



**CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (2)
AGENDA**

If you wish to speak to an item listed on the Agenda in person or via electronic participation, please pre-register by completing a Request to Speak Form online, emailing clerks@vaughan.ca, or contacting Access Vaughan at 905-832-2281, by 12 noon on the last business day before the meeting.

**Tuesday, December 5, 2023
1:00 p.m.
Council Chamber
2nd Floor, Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario**

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- 2. DISCLOSURE OF INTEREST**
- 3. COMMUNICATIONS**
- 4. CEREMONIAL PRESENTATIONS**
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- 5. PRESENTATIONS**
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- 6. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)**

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ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE
PLEASE NOTE THAT THIS MEETING WILL BE AUDIO RECORDED
AND VIDEO BROADCAST

www.vaughan.ca (Agendas, Minutes and Live Council Broadcast)

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: DEVELOPMENT CHARGE COMPLAINT – 434 STEELES AVE
WEST (REFERRED)

FROM:

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

ACTION: DECISION

Purpose

To respond to and provide information about the hearing of a complaint filed on August 2, 2023 by Auto World Import Network and 480 Steeles West Limited (collectively, the “**Complainant**”) pursuant to section 20 of the *Development Charges Act* for 434 and 480 Steeles Avenue West.

Report Highlights

- The Complainant submitted a Site Plan Application (DA.20.003) to permit the development of a new 2-storey car dealership with an underground level at 434 Steeles Avenue West.
- Staff assessed development charges pursuant to Development Charge By-law 083-2018 (the “**DCBL**”).
- On August 2, 2023, the Complainant filed a complaint with the City Clerk objecting to the development charges assessed.
- Council is required to hold a hearing regarding the complaint in accordance with the DC Act.

Recommendations

Council, at its meeting of October 17, 2023, adopted the following recommendations (Item 1, Report No. 41), without amendment:

Recommendations of the Committee of the Whole of October 11, 2023:

The Committee of the Whole recommends:

1. That this matter be adjourned until December 2023;
2. That the report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer, dated October 11, 2023, be received;
3. That the comments of Alan Milliken Heisey, K.C., PHM Barristers and Solicitors, King Street, Toronto, on behalf of Auto World Import Network and 480 Steeles West Limited, and Communication C2., dated October 6, 2023, be received; and
4. That the presentation by Nelson Pereira, Manager, Development Finance, on behalf of the City of Vaughan, and Communication C1., presentation material, be received.

Recommendations and Report of the Deputy City Manager, Corporate Services, City Treasurer, and Chief Financial Officer, dated October 11, 2023:

1. THAT Council determine that Development Charge By-law 083-2018 has been properly applied to the non-residential development at 434 Steeles Avenue West; and
2. THAT Council dismiss the complaint filed on August 2, 2023 pursuant to section 20 of the *Development Charges Act* by Auto World Import Network and 480 Steeles West Limited.

Background

A Site Plan Application was submitted by the Complainant to permit the development of a new car dealership.

The Complainant submitted a Site Plan Application (DA.20.003) to permit the development of a new 2-storey car dealership with one level of underground parking (the “**Added Building**”) at 434 Steeles Avenue West (the “**434 Lands**”), as shown on **Attachment 1**.

On an adjacent parcel is an existing car dealership at 480 Steeles Avenue West (the “**480 Lands**”), as shown on **Attachment 1**, with its own underground parking garage (the “**Existing Building**”).

The Added Building was positioned to straddle the property line of the 480 Lands and the underground parking level of the Added Building was proposed to connect to the existing underground level of the Existing Building. To address this, prior to site plan approval, the Complainant merged the 434 Lands and the 480 Lands on title by consolidating the two lots into one lot under one ownership (the “**Merged Lot**”).

Site Plan Application File DA.20.003 was approved by the Ontario Land Tribunal (“**OLT**”) on May 5, 2022.

The Complainant applied for a building permit (Building Permit #22-110942) to construct the development on the 434 Lands.

Prior to Building Permit issuance, staff evaluated the parking requirements for zoning compliance based on the Merged Lot. In reviewing the parking requirements for the two buildings on the Merged Lot (the Existing Building and the Added Building) against the total surface and underground parking spaces proposed, staff determined that sufficient parking spaces were available within the underground parking in the Existing Building and the total surface parking to be available on the Merged Lot.

As a result, the underground parking spaces in the Added Building were not required in order to satisfy the parking requirements of the zoning by-law. As such, staff assessed development charges pursuant to the DCBL on the gross floor area (“**GFA**”) of the Added Building, including its underground level and the portion of that level which is for parking.

Building Permit #22-110942 was issued on May 25, 2023.

The Complainant filed a DC Act complaint objecting to the development charges assessed on the GFA of the underground parking.

On August 2, 2023, the Complainant filed a complaint with the City Clerk pursuant to section 20 of the DC Act objecting to the development charges assessed on the GFA of the underground parking (the “**Complaint**”). A copy of the Complaint is at **Attachment 2**.

