

VMC SUB-COMMITTEE – MARCH 26, 2025

COMMUNICATION

Distributed March 24, 2025

Item No.

- C1. Presentation material titled “*VMC Secondary Plan Update*”. 1

Distributed March 25, 2025

- C2. Allyssa Hrynyk, Associate, Malone Given Parsons, Renfrew Drive, Markham, dated March 25, 2025. 1

Distributed March 26, 2025

- C3. Billy Tung, Partner, KLM Planning, Jardin Drive, Concord, dated March 25, 2025. 1

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Please note there may be further Communications.

C 1

Communication

Vaughan Metropolitan Centre

Sub-Committee – March 26, 2025

Item No. 1

VMC Secondary Plan Update

Presentation to VMC Sub-committee

March 26, 2025



DOWNTOWN

vaughan

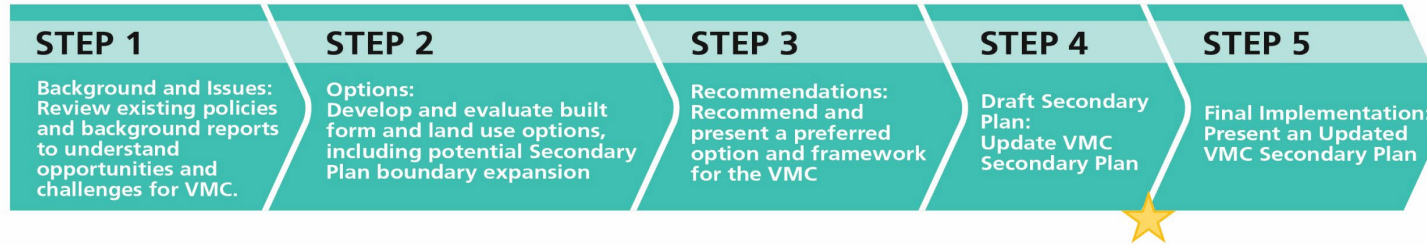
METROPOLITAN CENTRE

The new **VMC Secondary Plan** (VMCSP) draft policies and schedules are currently being finalized 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

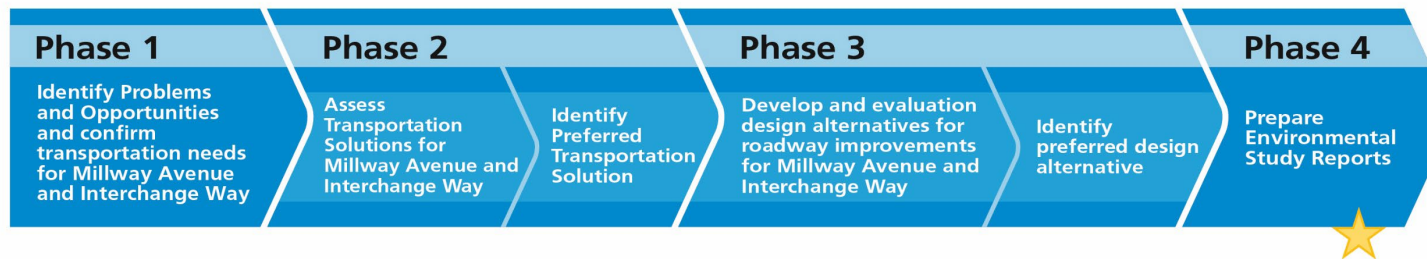
New Secondary Plan*



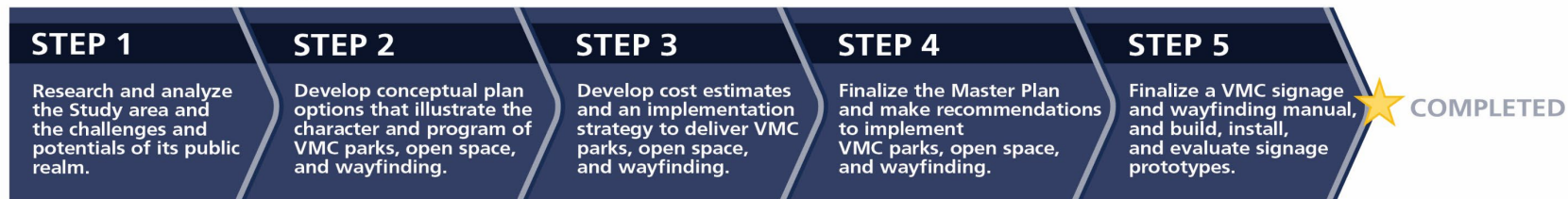
Transportation Master Plan Update



Millway Avenue and Interchange Way Class EA Studies



Parks and Wayfinding Master Plan



The **2010 VMC Secondary Plan**, approved in 2017, laid the initial foundation for the downtown. The new **2025 VMCSP** refreshes this vision and outlines the next steps for the future of the VMC.

The new **2025 VMCS** constitutes a part of the City of Vaughan Official Plan 2025 (VOP 2025) and as such is intended to guide and regulate development in the VMC. It replaces the previous version of the VMC Secondary Plan and all previous Official Plan Amendments applicable to the VMC.



Summary of Key Policy Changes



DOWNTOWN

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2.0 Vision & Principles

The new 2025 VMCSPP outlines the new framework for Vaughan's downtown. It now envisions a substantial population living in high-density towers with a mix of uses and activities for work, living, recreation, and culture, be walkable and accessible by various modes of transportation, and offer rich, high-quality public spaces for civic gatherings and events.

Principles

- Transit-oriented
- Walkable
- **Connected** (formerly 'Accessible')
- Diverse
- Vibrant
- **Balanced** (new)
- **Sustainable** (formerly 'Green')
- Beautiful



3.0 Objectives

A DOWNTOWN

- Establish a distinct downtown for Vaughan containing a mix of uses, civic attractions and a critical mass of people.

NEIGHBOURHOODS

- Establish complete neighbourhoods containing a variety of housing.

EMPLOYMENT DIVERSITY

- Attract and accommodate a variety of employment uses.

UNIVERSITY OR COLLEGE PRESENCE

- Attract major institutions of higher learning.

HARD AND SOFT INFRASTRUCTURE AND AMENITIES (NEW)

- Support growth with appropriate infrastructure and amenities.

ORDERLY DEVELOPMENT (NEW)

- Ensure development proceeds in an orderly and rational manner.

HIGH TRANSIT USAGE

- Continue to upgrade and optimize rapid transit.

GRID OF STREETS (Street and Block Network)

- Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system.



3.0 Objectives (cont.)

GENEROUS OPEN SPACE SYSTEM

- Develop a generous and remarkable parks and open space system.

NATURAL FEATURES

- Make natural features and functions a prominent part of development.

GREEN DEVELOPMENT

- Ensure development incorporates green infrastructure and green building technologies.

DESIGN EXCELLENCE

- Ensure all development exhibits a high quality of urbanity, materials and design.





4.0 Growth Management

The VMC has **significant development potential** due to the removal of maximum height and density limits. However, this increased potential **extends the timeline for full buildout** and raises the **need for additional hard and soft infrastructure to accommodate growth**.

The VMC is projected to grow to **101,000 people and jobs by 2051**, with a total of **222,400 people and jobs expected at full buildout**, which is anticipated to occur well beyond the plan's 2051 planning horizon.

Delivering the infrastructure, services, and amenities needed to support this growth must be a key city-building priority.

