

VMC SUB-COMMITTEE – MAY 21, 2025**COMMUNICATIONS****Distributed May 16, 2025****Item No.**

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|-----|---|---|
| C1. | Presentation material titled “ <i>VMC Transportation Master Plan</i> ”. | 1 |
| C2. | Presentation material titled “ <i>VMC Secondary Plan Update</i> ”. | 2 |

Distributed May 20, 2025

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| C3. | Allyssa Hrynyk, Associate, Malone Given Parsons, Renfrew Drive, Markham, on behalf of Portage Conversion Landowners Group, dated May 20, 2025. | 1 and 2 |
|-----|--|---------|

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Please note there may be further Communications.

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Communication

Vaughan Metropolitan Centre

Sub-Committee – May 21, 2025

Item No. 1

VMC Transportation Master Plan

Presentation to VMC Sub-committee

May 21, 2025

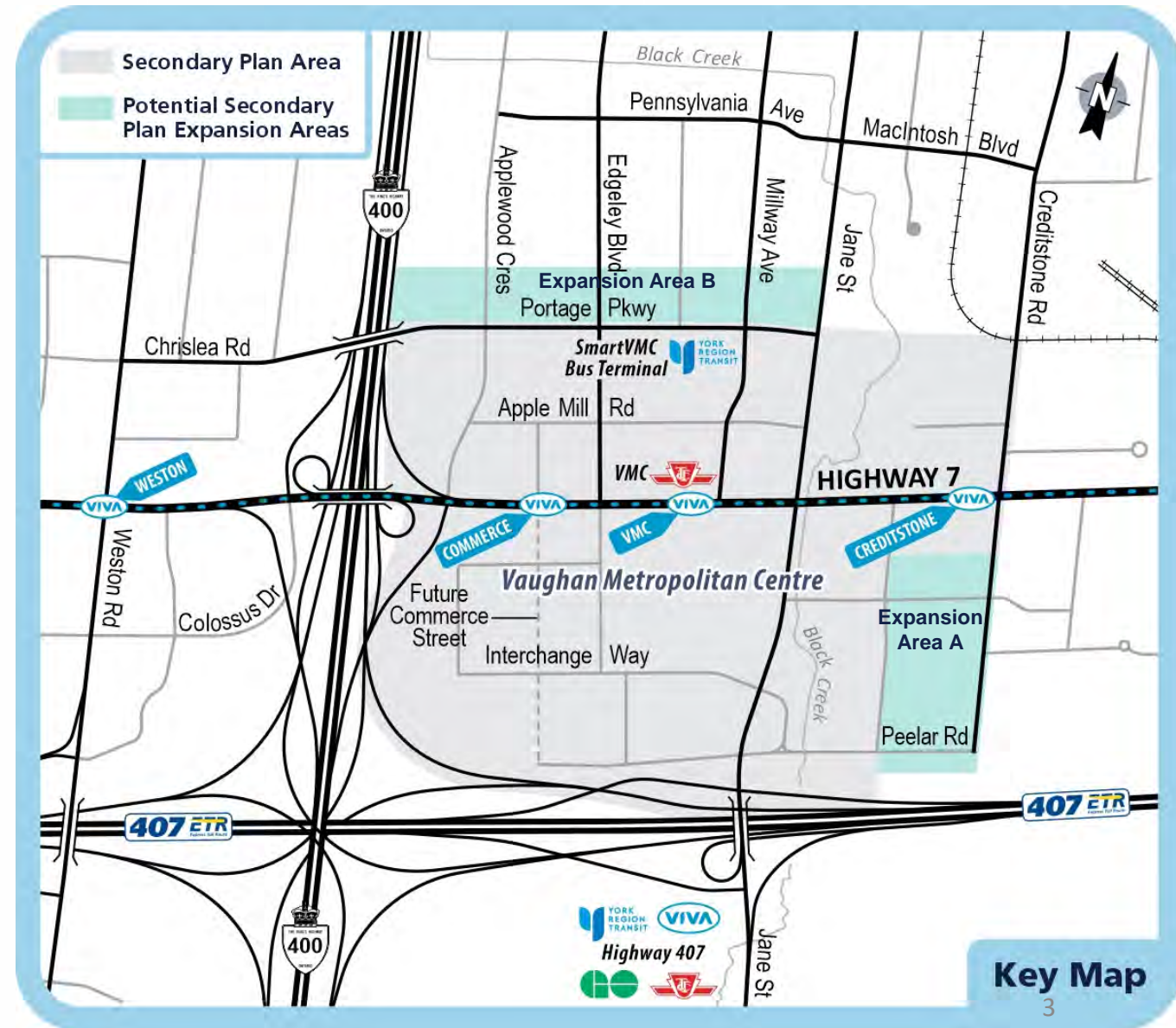
Agenda

- 1 Why Develop a VMC Transportation Master Plan (TMP) for the VMC Study Area?
- 2 Feedback received from Public Consultation
- 3 Preferred Multi-Modal Network and Street Cross-Sections
- 4 Recommended Transportation Policies
- 5 Implementation and Costing
- 6 Next Steps



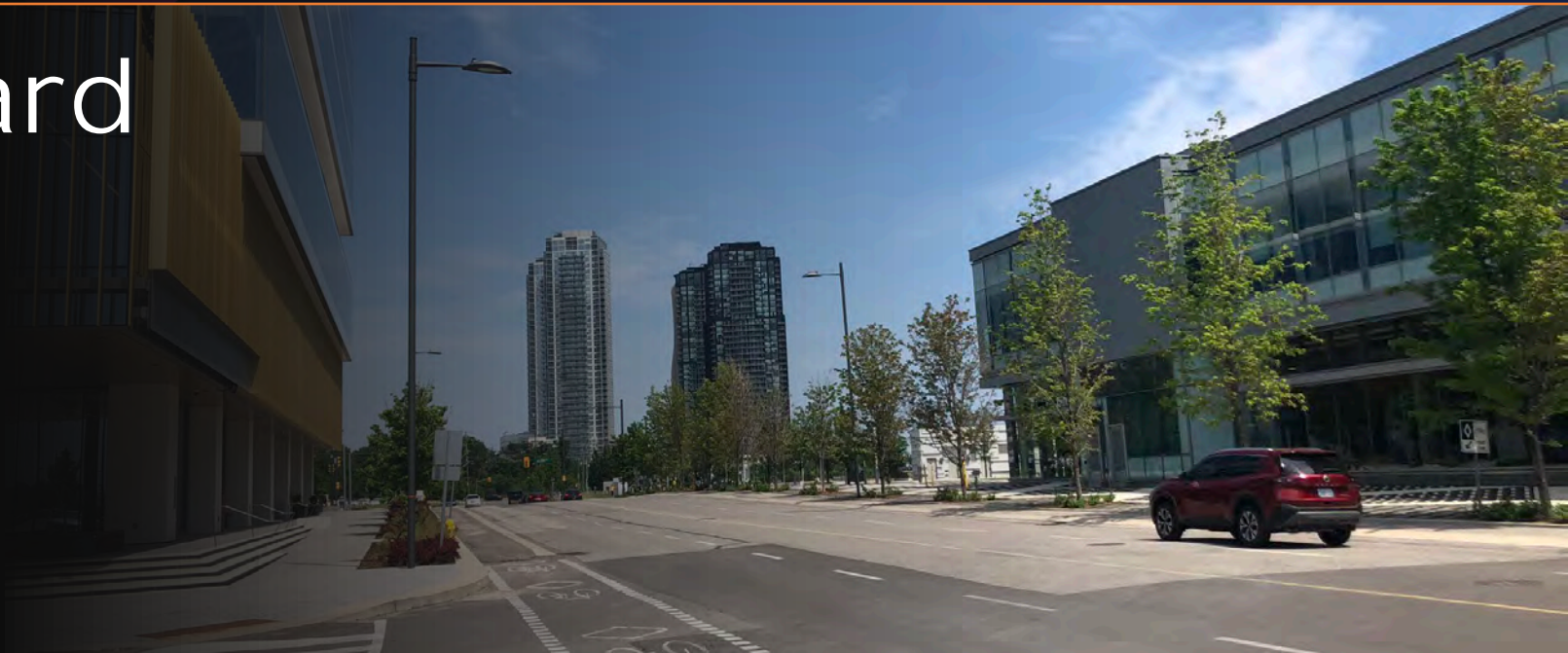
Why Develop a TMP for the VMC Study Area?