As a result of discussions with staff and the Complainant, the issues of the Complaint have been scoped and can be summarized as relating to the following outstanding matters:

- whether the development charges were calculated incorrectly in calculating required parking;
- whether the development charges were calculated based on an incorrect GFA calculation; and
- whether the amounts of interest charged is too high and not explained.

The basis of the Complaint is that the underground parking is required parking (not excess) such that the GFA of the portion of the underground parking should be exempt from the development charge calculation. The Complainant is seeking a refund of the City development charges paid (and related interest) in respect of the underground parking in the amount of approximately \$475,000.

Provisions under the DC Act allow a complaint to be filed to the Council of a municipality in respect of development charges imposed.

A complaint to the Council of a municipality can be made pursuant to subsection 20(1) of the DC Act that: (i) the amount of a development charge was incorrectly determined; (ii) whether a credit is available to be used against the development charge; or (iii) there was an error in the application of the development charge by-law.

If a complaint is made, pursuant to subsection 20(4) of the DC Act, Council is required to hold a hearing into the complaint and give the Complainant an opportunity to make representations at the hearing.

Pursuant to subsection 20(6) of the DC Act, at the hearing, Council may dismiss the Complaint or rectify an incorrect determination or error that was the subject of the Complaint.

The Complainant may appeal the decision of Council to the OLT pursuant to subsection 22(1) of the DC Act.

Previous Reports/Authority

N/A

Analysis and Options

The area of buildings used to provide parking required to comply with the zoning by-law is exempt from development charges pursuant to the DCBL while the area

of buildings which provide parking that is in excess of what is required by the zoning by-law is not exempt.

The definition of GFA in subsection 1(25)(d) of the DCBL states the following:

“(25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:

(d) includes any part of a building or structure above or below grade used as a commercial parking garage.” [emphasis added]

The definition of commercial parking garage in subsection 1(15) of the DCBL states the following:

“(15) **“commercial parking garage”** means a building or structure, or any part thereof, whose principal use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-law shall not attract development charges for the purpose of this By-law.” [emphasis added]

For the purpose of calculating development charges pursuant to the DCBL, GFA includes an underground level used for parking except where that area is exempt because it provides required parking to comply with zoning requirements.

Staff assessed development charges pursuant to the DCBL on the GFA of the underground parking.

If the Complainant had not merged the properties to create one lot, then the calculation of required parking for zoning compliance would have been determined based on only the 434 Lands. However, the Complainant chose to create the Merged Lot meaning that zoning compliance had to be determined based on the Merged Lot. The determination of the required parking on the Merged Lot dictated the conclusion that the parking in the underground of the Added Building is in excess of what is required under the zoning by-law.

Development charges for the Added Building were calculated in accordance with the DCBL based on the total GFA of the proposed new car dealership (including the underground level) less the demolition of the previous car dealership and exempting the rooftop parking area resulting in a net GFA of 4,553.06 m².

The Complaint asserts that the GFA of the underground parking (2,662.32 m²) should be exempt from development charges as being required parking. However, as described above, the calculation of required parking to satisfy the zoning standard is required to be based on the Merged Lot. The result is that the exemption for required parking is not available for the parking areas within the Added Building.

Financial Impact

There are no immediate financial impacts that would result from the recommendations in this Report. Development charges have already been collected by the City prior to building permit issuance.

The following is a breakdown of the development charges payable (without interest) in respect of the development on the 434 Lands:

- | | |
|------------------------------------|--------------------------------------|
| 1. City Development Charges | 4,553.06 x \$163.04 = \$742,330.90 |
| 2. Regional Development Charges | 4,553.06 x \$629.67 = \$2,866,925.29 |
| 3. Educational Development Charges | 4,553.06 x \$14.10 = \$64,198.15 |

The total of the three development charges payable was \$3,673,454.34 (without interest) and \$4,016,368.09 (with interest).

If Council upholds the Complaint, the City will be required to refund to the Complainant, pursuant to the DC Act, the development charges paid under protest (with interest) being approximately \$475,000.

Operational Impact

N/A

Broader Regional Impacts/Considerations

The Region has received a complaint from the Complainant under the DC Act regarding the development charges payable to the Region. The Region will be proceeding with their own hearing pursuant to the DC Act and assessing against their own development charge by-law.

Conclusion

Staff is of the opinion that the DCBL was properly applied to the non-residential development of the Added Building and no error was made in the calculation of the development charges or required parking. Staff recommend that Council dismiss the Complaint.

