

March 25, 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](mailto:Clerks@vaughan.ca)

**C 2**  
**Communication**  
**Vaughan Metropolitan Centre**  
**Sub-Committee – March 26, 2025**  
**Item No. 1**

Dear Members of the VMC Sub-Committee:

**RE: VMC Sub-Committee – March 26, 2025**  
**Item 4.1: VMC Secondary Plan 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 by providing commenting letters, attending landowner meetings with the City, and speaking before this Subcommittee on numerous occasions.

MGP has reviewed the materials to be presented at the March 26<sup>th</sup>, 2025 VMC Subcommittee meeting. We note that materials were only made available on Monday March 24<sup>th</sup>, and as such does not provide a sufficient time to conduct a fulsome review of the materials. Furthermore, the associated VMC Secondary Plan policy text that would accompany and explain the Schedules was not available for review and is needed to fully comprehend the proposed schedules. Nonetheless, we offer the following preliminary comments on the material provided:

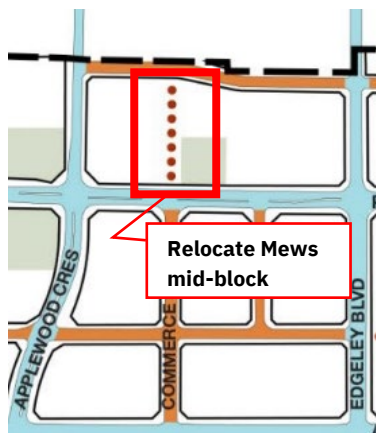
### **1. Parkland Configuration**

We note that the schedules to be presented at the March 26<sup>th</sup> VMC Subcommittee meeting show a revised configuration of parkland. Although we have been having productive discussions with staff regarding parkland provisions on the north side of Portage Parkway, we remain concerned with the large Urban Park now located mid-block between Edgeley Boulevard and Buttermilk Avenue and the park proposed between Applewood Crescent and Edgeley Boulevard. We thank staff for meeting with us to discuss our concerns for the parkland configuration within the Portage Lands, however, we do not feel the current configuration addresses outstanding concerns. The Portage Landowners have not had sufficient time to review the recently released materials and will be sending a follow up letter regarding the parkland provisions to staff in the coming weeks.

### **2. The ‘Mews’ identified on the block north of Portage and east of Applewood Crescent**

A ‘Mews’ is identified north of Portage Parkway between Applewood Cres. and Edgeley Blvd. in the revised schedules included in the presentation materials. We understand that this

'Mews' has been aligned with Commerce Street on the south side of Portage Parkway; however, we do not concur that this connection or extension of Commerce Street is warranted from a traffic circulation or capacity mitigation perspective, as shown in the attached memo prepared by our transportation consultant, CGH Transportation. Commerce Street is planned as a "Local Road" with its main purpose to provide access to adjacent property. We understand that Portage Parkway is planned with a central median. An additional intersection to extend Commerce Street would require a break in this median and signalization; however, this new intersection of Commerce St and Portage Pkwy would be too close to the existing signalized intersection of Applewood Cres. and Portage Pkwy. As such, we anticipate that there will not be a signalized intersection at Commerce St. and Portage Pkwy and therefore, a 'Mews' on the north side of Portage Parkway does not need to align with Commerce Street.



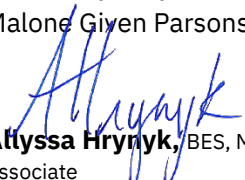
If a 'Mews' is required to provide non-vehicular connectivity and access to adjacent properties, it would be more appropriately located mid-block between Applewood Crescent and Edgely Blvd. The currently identified location is through an existing hotel and a planned new luxury hotel and conference centre. As such, we request the "Mews" between Applewood Crescent and Edgely Blvd be removed from the plans north of Portage Pkwy or moved east to a location mid-block. Lastly, we request more information regarding the referenced Policy 5.3.20 in Schedule C – Street Network in order to understand requirements for Mews.