4.0 Growth Management (cont.)

Through the policies of the VMCSPP, the City will seek to **meet or exceed the minimum density targets established by the VOP 2025 for PMTSAs** that fall within the VMC boundaries as follows:

- PMTSA 54 - Commerce BRT Station (350 people and jobs per gross hectare)
- PTMSA 56 - Creditstone BRT Station (300 people and jobs per gross hectare)
- PTMSA 67 – Vaughan Metropolitan Subway Station (400 people and jobs per gross hectare)

The growth rate in the VMC will depend on the City's and Region's capacity to provide the necessary elements and improvements outlined in the VMCSPP and supporting studies.

4.0 Growth Management (cont.)

Supporting Growth

To support the anticipated growth in the VMC, no development will be allowed to move forward until the City ensures that:

- Sufficient capacity in transportation, water, wastewater, stormwater, parks, and community services, as outlined in the VMC TMP and other VMC and City-Wide documents and studies are funded, planned, and implemented to the City and Region's satisfaction;
- Improvements are made prior to or concurrently with the removal of a Holding Symbol (H) and/or the issuance of building permits.



4.0 Growth Management (cont.)

Orderly Development

Given the extended projected timeline for full build-out, the orderly progression of growth will aim to create a contiguous complete community that will expand over time, through developments that shall:

- Contribute to key public spaces and community focal points through the rational and contiguous extension of redeveloped built form, the public realm and active transportation networks;
- Contribute with 10% non-residential uses where applicable (e.g. Mixed Use areas);
- Contribute significantly to the provision of community services; and/or
- Be located within close proximity of a higher-order transit station.

All developments within VMC shall be subject to an implementing Zoning By-law and Site Plan Approval. All implementing Zoning By-law approvals will be subject to a Holding Symbol (H).





5.0 Streets & Transportation

- **Updated to align with VMC TMP 2025**
 - To support the vision and growth projections for the VMC through the 2051 planning horizon
- **Major transit infrastructure has been built**
 - VMC TTC Subway, SmartVMC Bus Terminal, vivaNext BRT along Highway 7)
- **Transportation Demand Management**
 - To promote transit, walking and cycling
- **Encroachments into public roads**
 - Will require Justification Report and strata agreement
- **Active Transportation**
 - Integrating active transportation into the overall system (e.g. Micromobility)
- **Parking**
 - Removal of parking minimums



6.0 Energy, Water & the Natural Environment

- **Non-conventional Stormwater Facilities**
 - To align with the City's Non-conventional Stormwater Management Policy
 - Parks may be permitted above non-conventional SWM facilities
- **Western Black Creek Spill Area**
 - Updated mapping was provided by TRCA that identifies this spill area
 - Development in this area will require mitigation measures, including flood proofing
- **Black Creek Renewal Area**
 - Following the Black Creek Renewal EA, the City will be undertaking the Black Creek Renewal Design Build project
 - The underlying land use designations within this area will come into force once all conditions have been met

7.0 Parks & Open Spaces



- **Updated to align with VMC Parks and Wayfinding Master Plan (PWMP) 2024**
 - To support the park network identified and approved through the PWMP 2024
- **Changes to Park Typologies**
 - Aligned with PWMP 2024, two types of park typologies: Urban Parks & Public Squares
- **Strata policies (encumbered parks)**
 - To align with Provincial changes resulting from Bill 109, to allow encumbered parks to meet parkland dedication requirements
 - Will require strata agreement
- **Parks above non-conventional SWM facilities**
 - To align with City's Non-conventional Stormwater Management Policy
 - Lands with non-conventional SWM facilities may be re-designated as park, contingent on conditions



8.0 Community Spaces, Cultural Facilities & Public Art

- **Requirement of secondary school**
 - A secondary school site will be required within the VMC, or in areas accessible to the served population by direct walking routes or by short trips by rapid transit
- **Alternative school designs**
 - Size, layout and built form of schools shall be compatible with the planned high-density form of development in the VMC
 - School Boards are encouraged to develop alternative standards for new schools in high density neighbourhoods
- **Performing arts centre**
 - New policies on future performing and cultural arts centre, located in south-west quadrant
 - Performing arts centre will serve as the anchor of a broader network of cultural facilities within the VMC
- **Reference to the 'Community Spaces Plan'**
 - To provide strategies related to the provision of City-owned community spaces and services

9.0 Land Use, Density and Built Form

- **Change from 'precincts' to land use designations**
 - Mixed Use
 - Neighbourhood
 - Mixed Non-Residential
 - Parks
 - Environmental Open Space
- **Removal of height and density maximums**
- **Housing policies**
 - Reference to purpose-built rental and to inclusionary zoning
 - Unit sizes requirement
- **Retail**
 - Updates to required and recommended locations
- **Built Form**
 - New policies on views, focal sites and gateways
 - Active frontages facing parks



10.0 Administration & Interpretation

- **Site Specific Policies**
 - Existing OPA's will remain in VMCS 2010
 - New OPA's will be added to VMCS 2025

11.0 Implementation



- **Updated policies will reference new Community Improvement Plan (CIP)**
 - The existing CIP has expired
- **New Municipal Finance section**
 - Aligns with W7 policies
- **New policies on Holding Symbols**
 - And requirements to lift the hold.



Schedules



DOWNTOWN

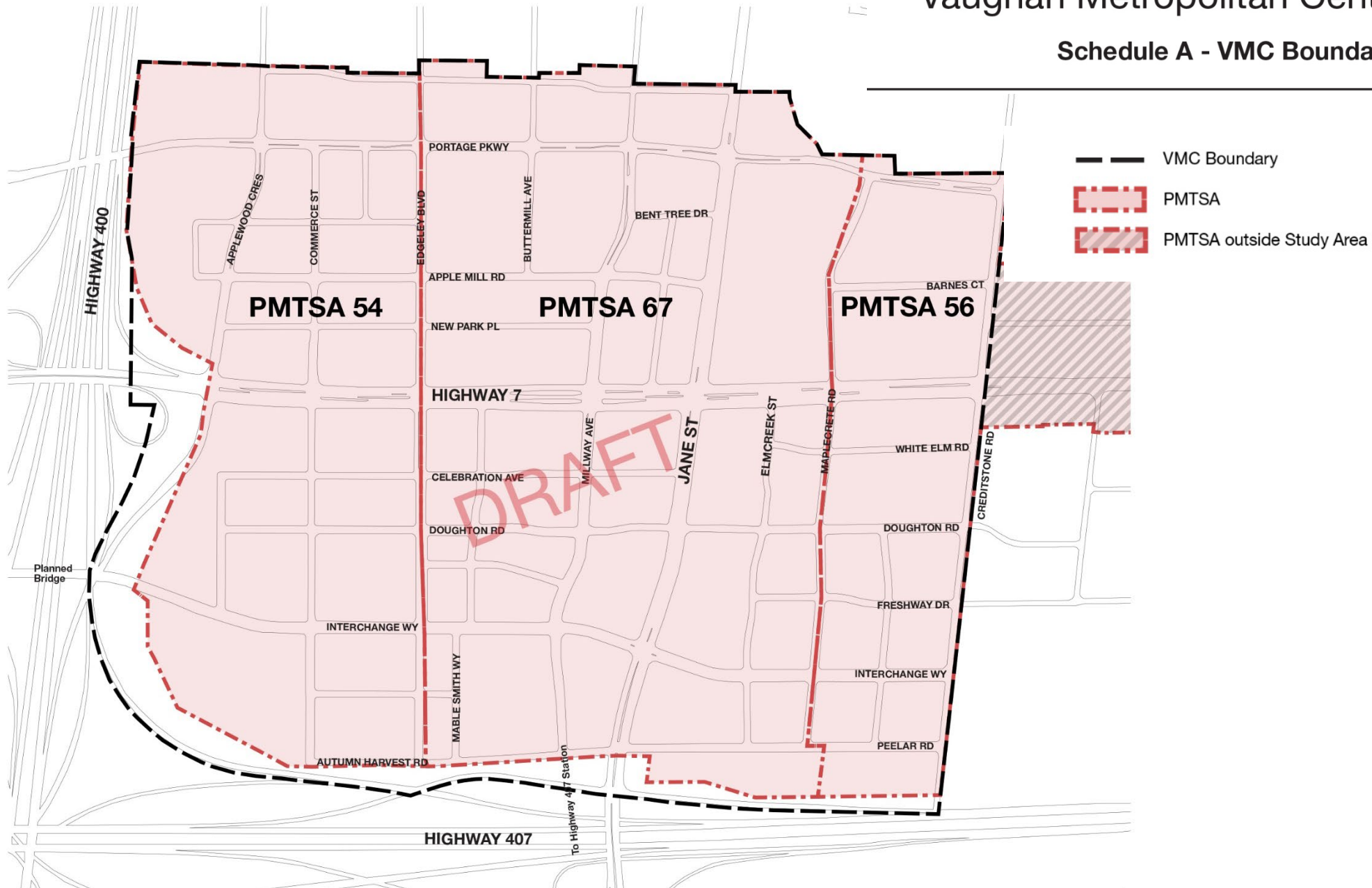
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METROPOLITAN CENTRE