- 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

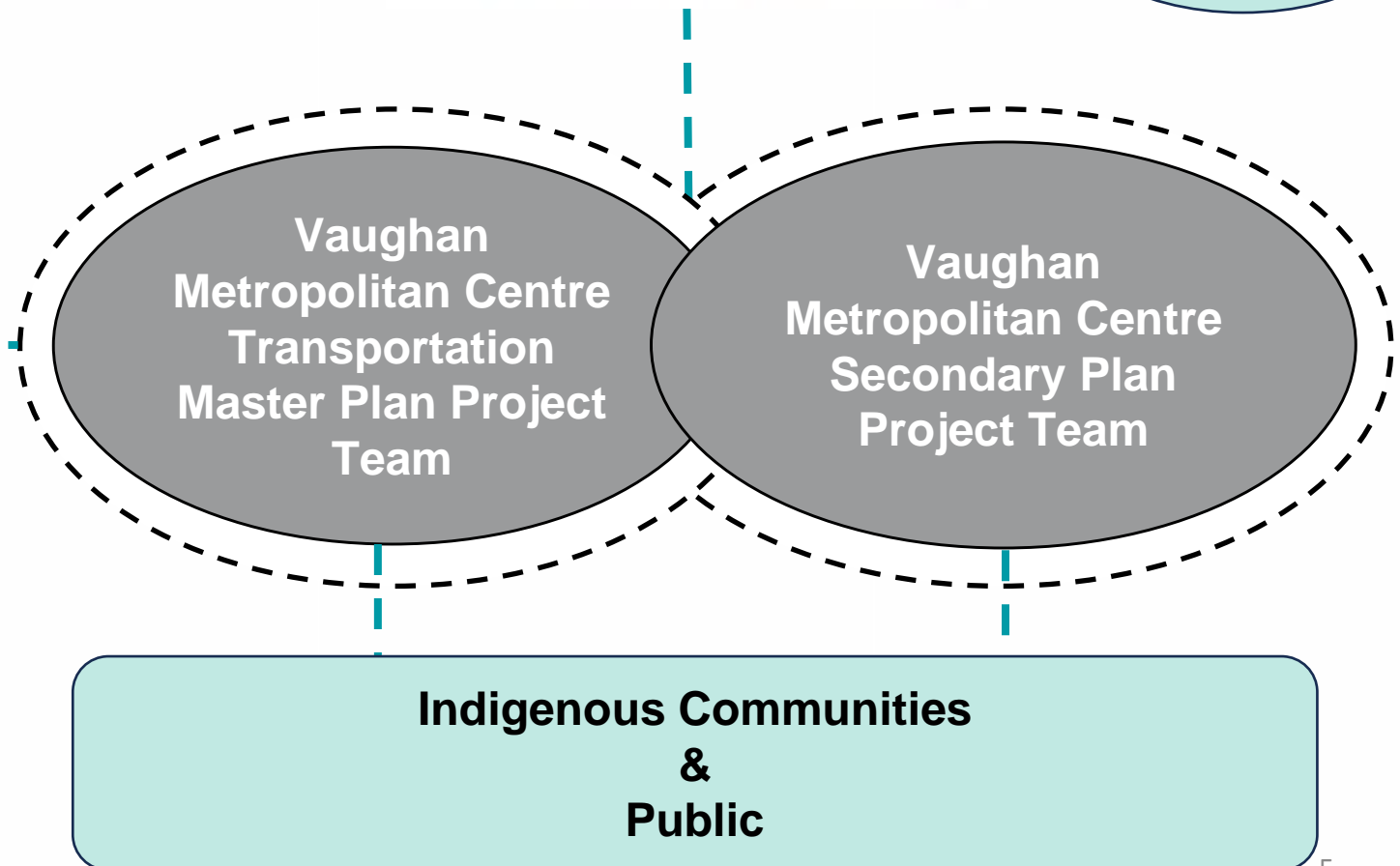
- Federal, Provincial, and Regional Agencies
- City of Vaughan Internal Stakeholders
- Ministry of Transportation
- Metrolinx
- 407 ETR
- York Region
- York Region Transit
- York Region Rapid Transit Corporation
- TRCA
- Utilities

Landowner Group

Property Owners and Developers within the Secondary Plan Area



VMC Sub-Committee



Feedback from Public Information Centre #1



Active Transportation Network:

- Promote mixed-use trails for both pedestrians and cyclists
- Develop a citywide network of cycle tracks and bike lanes
- Widen sidewalks
- Create an underground link from the YMCA to TTC subway
- Improve cyclist and pedestrian safety
- Address cars parking over bike lanes and physical barriers



Transit Network:

- Introduce a shuttle service
- Establish a transfer stop connecting Viva BRT to the Barrie GO Line
- Relocate YRT local bus stops to the middle bus lanes
- Improve transit connectivity with new stops on Edgeley Boulevard and Interchange Way
- Implement a drop-off zone at VMC station, similar to Finch and Sheppard West subway stations



Street Network:

- Alleviate congestion by widening Edgeley Boulevard with a centre-left turn lane and exploring additional traffic solutions like extending Portage Parkway and widening Apple Mill Road

Feedback from Public Information Centre #3



Active Transportation Network:

- Improve pedestrian and cyclist access to VMC and Highway 407 Subway stations
- Secure bike/micromobility storage
- Provide physical protection at intersections for pedestrians and cyclists



Transit Network:

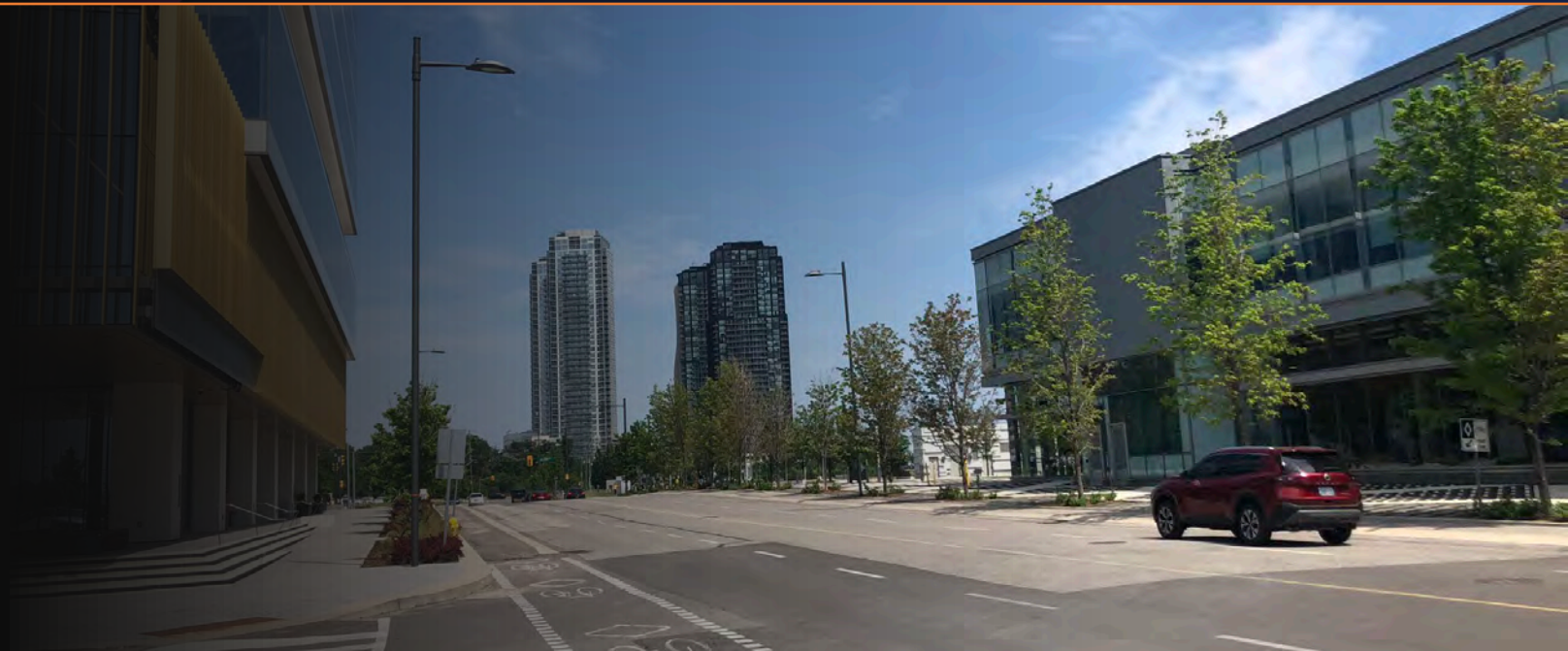
- Improve drop-off/pick-up areas at VMC station
- Create better integration of local transit stops along Highway 7
- Provide more dedicated bus lanes
- Provide more retail access near the subway station

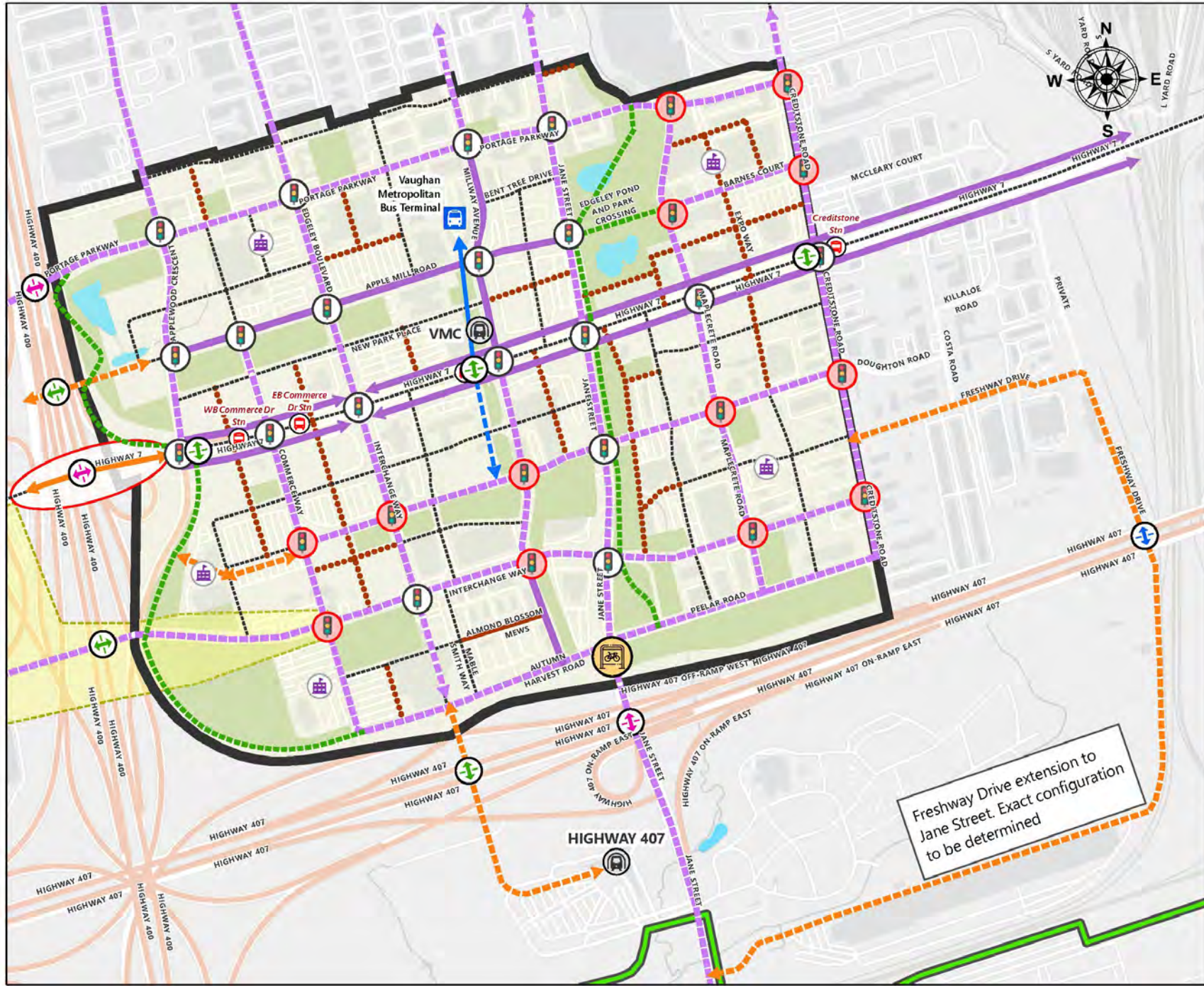


Street Network:

- Advanced pedestrian/ cyclist phasing at signals
- Stagger road construction to not overwhelm the community
- Provide alternative routes for transport trucks and one-way local roads to improve traffic flow

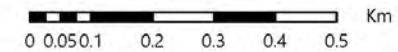
Preferred VMC Multi-Modal Network

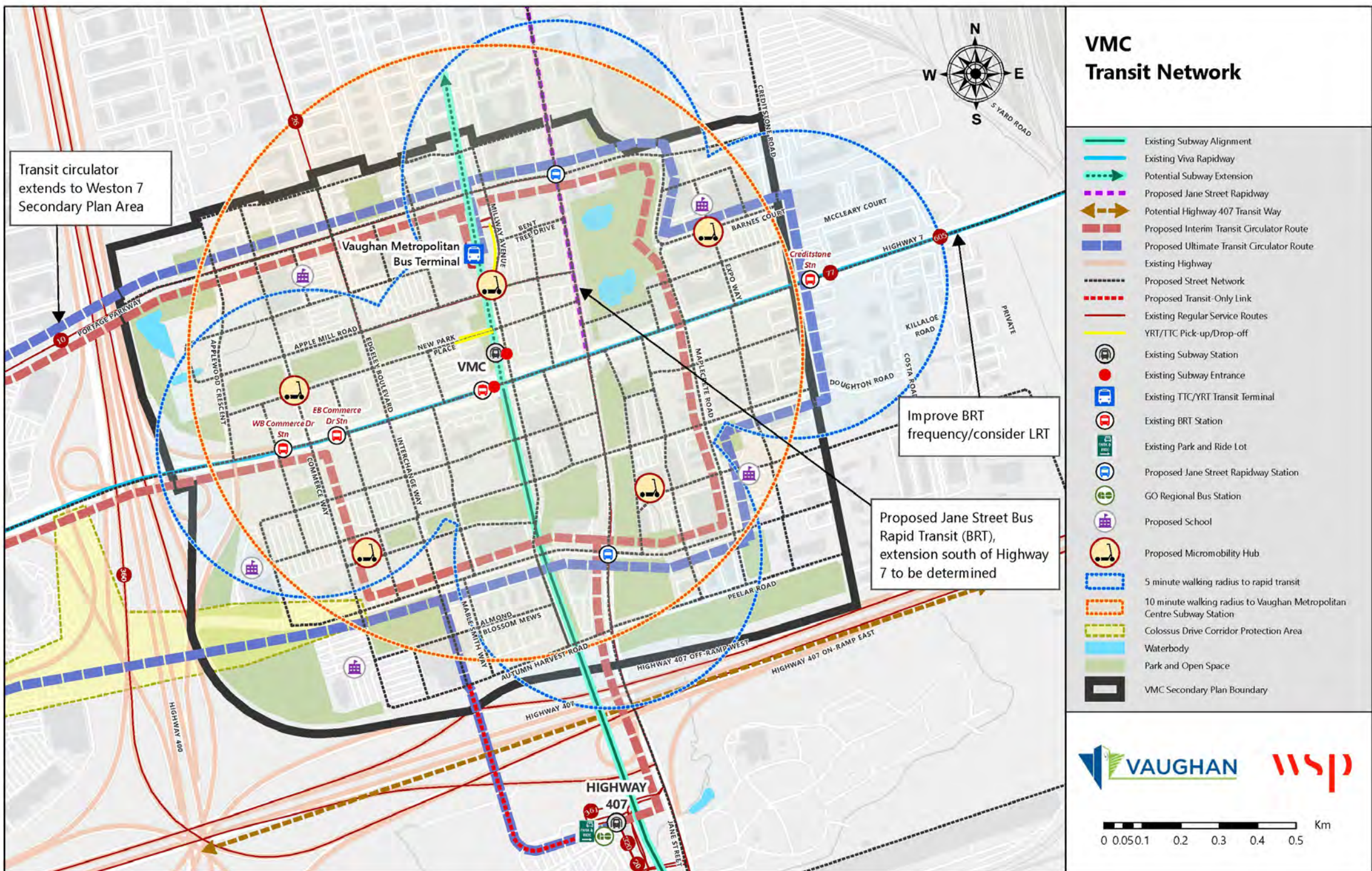


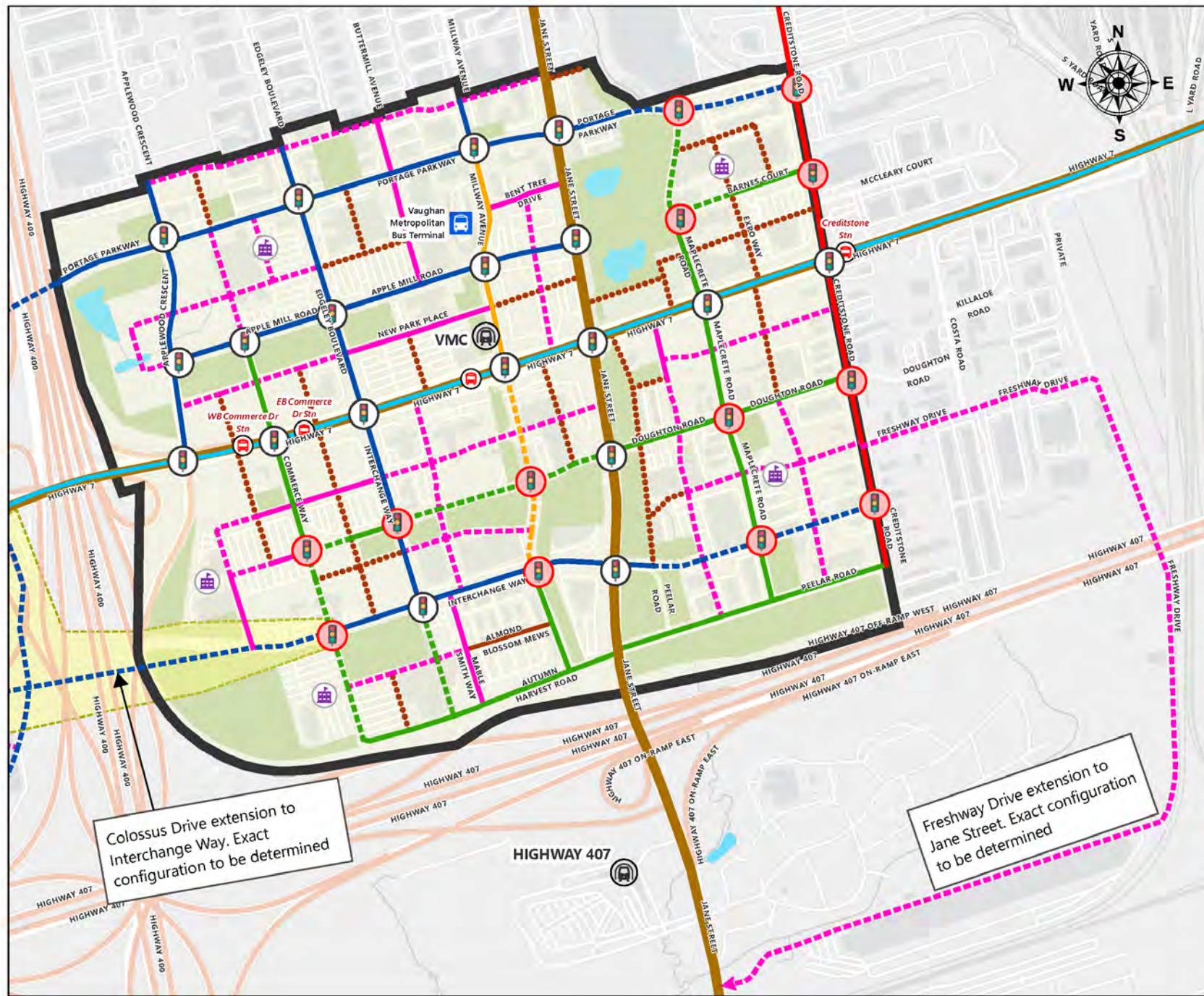


VMC Active Transportation Network

- Existing Highway
- Existing Other Road
- Existing AT Path/Connection
- Proposed AT Path/Connection
- Proposed Urban Space MUP
- Existing Buffered Bkcycle Lane
- Proposed Cycle Track/Separated Facility
- Existing Underground Connection
- Proposed Underground Connection
- Existing Mews
- Proposed Mews
- Other Proposed Road
- South York Greenway Path
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Proposed AT Grade Separation Connection
- Existing AT Grade Separation Connection
- Improved Existing AT Grade Separation Connection
- Existing Traffic Signals
- Proposed Traffic Signals
- Proposed School
- Proposed AT Elevator
- Improved Median Facility/Weather Protected
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