### 3. Schedule H – Areas for Retail, Service Commercial, or Public Uses

In review of Schedule H – Areas for Retail, Service Commercial, or Public Uses, we note that much of the eastern portion of the Portage Lands are identified with the "Recommended Retail, Service Commercial, Integrated Community Facility or Public use Front" overlay. We request further information on the requirements of this overlay.

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. We reserve the right to provide further comments on the Secondary Plan when more information is available.

Yours very truly,  
Malone Given Parsons Ltd.

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

cc: VMC Project Team: [Christina.Bruce@vaughan.ca](mailto:Christina.Bruce@vaughan.ca), [Gaston.Soucy@vaughan.ca](mailto:Gaston.Soucy@vaughan.ca),  
[Alannah.slattery@vaughan.ca](mailto:Alannah.slattery@vaughan.ca), [Andrew.haagsma@vaughan.ca](mailto:Andrew.haagsma@vaughan.ca), [Cory.Gray@vaughan.ca](mailto:Cory.Gray@vaughan.ca)  
Portage Conversion Landowners Group

Att 1/ CGH Transportation Memo

# Technical Memorandum

To: Allyssa Hrynyk – Malone Given Parsons Ltd.  
Catalina Cardens – Malone Given Parsons Ltd.

Date: 2025-03-014

From: Mark Crockford, P. Eng – CGH Transportation

Project Number: 2023-017

## Re: MGP PLG VMC Vaughan Technical Memorandum

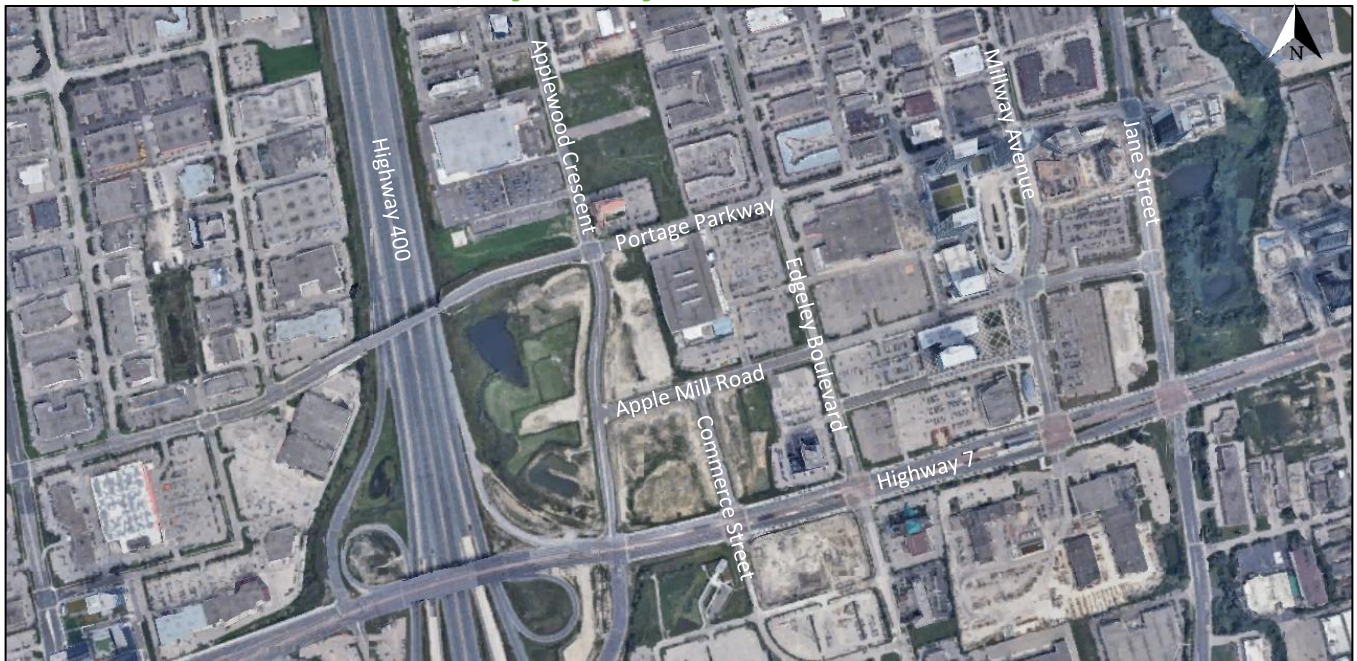
CGH Transportation is pleased to provide you with this technical memorandum to examine the need for the extension of Commerce Street from Apple Mill Road to the new east-west local road. We have received the information provided by email and the discussion with Malone Given Parsons will serve as the basis for our technical memorandum.