The **VMCSP schedules** have been updated based on the new development framework and stakeholder feedback.

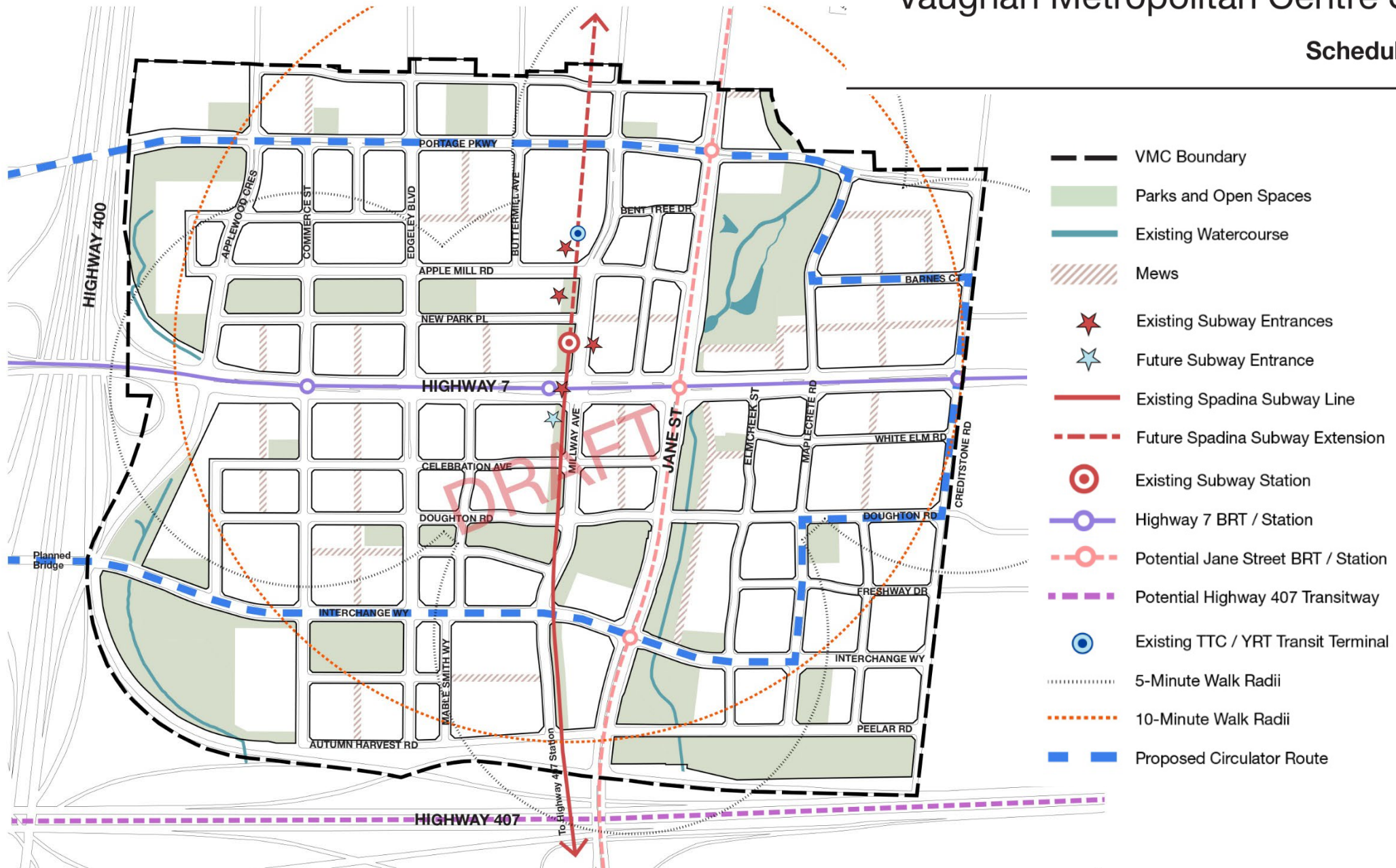
Vaughan Metropolitan Centre Secondary Plan