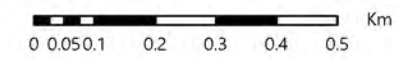






Street Network with Road Classification

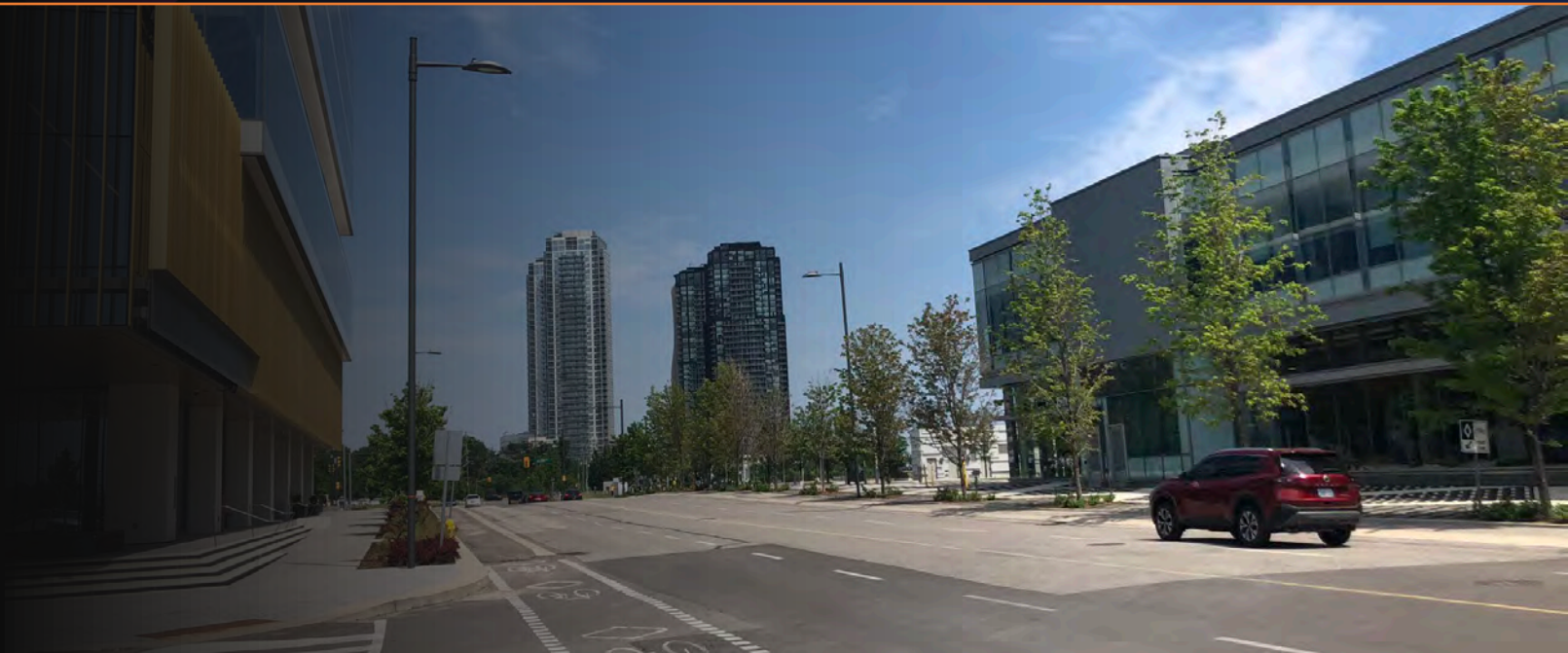
- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- ... Existing Mews
- Other Existing Road
- - - Proposed Major Collector (33m)
- - - Proposed Special Collector (33m)
- - - Proposed 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
- Proposed School
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary



Colossus Drive extension to Interchange Way. Exact configuration to be determined

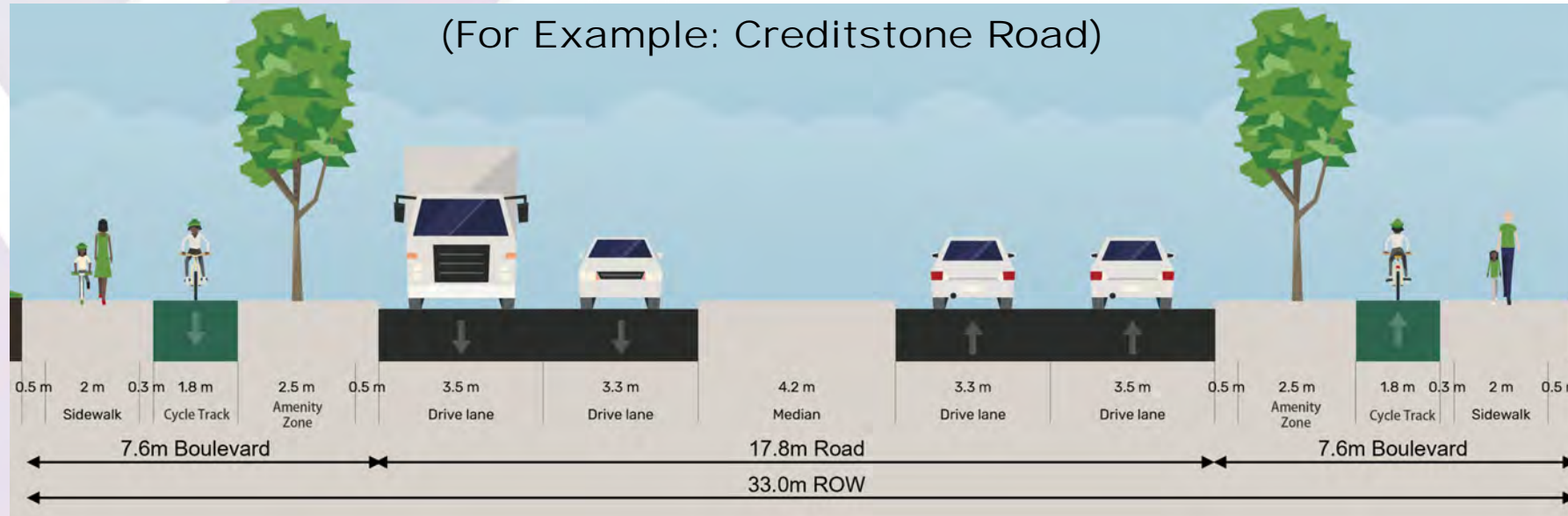
Freshway Drive extension to Jane Street. Exact configuration to be determined

Proposed Cross-Sections



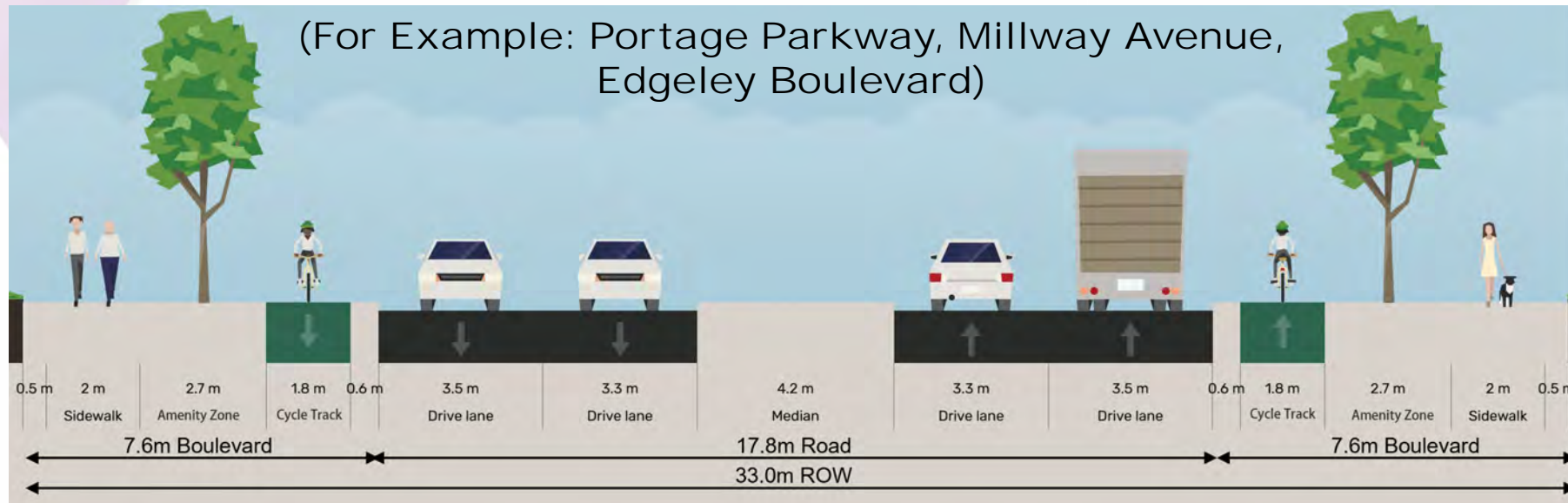
Minor Arterial and Major Collector

(For Example: Creditstone Road)



Minor Arterial

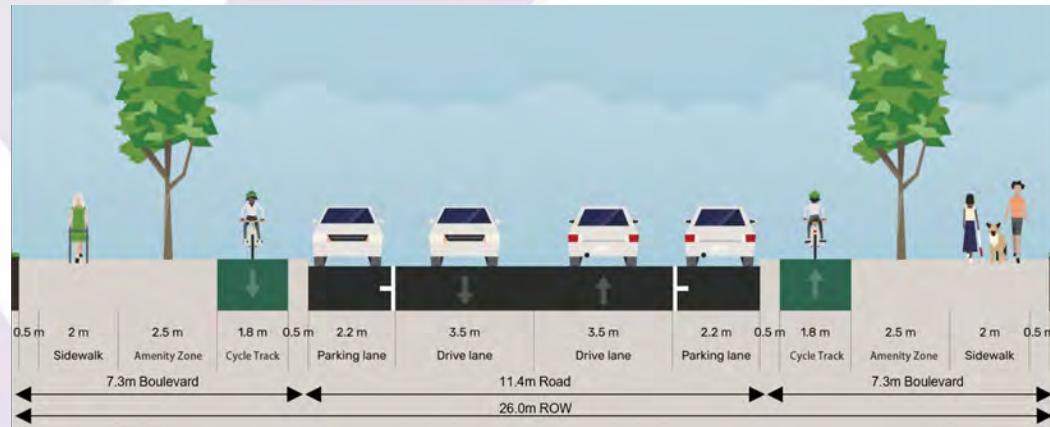
(For Example: Portage Parkway, Millway Avenue, Edgeley Boulevard)



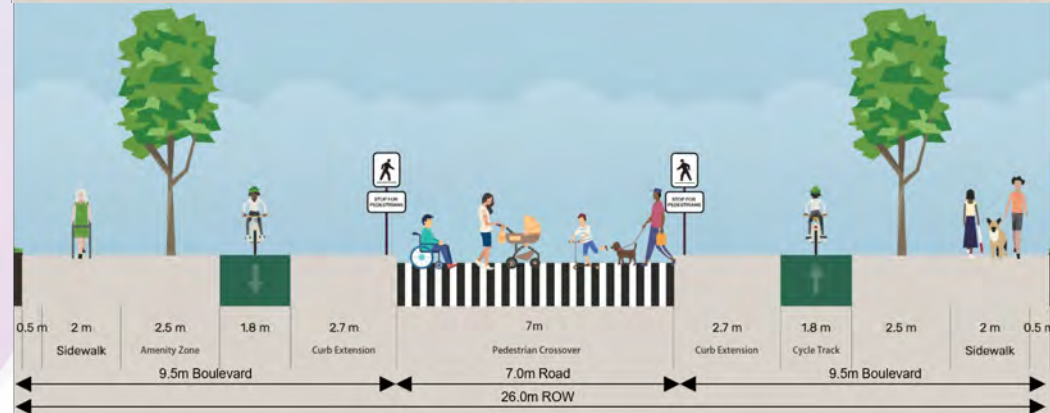
Major Collector

Minor Collector - Parking on Both Sides

(For Example: Maplecrete Road, Doughton Road, Autumn Harvest Road)