We are reviewing the *C1 Communication Vaughan Metropolitan Centre Sub-committee – February 19, 2025 Item No. 1*. Using this information, a memo has been prepared to identify the need for Commerce Street extension, including land access and intersection spacing. The memo will provide potential solutions and alternatives to the proposed extension.

## 1 Study Area Conditions

The site is located in the City of Vaughan and the Vaughan Metropolitan Centre Secondary Plan. Figure 1 shows the existing conditions of the Study Area.

Figure 1 Existing Site Area Conditions



The existing road network that borders the site area are the following roads.

#### *Commerce Street*

The extension of Commerce Street from Apple Mill Road will be classified as a local road. The Vaughan Metropolitan Centre Transportation Master Plan does not have any planned cycling facilities for Commerce Street.

#### *Portage Parkway*

Portage Parkway is an east-west City of Vaughan four-lane major collector road. Within the site area, the south side of the street has a boulevard separated sidewalk. The north side has intermittent sidewalks within the study area. Portage parkway has proposed cycling tracks as apart of the Vaughan Metropolitan Centre Transportation Master Plan. The posted speed limit is 50km/h.

#### *Applewood Crescent*

Applewood Crescent is a north-south City of Vaughan two-lane major collector road. Within the site area, the west side of the street has a boulevard separated sidewalk. The east side as a sidewalk that extends 80 metres north of Partage Parkway. Applewood Crescent has proposed cycling tracks as apart of the Vaughan Metropolitan Centre Transportation Master Plan. The posted speed limit is 50km/h.

#### *Edgeley Boulevard*

Edgeley Boulevard is a north-south City of Vaughan four-lane major collector road. Within the site area, both sides of the street have a boulevard separated sidewalk. Edgeley Boulevard has proposed cycling tracks as apart of the Vaughan Metropolitan Centre Transportation Master Plan. The posted speed limit is 50km/h.

#### *New East-West Road*

The new east-west road is north of Partage Parkway. The road is planned to be a local road. There are no cycling facilities, and the Vaughan Metropolitan Centre Transportation Master Plan does not have any planned cycling facilities. The posted speed limit is 50km/h

#### *Applewood Crescent at Portage Parkway*

Applewood Crescent at Portage Parkway is a signalized four-legged intersection. The northbound approach has an auxiliary left turn lane, a through lane and a right turn lane. The southbound approach has an auxiliary left turn lane, a through lane and an auxiliary right turn lane. The eastbound approach has a shared through/right turn lane and a shared through/left turn lane. The lane markings indicate the shared through/right turn lane is a through lane, however there are no turn restrictions, so it is assumed that the lane is a shared through/right turn lane. The westbound approach consists of a shared through right turn lane and shared through/left turn lane. The lane markings indicate the shared through/left turn lane is a through lane, however there are no turn restrictions, so it is assumed that the lane is a shared through/right turn lane. Pedestrian crossings and pedestrian signal heads are present on all legs.

