commuters.
Bus Stops	• Relocate YRT bus stops from Highway 7 to the middle bus lane, since traffic congestion is caused when YRT bus stops in live traffic lanes. • Improve transit connectivity with new stops on Edgeley Boulevard and Interchange Way for development sites.
Drop-off Zones	• Implement a drop-off zone at the Vaughan Metropolitan subway station, similar to existing zones at Finch and Sheppard West subway stations. • Address challenges from Walmart's inconvenient relocation and limited transit access. • Consider potential retail developments like a grocery store, superstore, and Shoppers Drug Mart in the area.
Coordination	• Improve coordination within the VMC and with neighboring municipalities (including Toronto).

PIC #1 - What We Have Heard – **Roads**

Category	Suggestions
Traffic / Road Enhancements	• Widen Edgeley Boulevard, adding a centre left-turn lane from Highway 7 to Portage Parkway to alleviate congestion. • Explore traffic solutions such as extending Portage Parkway and widening Apple Mill Road.

Assessing Transportation Solutions

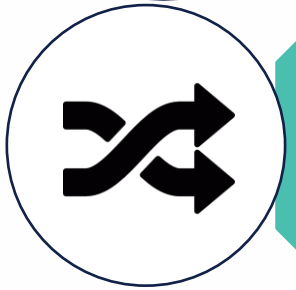
Problem & Opportunity Statement

The vision of the VMC TMP is to accommodate transportation needs, supportive policies and a phasing strategy to 2051 with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of parking management with TDM (for example, walking, cycling, transit, ride share). The TMP will enhance the ***sustainable*** *and* ***multi-modal*** *transportation system for the City with a network that supports* ***all users and all modes of transportation****. The City's transportation system will be* ***accessible*** *and promote* ***connectivity,*** *leveraging existing rapid transit infrastructure and service within and to and from the broader area.*

The vision for VMC's transportation future integrates FOUR key principles:

Promoting **Sustainability**

Enhancing **Accessibility**



Improving **Connectivity** for All Modes of Transportation

Supporting Mobility for **All Modes of Transportation**

Regional Network Scenarios and Results

- Regional network modeling examined the capacity of regional roadways and arterials to accommodate a range of development levels
- ALL Scenarios assumed a 2041 horizon year for background traffic and a combined population and employment of 26,000 in the adjacent Weston 7 Secondary Plan Area, in line with W7 TMP recommendations

Local Network Solution Scenario	Combined VMC Population and Employment	Transportation Assumptions	Result
Scenario A	42,000	Existing Regional Network	
Scenario B	42,000	Future Base Network	
Scenario C	105,000	Existing Regional Network	
Scenario D (Threshold)	105,000	Future Base Network	
Scenario E	156,000	Future Base Network	
Scenario F	156,000	Second Stage Network	

Recommended Future Base Network Improvements

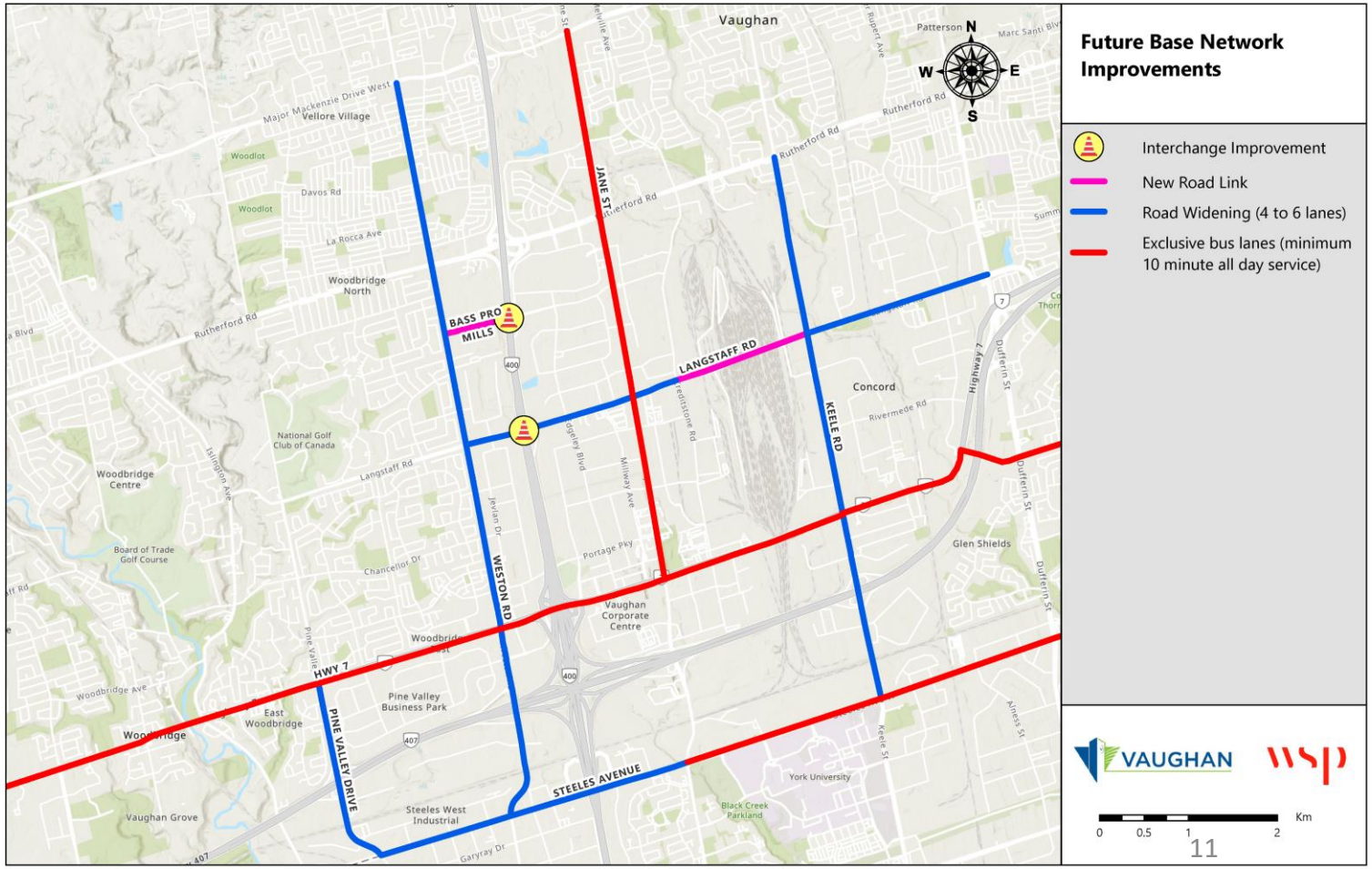
Broad network improvements are REQUIRED to accommodate background traffic growth and must be in place by 2041 to accommodate any degree of further development at VMC

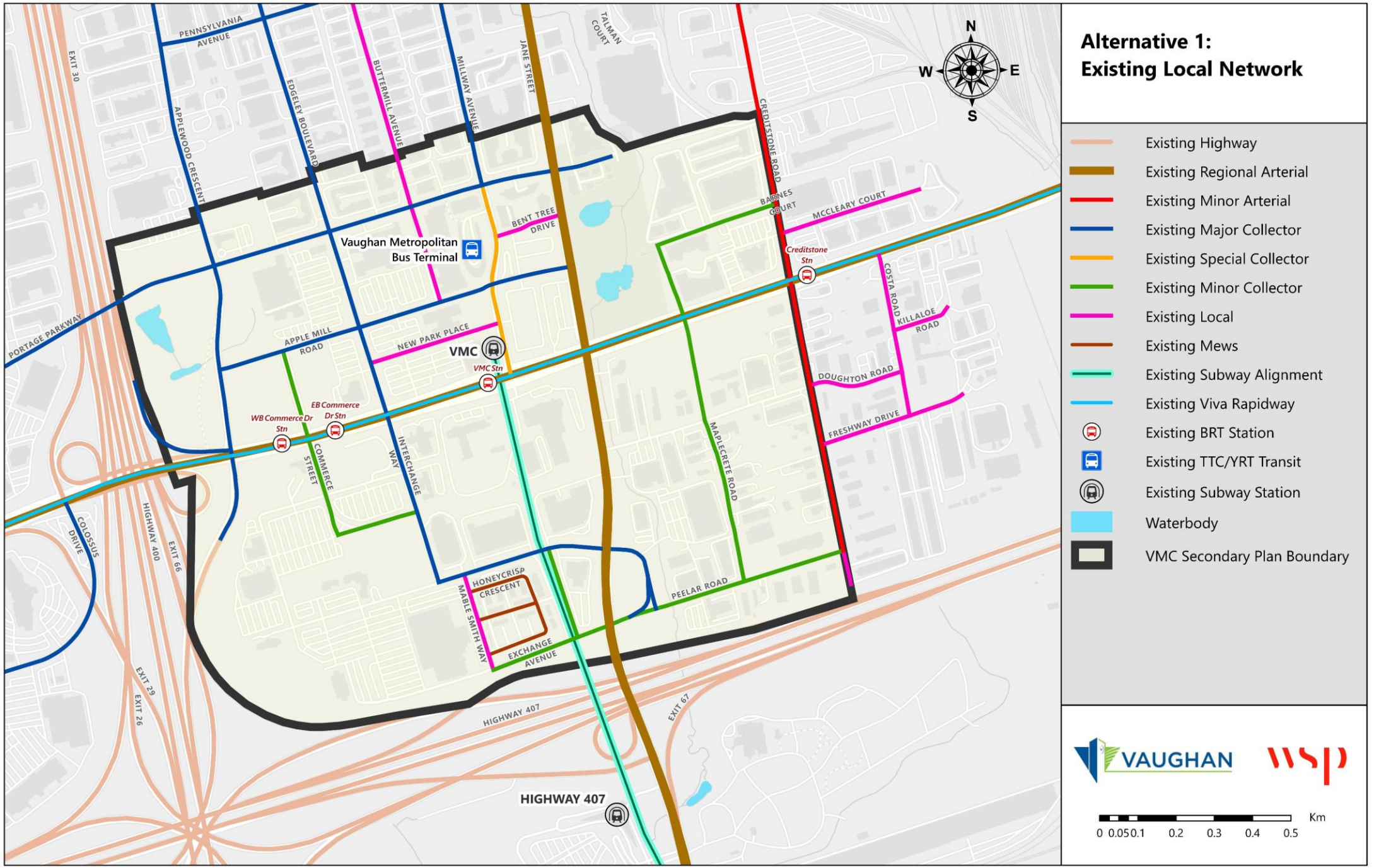
A 105,000 population and jobs maximum threshold is identified through regional network modeling

A 156,000 population and jobs were evaluated and cannot be accommodated based on the tested improvements

Future Base Network Improvements Include:

- Bass Pro Mills extension: Highway 400 to Weston Road
- Langstaff Road widening: Weston Road to Creditstone Road (4 to 6 lanes)
- Langstaff Road connection over CN Yard
- Langstaff Road full interchange at Highway 400
- Steeles Avenue widening: west of Jane Street (4 to 6 lanes)
- Pine Valley Drive widening: Highway 7 to Steeles Avenue (4 to 6 lanes)
- Weston Road widening: north of Steeles Avenue (4 to 6 lanes)
- Keele Street widening: north of Steeles Avenue (4 to 6 lanes)
- Highway 7 rapid transit corridor (Viva, 10-minute headway)
- Steeles Avenue Transit Corridor: 4 mixed traffic lanes + transitway east of Jane Street
- Jane Street Transit Corridor: 4 mixed traffic lanes + transitway, Highway 7 to Major Mackenzie Drive (10-minute headways)