Schedule A - VMC Boundary and PMTSA Boundaries



Vaughan Metropolitan Centre Secondary Plan

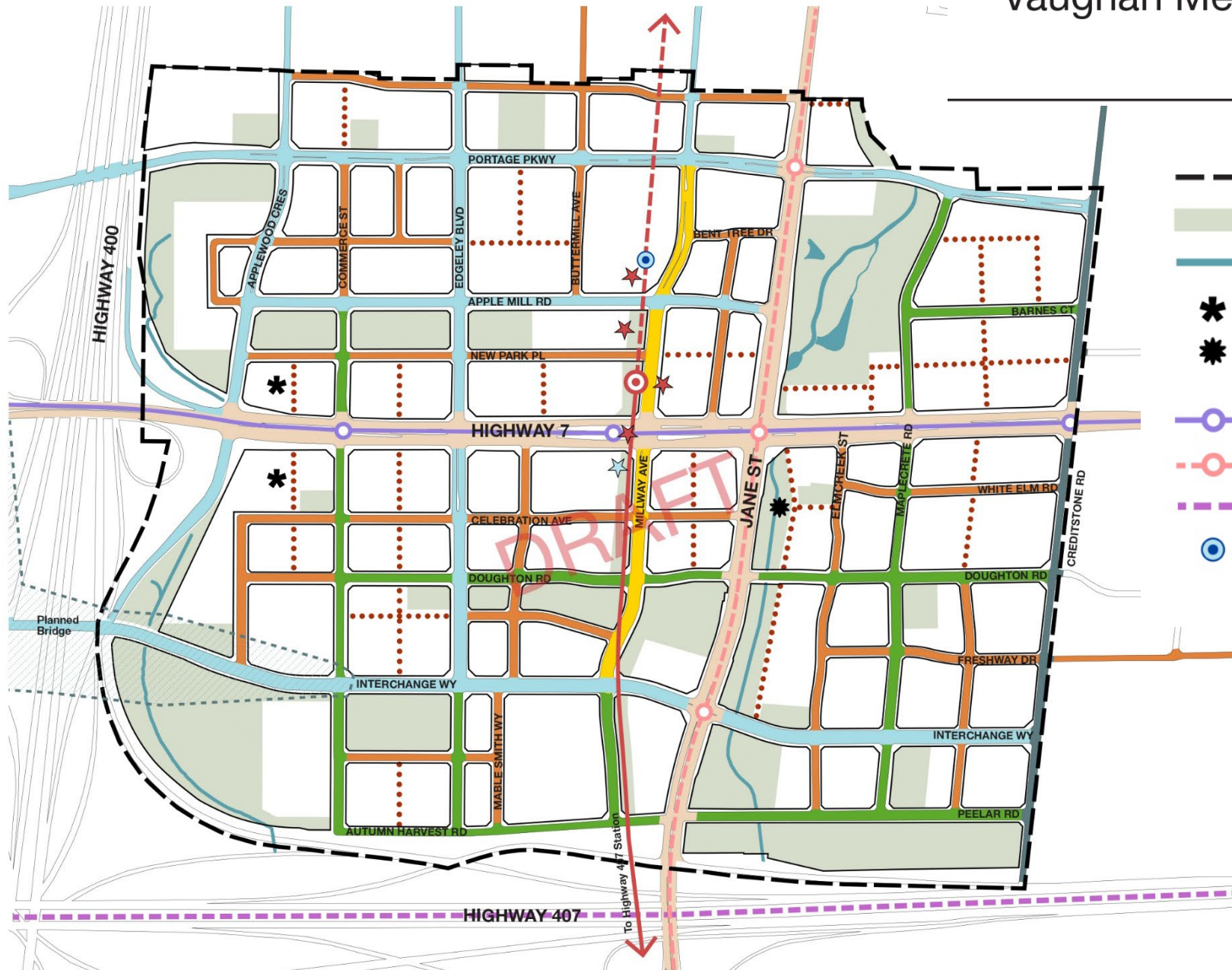
Schedule B - Transit Network



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing Subway Entrances
- Future Subway Entrance
- Existing Spadina Subway Line
- Future Spadina Subway Extension
- Existing Subway Station
- Highway 7 BRT / Station
- Potential Jane Street BRT / Station
- Potential Highway 407 Transitway
- Existing TTC / YRT Transit Terminal
- 5-Minute Walk Radii
- 10-Minute Walk Radii
- Proposed Circulator Route

Vaughan Metropolitan Centre Secondary Plan

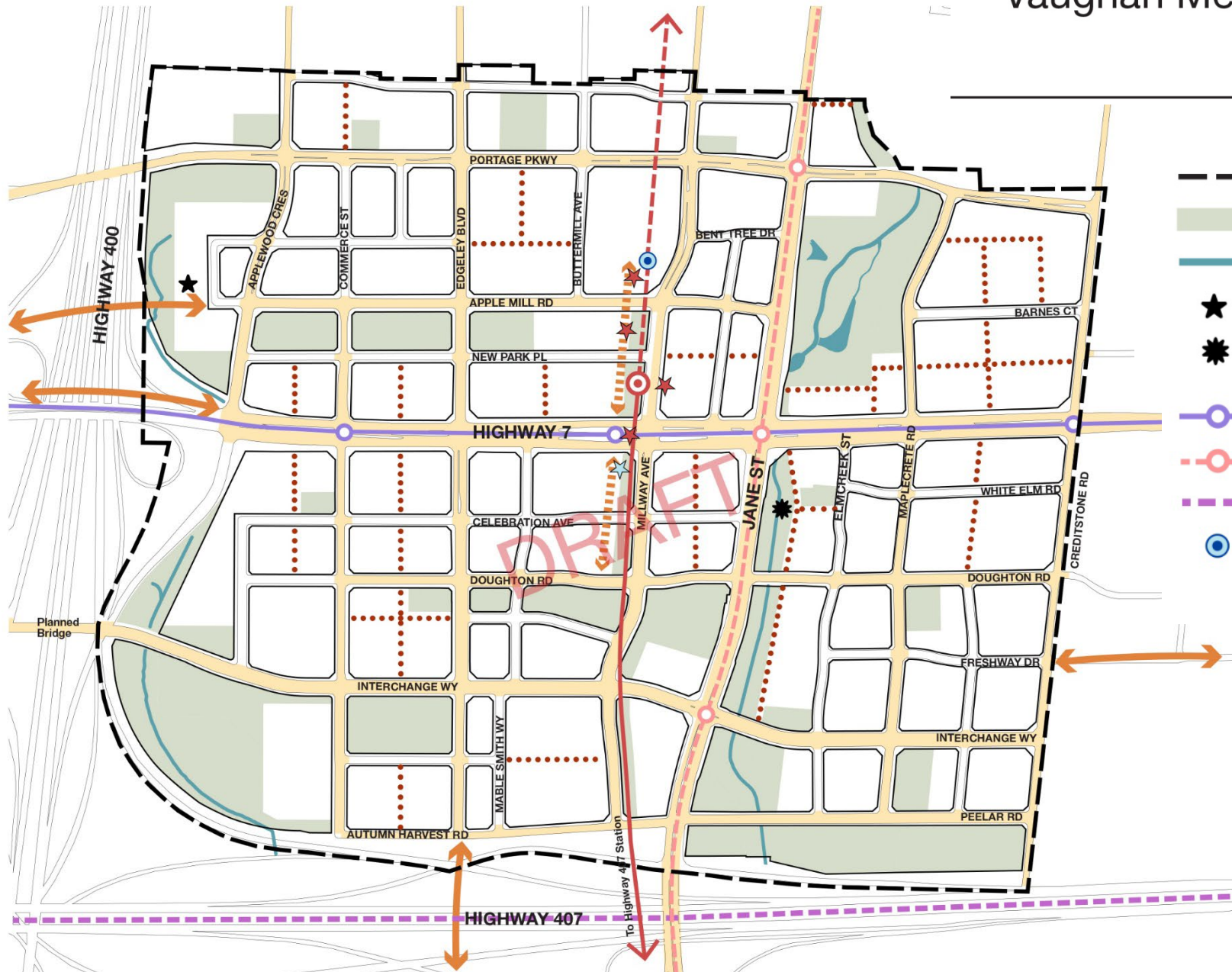
Schedule C - Street Network



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- See policy 5.3.21
- See policy 5.3.24
- Existing BRT / Station
- Future BRT / Station
- Potential Transitway
- Existing TTC / YRT Transit Terminal
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line
- Arterial (width to be consistent with Region of York Official Plan)
- Minor Arterial (33m)
- Major Collector (33m)
- Special Collector (33m)
- Minor Collector (26m)
- Local (20-22m)
- Mews (15-17m) (see policy 5.3.20)
- Colossus Drive Corridor Protection Area