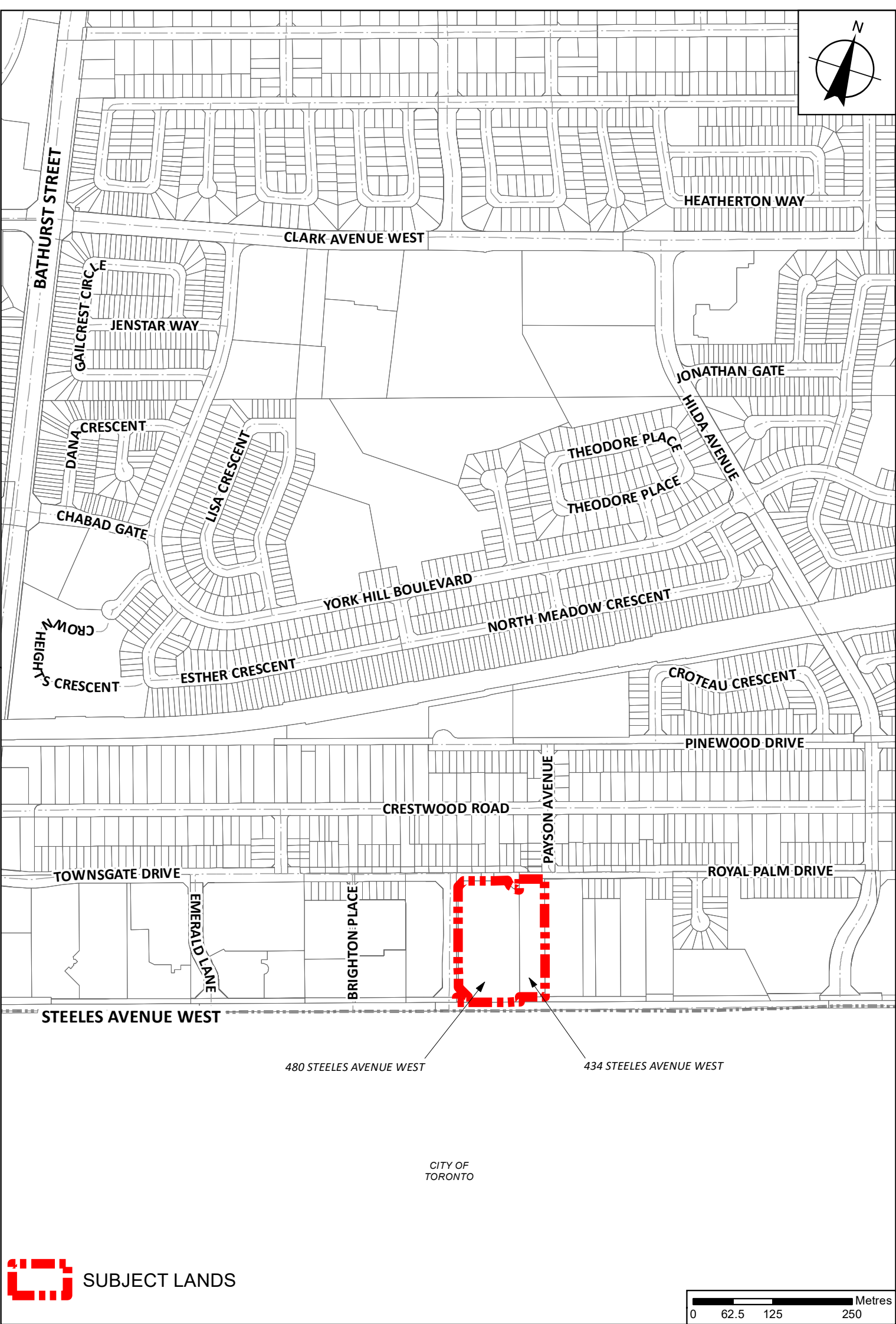
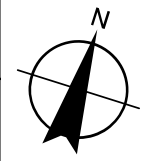
For more information, please contact: Nelson Pereira, Manager, Development Finance, extension 8393.


Attachments

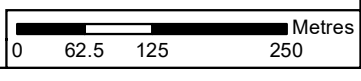
1. Location Map
2. Complaint letter from Auto World Import Network and 480 Steeles West Limited dated August 2, 2023.
3. Communications from the Committee of the Whole meeting of October 11, 2023.

Prepared by

Nelson Pereira, Manager, Development Finance, 8393



 SUBJECT LANDS



LOCATION: Part of Lot 26, Concession 1
434 and 480 Steeles Avenue West
APPLICANT: 1972380 and 1219414 Ontario Limited
CITY OF VAUGHAN

Attachment
FILE: DA.20.003
DATE: September 21, 2023
1

August 2, 2023

VIA EMAIL - clerks@vaughan.ca

Todd Coles
Council of the City of Vaughan
City of Vaughan
City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Sir:

Re: 434 Steeles Avenue West Plan RP 1607
Re - Permit 22 110942 FDN
Additional Info - DA 20.003
Re - Development Charges Complaint
Our File No. 98348

Please be advised we are the solicitors for Auto World Import Network (A.W.I.N.) and 480 Steeles West Limited the owner of 434-480 Steeles Avenue West

Please consider this letter a complaint from the development charges assessed to our clients in the attached Statement of Development Charges dated May 8, 2023.

It is submitted the amount charged was incorrectly determined for the following reasons:

1. The Development Charges with calculated based on the 2022 development charges tariff not the 2021 development charges tariff.
2. The Development Charges were calculated incorrectly in calculating "required parking".
3. The City Development Charges Certificate issued by the City of Vaughan dated August 2021 fixes the DC Rate Schedule Date as at July 1, 2021.

Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9

T: 416 601 1800
F: 416 601 1818

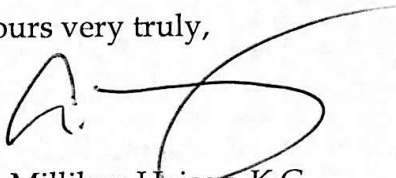
4. The charges were based on an incorrect gross floor area calculation.
5. The City of Vaughan Development Charges rates should be determined as per the attached Awin calculation of revised DC Charges based on the 2021 rates as per the City Development Charges Certificate.
6. The amounts of interest charged is too high and is not explained.
7. Such further and other reasons as are advanced to Council.

Should you require any further information please contact the author.

For the purposes of notice please send notice of the Council hearing to both the author at this law firm and to Auto World Import Network (A.W.I.N.) (Sylvester Chuang) and 480 Steeles West Limited at 222 Steeles Avenue West, Thornhill, Ontario L4J 1A1 Attention John D. Srebot.

Please confirm receipt of this complaint to Council by return email.

Yours very truly,



A. Milliken Heisey, K.C.
AMH/lg
Encl.

cc: 480 Steeles Avenue West and Auto World Import Network

Attachment 3

Communications from the Committee of the Whole meeting of
October 11, 2023.

Item 1, Report No. 41 - DEVELOPMENT CHARGE COMPLAINT
– 434 STEELES AVE WEST

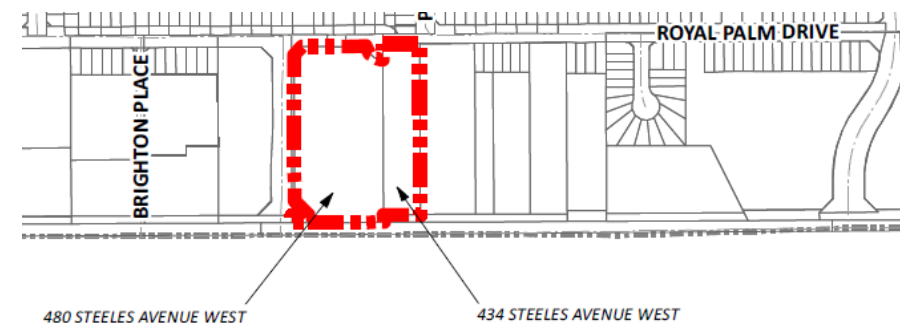
DC Complaint – 434 Steeles Ave W pursuant to Section 20 of the DC Act, 1997

October 11, 2023



Background

- **480 Steeles Ave W** - existing car dealership with its own underground area (“Existing Building”)
- **434 Steeles Ave W** –
 - Site plan application to develop a new 2-storey car dealership with one level of underground parking (“Added Building”)
 - Added Building straddles the property line...underground connected to the Existing Building
- 434 and 480 Steeles were merged on title, consolidating the two lots into one under one ownership (“Merged Lot”)
- Prior to permit issuance
 - staff evaluated parking zoning compliance (for the merged lot)
 - sufficient parking is available...new underground parking is not required to meet zoning
- Building permit which was issued on May 25, 2023



Development Charge (DC) By-law - Definitions

- “(25) “**gross floor area**” means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
 - (d) includes any part of a building or structure above or below grade used as a commercial parking garage. [emphasis added]
- “(15) “**commercial parking garage**” means a building or structure, or any part thereof, whose principal use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-law shall not attract development charges for the purpose of this By-law. [emphasis added]

Development Charge (DC) By-law

- The area of buildings used to provide **parking required to comply with the zoning by-law** is exempt from DC's
- The area of buildings which provides **parking in excess of what is required by the zoning by-law** is not exempt from DC's

Development Charge (DC) Act

- Allows for a complaint to Council, based on:
 - i. the amount of a development charge was incorrectly determined;
 - ii. whether a credit is available to be used against the development charge; or
 - iii. there was an error in the application of the development charge by-law.
- If a complaint is made.....
 - Council is required to hold a hearing and give the Complainant an opportunity to make representations
 - At the hearing, Council may dismiss the Complaint or rectify an incorrect determination
- The Complainant may appeal the decision of Council to the OLT

Staff's Position

- Zoning compliance had to be determined based on the Merged Lot
- Underground parking of the Added Building is in excess of what is required under the zoning by-law....not DC exempt
- DC's for the Added Building were calculated based on:
 - Total GFA of the proposed new car dealership (including the underground level)
 - Less:
 - the GFA of the previous demolished car dealership and
 - exempting the rooftop parking area
 - **Net GFA of 4,553.06 m2**

• Breakdown of the DC's payable (without interest):		
• City DC's	4,553.06 x \$163.04	= \$ 742k
• Regional DC's	4,553.06 x \$629.67	= \$2,867k
• Educational DC's	4,553.06 x \$14.10	= \$ 64k
	TOTAL (without interest)	\$3,673k
	TOTAL (with interest)	\$4,016k

Complainant's Position

- The Complainant asserts
 - the area of the underground parking (2,662.32 m²) is required and should be exempt from DC's
 - seeking a refund of City DCs of approximately \$475,000

October 6, 2023

VIA EMAIL - clerks@vaughan.ca

**Committee of the Whole
City of Vaughan Council**
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Dear Sir:

**Re: Development Charge Complaint – 434 Steeles Ave West
Re: Agenda Item 2 October 11, 2023 Committee of the Whole**

I am counsel to the complainants in the above referenced complaint.