Midblock



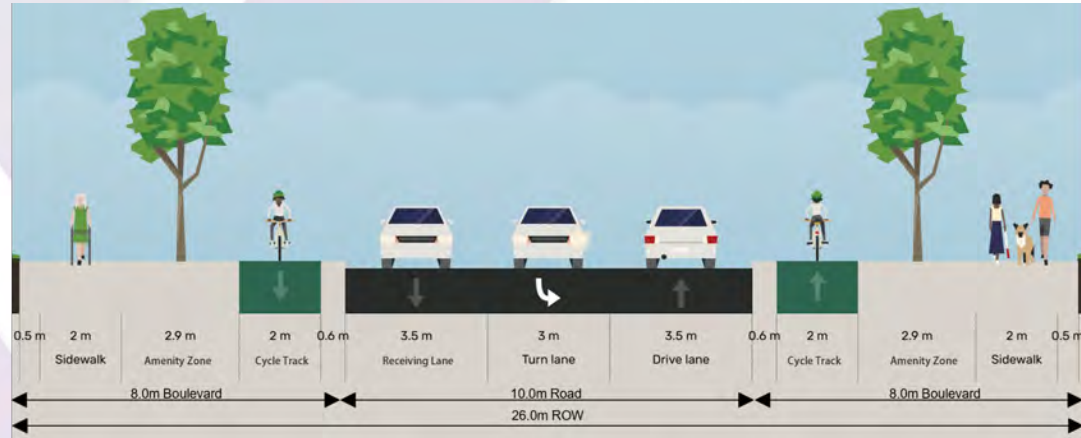
Midblock Pedestrian Crossing



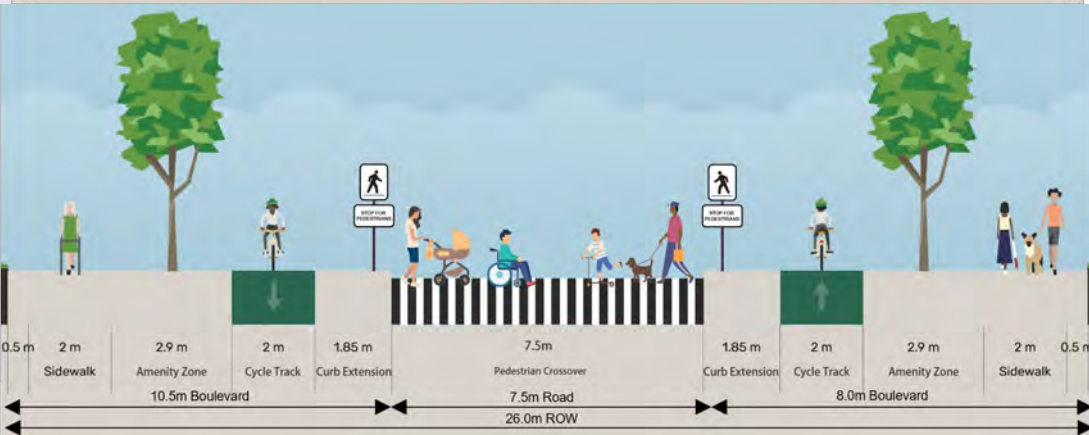
Intersection

Minor Collector - Parking on One Side

(For Example: Maplecrete Road, Doughton Road, Autumn Harvest Road)