Vaughan Metropolitan Centre Secondary Plan

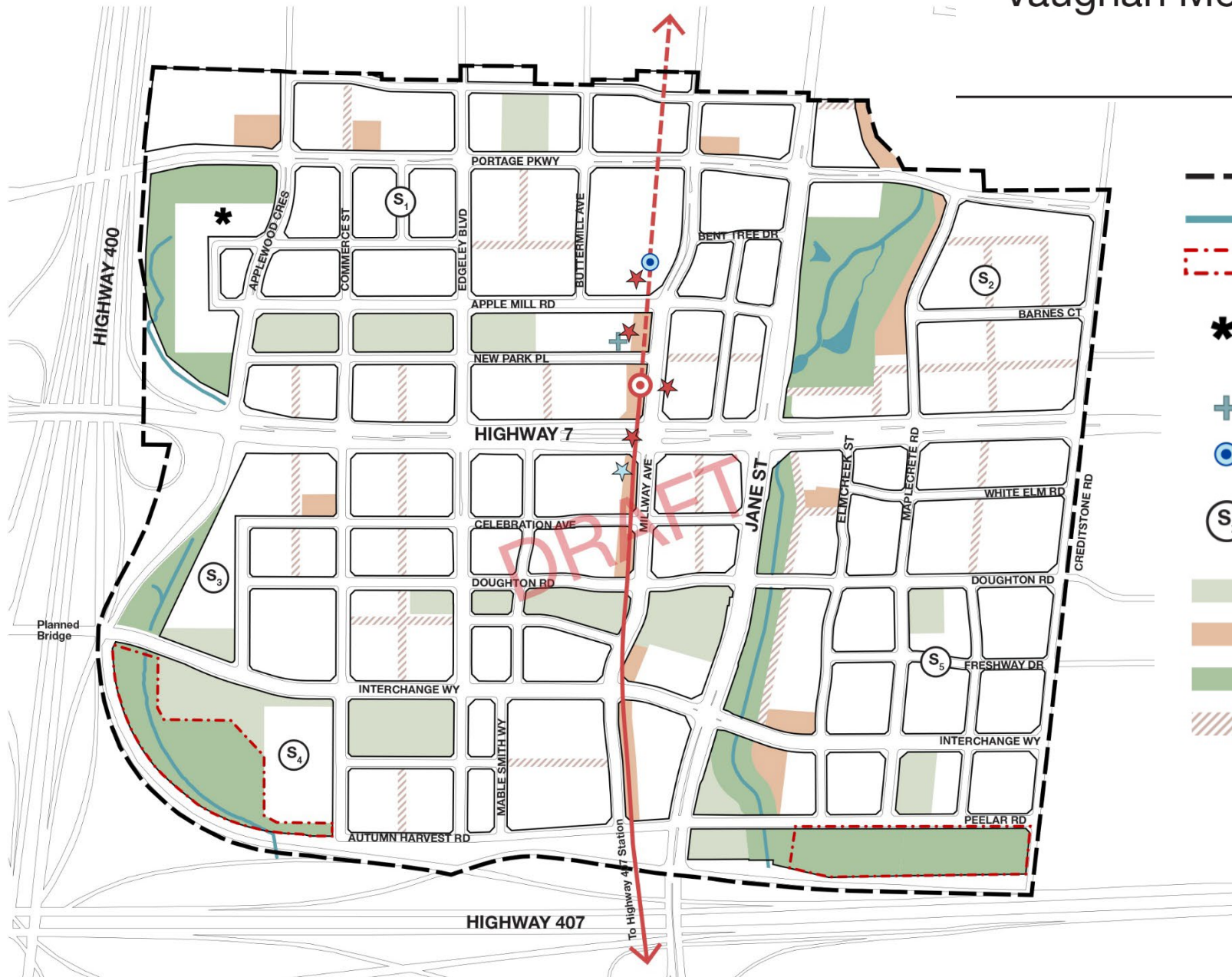
Schedule D - Active Transportation



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- See policy 5.5.6
- See policy 5.3.24
- Existing BRT / Station
- Future BRT / Station
- Potential Transitway
- Existing TTC / YRT Transit Terminal
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line
- AT Path/Connection
- Underground Connections
- Cycle Facilities
- Mews

Vaughan Metropolitan Centre Secondary Plan

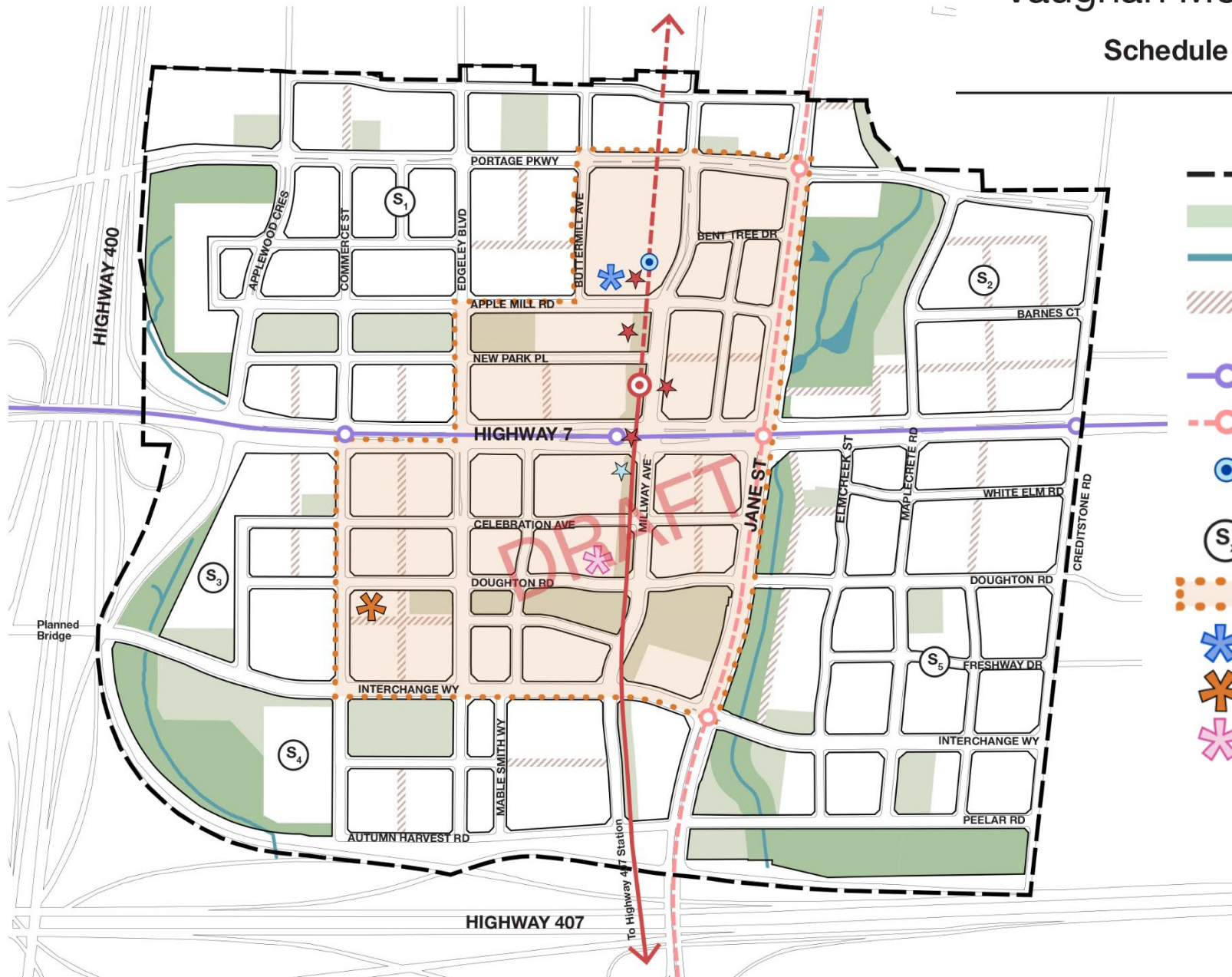
Schedule E - Parks and Open Spaces



- VMC Boundary
- Existing Watercourse
- Special Policy Area (see Policy 7.7.8)
- See Policy 7.7.7
- Transit Square
- Existing TTC / YRT Transit Terminal
- School
- Urban Park
- Public Square
- Environmental Open Space
- Mews
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line