Alternative 1:
Existing Local Network
N
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Existing Highway
Existing Regional Arterial
Existing Minor Arterial
Existing Major Collector
Existing Special Collector
Existing Minor Collector
Existing Local
Existing Mews
Existing Subway Alignment
Existing Viva Rapidway
Existing BRT Station
Existing TTC/YRT Transit
Existing Subway Station
Waterbody
VMC Secondary Plan Boundary
VAUGHAN
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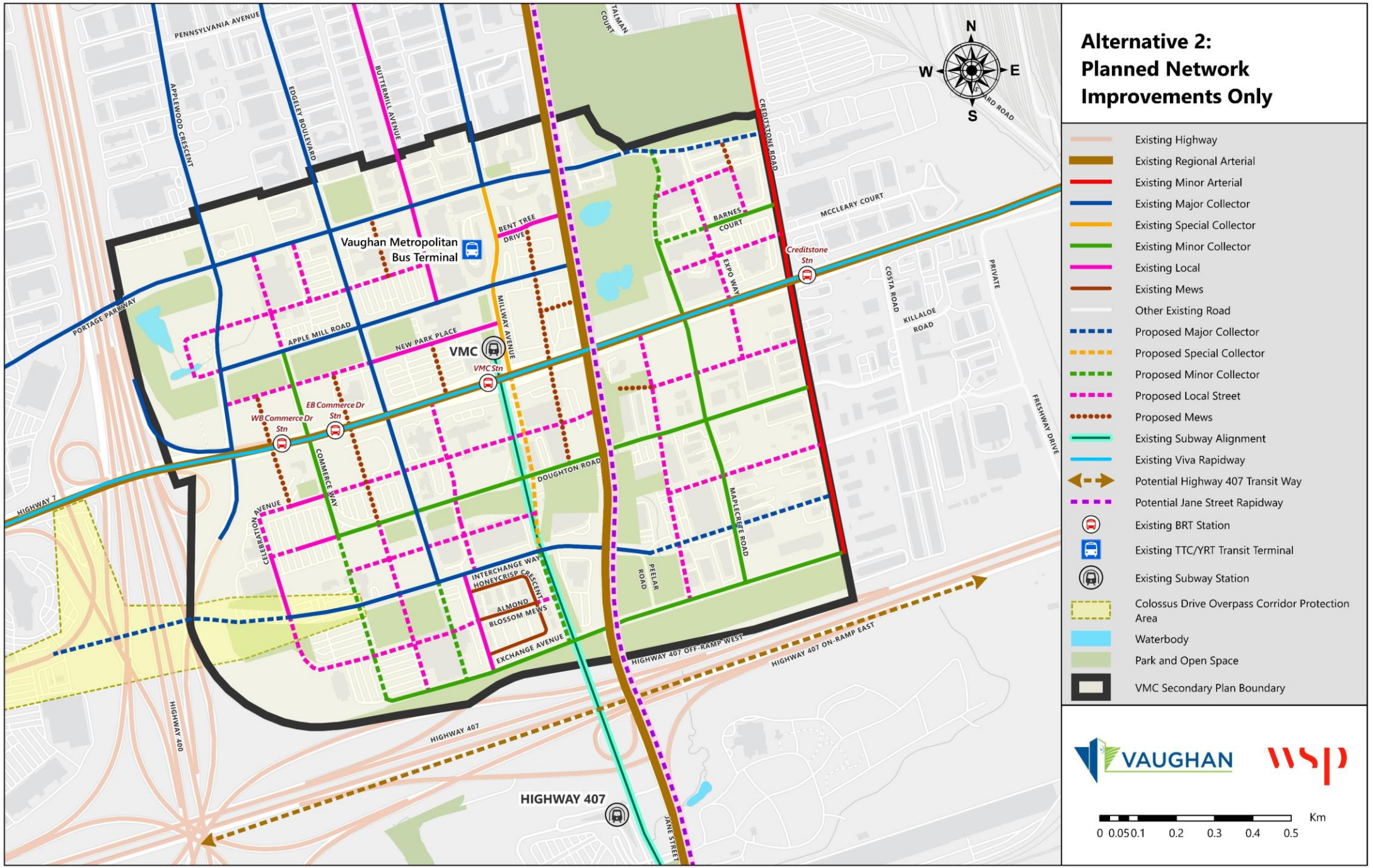
PENNSYLVANIA AVENUE
EXIT 30
APPLEWOOD CRESCENT
EDGELEY BOULEVARD
BUTTERMILL AVENUE
MILLWAY AVENUE
JANE STREET
TALMAN COURT
CREDITSTONE ROAD
BARNES COURT
MCCLEARY COURT
BENT TREE DRIVE
Vaughan Metropolitan Bus Terminal
Creditstone Stn
COSTA ROAD
KILLALOE ROAD
PORTAGE PARKWAY
APPLE MILL ROAD
NEW PARK PLACE
VMC
VMC Stn
DOUGHTON ROAD
FRESHWAY DRIVE
WB Commerce Dr Stn
EB Commerce Dr Stn
COMMERCE STREET
INTERCHANGE WAY
MAPLECRETE ROAD
COLOSSUS DRIVE
HIGHWAY 400
EXIT 66
HONEYCRISP CRESCENT
MABLE SMITH WAY
PEELAR ROAD
EXCHANGE AVENUE
EXIT 29
EXIT 26
HIGHWAY 407
EXIT 67
HIGHWAY 407


Alternative 2:
Planned Network
Improvements Only
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Existing Highway
Existing Regional Arterial
Existing Minor Arterial
Existing Major Collector
Existing Special Collector
Existing Minor Collector
Existing Local
Existing Mews
Other Existing Road
Proposed Major Collector
Proposed Special Collector
Proposed Minor Collector
Proposed Local Street
Proposed Mews
Existing Subway Alignment
Existing Viva Rapidway
Potential Highway 407 Transit Way
Potential Jane Street Rapidway
Existing BRT Station
Existing TTC/YRT Transit Terminal
Existing Subway Station
Colossus Drive Overpass Corridor Protection Area
Waterbody
Park and Open Space
VMC Secondary Plan Boundary
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Vaughan Metropolitan Bus Terminal
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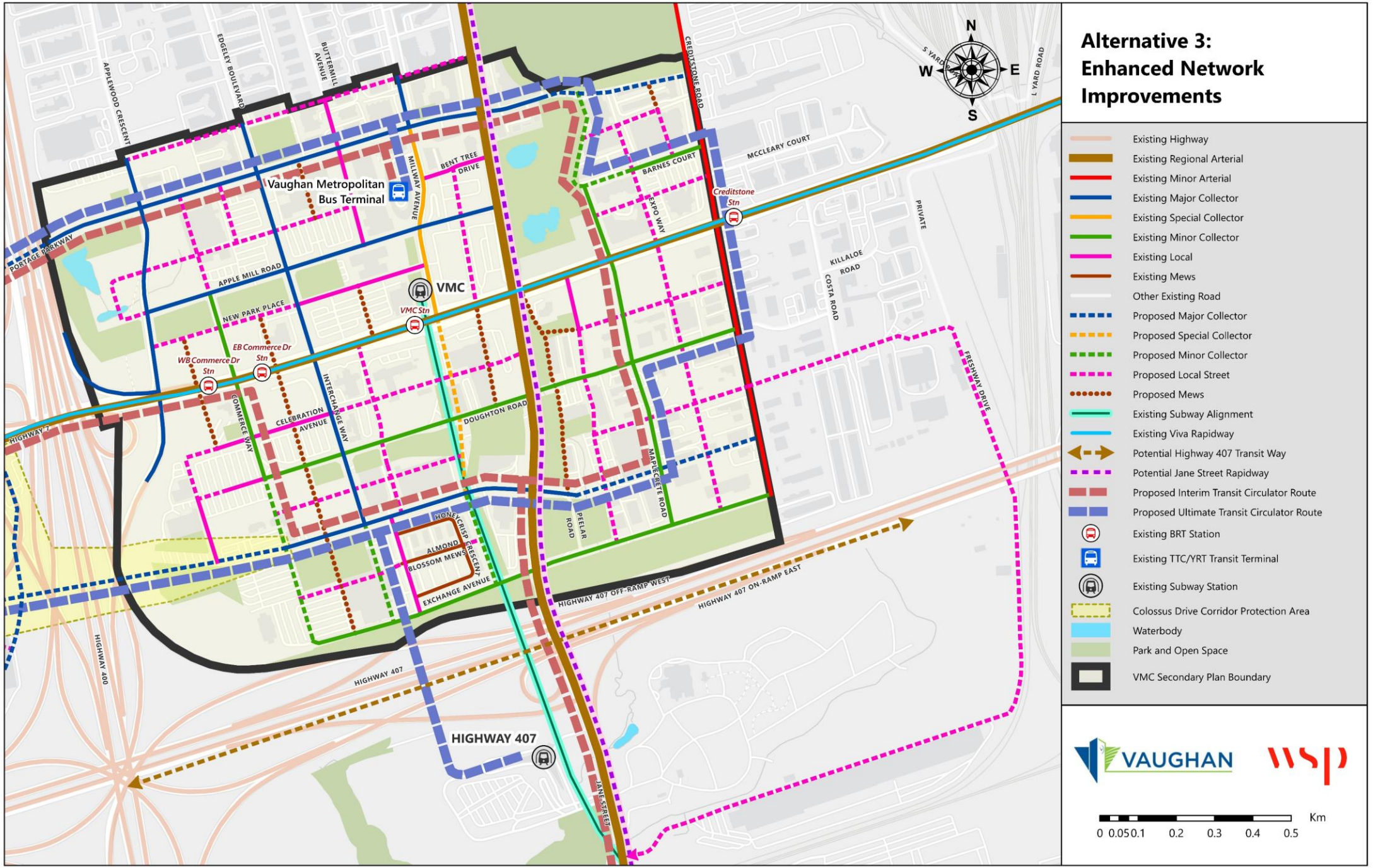
VMC Stn
Creditstone Stn
EB Commerce Dr Stn
WB Commerce Dr Stn
HIGHWAY 407
PENNSYLVANIA AVENUE
APPLEWOOD CRESCENT
EDGELEY BOULEVARD
BUTTERMILL AVENUE
TALMAN COURT
CREDITSTONE ROAD
BENT TREE DRIVE
BARNES COURT
MCCLEARY COURT
EXPO WAY
COSTA ROAD
KILLALOE ROAD
PRIVATE
FRESHWAY DRIVE
PORTAGE PARKWAY
APPLE MILL ROAD
NEW PARK PLACE
MILLWAY AVENUE
COMMERCE WAY
DOUGHTON ROAD
CELEBRATION AVENUE
HIGHWAY 7
INTERCHANGE WAY
HONEYCRISP CRESCENT
ALMOND BLOSSOM MEWS
EXCHANGE AVENUE
PEELAR ROAD
MAPLECREST ROAD
HIGHWAY 407 OFF-RAMP WEST
HIGHWAY 407 ON-RAMP EAST
HIGHWAY 400
JANE STREET


Alternative 3:
Enhanced Network
Improvements
Existing Highway
Existing Regional Arterial
Existing Minor Arterial
Existing Major Collector
Existing Special Collector
Existing Minor Collector
Existing Local
Existing Mews
Other Existing Road
Proposed Major Collector
Proposed Special Collector
Proposed Minor Collector
Proposed Local Street
Proposed Mews
Existing Subway Alignment
Existing Viva Rapidway
Potential Highway 407 Transit Way
Potential Jane Street Rapidway
Proposed Interim Transit Circulator Route
Proposed Ultimate Transit Circulator Route
Existing BRT Station
Existing TTC/YRT Transit Terminal
Existing Subway Station
Colossus Drive Corridor Protection Area
Waterbody
Park and Open Space
VMC Secondary Plan Boundary
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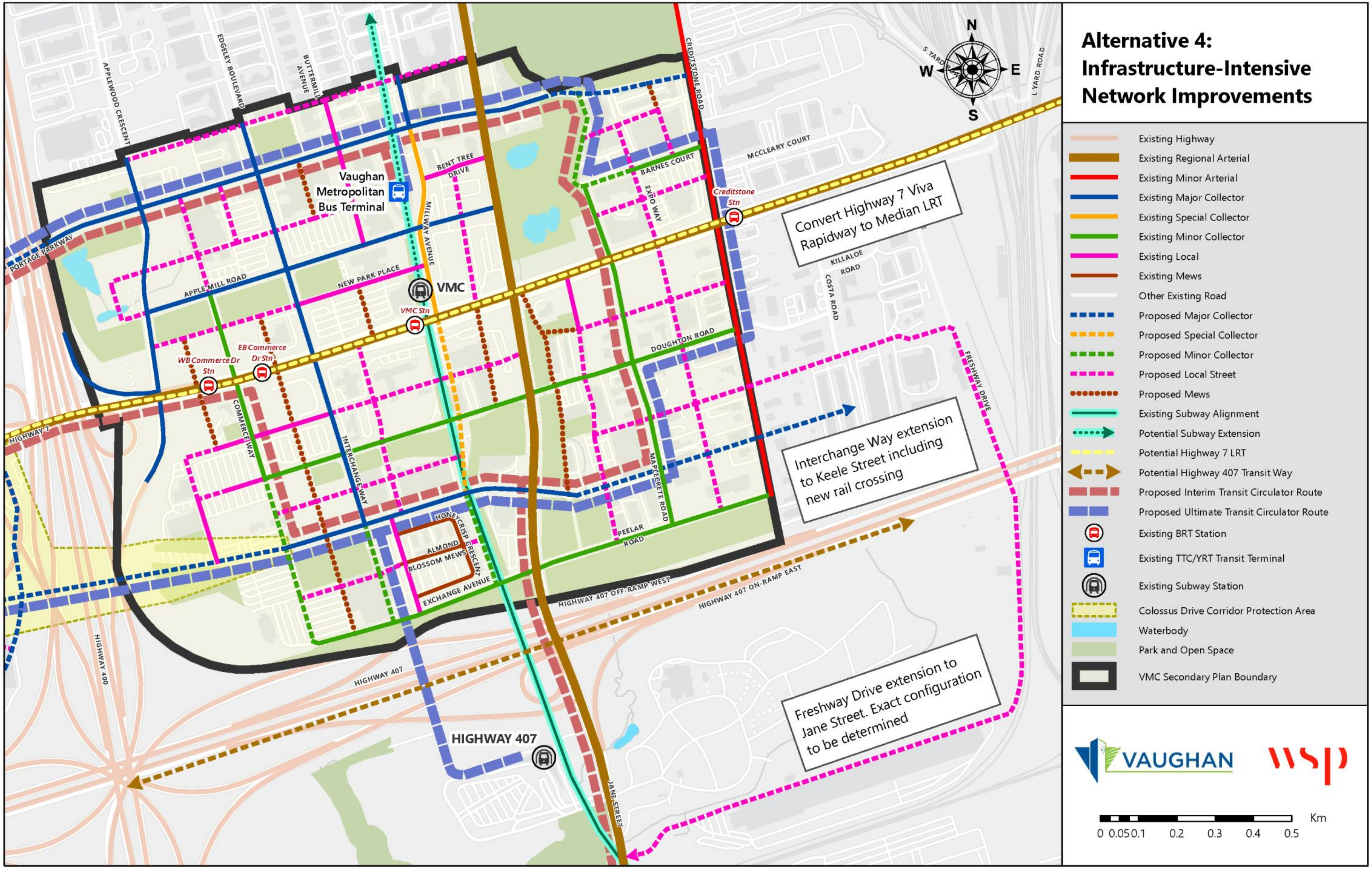
Creditstone Stn
EB Commerce Dr Stn
WB Commerce Dr Stn
HIGHWAY 407
HIGHWAY 400
HIGHWAY 7
PORTAGE PARKWAY
APPLEWOOD CRESCENT
EDGELEY BOULEVARD
BUTTERMILL AVENUE
MILLWAY AVENUE
BENT TREE DRIVE
APPLE MILL ROAD
NEW PARK PLACE
COMMERCE WAY
CELEBRATION AVENUE
INTERCHANGE WAY
DOUGHTON ROAD
HONEYCRISP CRESCENT
ALMOND BLOSSOM MEWS
EXCHANGE AVENUE
PEELAR ROAD
MAPLECRETE ROAD
CREDITSTONE ROAD
BARNES COURT
MCCLEARY COURT
EXPO WAY
KILLALOE ROAD
COSTA ROAD
PRIVATE
FRESHWAY DRIVE
HIGHWAY 407 OFF-RAMP WEST
HIGHWAY 407 ON-RAMP EAST
JANE STREET