#### *Edgeley Boulevard at Portage Parkway*

Applewood Crescent at Portage Parkway is a signalized four-legged intersection. The northbound and southbound approaches consist of shared through/right turn lane and a shared through/left turn lane. The eastbound approach has an auxiliary right turn lane, through lane, and left turn lane. The westbound approach has a left turn

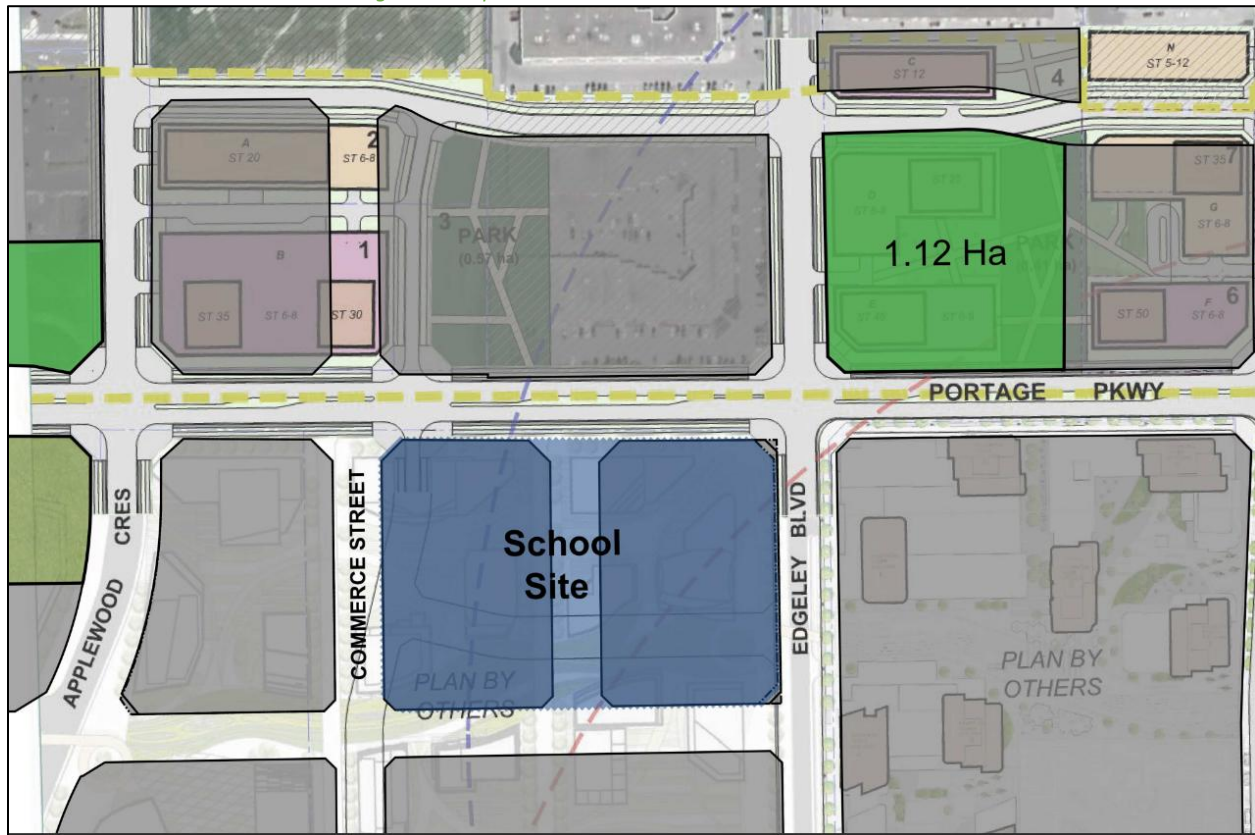
lane and a shared through/right turn lane. Pedestrian crossings and pedestrian signal heads are present on all legs.

## 2 Site Area Land Access

Commerce Street is planned to be a local road that extends from the south side of Highway 7 to Portage Parkway. As per TAC guidelines, the definition of a local roadway is “a roadway with the primary function of providing land access” (G-8 (p.58)).