Vaughan Metropolitan Centre Secondary Plan

Schedule F - Community Services and Cultural Facilities



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing BRT / Station
- Future BRT / Station
- Existing TTC / YRT Transit Terminal
- School
- Preferred Zone for Community Services and Institutions
- Existing Community Service Facility
- Recommended Performing Arts and Cultural Centre
- Recommended Major Community Service Facility
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line

Vaughan Metropolitan Centre Secondary Plan

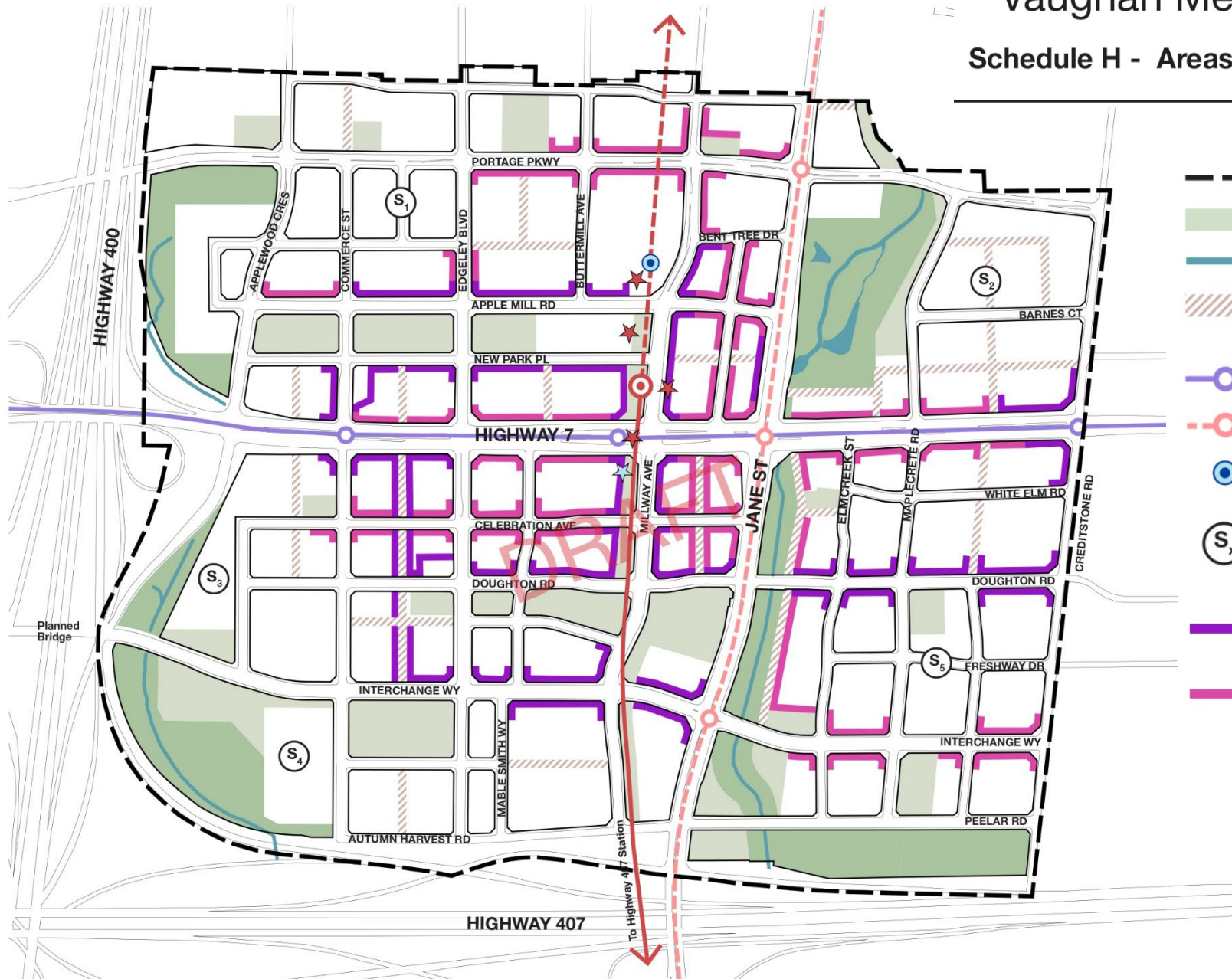
Schedule G - Land Uses



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing BRT / Station
- Future BRT / Station
- Existing TTC / YRT Transit Terminal
- School
- Mixed Use
- Mixed Non-residential
- Neighbourhood
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line

Vaughan Metropolitan Centre Secondary Plan

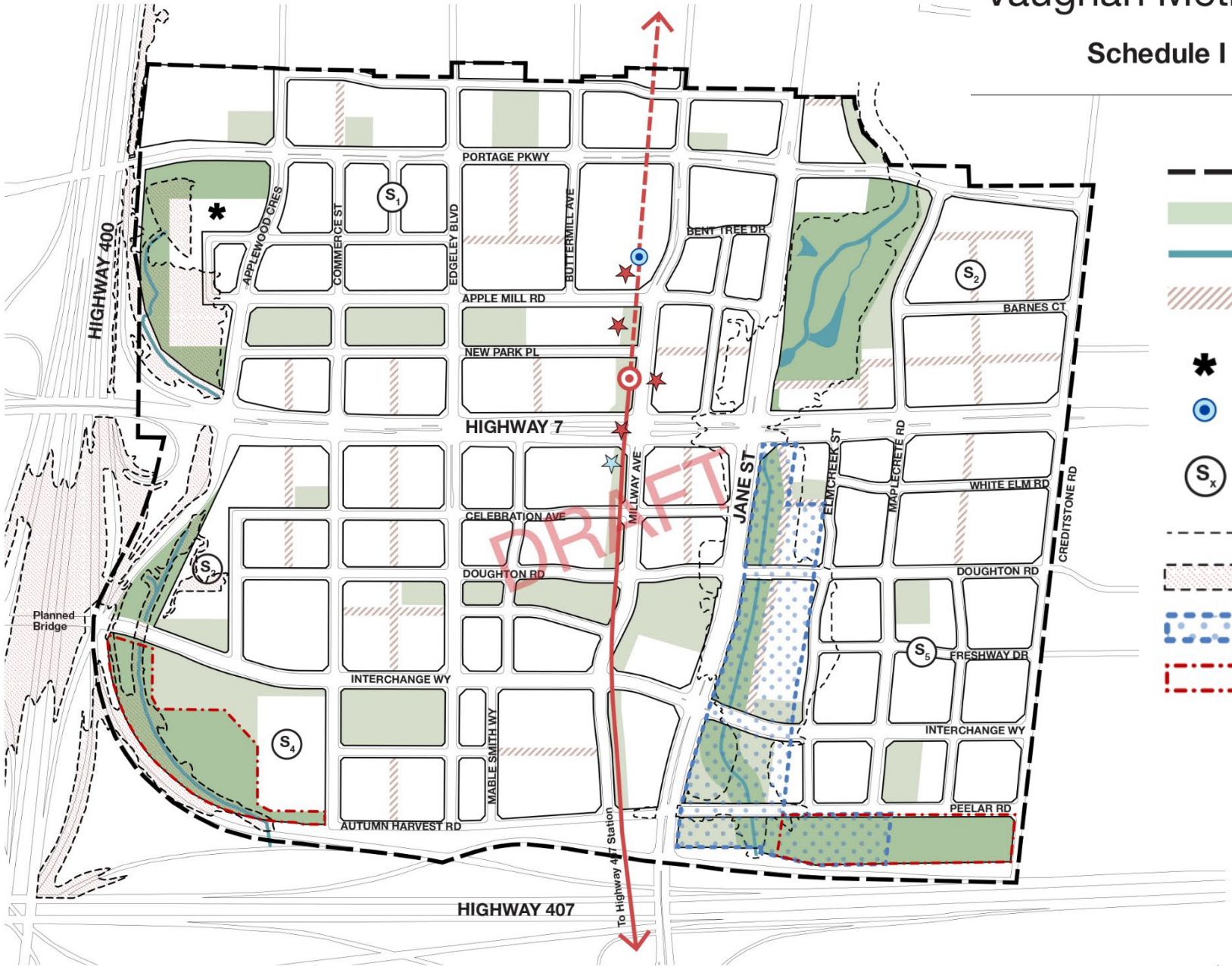
Schedule H - Areas for Retail, Service Commercial, or Public Uses