Alternative 4: Infrastructure-Intensive Network Improvements
Existing Highway
Existing Regional Arterial
Existing Minor Arterial
Existing Major Collector
Existing Special Collector
Existing Minor Collector
Existing Local
Existing Mews
Other Existing Road
Proposed Major Collector
Proposed Special Collector
Proposed Minor Collector
Proposed Local Street
Proposed Mews
Existing Subway Alignment
Potential Subway Extension
Potential Highway 7 LRT
Potential Highway 407 Transit Way
Proposed Interim Transit Circulator Route
Proposed Ultimate Transit Circulator Route
Existing BRT Station
Existing TTC/YRT Transit Terminal
Existing Subway Station
Colossus Drive Corridor Protection Area
Waterbody
Park and Open Space
VMC Secondary Plan Boundary
Convert Highway 7 Viva Rapidway to Median LRT
Interchange Way extension to Keele Street including new rail crossing
Freshway Drive extension to Jane Street. Exact configuration to be determined
Vaughan Metropolitan Bus Terminal
VMC
VMC Stn
WB Commerce Dr Stn
EB Commerce Dr Stn
Creditstone Stn
HIGHWAY 407
VAUGHAN
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Approach: Multiple Account Evaluation

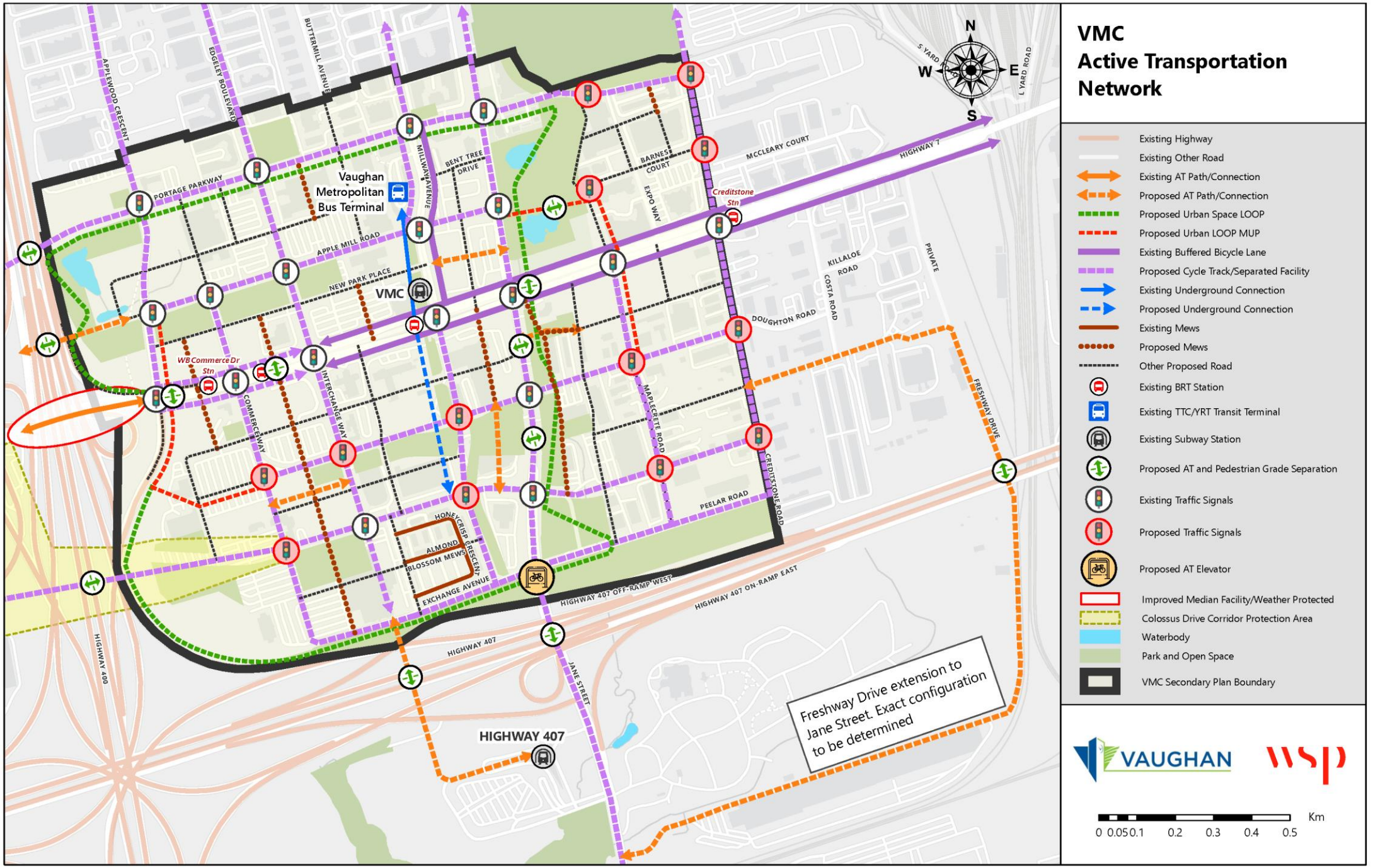
Criteria	Motivation
Multi-Modal Network Elements	• Describes the supply and coverage of pedestrian, cycling, and transit elements • Assessed quantitatively relative to baseline conditions
Travel Demand and Traffic Impacts	• Responds to the need for a multimodal transportation network in the VMC study area and identifies how the alternatives impact both transit and auto demand • Assessed quantitatively relative to baseline conditions
Planning and Policy Context	• Scenario alignment with Provincial, Regional, and City directions for integrated sustainable transportation, as outlined in their respective guiding policy documents • Assessed qualitatively relative to baseline conditions
Safety for Pedestrians and Cyclists	• Highlights safety implications of network modifications for cyclists and pedestrians • Assessed quantitatively relative to baseline conditions
Natural Environmental	• Assesses emissions and impacts to the natural environment generated by each alternative • Assessed quantitatively and qualitatively relative to baseline conditions
Equity Considerations	• Highlights impacts for defined user-groups to capture advantages and disadvantages across a broad range of people • Assessed qualitatively relative to baseline conditions

Methodology: Multiple Account Evaluation

Criteria	Alternative 1	Alternative 2	Alternative 3 (Preferred)	Alternative 4
Multi-Modal Network Elements	◑	◕	●	●
Travel Demand and Traffic Impacts	◑	◕	●	◕
Planning and Policy Context	◑	◕	●	●
Safety for Pedestrians and Cyclists	◑	◕	●	●
Natural Environmental	◑	◔	◔	○
Equity Considerations	◑	◕	●	●