I am writing to address statements contained in the City Staff report and to provide Council with additional information to assist Council in its deliberations.

The Report at page 2 states:

“The Added Building was positioned to straddle the property line of the 480 Lands and the underground parking level of the Added Building was proposed to connect to the existing underground level of the Existing Building.”

Connection Between New and Existing Buildings For Shared Access Only

Although there is a shared underground access driveway to the underground level of the two buildings and a shared garbage pickup area the BMW Auto Haus dealership at 434 Steeles and the Jaguar Land Rover Thornhill 480 Steeles dealerships are both separately owned by different companies with the operation of the dealerships separate and **not** integrated.

The shared underground driveway ramp provides access for both dealerships to their respective basement levels in the 2 separate dealership buildings

Although the driveway access is shared, there is a door controlling access between the two lower levels of each dealership building from the other. Cars and customer vehicles for each dealership are not able to use the lower level of the other dealership nor the surface parking associated with each dealership and its building.

Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9

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F: 416 601 1818

**C2.
Communication
CW(2) – October 11, 2023
Item No. 1**

In respect of surface parking there is a grade difference between the two dealerships on what were formerly the 434 and 480 properties and there is a fence physically separating the rear yards of the two dealerships.

BMW Dealership at 480 Steeles and Jaguar Land Rover Dealerships at 434 Steeles Separate Legal Entities

There are two independent dealerships owned separately and operated independently of each other in separate buildings at 434 and 480 Steeles Avenue West. Those dealerships are Jaguar Thornhill located at 434 Steeles Avenue West and BMW Auto Haus located at 480 Steeles Avenue West.

The Jaguar Land Rover Thornhill dealership is owned and operated by Transatlantic Fine Cars Ltd. Copies of the incorporation document for Transatlantic Fine Cars Ltd and the registered Master Business Licenses for Jaguar Thornhill and Land Rover Thornhill are attached above.

The BMW Auto Haus dealership is owned and operated by Transglobal Fine Cars Ltd. Copies of the incorporation document for Transglobal Fine Cars Ltd and the registered Master Business License for BMW Auto Haus is also attached above.

The automobiles sold at these two dealerships are manufactured by two unrelated automotive manufacturers - BMW and Jaguar Land Rover.

Transatlantic / Jaguar Land Rover and Transglobal / BMW Auto Haus have separate franchise agreements with each of these automobile manufacturers.

We have provided some excerpts of the franchise documentation above to demonstrate these are separate unrelated automobile dealerships.

Ownership of 434-480 Steeles Avenue West Properties Distinct from Ownership of Automotive Dealerships

Ownership of the 434 and 480 properties both pre and post-merger of title has been registered in different companies from the companies that own and operate the dealerships on the properties/merged property.

The merged property comprising 434 and 480 Steeles Avenue West is owned by 480 Steeles West Limited which has been the registered owner from and after January 1, 2022. Prior to January 1, 2022, and from the date the Site Plan application was filed, the registered owner of 434 Steeles Avenue West was 1972380 Ontario Limited and the registered owner of 480 Steeles Avenue West was a separate company 1219414 Ontario Limited.

City Staff Did not Properly Assess Zoning Compliance with Parking Standards

At the bottom of Page 2 of the Staff Report the following is identified:

“ Prior to Building Permit issuance, staff evaluated the parking requirements for zoning compliance based on the Merged Lot. In reviewing the parking requirements for the two

buildings on the Merged Lot (the Existing Building and the Added Building) against the total surface and underground parking spaces proposed, staff determined that sufficient parking spaces were available within the underground parking in the Existing Building and the total surface parking to be available on the Merged Lot.

As a result, the underground parking spaces in the Added Building were not required in order to satisfy the parking requirements of the zoning by-law. As such, staff assessed development charges pursuant to the DCBL on the gross floor area ("GFA") of the Added Building, including its underground level and the portion of that level which is for parking."

Page 5 of the Staff Report further states the following:

' If the Complainant had not merged the properties to create one lot, then the calculation of required parking for zoning compliance would have been determined based on only the 434 Lands. However, the Complainant chose to create the Merged Lot meaning that zoning compliance had to be determined based on the Merged Lot. The determination of the required parking on the Merged Lot dictated the conclusion that the parking in the underground of the Added Building is in excess of what is required under the zoning bylaw."