Midblock



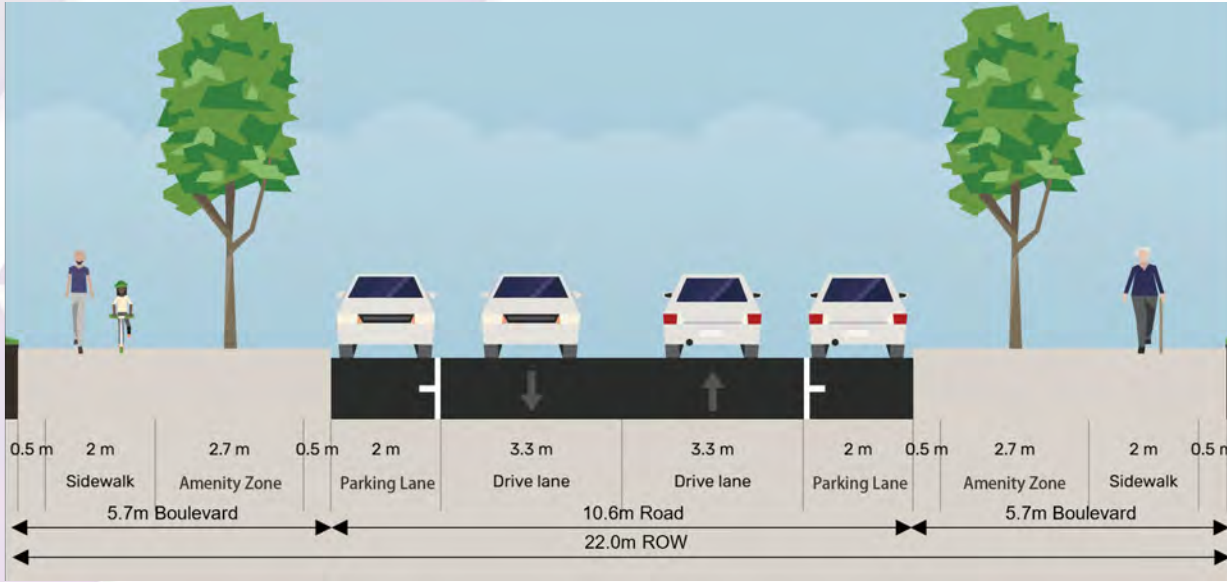
Midblock Pedestrian Crossing



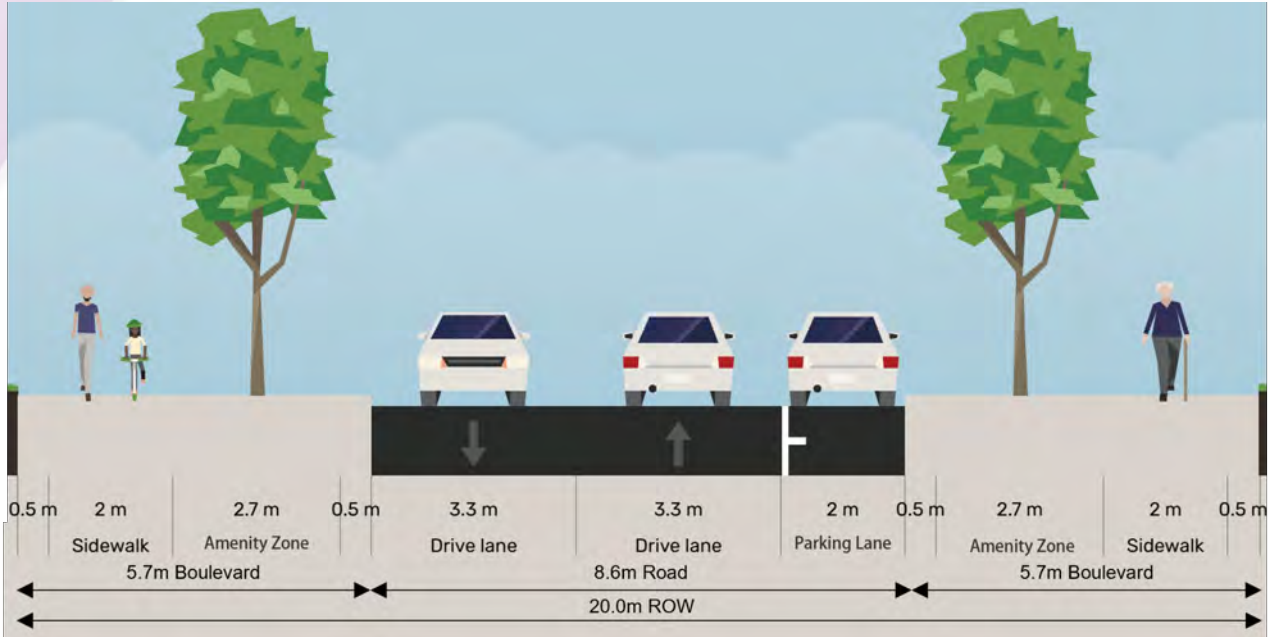
Intersection

Local

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



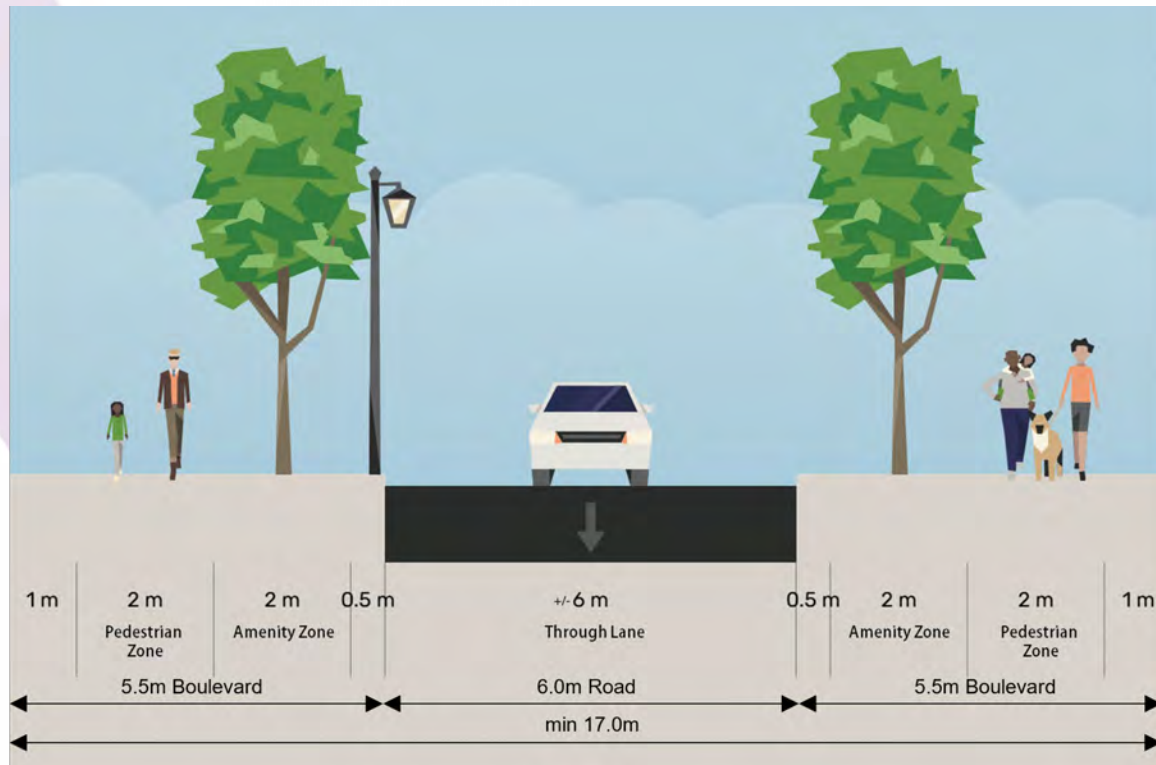
Parking on Both Sides



Parking on One Side

Vehicular and Non-Vehicular Mews

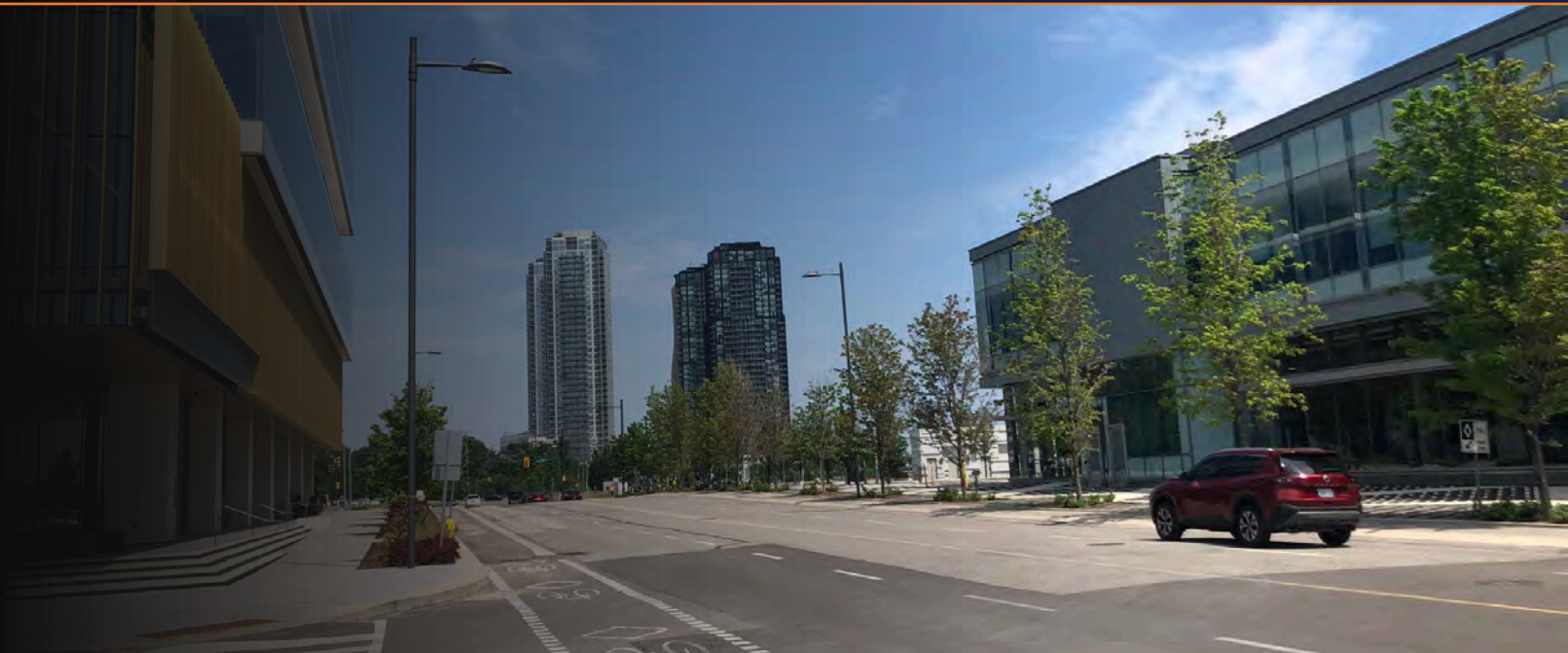
Mews Street with Laneway



Mews Street without Laneway



Supportive Transportation Policies



Transportation Demand Management

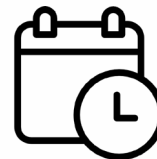


Policy Recommendations

- Implement TDM measures for City employees and City-owned facilities.
- Implement a bike/scooter share program.
- 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.
- 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
- Implement a network of All Ages and Abilities separated cycling facilities to support biking and micromobility use
- 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.



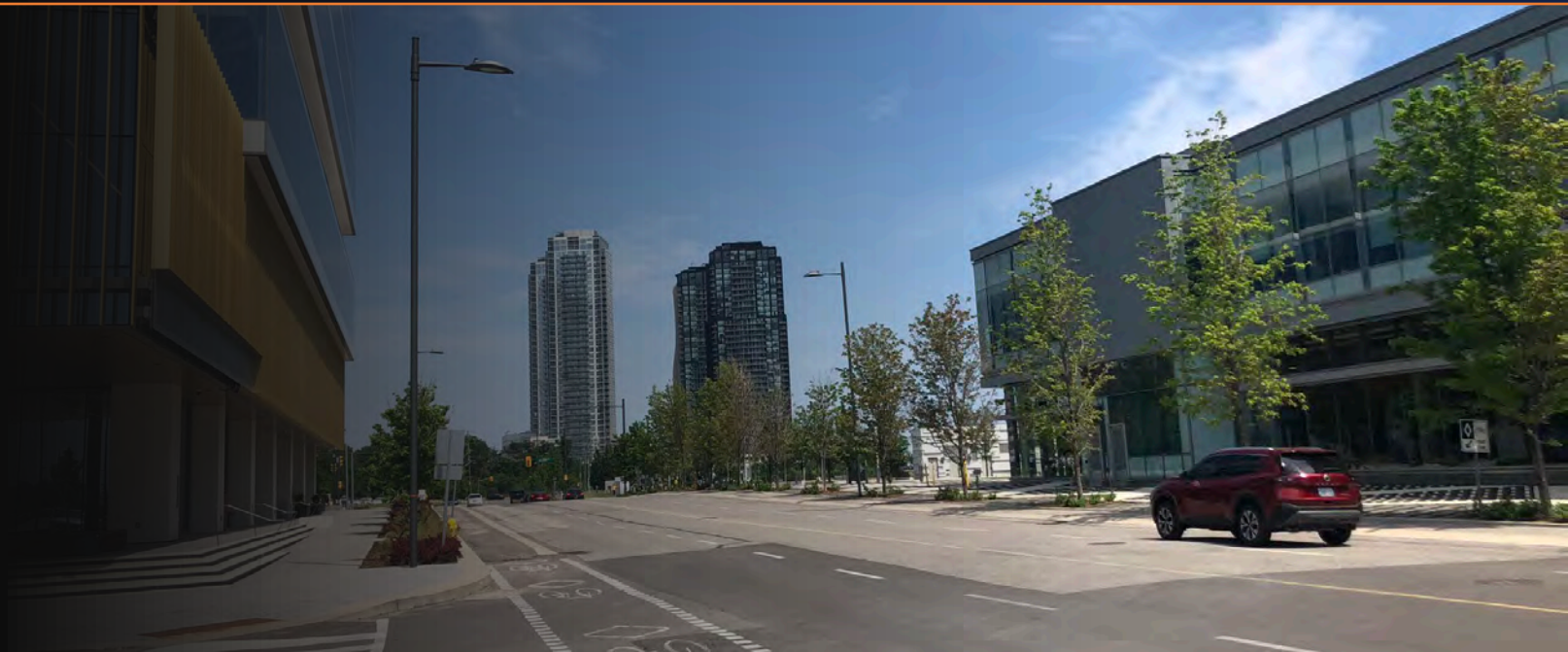
Eco-friendly Short Distance Transport

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.