Negative impact ○ ◔ ◑ ◕ ● Most positive impact

Preferred VMC Multi-Modal Network


VMC
Active Transportation
Network
Existing Highway
Existing Other Road
Existing AT Path/Connection
Proposed AT Path/Connection
Proposed Urban Space LOOP
Proposed Urban LOOP MUP
Existing Buffered Bicycle Lane
Proposed Cycle Track/Separated Facility
Existing Underground Connection
Proposed Underground Connection
Existing Mews
Proposed Mews
Other Proposed Road
Existing BRT Station
Existing TTC/YRT Transit Terminal
Existing Subway Station
Proposed AT and Pedestrian Grade Separation
Existing Traffic Signals
Proposed Traffic Signals
Proposed AT Elevator
Improved Median Facility/Weather Protected
Colossus Drive Corridor Protection Area
Waterbody
Park and Open Space
VMC Secondary Plan Boundary
Vaughan Metropolitan Bus Terminal
VMC
Creditstone Stn
WB Commerce Dr Stn
HIGHWAY 407
Freshway Drive extension to Jane Street. Exact configuration to be determined
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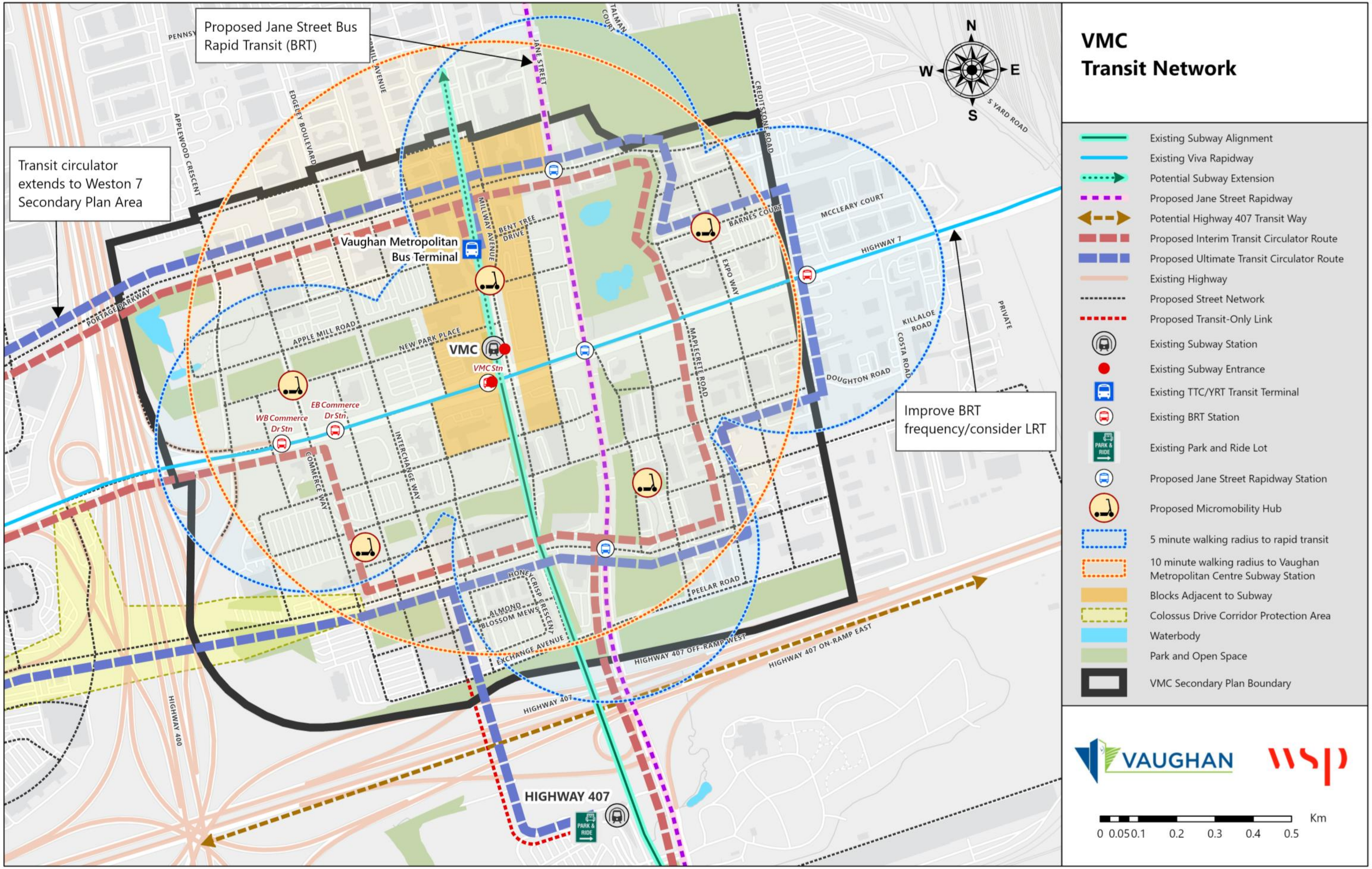
VMC
Transit Network
Proposed Jane Street Bus Rapid Transit (BRT)
Transit circulator extends to Weston 7 Secondary Plan Area
Improve BRT frequency/consider LRT
Vaughan Metropolitan Bus Terminal
VMC
VMC Stn
WB Commerce Dr Stn
EB Commerce Dr Stn
HIGHWAY 407
Existing Subway Alignment
Existing Viva Rapidway
Potential Subway Extension
Proposed Jane Street Rapidway
Potential Highway 407 Transit Way
Proposed Interim Transit Circulator Route
Proposed Ultimate Transit Circulator Route
Existing Highway
Proposed Street Network
Proposed Transit-Only Link
Existing Subway Station
Existing Subway Entrance
Existing TTC/YRT Transit Terminal
Existing BRT Station
Existing Park and Ride Lot
Proposed Jane Street Rapidway Station
Proposed Micromobility Hub
5 minute walking radius to rapid transit
10 minute walking radius to Vaughan Metropolitan Centre Subway Station
Blocks Adjacent to Subway
Colossus Drive Corridor Protection Area
Waterbody
Park and Open Space
VMC Secondary Plan Boundary
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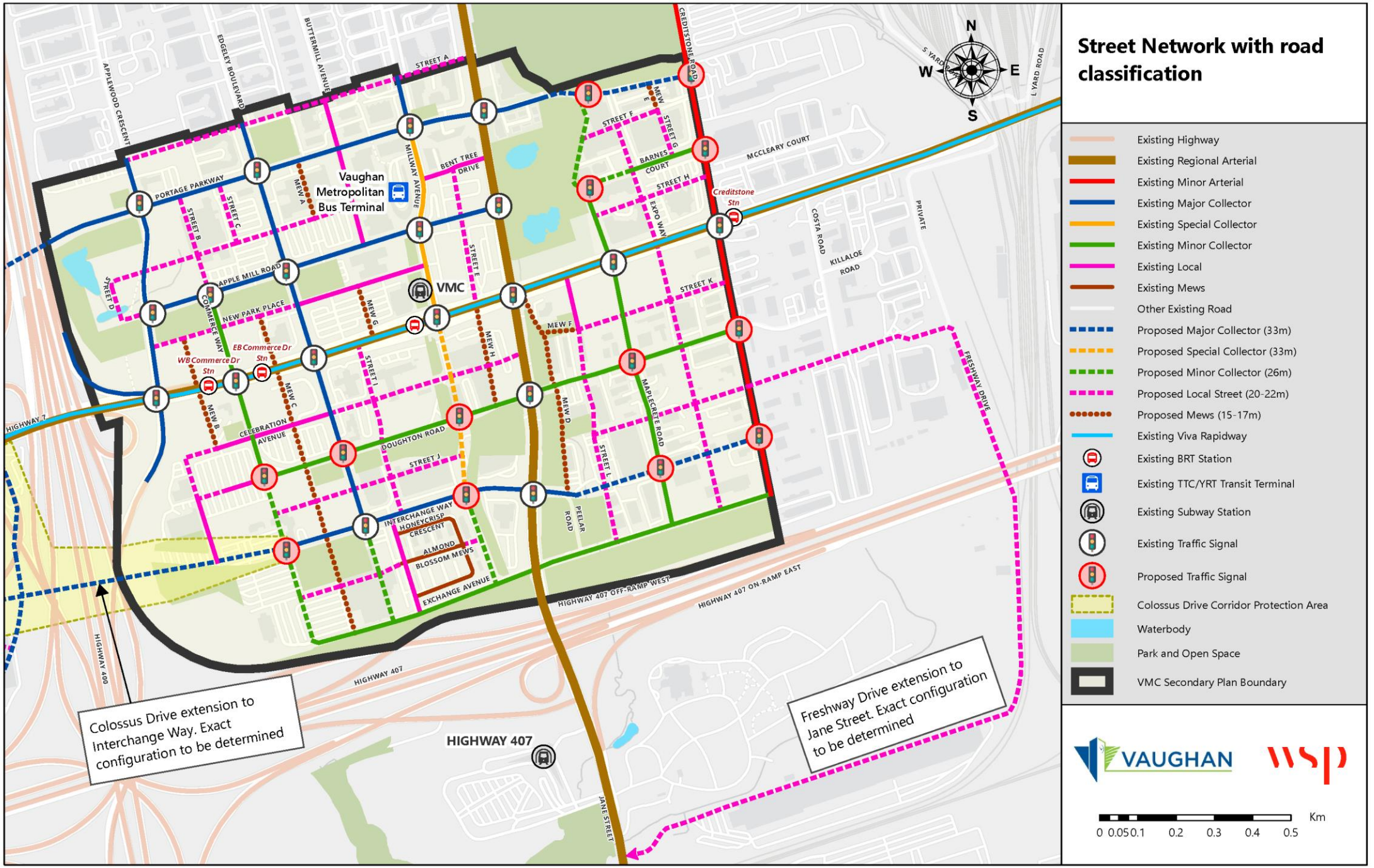
Street Network with road classification
Existing Highway
Existing Regional Arterial
Existing Minor Arterial
Existing Major Collector
Existing Special Collector
Existing Minor Collector
Existing Local
Existing Mews
Other Existing Road
Proposed Major Collector (33m)
Proposed Special Collector (33m)
Proposed Minor Collector (26m)
Proposed Local Street (20-22m)
Proposed Mews (15-17m)
Existing Viva Rapidway
Existing BRT Station
Existing TTC/YRT Transit Terminal
Existing Subway Station
Existing Traffic Signal
Proposed Traffic Signal
Colossus Drive Corridor Protection Area
Waterbody
Park and Open Space
VMC Secondary Plan Boundary
Vaughan Metropolitan Bus Terminal
VMC
Creditstone Stn
EB Commerce Dr Stn
WB Commerce Dr Stn
HIGHWAY 407
Colossus Drive extension to Interchange Way. Exact configuration to be determined
Freshway Drive extension to Jane Street. Exact configuration to be determined
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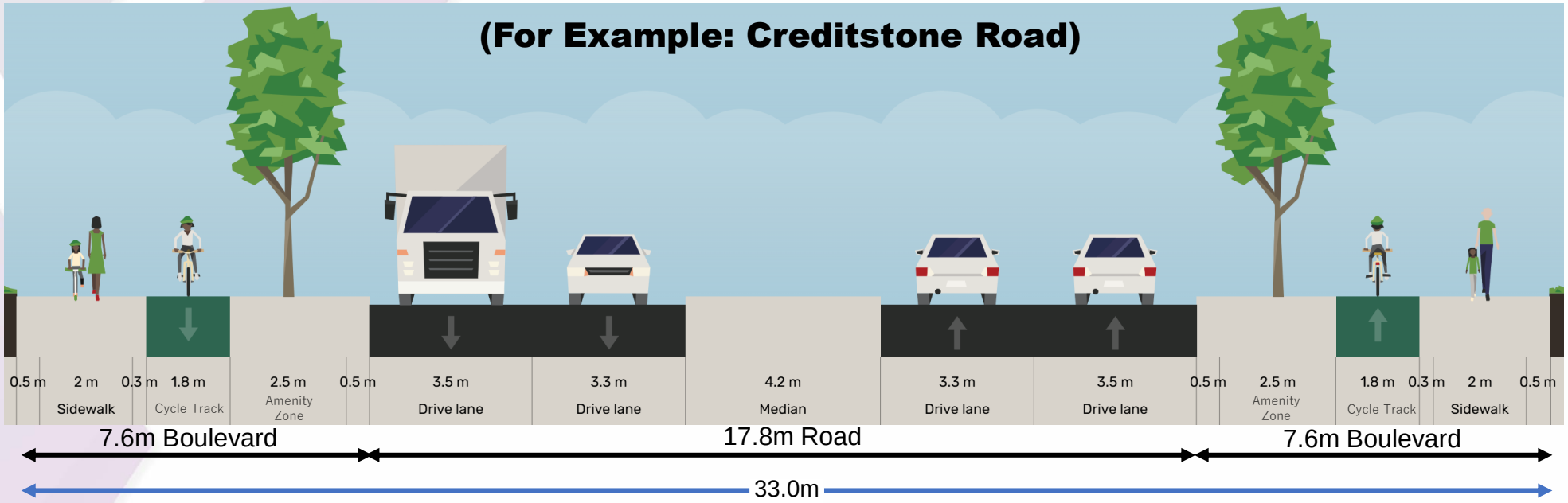
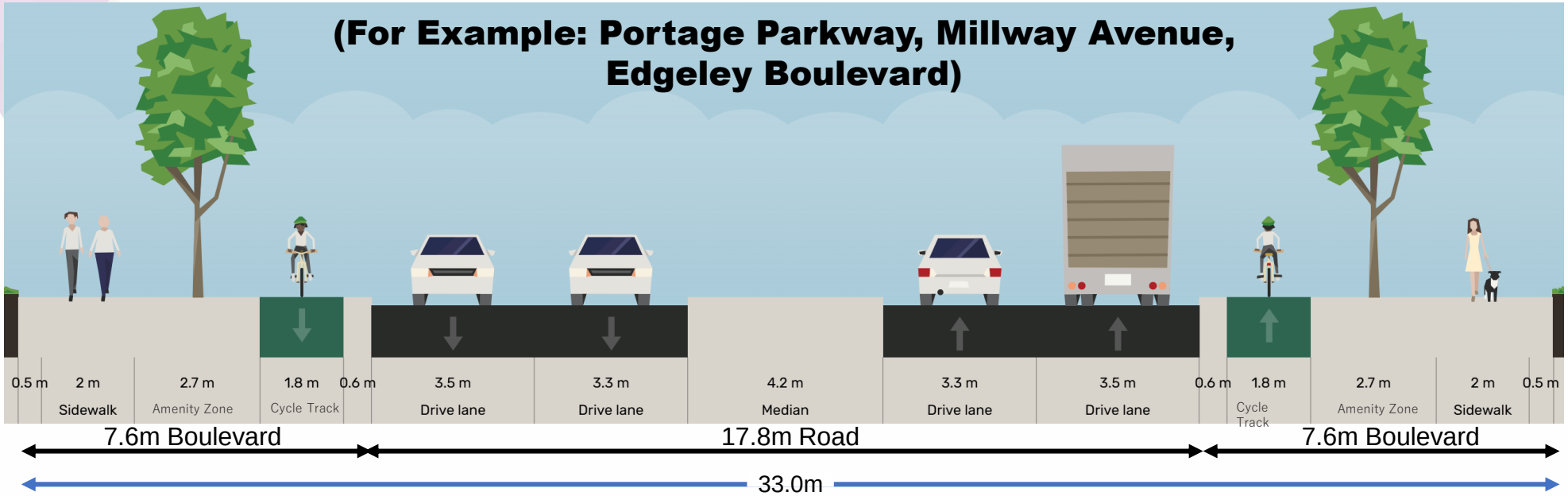
Proposed Cross-Sections

Minor Arterial and Major Collector



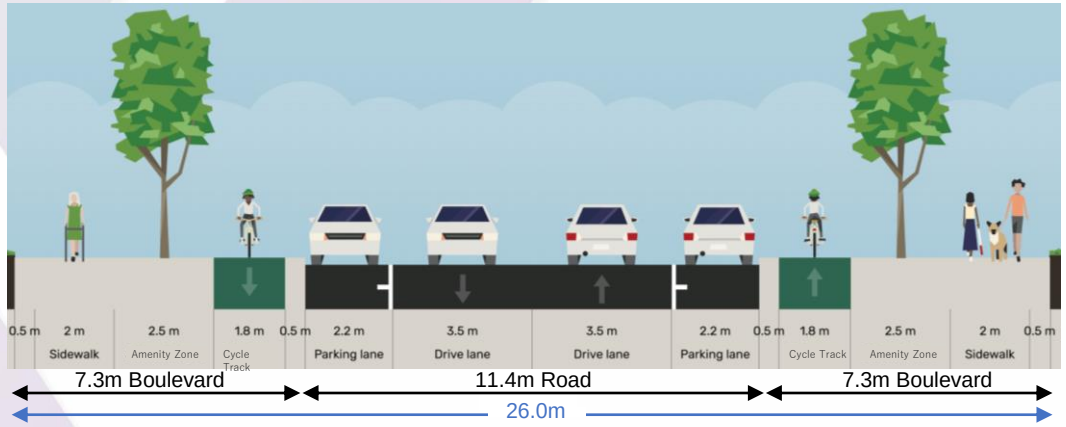
Minor Arterial

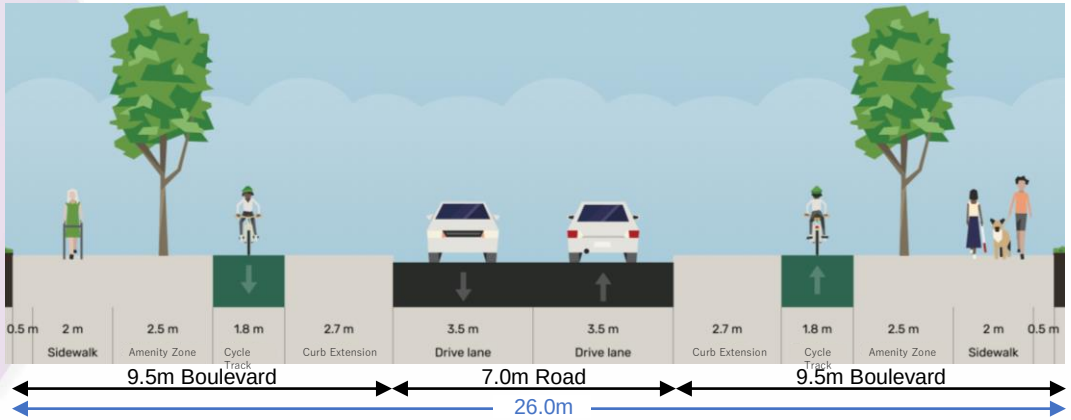


Major Collector

Minor Collector - Parking on Both Sides

(For Example: Maplecrete Road, Doughton Road, Peelar Road)