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing BRT / Station
- Future BRT / Station
- Existing TTC / YRT Transit Terminal
- School
- Required Retail, Service Commercial, Integrated Community Facility or Public Use Frontage
- Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line

Vaughan Metropolitan Centre Secondary Plan

Schedule I - Flood Plain and Environmental Open Space



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- See policy 7.7.7
- Existing TTC / YRT Transit Terminal
- School
- Existing Flood Plain (prior to Black Creek Renewal channel work)
- Black Creek Western Spill Area (see Policy 6.7.7)
- Black Creek Renewal Area (see Section 6.7)
- Special Policy Area (see Policy 7.7.8)
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line

Vaughan Metropolitan Centre Secondary Plan

Schedule J - Site Specific Policy Areas



- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing TTC / YRT Transit Terminal
- School
- Site Specific Policy Areas (see Policy 10.3.1)
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Subway Line
- Future Subway Line



Next Steps

Next Steps



- Continue to advance and coordinate the VMCSPP with other supporting studies.
- Continue to have conversations and work with the Technical Advisory Committees, Landowners and Citizens who have reached out through the VMCSPP process.
- Bring VMCSPP 2025 to Statutory Public Meeting.



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Christina Bruce
Director, Policy Planning and
Special Programs
Christina.Bruce@vaughan.ca

Thank you

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

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 26th, 2025 VMC Subcommittee meeting. We note that materials were only made available on Monday March 24th, 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:

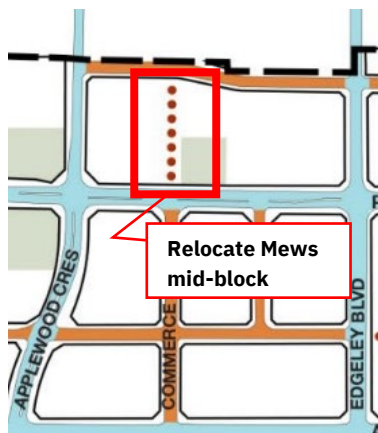
1. Parkland Configuration

We note that the schedules to be presented at the March 26th 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.



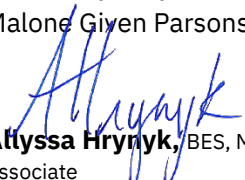
If a 'Mews' is required to provide non-vehicular connectivity and access to adjacent properties, it would be more appropriately located mid-block between Applewood Crescent and Edgely Blvd. The currently identified location is through an existing hotel and a planned new luxury hotel and conference centre. 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, Gaston.Soucy@vaughan.ca,
Alannah.slattery@vaughan.ca, Andrew.haagsma@vaughan.ca, 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

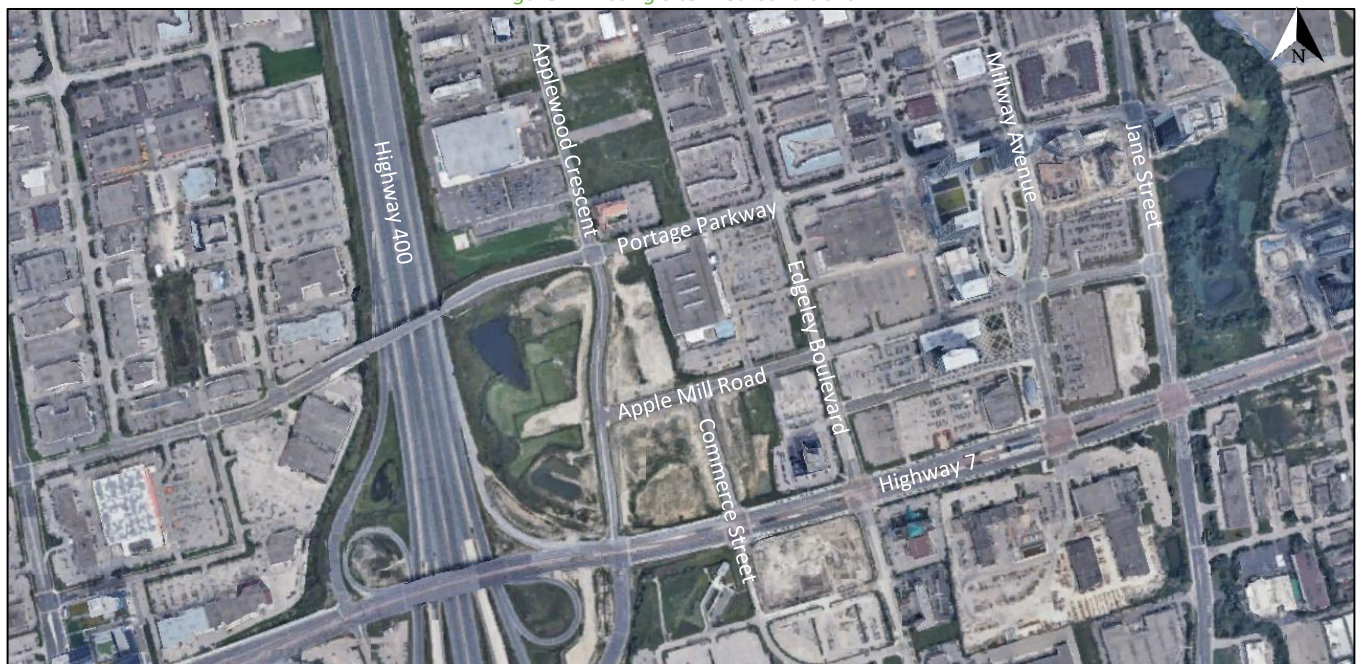
CGH Transportation is pleased to provide you with this technical memorandum to examine the need for the extension of Commerce Street from Apple Mill Road to the new east-west local road. We have received the information provided by email and the discussion with Malone Given Parsons will serve as the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