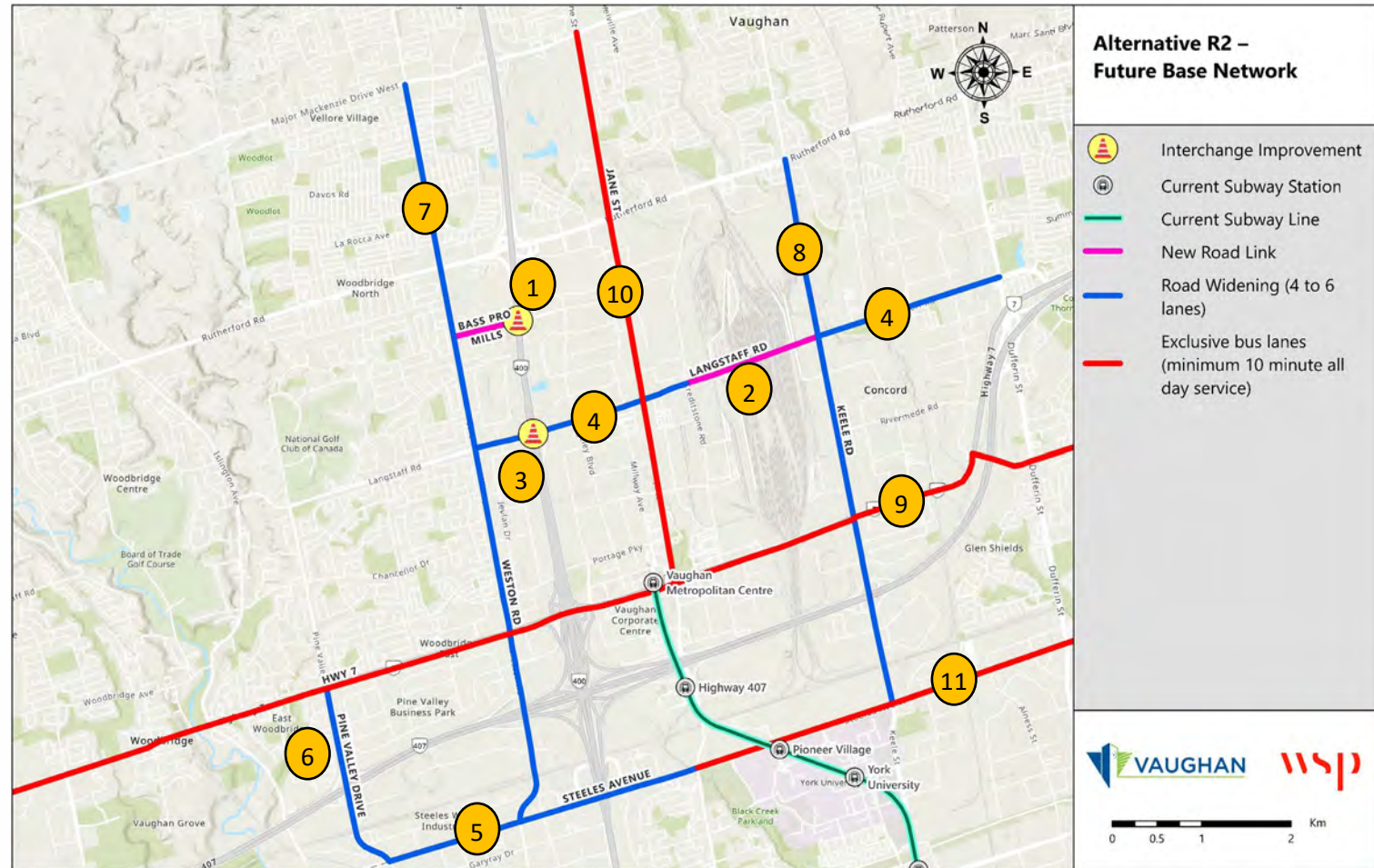
Implementation & Costing



2041 Regional Network Improvements

Summary of Improvements:

1. **Bass Pro Mills** extension from Highway 400 to Weston Road
2. **Langstaff Road connection** at CN Yard
3. **Langstaff Road full interchange** at Highway 400
4. **Langstaff Road widening** between Weston Road and Dufferin Street
5. **Steeles Avenue widening** between Jane Street and Pine Valley Drive
6. **Pine Valley Drive widening** between Highway 7 and Steeles Avenue
7. **Weston Road widening** between Steeles Avenue and Major Mackenzie Drive
8. **Keele Street widening** between Steeles Avenue and Rutherford Road
9. **Highway 7 viva 10 minute frequency**
10. **Jane Street Rapidway with 10-minute frequency** between Highway 7 and Major Mackenzie
11. **Steeles Avenue Bus Rapid Transit** between Kennedy Road and Jane Street



Summary of Local Priorities

Short-Term Improvements



Millway Ave protected bicycle lanes



Portage Parkway widening Applewood Crescent to Jane Street



Portage Parkway active transportation improvements over Hwy 400



Black Creek Trail (Portage Parkway to Peelar Road)



Shared micromobility pilot



Car-share program



Permanent paid parking program



Portage Parkway extension Black Creek to Creditstone Road



Colossus Drive crossing of Hwy 400 to align with Interchange Way

Summary of Local Improvements

Medium-Term Improvements (by 2041)

 Highway 7 Rapid Transit (10-minute service)

 Jane Street Rapidway (10-minute service)

 Transit circulator connecting VMC and W7

 Jane Street Active Transportation Elevator

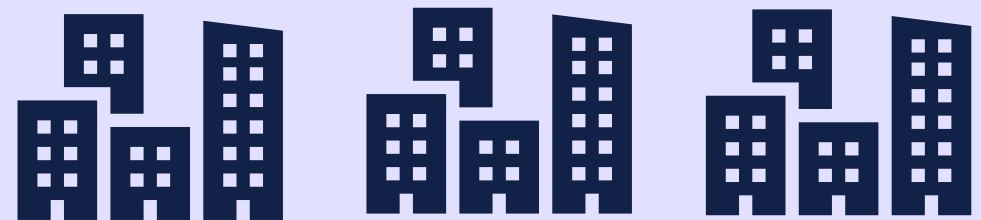
 Jane Street Structure AT Improvements across
407-ETR

 Highway 7 Weather Protection

- Cover Hwy 7 median across Hwy 400

 Creditstone Road

- Widening and reconstruction (Portage Pkwy to Exchange Ave)



Summary of Local Improvements

Long-Term Improvements (by 2051)



West Side Trail

- MUP connecting Exchange Ave, Hwy 7 and Portage Pkwy



Barnes Court

- MUP, widening, new construction and reconstruction (Jane St to Creditstone Rd)



Doughton Road

- MUP, new construction, widening and reconstruction (west of Commerce Way to Creditstone Rd)



Interchange Way

- New construction, reconstruction and widening (Celebration Ave to Creditstone Rd)



Autumn Harvest Road/Peeler Road

- Widening and Reconstruction (Commerce Way to Creditstone Rd)



Applewood Crescent

- Cycle track construction (Portage Pkwy to Hwy 7)



Commerce Street

- Widening, new construction, reconstruction and construction of new cycle track (Apple Mill Rd to Exchange Avenue)



Edgeley Boulevard

- Widening, reconstruction, new construction (New Street A to Exchange Ave)



Millway Avenue

- Widening, reconstruction and new construction (New Street A to Exchange Ave)



Maplecrete Road

- New construction, construction of new cycle track, widening and reconstruction (Portage Pkwy to Exchange Ave)

Summary of Local Recommendations

Development Driven Improvements



Highway 7 AT Crossing near Applewood Crescent



VMC Subway Station Pedestrian Tunnel to Interchange Way

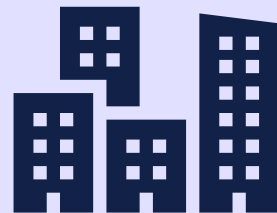


Highway 7 AT Crossing near Creditstone Road



New AT-only Crossing of Highway 400 (at Apple Mill Road)

➤ Connects VMC to W7



Implementation & Costing

Mode	Improvement Type	2041	2051	City of Vaughan TOTAL
Street Network	Widening and Reconstruction	\$7,700,000	\$66,700,000	\$74,400,000
	New Street Construction	\$-	\$25,100,000	\$25,100,000
	Cycle Track-New Construction	\$-	\$300,000	\$1,800,000
	Colossus Drive Grade Separation	\$193,800,000	\$-	\$193,800,000
	New Signals	\$2,900,000	\$3,400,000	\$6,300,000
Standalone Active Transportation Improvement	MUP-New Construction	\$600,000	\$1,000,000	\$1,600,000
	AT Link-Existing Structure Improvement	\$5,400,000	\$400,000	\$5,400,000
	New Elevator	\$8,000,000	\$-	\$8,000,000
TOTAL		\$218,400,000	\$98,000,000	\$316,400,000

Values reflect capital cost of construction only and exclude land acquisition-related costs

Next Steps

- 1 Obtain Council Approval - Committee of the Whole (June 2025)
- 2 File the TMP Report and initiate the 30-day commenting period
- 3 Implement TMP Recommendations

Presented by:

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Thank you



DOWNTOWN

vaughan

METROPOLITAN CENTRE

VMC Secondary Plan Update

Presentation to VMC Sub-committee
May 21, 2025

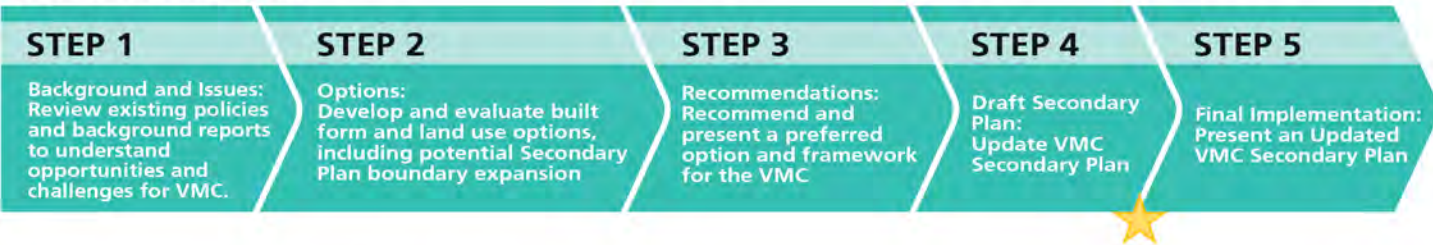
Overview

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.

- **Aligns with Provincial policy updates and VOP 2025**
- **Introduces minimum height/density parameters with no prescribed maximums**
- **Plan refinements are ongoing until final approval**



New Secondary Plan*



Timeline

*Concurrent with VOP and other studies

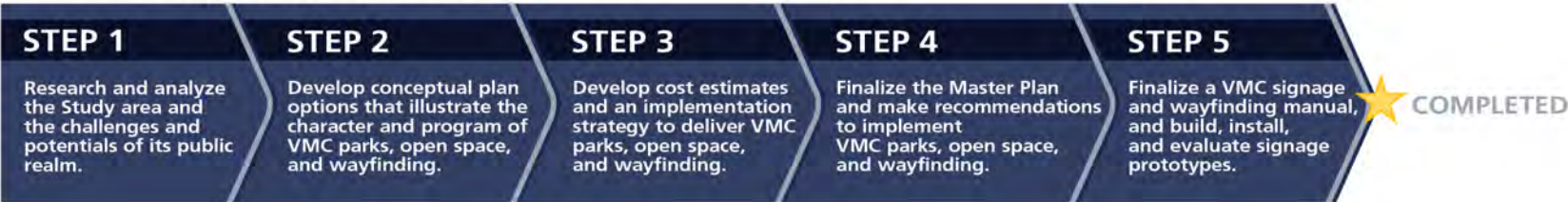
Transportation Master Plan Update



Millway Avenue and Interchange Way Class EA Studies



Parks and Wayfinding Master Plan



The new 2025 VMCSPP constitutes a part of the new City of Vaughan Official Plan 2025 (VOP 2025) and as such is intended to guide and regulate development in the VMC. It will replace the previous version of the VMC Secondary Plan.