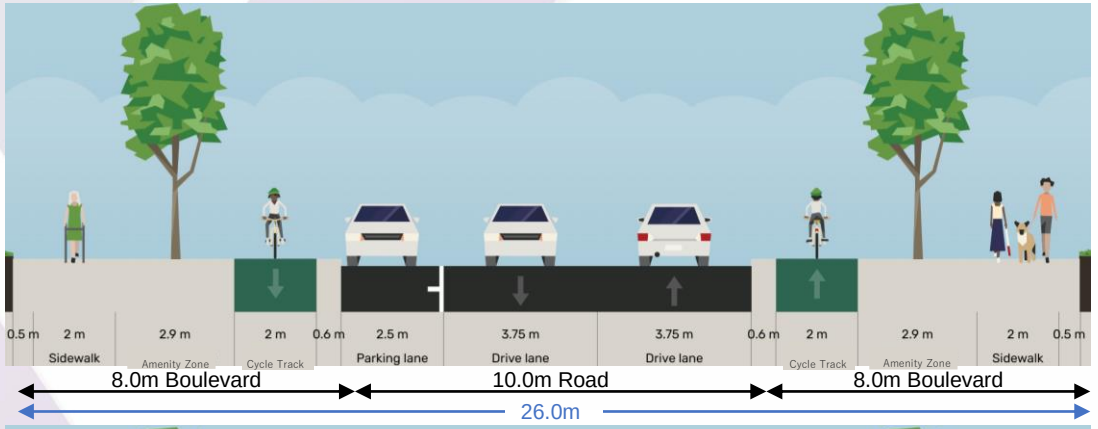
Midblock

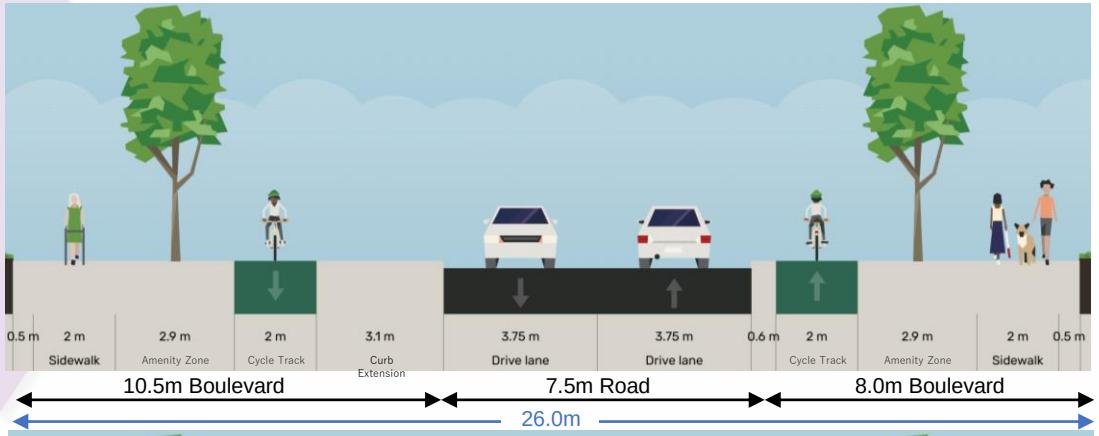
Midblock Pedestrian Crossing

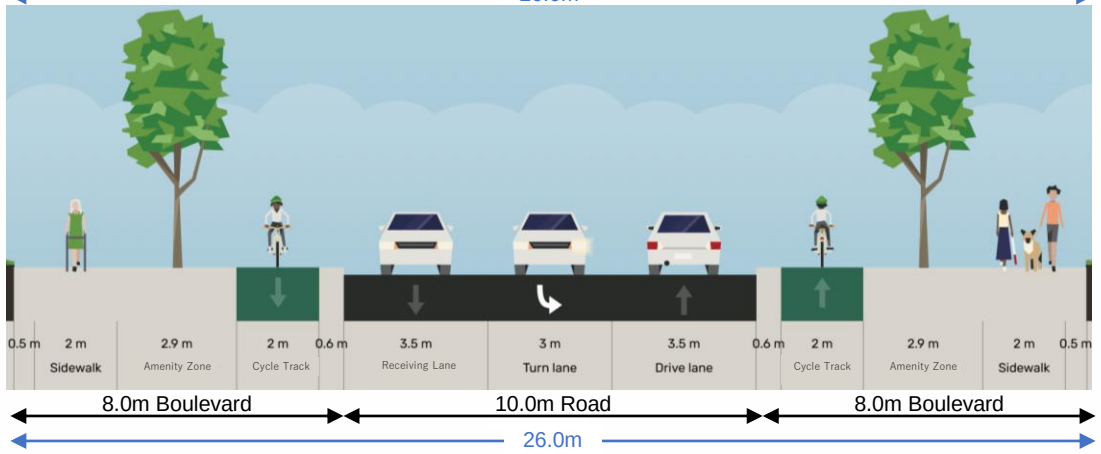
Intersection

Minor Collector - Parking on One Side

(For Example: Maplecrete Road, Doughton Road, Peelar Road)





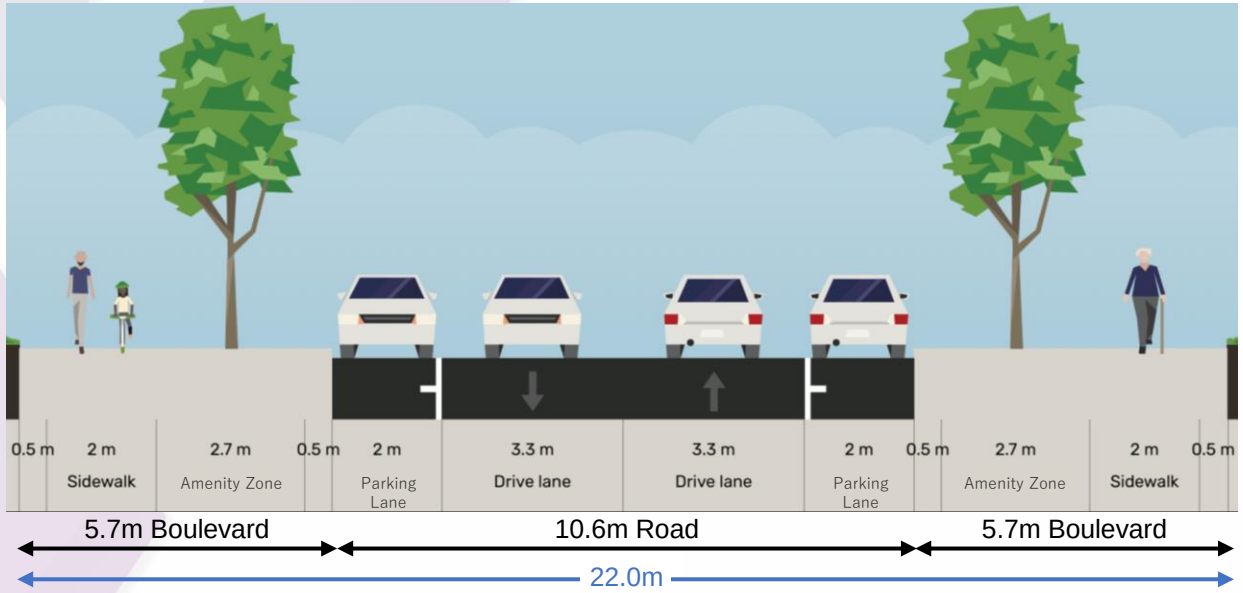


Midblock

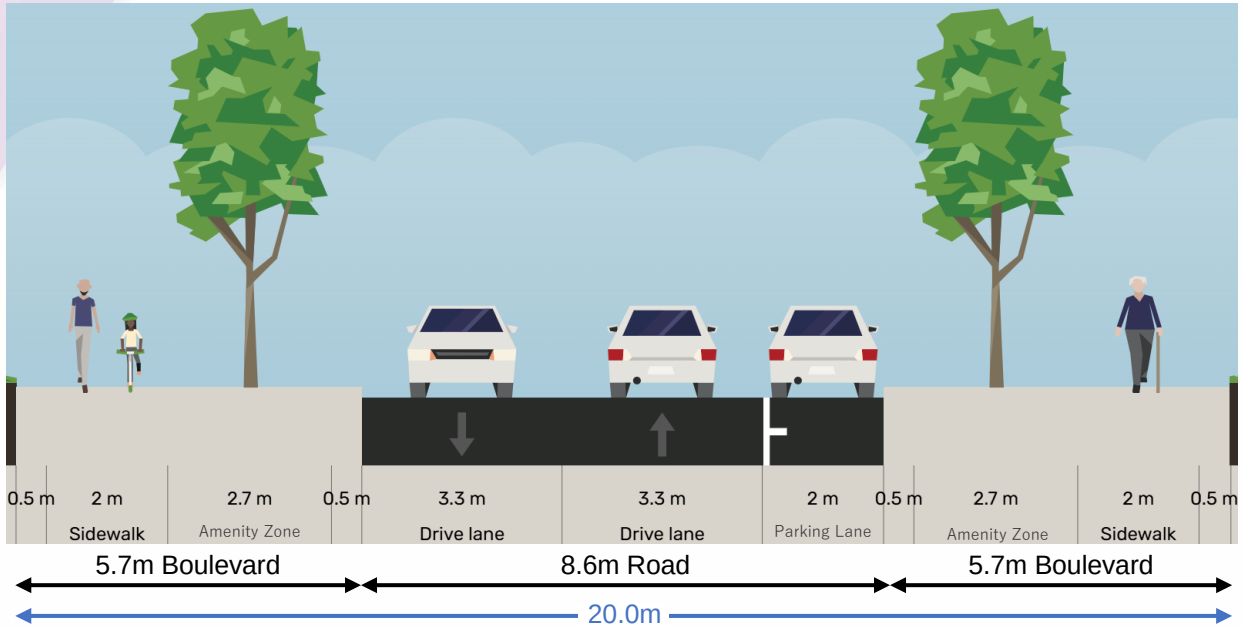
Midblock Pedestrian Crossing

Intersection

Local (For Example: New Park Place, Mable Smith Way, White Elm Street)



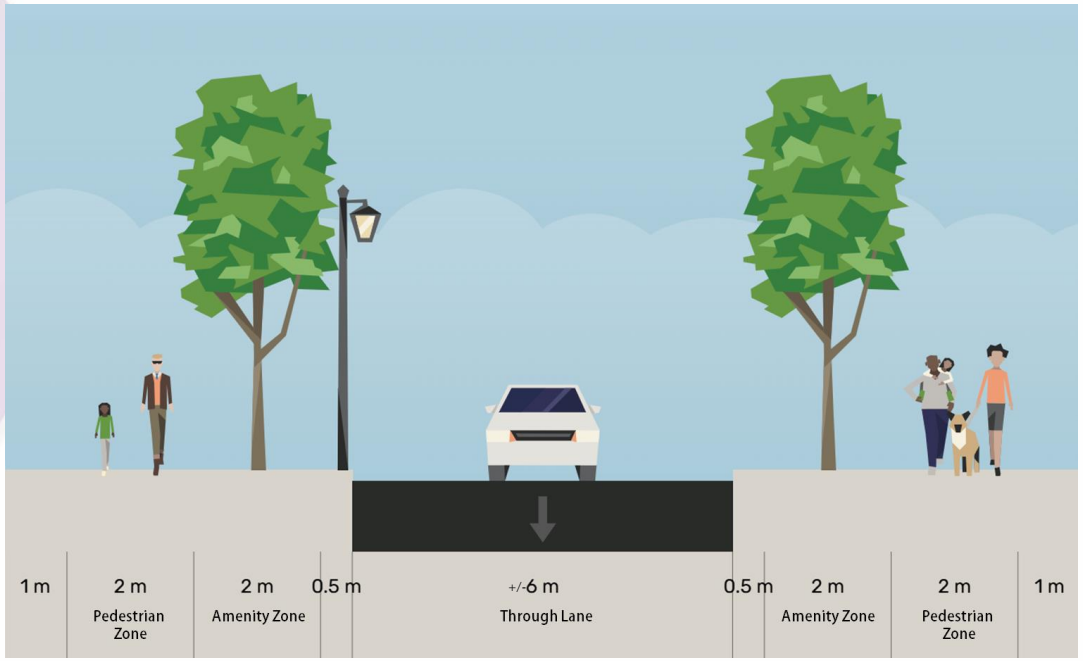
Parking on Both Sides



Parking on One Side

Vehicular and Non-Vehicular Mews

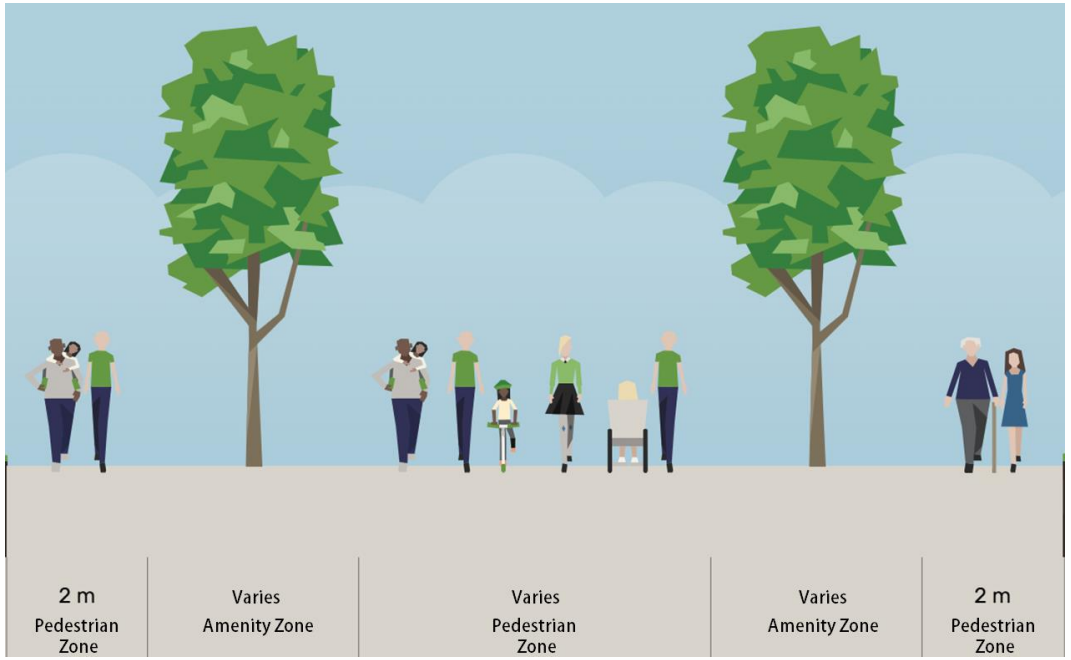
Mews Street with Laneway



5.5m Boulevard | 6.0m Road | 5.5m Boulevard

min 17.0m

Mews Street without Laneway



min 15.0m

Supportive Transportation Policy Elements

Transportation Demand Management

Policy Recommendations

- Implement TDM measures for City employees and City-owned facilities.
- Explore bike/scooter share program feasibility.
- Work with the Region to enhance transit frequency and service and incentivize Smart Commute partnerships.