The 480 Steeles property although now legally merged is still subject to the parking regulations in By-law 1-88 while the former 434 Steeles property is subject to the different parking regulations of By-law 2523, a 1960's by-law setting out higher rates and larger parking space dimensions.

In order for the Added Building (434 Steeles) to comply with its required parking requirements as a separate entity the by-law required that the parking standards were required to be met for that portion of the site under By-law 2523. In this instance, the parking space dimensions within the Existing Building (480 Steeles) which comply with By-law 1-88 do not comply with the parking space dimensions required under By-law 2523.

As noted above, the 2 dealerships at 434 and 480 function as separate entities and the opportunity to "share" parking is not feasible from a contractual arrangement to provide each facility with its own dedicated parking.

If the existing dealership at 480 Steeles was developed with additional parking above and beyond what the by-law requires, the applicable DCs have been collected for that site through its separate building permit process.

The identification of an opportunity to "share" parking, which in fact is not occurring, has only been raised through the calculation of DCs and was not raised through the SPA process.

For the SPA process, the City identified the different zoning requirements for each building and the Added Building (434 Steeles) was designed to be in compliance with the site specific zoning on that site (434 Steeles). For this reason, we disagree that the "additional" parking

located at 480 Steeles is available to be shared with the building at 434 Steeles as those spaces would not comply with By-law 2523.

City Staff Parking Calculation Incorrect Version of Site Plan

Although AWIN disagrees with the City's methodological approach, for the reasons outlined above, used to determine the DC's applicable to parking spaces for this development it is our client's belief the City may have based their calculation on a version of the site plan which has been superseded by a subsequent version of the development upon which the building permit was issued and which would form the basis for the determination of DC's.

It appears City Staff have calculated development charges premised on the identification of "190" provided parking spaces in an earlier version of the site plan that was before the Local Planning Appeal Tribunal at the hearing of the appeal (Version 7 plans). The final building permit plans - Site statistics (Version 8 plans) show the parking count is only "168" required spaces. The building size of the 434 Steeles dealership was reduced to ensure the required parking for the new 434 Steeles dealership building could be accommodated entirely on the former 434 Steeles Avenue West property to keep the respective dealership operations independent of one another.

I have attached a pdf showing the site statistics for the final version of the approved building permit plans (version 8) and the site statistics of the version of the plans that were before the LPAT which was an earlier version - version 7.

City Staff did use the correct Building Gross Floor Area, (Version 8) but appears to have used the incorrect parking count (Version 7). The correct Version 8 parking count exceeds the required zoning parking by 4 spaces. Accordingly the Jaguar Land Rover dealership at 434 Steeles Avenue did not need to rely upon parking from the BMW dealership on the former 480 Steeles Avenue West property to achieve compliance with the zoning bylaw parking standards.

Conclusion

We believe based on this additional information both the City should recalculate the DC's chargeable in relation to parking and redo the corresponding calculation regarding interest on the DC's.

Development Charges are form of taxation. The governing rule in the interpretation of taxation legislation is that any doubt is resolved in favour of the taxpayer.

The City is relying on a technical argument on the meaning of development and the merger of the two properties done for the sole purpose of facilitating an insignificant extension of the 434 Dealership building onto the former 480 Steeles Avenue West property to levy development charges on my client.

City Staff acknowledges that without this merger the development charges would be calculated solely on the parking provided on the 434 Steeles Avenue West property which complies with the zoning.

If City staff had advised they would be taking this position in calculating development charges my client could have avoided the entire discussion by severing the small portion of the 480 Steeles property required for the new 434 Steeles Dealership Building and adding it to the 434 Steeles Avenue West property.

The unfairness and arbitrariness of this position is self-evident.

Yours very truly,



A. Milliken Heisey, K.C.

AMH/lg

Encl.

CC. AWIN

CC. 480 Steeles West Limited



Ministry of
Government Services

Ministère des
Services gouvernementaux

CERTIFICATE
This is to certify that these
articles are effective on

CERTIFICAT
Ceci certifie que les présents
statuts entrent en vigueur le

OCTOBER 01 OCTOBRE, 2014

[Signature]
Director / Directeur

17

Business Corporations Act / Loi sur les sociétés par actions

1922918

Form 4
Business
Corporations
Act

Formule 4
Loi sur les
sociétés par
actions

**ARTICLES OF AMALGAMATION
STATUTS DE FUSION**

1. The name of the amalgamated corporation is: (Set out in BLOCK CAPITAL LETTERS)
Dénomination sociale de la société issue de la fusion: (Ecrire en LETTRES MAJUSCULES SEULEMENT):

T	R	A	N	S	A	T	L	A	N	T	I	C	F	I	N	E	C	A	R	S	L	T	D	.		