As Commerce Street is a local road, the main purpose is to provide access to land. The extension of Commerce Street from Portage Parkway to the new east-west street is not necessary to provide this function as the four surrounding streets provide sufficient access to the adjacent properties. Given the main purpose of a local road is for property access, and the adjacent properties on the north side of Portage Pkwy are already access from either Applewood Cres, Edgely Blvd, Portage Pkwy or the new east/west local street planned, a new local road (ie the extension of Commerce Street north of Portage Pkwy) is not warranted. Figure 2 illustrates the existing and planned roads in the site.

Figure 2: Proposed Site With Commerce Street Extension



## 3 Intersection Spacing

Furthermore, the extension of Commerce Street north of Portage Parkway would require a new signalized intersection in order to provide the connection north. The minimum intersection spacing for signalized controls is 200metres on collector roads as per TAC guidelines Chapter 2 (p.54). The Portage Parkway and Applewood Crescent intersection is a four-legged signalized intersection. The distance between the Portage Parkway and Applewood

Crescent intersection and the proposed Portage Parkway and Commerce Street intersection would be 136.4m measured centreline to centreline, thus not providing sufficient spacing between intersections.

## 4 Connectivity

There are many ways aside from local roads to provide connectivity, in this instance non-vehicular connectivity should be the primary focus. Mews, dedicated pathway, or Privately Owned Public Space (POPS) are options to allow pedestrian permeability through this block. A mews is a shared pathway that allow pedestrians and cyclists to travel on and access the land. A dedicated pathway would allow pedestrian and cyclists to travel on the pathway. A POPS would be owned by the final occupant of the site but be publicly accessible to allow pedestrians and cyclists to travel from Portage Parkway to the new east-west road. These alternative options allow for land access that the Commerce Street extension would have provided to pedestrian and cyclists while being able to avoid the concerns regarding the spacing of the intersections. However, we would recommend that such connectivity would be more appropriately located mid-block between Applewood Crescent and Edgely Boulevard.

Without the signalized intersection at Commerce Street and Portage Parkway pedestrians will not be able to cross between Applewood Crescent and Edgely Boulevard. As per OTM Book 15 Guidelines (p. 28) a pedestrian crossover should be greater than 200 m from the nearest traffic control device regardless of pedestrian and vehicular traffic, system connectivity and if it is a desired pedestrian line. The intersection of Portage Parkway and Applewood Crescent is approximately 315m from the intersection of Portage Parkway and Edgely Boulevard. Placing a pedestrian crossover between these two intersections would result in the pedestrian crossover less than 200 m away from at least one of the intersections. For this reason, a pedestrian crossover would not be a recommended solution between Applewood Crescent and Edgely Boulevard. Pedestrians will have to cross the street at Portage Parkway and Applewood Crescent or Portage Parkway and Edgely Boulevard.

## 5 Conclusion

This memo has examined the extension of Commerce Street north of Portage Parkway and presented the challenges that its extension would unnecessarily introduce. Alternative solutions to the extension of Commerce Street have been presented. The foregoing memo has illustrated the following:

- The surrounding roads provide good access to the site, as a result, local road access provided by Commerce Street is not needed
- The intersection spacing between Applewood Crescent at Portage Parkway and the proposed Commerce Street at Portage Parkway is subpar at approximately 136m
- Alternatives such as a mews, dedicated pathway, or POPS can provide non-vehicular access to the site without the need for Commerce Street and should be located mid-way between Applewood and Edgely.

Overall, the extension of Commerce Street to the new east-west road can provide greater connectivity. However, due to the challenges associated with the extension and limitations with adding additional signalization on Portage Pkwy, the benefits do not exceed the challenges posed by this extension. It is recommended that the insights provided in this memo be considered in the Vaughan Metropolitan Centre Secondary Plan.