Education & Outreach Recommendations

- Inform new residents and employees of TDM programs and incentives.
- Emphasize active school travel starting at a young age and train educators through the Making Tracks program.
- Promote MyRide Travel & MyTrip to ensure people are confident riding transit.
- Offer transit vouchers, schedules, real-time information, bicycle shop certificates, or micromobility discounts to encourage sustainable travel.

Infrastructure Recommendations

- Design pedestrian-oriented spaces and streets, such as car-free and car-light realms
- Improve active transportation connections
- Ensure universal design for all ages and abilities
- Work with the Region to improve transit stop design
- Consolidate/eliminate driveways and accesses on major collector and arterial roads where possible

Parking

New Parking Recommendations

- Remove minimum parking requirements and reduce maximums.
- Expand the area for paid parking and consider raising parking fees.
- Develop a curbside management strategy that considers micromobility hubs and parking, pick-up drop-off facilities, and short-term parking uses.

Eco-friendly Short Distance Transport

New Recommendations

- Encourage residential and public e-mobility (e-bikes, e-scooters) unit charging.
- Plan and commission a carshare and e-bike / e-scooter share service for residents and visitors.

Bike Share Toronto to introduce single-fare option, published June 26, 2018, https://www.cp24.com/news/bike-share-toronto-to-introduce-single-fare-option-1.3989638

Lovett, I. (n.d.). New York City installs first curbside electric-vehicle charging station - WSJ. https://www.wsj.com/articles/new-york-city-to-install-first-curbside-electric-vehicle-charging-station-11624525200

Next Steps

1. Summarize and process input received
2. Adjust and refine improvements to the transportation network and prepare TMP Report
3. Present Report to Council - Committee of the Whole (May 2025)
4. File the TMP Report and initiate the 30-day commenting period

Extended Presentation

Watch an extended online presentation for more information:

www.vaughan.ca/VMCTMP

Presented by:

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Connect with the VMC Program

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Thank you

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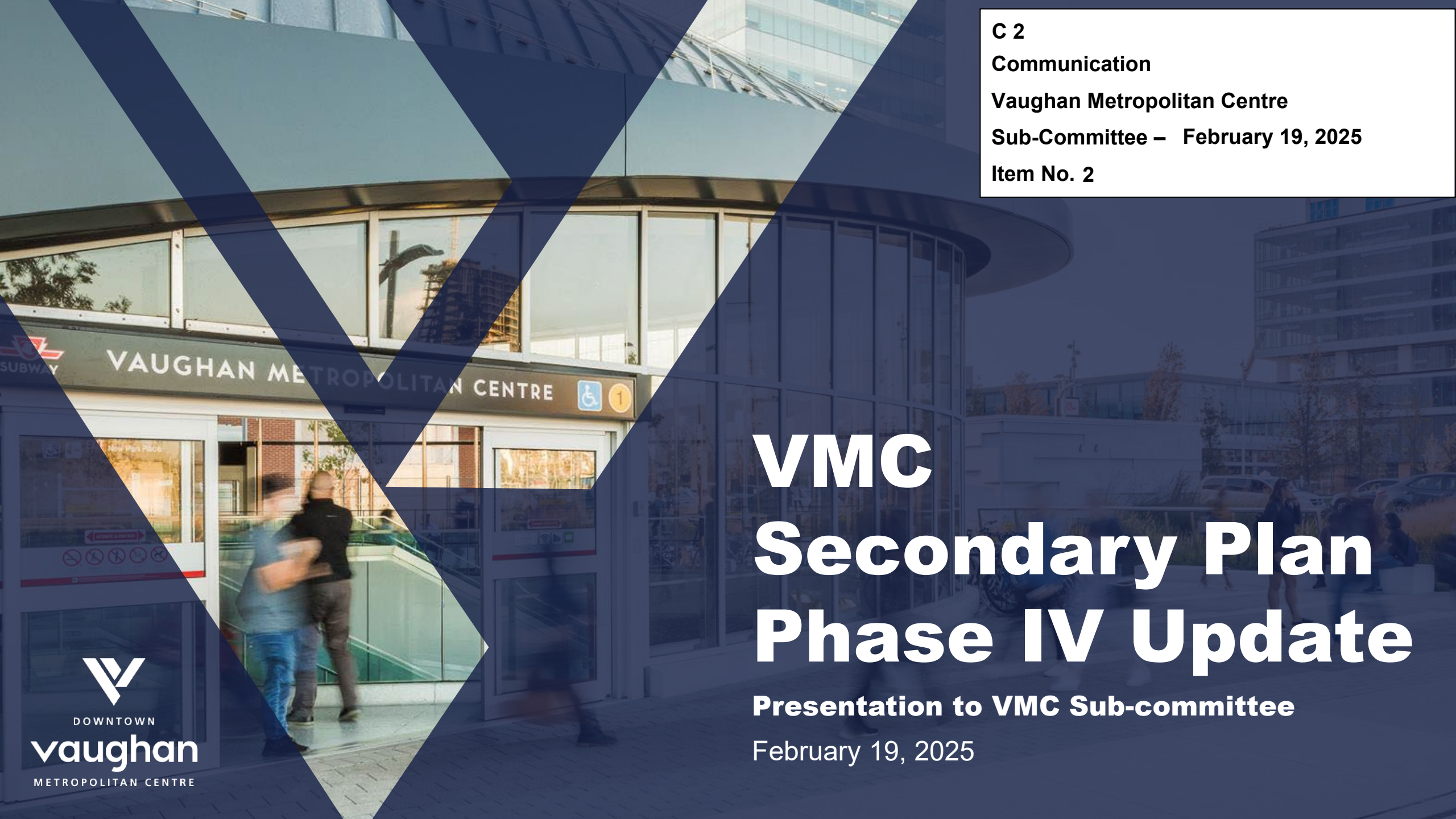

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VMC Secondary Plan Phase IV Update

Presentation to VMC Sub-committee

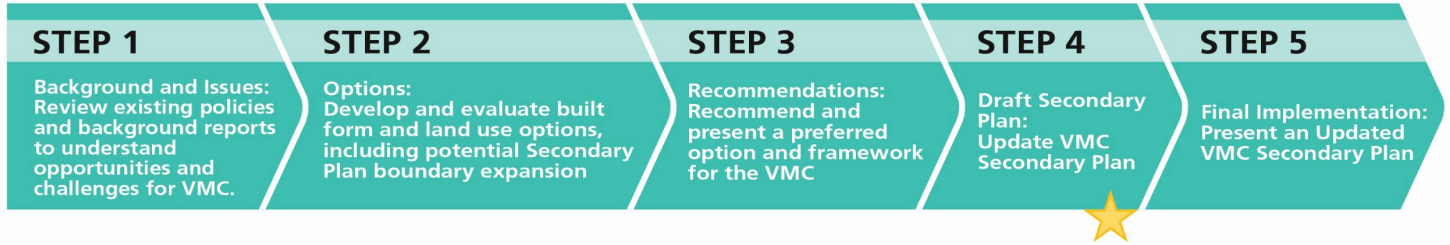
February 19, 2025

The new **VMC Secondary Plan** (VMCSP) is currently in Phase IV, which involves the development of a draft Secondary Plan based on the Preferred Option endorsed by VMC Sub-committee in Phase III and updated based on VMC Sub-committee's direction to set parameters for **minimum heights and densities without prescribed maximums**.

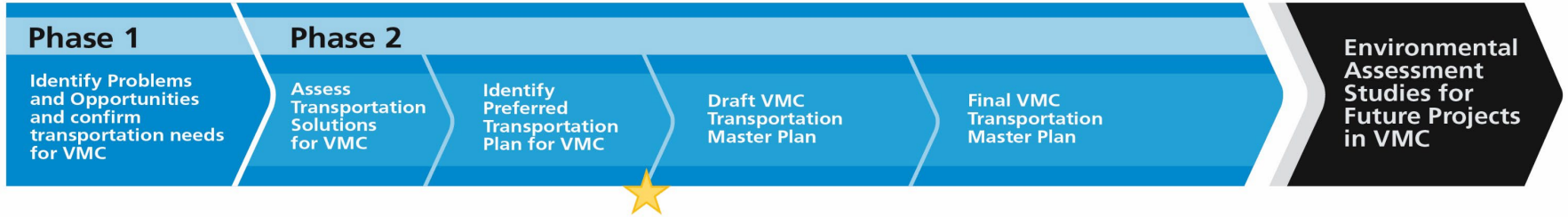
Timeline

*Concurrent with VOP and other studies

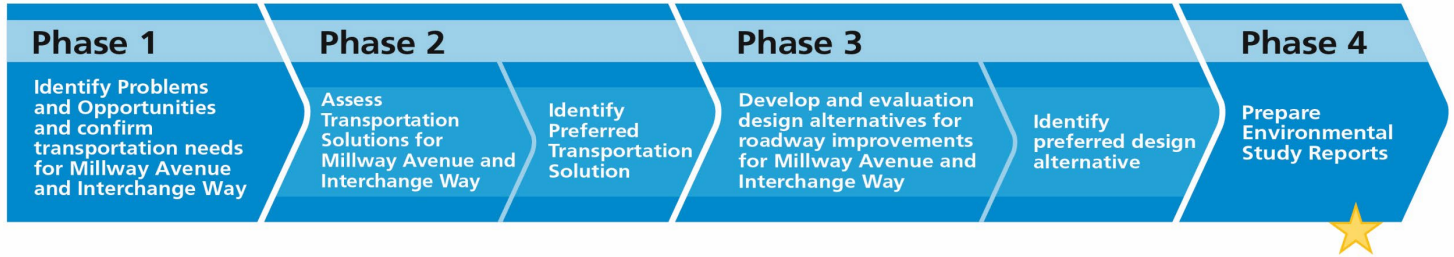
Secondary Plan Update*



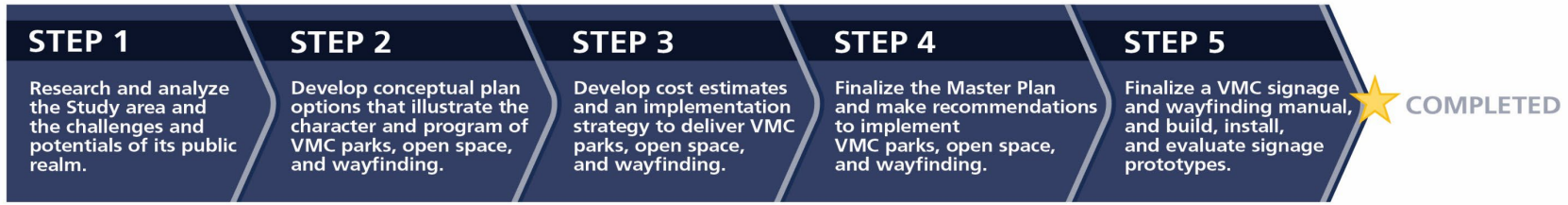
Transportation Master Plan Update



Millway Avenue and Interchange Way Class EA Studies



Parks and Wayfinding Master Plan



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Development Capacity Analysis

The purpose of this analysis was to provide a high-level estimation of the **development capacity** which could be realized in the **VMC** absent height and density maximums, recognizing the challenges associated with the lack of limitations on this potential condition.

Development Capacity Considerations

- Identifying developments in the Greater Toronto Area (GTA) which are introducing significant heights and densities where market capacity and construction limitations are the primary determinant, rather than the land use policy framework;
- reviewing the scale of development for each development and collecting key information such as the number of residential units, property parcel size, number of storeys and height, and unit mix;
- estimating the population which will ultimately be supported at each project upon full build out, based on standard person per unit factors;
- calculating the number of residential units and population contemplated on a per acre basis for each of the projects, and
- based on the findings, providing a range for the total population and number of units estimated at the VMC at full build out.

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Development Capacity Considerations

It was also important to identify and assess other limitations which ultimately could shape the scale of development in the area. Although not necessarily explicit, they present considerations which developers must look at as plans are developed:

- Development feasibility;
- market demand;
- sales or leasing fluctuations, and
- provision of non-leasable space.

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Through this assumptions, the final development capacity identified for the VMC has estimated a full buildout population of **194,700 residents** and **27,700 jobs**, for a total of **222,400 people and jobs.**

Full buildout timeframes

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Based on the results of the **total development capacity** for the **VMC**, an exercise was undertaken to estimate how long the **buildout of the highest density outcome** could be, under current and potential future market and absorption conditions.

Full buildout Approach

This exercise focused on evaluating the rate of growth between 2025 and full build-out and involved the following approach:

- Working within the prescribed start (2025) and modelling out a growth “arc” in order to achieve full build-out;
- determining a reasonable rate, or scale of construction activity, based on historical growth patterns, competitive realities, economic growth trends, immigration, as well as consideration of development nodes throughout Vaughan and competitive areas of the GTA, and
- determining the quantum of space that currently exists and is under construction and estimating a market entry of that space.