2. The address of the registered office is:
Adresse du siège social :

220 STEELES AVENUE AVENUE WEST

Street & Number or R.R. Number & if Multi-Office Building give Room No. /
Rue et numéro ou numéro de la R.R. et, s'il s'agit d'un édifice à bureaux, numéro du bureau

VAUGHAN

ONTARIO

L 4 J 1 A 1

Name of Municipality or Post Office /
Nom de la municipalité ou du bureau de poste

Postal Code/Code postal

3. Number of directors is: Fixed number OR minimum and maximum 1 10
Nombre d'administrateurs : Nombre fixe OU minimum et maximum 1 10

4. The director(s) is/are: / Administrateur(s) :

First name, middle names and surname Prénom, autres prénoms et nom de famille	Address for service, giving Street & No. or R.R. No., Municipality, Province, Country and Postal Code Domicile élu, y compris la rue et le numéro ou le numéro de la R.R., le nom de la municipalité, la province, le pays et le code postal	Resident Canadian State 'Yes' or 'No' Résident canadien Oui/Non
Sylvester Chuang	65 Garnier Court Toronto, Ontario M2M 4C8	Yes
Pauline Chuang	65 Garnier Court Toronto, Ontario M2M 4C8	Yes

5. Method of amalgamation, check A or B
 Méthode choisie pour la fusion – Cocher A ou B :

A - Amalgamation Agreement / Convention de fusion :

The amalgamation agreement has been duly adopted by the shareholders of each of the amalgamating corporations as required by subsection 176 (4) of the *Business Corporations Act* on the date set out below.
 Les actionnaires de chaque société qui fusionne ont dûment adopté la convention de fusion conformément au paragraphe 176(4) de la *Loi sur les sociétés par actions* à la date mentionnée ci-dessous.

or
ou

B - Amalgamation of a holding corporation and one or more of its subsidiaries or amalgamation of subsidiaries / Fusion d'une société mère avec une ou plusieurs de ses filiales ou fusion de filiales :

The amalgamation has been approved by the directors of each amalgamating corporation by a resolution as required by section 177 of the *Business Corporations Act* on the date set out below.

Les administrateurs de chaque société qui fusionne ont approuvé la fusion par voie de résolution conformément à l'article 177 de la *Loi sur les sociétés par actions* à la date mentionnée ci-dessous.

The articles of amalgamation in substance contain the provisions of the articles of incorporation of
 Les statuts de fusion reprennent essentiellement les dispositions des statuts constitutifs de

TRANSATLANTIC FINE CARS LTD.

and are more particularly set out in these articles.
 et sont énoncés textuellement aux présents statuts.

Names of amalgamating corporations Dénomination sociale des sociétés qui fusionnent	Ontario Corporation Number Numéro de la société en Ontario	Date of Adoption/Approval Date d'adoption ou d'approbation		
		Year année	Month mois	Day jour
TRANSATLANTIC FINE CARS LTD.	1231119	2014	09	15
1633578 ONTARIO LIMITED	1633578	2014	09	15
AWIN SELECT AUTO SALES LTD.	1858308	2014	09	15

6. Restrictions, if any, on business the corporation may carry on or on powers the corporation may exercise.
Limites, s'il y a lieu, imposées aux activités commerciales ou aux pouvoirs de la société.

None.

7. The classes and any maximum number of shares that the corporation is authorized to issue:
Catégories et nombre maximal, s'il y a lieu, d'actions que la société est autorisée à émettre :

Unlimited number of common shares.

8. Rights, privileges, restrictions and conditions (if any) attaching to each class of shares and directors authority with respect to any class of shares which may be issued in series:

Droits, privilèges, restrictions et conditions, s'il y a lieu, rattachés à chaque catégorie d'actions et pouvoirs des administrateurs relatifs à chaque catégorie d'actions qui peut être émise en série :

The rights, privileges, restrictions and conditions attaching to the common shares shall be as follows:

(a) Payment of Dividends: The holders of the common shares shall be entitled to receive dividends if, as and when declared by the board of directors of the Corporation out of assets of the Corporation properly applicable to the payment of dividends in such amounts and payable in such manner as the board of directors may from time to time determine;

(b) Participation under Liquidation, Dissolution or Winding-Up: In the event of the liquidation, dissolution or winding-up of the Corporation or other distribution of assets of the Corporation among its shareholders for the purpose of winding-up its affairs, the holders of the common shares shall be entitled to participate ratably in any distribution of the assets of the Corporation; and

(c) Voting: The holders of common shares shall be entitled to receive notice of and to attend all annual and special meetings of the shareholders of the Corporation and to one vote in respect of each common share held at all meetings.

9. The issue, transfer or ownership of shares is/is not restricted and the restrictions (if any) are as follows:
L'émission, le transfert ou la propriété d'actions est/n'est pas restreint. Les restrictions, s'il y a lieu, sont les suivantes :

No shares may be allotted, issued, transferred, assigned, pledged or hypothecated without the approval of a majority of the Board of Directors.

10. Other provisions, (if any):
Autres dispositions, s'il y a lieu :

(a) The number of Shareholders of the Corporation is limited to no more than 50; two or more persons who are the joint registered owners of one or more shares being counted as one shareholder.

(b) Any invitation to the public to subscribe for shares of the Corporation is hereby prohibited.