Summary of Key Draft Policies

Vision and Principles

- VMC envisioned as Vaughan's downtown and city core.
- Eight guiding principles: transit-oriented, walkable, connected, diverse, vibrant, balanced, sustainable, beautiful.

Core Objectives

- Mixed-use downtown with housing, employment, institutions.
- Orderly growth supported by infrastructure.
- Focus on quality design, sustainability, and connectivity.





Summary of Key Draft Policies

Growth Management

- Highest densities and land-use mix in Vaughan.
- Projected growth: **101,000 people/jobs by 2051** and **222,400 at full buildout**.
- Infrastructure provision must precede development.
- Holding Symbols ensure growth aligns with servicing.

Transportation

- Multi-modal system to reduce car-dependency.
- Includes subway, BRT (Highway 7, Jane St.), circulator route.
- Complete Streets, active transportation, micromobility.
- No minimum parking requirements; bike parking required.

Summary of Key Draft Policies

Sustainability and Infrastructure

- VMC to be low-carbon and resilient to climate change.
- Emphasis on renewable energy, water/wastewater efficiency.
- Black Creek corridor ecological enhancements.
- Phased servicing aligned with development.

Parks and Open Spaces

- Urban parks and public squares will serve dense neighbourhoods.
- Year-round programming and recreational opportunities.
- Parks to be delivered in sync with growth.



Summary of Key Draft Policies

Community Services & Facilities

- Phased delivery of schools, libraries, daycares, etc.
- 5 elementary school sites identified in the VMC, and 1 secondary school site identified in the vicinity of the VMC.
- Guided by Community Spaces Plan.

Land Use & Built Form

- Mixed-use core near subway; neighbourhoods radiating out.
- Five designations: Mixed-Use, Neighbourhood, Mixed Non-Residential, Parks, Environmental Open Space.
- Emphasis on vibrant public realm and building diversity.



Summary of Key Draft Policies

Height, Density, and Design

- No height/density caps; intensification near transit.
- Urban design to promote livability, comfort, and accessibility.
- Building types: low-, mid-, and high-rise, context-sensitive.

Housing and Retail

- Minimum 35% of units must be affordable.
- Requirements of varied unit sizes for diverse needs.
- Retail activation required or encouraged in key corridors.

Land Use Compatibility

- New development must consider proximity to major facilities.
- Mitigation required for impacts like noise, odour, vibration.

The new **VMC Secondary Plan** (VMCSP) draft policies and schedules were posted publicly on May 15, 2025, and will be presented at the Statutory Public Meeting on June 4, 2025.



Public Consultation

The **VMCSP** team has been consulting with the **Technical Advisory Committee, Landowners and Citizens** who have reached out throughout the VMCSP process.

Consultation Summary Overview

VMC Secondary Plan –The draft plan has been informed by an extensive public and stakeholder engagement process.

Engagement to date has included:

- Technical Advisory Committee (TAC)
- Landowners
- General public
- VMC Sub-Committee





Key Engagement Activities

Technical Advisory Committee (TAC)

- Included staff from City Departments, York Region, TRCA, school boards, and CN Rail
- Focused input on transportation, urban design, parks, environment, and more
- 5 meetings held across all 4 phases plus several 1:1 and other smaller group meetings
- **Next meeting scheduled for May 2025**

Landowners

- Ongoing one-on-one and group meetings
- Engagement by sub-area (west/east of Jane St., Expansion Areas)
- 8 total meetings plus several 1:1 and other smaller group meetings
- **Next meeting scheduled for May 2025**



Consultation Summary Overview

Public Engagement

- Online Survey (2020–2021): 350+ participants
- Online Forums (Phases 1–3): Hundreds engaged across all phases
- Virtual Open Houses: Held in Phases 1 & 2 (300 views; 40 attendees)
- In-Person Open House (Phase 3): 50 attendees at September 2023 event
- **Next Open House scheduled for May 2025**

VMC Sub-Committee

- 14 meetings to guide municipal policy and city-building framework
- Comprised of Council members, senior staff, and the VMC Program team
- **Next Sub-Committee meeting scheduled for June 2025**



What We've Heard

Land Use & Built Form

Comments

- Concerns over land use designations being too restrictive
- Concerns over non-residential land use percentages being too high
- Desire for more clarity on density and height permissions
- Suggestions for better transitions between high-rise and low-rise areas
- Concerns with the amount of retail being too high, as well as concern with the amount of retail being too low

Staff Responses

- Mixed-use areas expanded to allow for more flexibility
- Non-residential land use percentages have been reduced, and other uses have been added beyond office
- Plan updated to set minimum heights and densities without prescribed maximums
- Policies and guidelines will address context sensitivity and compatibility
- Retail locations will continue to be protected based on anticipated growth in the downtown



What We've Heard

Parks & Open Space

Comments

- Requests for more public parks and green space
- Requests for diverse range of programming in parks
- Concerns about adequacy of parkland in higher-density areas
- More equity on the distribution of parkland (in expansion areas)

Staff Responses

- Parkland policies refined to prioritize accessible, connected green spaces. Emphasis placed on delivering public parks concurrent with growth
- Consideration has been given to a more equitable distribution of parkland in both expansion areas to ensure balanced park distribution within the VMC and based on park placements aligning with 5-minute walk accessibility goal



What We've Heard

Mobility & Transportation

Comments

- Requests for better cycling and pedestrian infrastructure
- Concerns about traffic congestion, parking availability and safety
- Requests for transit service improvements
- More equity on the location of roads and mews
- Concerns with newly proposed mews

Staff Responses

- Transportation policies enhanced to support multi-modal networks
- Emphasis on reducing car dependency and improving active transportation
- Consideration has been given to a more equitable distribution of the road and mews network
- Mews have been updated and include new vital connections based on approved applications and anticipated growth

What We've Heard

Infrastructure & Servicing

Comments

- Questions about how new development will be supported by infrastructure
- Concerns over capacity for water, sewer, transportation and community services

Staff Responses

- Development must proceed in an orderly manner which allows for the efficient provision of infrastructure and services that ensure a successful community
- Delivery of infrastructure and servicing will be addressed through the Plan's growth management policies





What We've Heard

Affordable Housing & Community Services

Comments

- Strong support for more affordable and diverse housing options
- Desire for more community facilities (schools, libraries, daycare) and outdoor amenities
- Encouraged exploring urban school models

Staff Responses

- Affordable housing policies are being aligned with the VOP 2025
- Plan includes additional policy requiring family-sized units
- Community infrastructure needs will be further defined through the Community Spaces Plan (CSP) and delivered as per growth management policies
- Viability of urban school models will be explored through the *Podium School Feasibility Study* which is anticipated to start by mid-Summer 2025



What We've Heard

Employment & Economic Development

Comments

- Requests to protect existing employment lands and support local businesses
- Suggestions to allow more flexible commercial uses
- Concerns regarding Mixed Non-Residential land use along west side of Creditstone Road

Staff Responses

- Legally existing uses throughout the VMC can remain following implementation of the Plan
- Mixed-use areas expanded to allow for more flexibility
- Non-residential land use percentages have been reduced, and other uses have been added beyond office
- Intent is to maintain Mixed Non-Residential land use along west the side of Creditstone Road to protect for population and jobs balance and provide a buffer between the residential and mixed-use areas, and the industrial and other non-compatible uses to the east

What We've Heard

Environment & Sustainability Comments

- Concerns about environmental impacts of growth
- Desire for stronger sustainability and climate resilience measures
- Consider allowing development in Environmental Open Space (EOS) land use areas (if storm water management infrastructure is not required)

Staff Responses

- New policies added to support green development and climate adaptation
- Emphasis on energy efficiency and building design
- EOS will be re-designated as Park if no stormwater management facilities are required on these lands and will contribute to the overall parkland goals as outlined in the VMC Parks and Wayfinding Master Plan



What We've Heard

Rail & Industrial Compatibility (Expansion Area C)

Comments

- Landowners support the inclusion of Expansion Area C
- Concerns about development compatibility with nearby CN Rail and other industrial uses

Staff Responses

- Expansion Area C has been excluded from the Plan due to compatibility issues with:
 - CN McMillan Yard and rail tracks.
 - McCleary Court waste facility.
 - Other adjacent industrial uses.
 - Regulatory and operational constraints preclude its inclusion



What We've Heard

Engagement & Process

Comments

- Desire for more transparent and inclusive consultation
- Questions about how feedback is incorporated

Staff Responses

- Multiple engagement sessions have been held throughout the planning process and more to come in late May 2025
- Comments reviewed and Plan revised to reflect community input



Next Steps



Next Steps

- Continue to advance and coordinate the VMCSPP with other supporting studies
- Public Consultation
 - Public Open House – May 28, 2025
 - Technical Advisory Committee – May 29, 2025
 - Landowner Group – May 29, 2025
- Statutory Public Meeting - June 4, 2025
- VMC Sub-committee – June 25, 2025
- Refine and finalize the new VMC Secondary Plan policies and schedules – Summer 2025
- Committee of the Whole and Council – September 2025

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

Thank you

May 20, 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 3
Communication
Vaughan Metropolitan Centre
Sub-Committee – May 21, 2025
Item No. 1, 2

Dear Members of the VMC Sub-Committee:


RE: VMC Sub-Committee – May 21, 2025
Items 4.1 + 4.2: VMC TMP & 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 and the VMC Transportation Master Plan by providing commenting letters, meetings with City Staff, and speaking before this Subcommittee on numerous occasions.

MGP has reviewed the materials to be presented at the May 21st, 2025 VMC Subcommittee meeting, including the Transportation Master Plan Executive Summary and the VMCSP Update presentation, and continue to have concerns with respect to the proposed parkland layout for the Portage Lands and with the proposed mews located north of Portage Parkway, between Applewood Crescent and Edgeley Boulevard.

We are currently working collaboratively with the VMC project teams to find solutions to these concerns and appreciate the continued 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 outstanding issues and will provide further comments on the material recently circulated for the upcoming Public Meeting on June 4th, 2025.

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