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Full buildout Assumptions

In developing potential build-out timelines, the following general assumptions were made in establishing the population and employment forecasts for the VMCSP:

- Projects currently under construction within the VMC expected to be completed by 2031;
- the VMC's current standing as the predominant high-rise development site in Vaughan, and one of the select few current and planned subway-connected nodes in York Region will persist into the future;
- the VMC will continue to attract a significant share of the city of Vaughan's high and mid-rise development activity as a result of its strong locational attributes;

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Full buildout Assumptions

- Vaughan's population and non-residential development growth, as with the rest of the GTA, will continue to rely significantly on federal immigration policy. It is assumed that over the long-term Canada's annual immigration targets do not significantly deviate from historical trends;
- the VMC will continue to develop public and private amenities which ensure that it remains an attractive and desirable place for current and new residents, businesses and visitors, and
- the relative cost / price of real estate at the VMC compared to other nodes in the GTA will remain generally consistent for the foreseeable future.

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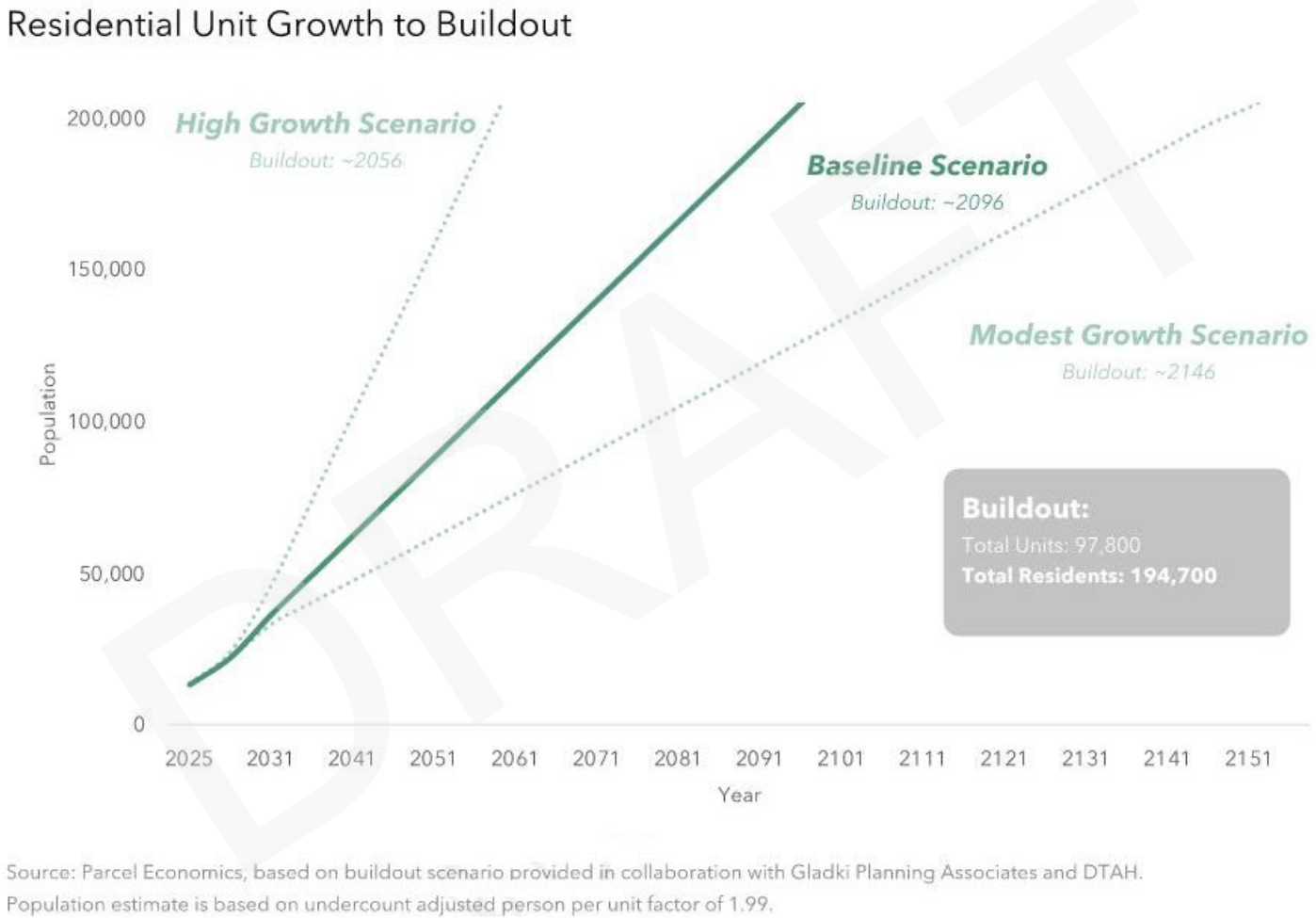
Full buildout Scenarios



Source: Parcel Economics, based on buildout scenario provided in collaboration with Gladki Planning Associates and DTAH.
Population estimate is based on undercount adjusted person per unit factor of 1.99.

Scenario #1: Modest Growth
Historical ten-year growth trend.
VMC would achieve full buildout in about 120 years, shortly after 2146.

Scenario #2: Baseline Growth
Historical five-year apartment dwellings completion trend.
VMC would achieve full buildout in just over 70 years, by approximately 2096.

Scenario #3: High Growth
Assumes average 2023 annual apartment dwelling completions (highest number in a given year since 2010.)
VMC would achieve full buildout in about 30 years, by approximately 2056.

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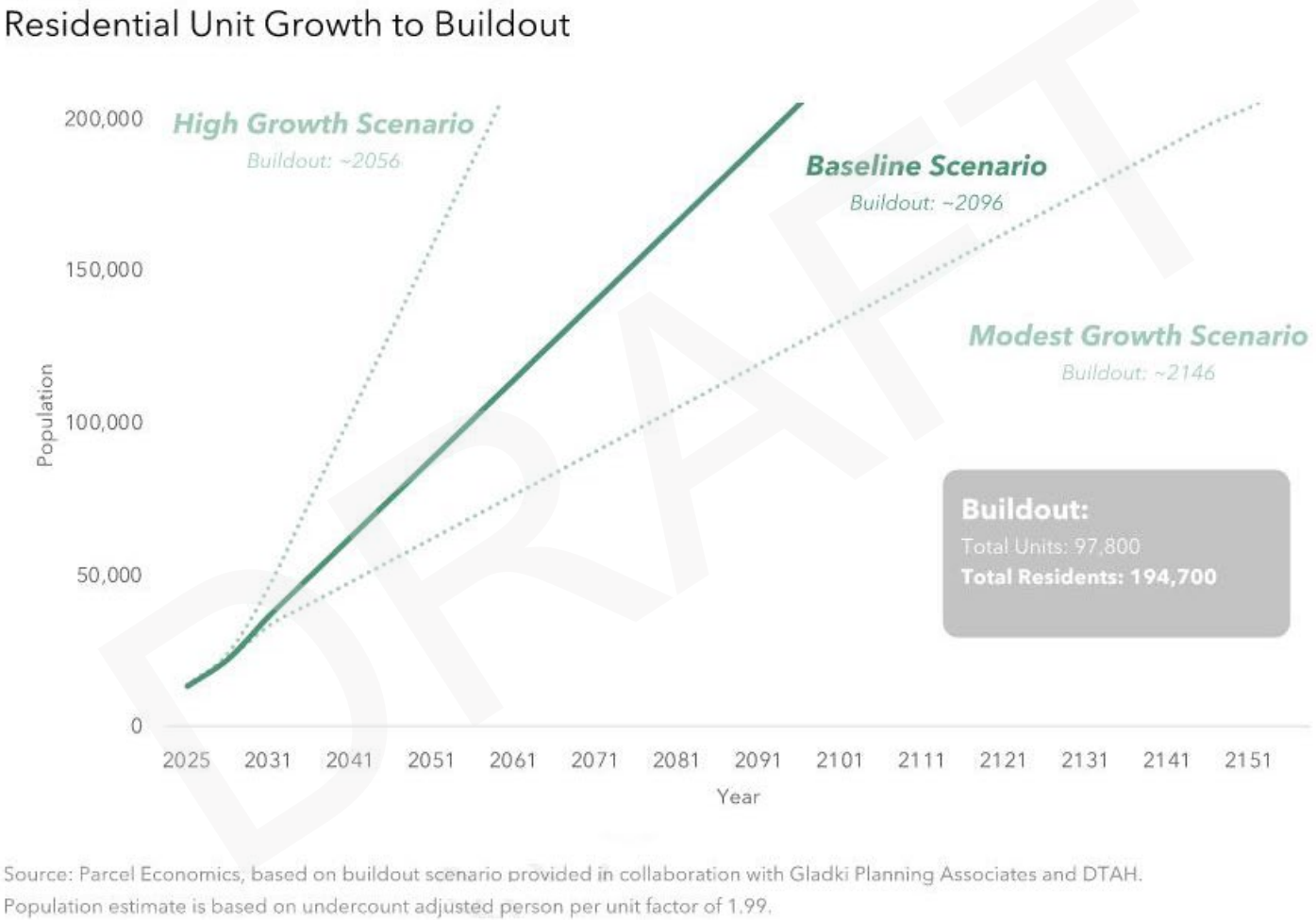
Full buildout Scenarios



Source: Parcel Economics, based on buildout scenario provided in collaboration with Gladki Planning Associates and DTAH.
Population estimate is based on undercount adjusted person per unit factor of 1.99.

Scenario #2: Baseline Growth
Historical five-year apartment dwellings completion trend.
VMC would achieve full buildout in just over 70 years, by approximately 2096.

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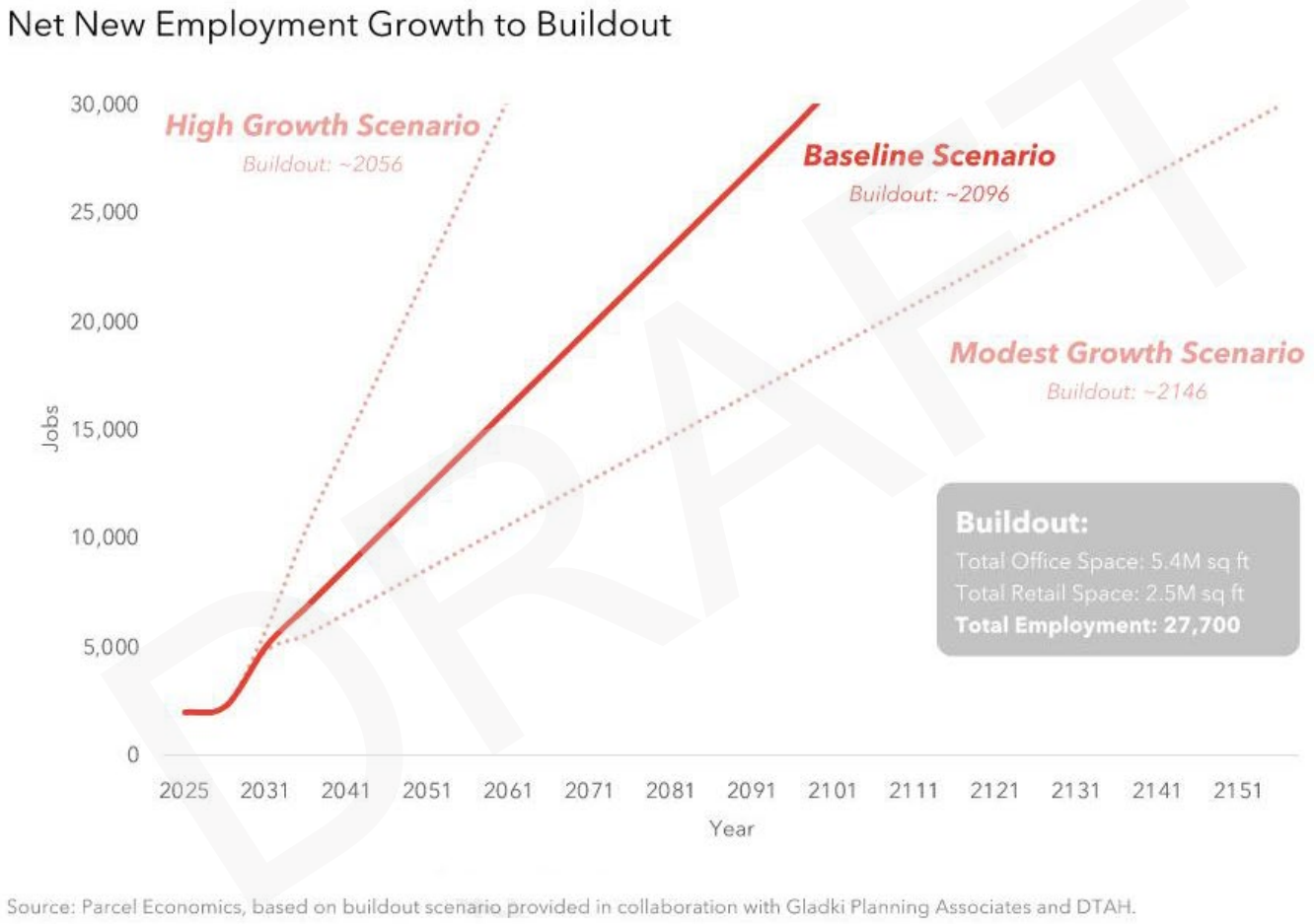
Full buildout Scenarios



Source: Parcel Economics, based on buildout scenario provided in collaboration with Gladki Planning Associates and DTAH.

Scenario #2: Baseline Growth
Historical five-year trend.
VMC would achieve full buildout in just over 70 years, by approximately 2096.