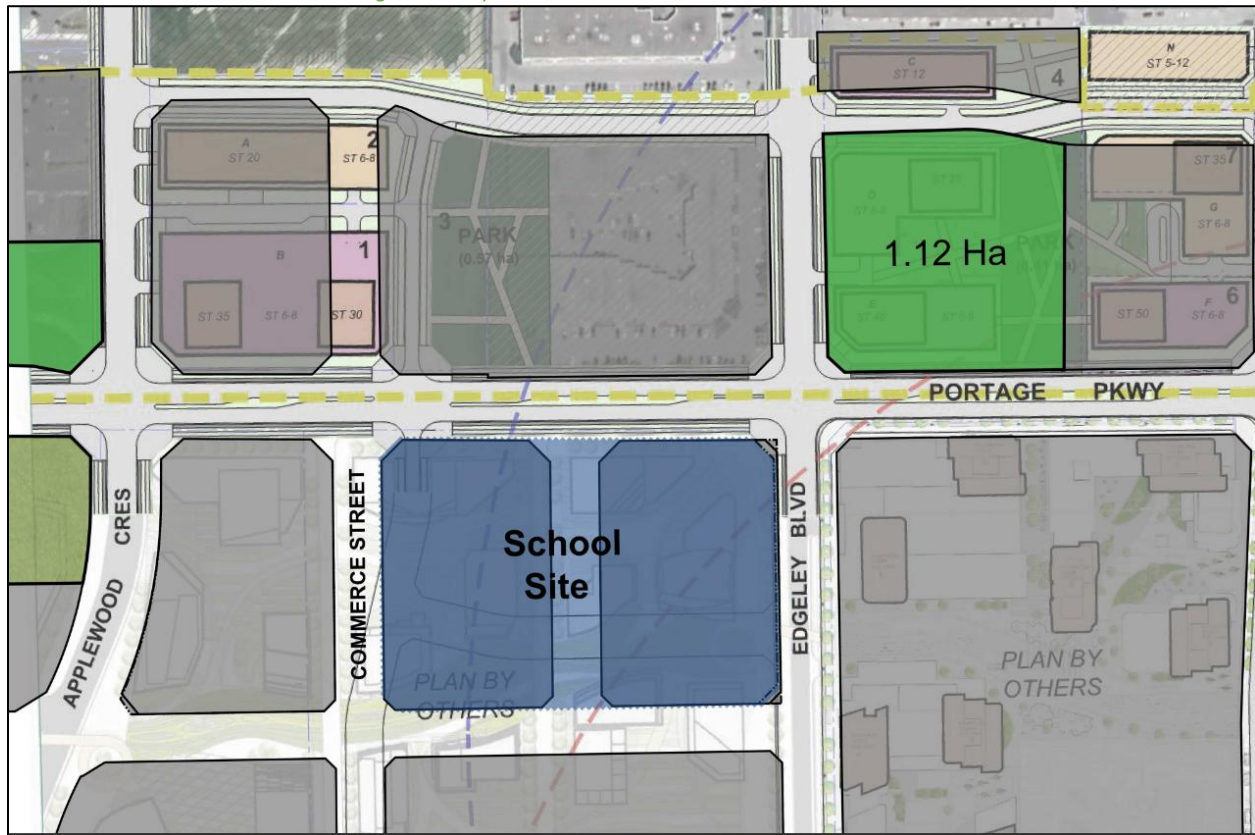
lane and a shared through/right turn lane. Pedestrian crossings and pedestrian signal heads are present on all legs.

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.



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Communication

Vaughan Metropolitan Centre

Sub-Committee – March 26, 2025

Item No. 1

File: P-3342

March 25, 2025

Office of the City Clerk
Ground Floor, South Wing
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

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

**Re: Communication - VMC Sub-Committee Meeting – March 26, 2025
Comments from Townwood Homes and Melrose Investments Inc.**

Dear Mayor & Members of the VMC Sub-Committee,

On behalf of our clients and owners of several lands located within the southeast quadrant of the Vaughan Metropolitan Centre (VMC), Townwood Homes and Melrose Investments Inc., we as the land use planning consultant are pleased to submit this Communication identifying our client's concerns based on review of the various draft schedules associated with the forthcoming VMC Secondary Plan 2025, included within the City's power-point presentation at this meeting. It should be noted that access to the presentation materials were only made available on Monday March 24th, which did not provide us sufficient time to prepare a fulsome review of the materials. Nonetheless, we offer the following preliminary comments on the materials and will continue to work with staff through these concerns:

1. Proposed Park Site:

The proposed Schedule E – Parks and Open Spaces designates a park site at the southeast corner of Maplecrete Road and Doughton Road, which partially sits on Townwood's property. This proposed park has not appeared in this location on any previous land use schedules that the City has released publicly. There has been a lack of consultation with the landowners regarding park locations within this quadrant, and we object to a park being placed on the Townwood lands at this late stage in the VMC Secondary Plan review process.

2. Land Uses on West side of Creditstone Road:

The proposed Schedule G – Land Use designates lands on the west side of Creditstone Road as "Mixed Non-residential". We have previously provided our comments to Policy Planning staff on this matter and re-iterate that residential uses should be allowed within this designation subject to the landowner submitting the necessary technical studies to justify the appropriateness of residential development along this street and any necessary mitigation measures to be implemented to address any impacts associated with the existing employment uses on the opposite side of the road. We ask that the City re-consider adding residential uses along this road subject to landowners providing the necessary technical assessment through development applications to the satisfaction of the City.

3. Status of Expansion Area C:

On May 16, 2024, Townwood Homes, who owns various lands located on the south side of Highway 7 between Creditstone Road and Costa Road and just south of the easterly extension of White Elm Road participated in a Landowners Meeting with City Policy Planning staff and subsequently followed up with written correspondence dated March 23, 2024 indicating that *“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.”*

Our client is concerned that over the past year there has been no advancement or discussion whatsoever by the City regarding Expansion Area C, and that the City’s power-point presentation for the VMC Sub-Committee Meeting on March 26, 2025 is silent on the City’s expansion plans for this area. We request that Expansion Area C be introduced into the VMC Secondary Plan 2025 update, and that Policy Planning staff provide a report that publicly identifies the land use schedules and policies for this area as soon as possible.

4. Alternative School Designs:

A proposed school site is shown on Townwood’s property located in the Freshway Avenue and Maplecrete Road area. We are encouraged that the City is supportive of policies that will foster the development of “alternative school designs”. We request that the City work closely with the School Boards to ensure that “urban schools” are built in cooperation with land developers that will see the building of schools, high-rise residential, parking and play areas developed together on the same site.

Should you have any questions with respect to the enclosed, please do not hesitate to contact the undersigned. I will be speaking on deputation at the VMC Sub-Committee Meeting and can respond to any questions the Sub-Committee Members may have.

Yours truly,

KLM PLANNING PARTNERS INC.



Billy Tung, BES, MCIP, RPP
Partner

Copy: Tony Guglietti, Townwood Homes
Paul Guglietti, Townwood Homes
Alireza Khosrowshahi, Melrose Investments Inc.
Kirill Blotskii, Melrose Investments Inc.