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Full buildout Scenarios

Scenario #2: Baseline Growth

	Total Units	**Total Population**	Total Office Jobs	Total Retail Jobs	**Total Employment**
2025	6,000	13,500	1,600	300	1,900
2031	17,600	36,600	3,800	1,200	5,000
2041	30,600	62,500	6,900	1,800	8,700
2051	43,600	88,300	9,800	2,600	12,400
2061	56,600	114,200	12,700	3,300	16,000
2071	69,600	140,100	15,600	4,100	19,700
2081	82,600	166,000	18,500	4,900	23,400
2091	95,600	191,900	21,400	5,600	27,000
2101	*Buildout**	*Buildout**	*Buildout**	*Buildout**	*Buildout**
2111	-	-	-	-	-
2121	-	-	-	-	-
2131	-	-	-	-	-
2141	-	-	-	-	-
2151	-	-	-	-	-

*Buildout includes 194,700 total residents and 27,700 office and retail employees, based on total development capacities.

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The development framework for the VMC has drastically changed with the removal of height and density caps, but the vision for the **VMC** to develop as a **complete community**, with a **balanced mix of uses** to support the significant population growth remains.

The **policies of the VMCSP** are being drafted to **ensure** that the **provision of** hard and soft **infrastructure, services and amenities** are paced with development to ensure the creation of a **balanced community**.

To achieve a true **mixed-use downtown** core that includes a significant proportion of office, retail and service commercial uses, the **policies** of the VMCSP will ensure that **non-residential development** is also paced to match the residential growth, to ensure a balanced mix of people and jobs.

Draft Schedules

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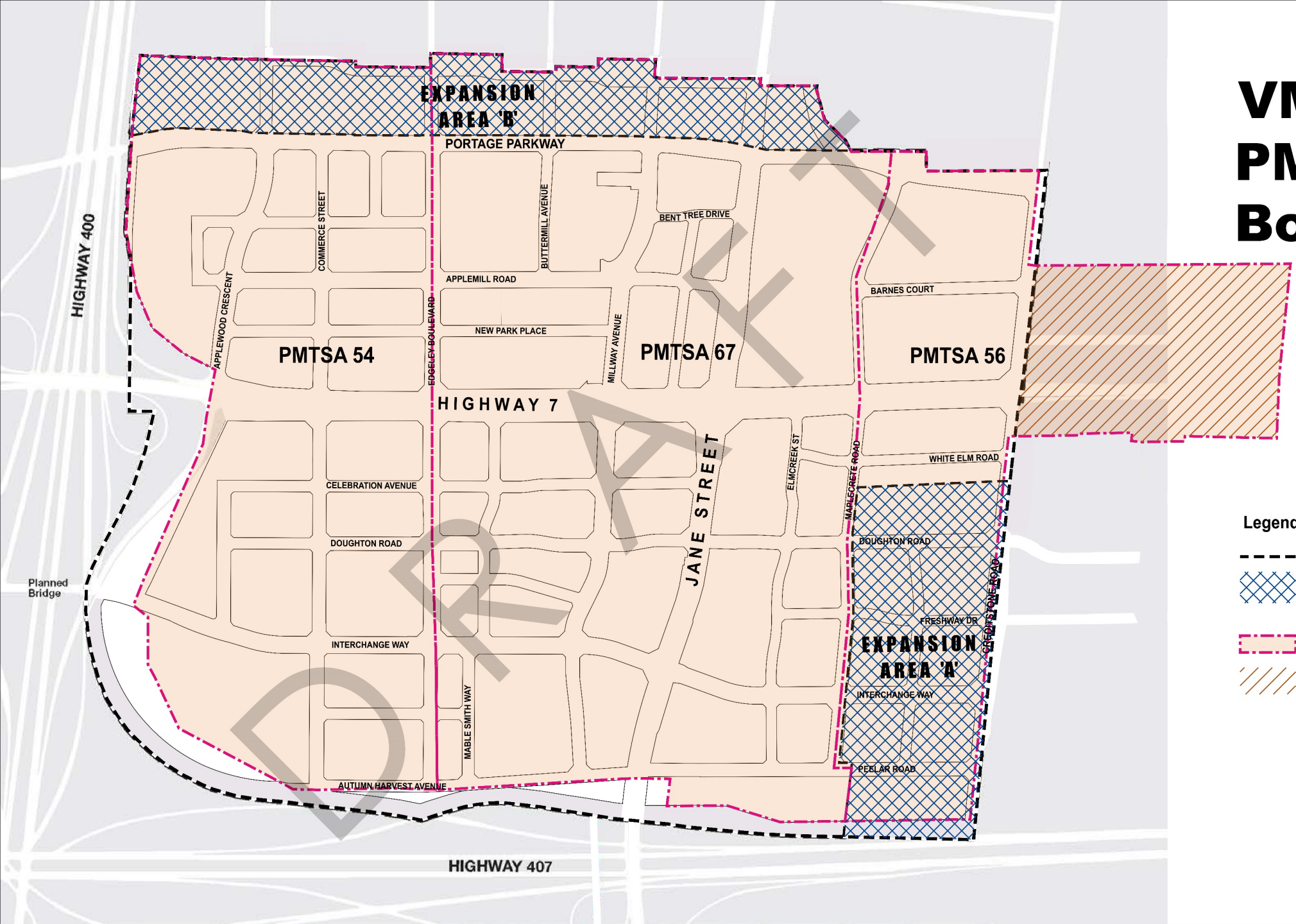
The **VMCSP schedules** are being updated based on the **new development framework** and **stakeholder feedback**.

VMC and PMTSA Boundaries



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Legend

- VMC Boundary
- VMC Expansion Area
- PMTSA
- PMTSA outside the VMC Secondary Plan Boundary

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Parks and Open Spaces

Legend

- VMC Boundary
- Public Park
- Environmental Open Space
- Mews
- Black Creek Renewal Area
- Existing Watercourse
- Special Policy Area
- Stormwater Management Facility

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Land Use

Legend

VMC Boundary

Land Uses

- Mixed Use
- Mixed Use (Min. 10% Non-residential Uses Required)
- Non-residential Mixed Use
- Neighbourhood

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- School

- Subway / Station Entrance
- BRT / Station
- Potential Future BRT / Station
- Stormwater Management Facility

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Retail

Legend

- VMC Boundary

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

- Subway / Station Entrance
- BRT / Station
- Potential Future BRT / Station

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Next Steps

Next Steps

- Continue to advance and coordinate the VMCSP with other supporting studies.
- Continue to have conversations and work with landowners who have reached out through the VMCSP process.
- Present an update, including draft policy and schedules at the March 2025 VMC Sub-committee.
- Bring VMCSP to Statutory Public Meeting in April 2025.

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Christina Bruce
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Thank you

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Sub-Committee – February 19, 2025
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Allyssa Hrynyk
905 513 0170 x134
AHrynyk@mgp.ca

February 18, 2025

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

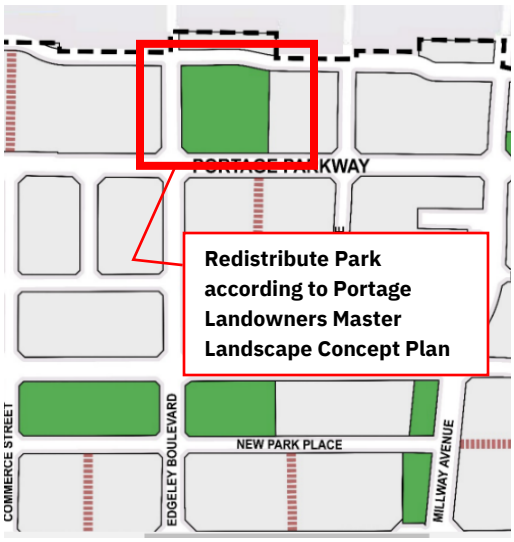
Dear Members of the VMC Sub-Committee:

RE: VMC Sub-Committee – February 19, 2025
Item 6.2: VMC Secondary Plan – Phase IV Update
Comments on behalf of the Portage Conversion Landowners Group

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 of the VMC Secondary Plan Update. On behalf of the Portage Landowners, we have been actively participating in the Vaughan Metropolitan Centre Secondary Plan ("**VMCSP**") Update and continue to express concerns regarding the parkland arrangement proposed for Expansion Area B. MGP has reviewed the materials to be presented at the February 19th, 2025 VMC Subcommittee meeting and provide the following comments:

1. Parkland Configuration Should be Changed

As advised numerous times to the Project Team, the Portage Landowners continue to oppose the arrangement of parkland for Expansion Area B. The updated Land Use Plan presented by Staff continues to illustrate a large "urban park" at the northeast corner of Edgeley Blvd and Portage Parkway.



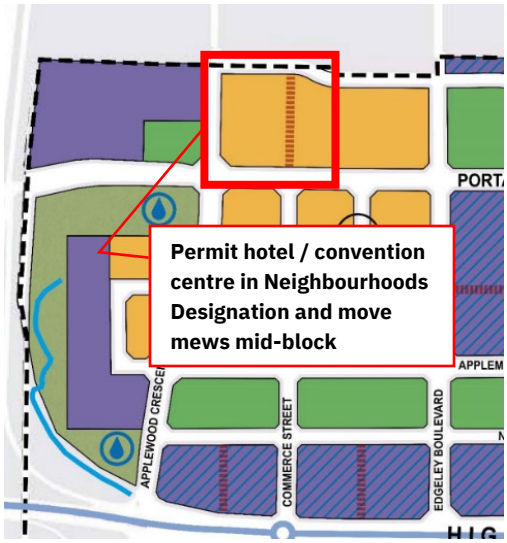
MGP met with the Project Team on February 3rd, 2025, and once again presented a preferred parkland arrangement for the Portage Lands that will in our opinion provide for a greater amount, better distribution, and more equitable access to parkland. We illustrated that the facilities planned through the Parks Master Plan can be accommodated in these smaller, urban parks (See Attachment 1 by Schollen and Company). 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 Land Use Plan illustrates a single park of ~1.0 ha. We note that several of the Urban Park examples provided in the Parks Master Plan are around 0.5 ha in size.

Furthermore, the major issue with the City's proposed parkland is the City's ability to acquire the identified park in the future. The property identified for a large park is an existing industrial condominium (207 Edgeley) with over 30 separate owners. Removing any development rights from this parcel will make it difficult to acquire either through purchase by the City or the Landowners Cost Sharing Agreement.

As such, we continue to request the VMC Subcommittee and Project Team consider an alternative approach for the parkland in the Expansion Area B.

2. Neighbourhood Designation should permit a hotel/convention centre



We request additional information on what uses besides residential would be permissible in the lands identified as "Neighbourhood". As we have previously advised, there is an existing Monte Carlo hotel at the northeast corner of Applewood and Portage. The owner plans to redevelop the existing Monte Carlo Hotel into a luxury hotel and convention centre with a mix of residential uses supported by world-class amenities and services. This use is compatible with residential uses and should be permitted in the Neighbourhood designation.

We request more details with regards to the policies that will guide the land uses, built form, and other development criteria to fully understand the updated Land Use Plan.

3. The Mews identified on the block north of Portage and east of Applewood Crescent should be relocated mid-block

A Mews is identified on the block at the northeast corner of Applewood Cres and Portage Parkway. It is our understanding the intent of Mews are to provide a linkage from the terminus of Commerce Street to the employment area to the north. We request that this mews be relocated mid-block to avoid constraining the future development of existing hotel lands proposed to be redeveloped into a luxury hotel and convention centre. Furthermore, we understand there is planned median on Portage Parkway, meaning a direct connection across Portage along Commerce will require an intersection and if this is the plan, that intersection should be located between Edgeley and Applewood. If this is not the plan, there is no need for the Mews on the north side of Portage to directly align with the Commerce Street extension.

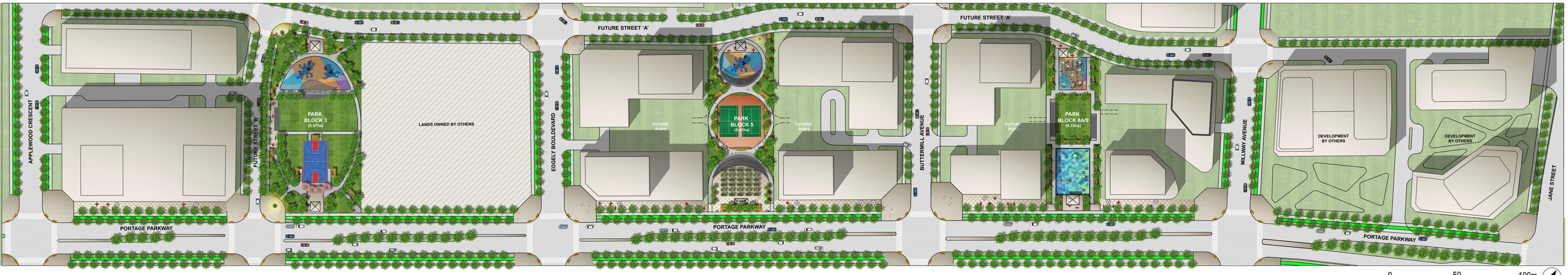
As always, we thank the project team for their efforts to address our concerns and comments regarding the VMC Secondary Plan Update and appreciate the opportunity to collaborate proactively to achieve the shared goal of a great and vibrant downtown for Vaughan. We look forward to meeting with staff to work through our request and to bring these lands forward to future zoning bylaw amendment and site plan application stages.

Yours very truly,
Malone Given Parsons Ltd.

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

cc: VMC Project Team: 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, Schollen and Company



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SCHOLLEN & Company Inc.
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CONCEPTUAL PARKS MASTER PLAN

Portage Conversion Landowners Group

Vaughan, ON

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2024/06/18