(c) Without in any way limiting the powers of the Corporation, or of the Directors, as set forth in the Business Corporations Act, (Ontario), the Directors of the corporation may, without authorization of the shareholders,

(i) borrow money upon the credit of the Corporation.

(ii) issue, re-issue, sell or pledge debt obligations of the Corporation.

(iii) mortgage, hypothecate, pledge or otherwise create a security interest in all or any property of the Corporation, owned or subsequently acquired, to secure any obligation of the Corporation.

11. The statements required by subsection 178(2) of the *Business Corporations Act* are attached as Schedule "A".
Les déclarations exigées aux termes du paragraphe 178(2) de la *Loi sur les sociétés par actions* constituent l'annexe A.

12. A copy of the amalgamation agreement or directors' resolutions (as the case may be) is/are attached as Schedule "B".
Une copie de la convention de fusion ou les résolutions des administrateurs (selon le cas) constitue(nt) l'annexe B.

These articles are signed in duplicate.
Les présents statuts sont signés en double exemplaire.

Name and **original signature** of a director or authorized signing officer of each of the amalgamating corporations. Include the name of each corporation, the signatories name and description of office (e.g. president, secretary). **Only a director or authorized signing officer can sign on behalf of the corporation.** / Nom et **signature originale** d'un administrateur ou d'un signataire autorisé de chaque société qui fusionne. Indiquer la dénomination sociale de chaque société, le nom du signataire et sa fonction (p. ex. : président, secrétaire). **Seul un administrateur ou un dirigeant habilité peut signer au nom de la société.**

TRANSATLANTIC FINE CARS LTD.

Names of Corporations / Dénomination sociale des sociétés

By / Par



Sylvester Chuang

President

Signature / Signature

Print name of signatory /
Nom du signataire en lettres moulées

Description of Office / Fonction

1633578 ONTARIO LIMITED

Names of Corporations / Dénomination sociale des sociétés

By / Par



Sylvester Chuang

President

Signature / Signature

Print name of signatory /
Nom du signataire en lettres moulées

Description of Office / Fonction

AWIN SELECT AUTO SALES LTD.

Names of Corporations / Dénomination sociale des sociétés

By / Par



Sylvester Chuang

President

Signature / Signature

Print name of signatory /
Nom du signataire en lettres moulées

Description of Office / Fonction

Names of Corporations / Dénomination sociale des sociétés

By / Par

Signature / Signature

Print name of signatory /
Nom du signataire en lettres moulées

Description of Office / Fonction

Names of Corporations / Dénomination sociale des sociétés

By / Par

Signature / Signature

Print name of signatory /
Nom du signataire en lettres moulées

Description of Office / Fonction

**PART 1 OF SCHEDULE "A" TO THE
ARTICLES OF AMALGAMATION**

**STATEMENT OF DIRECTOR PURSUANT TO
SUBSECTION (2) OF SECTION 178 OF
*THE BUSINESS CORPORATIONS ACT***

I, SYLVESTER CHUANG, of the City of Toronto, hereby certify and state that:

1. This Statement is made pursuant to subsection 178(2) of the *Business Corporations Act*;
2. I am a director of Transatlantic Fine Cars Ltd., one of the amalgamating corporations (hereinafter called the "Corporation") and as such have knowledge of its affairs;
3. I have conducted such examination of the books and records of the Corporation and have made such enquiries and investigations as are necessary to enable me to make the statements hereinafter set forth;
4. There are reasonable grounds for believing that:
 - (a) the Corporation is and the amalgamated corporation will be able to pay its liabilities as they become due; and
 - (b) the realizable value of the amalgamated corporation's assets will not be less than the aggregate of its liabilities and stated capital of all classes.
5. There are reasonable grounds for believing that no creditor of the Corporation will be prejudiced by the amalgamation;
6. No creditor of the Corporation has notified the Corporation that he objects to the amalgamation; and
7. Based on the statements made above the Corporation is not obligated to give notice to any creditor.

This statement is made this 15th day of September, 2014.



Sylvester Chuang

**PART 2 OF SCHEDULE “A” TO THE
ARTICLES OF AMALGAMATION**

**STATEMENT OF DIRECTOR PURSUANT TO
SUBSECTION (2) OF SECTION 178 OF
*THE BUSINESS CORPORATIONS ACT***

I, SYLVESTER CHUANG, of the City of Toronto, hereby certify and state that:

1. This Statement is made pursuant to subsection 178(2) of the *Business Corporations Act*;
2. I am a director of 1633578 Ontario Limited, one of the amalgamating corporations (hereinafter called the “Corporation”) and as such have knowledge of its affairs;
3. I have conducted such examination of the books and records of the Corporation and have made such enquiries and investigations as are necessary to enable me to make the statements hereinafter set forth;
4. There are reasonable grounds for believing that:
 - (a) the Corporation is and the amalgamated corporation will be able to pay its liabilities as they become due; and
 - (b) the realizable value of the amalgamated corporation’s assets will not be less than the aggregate of its liabilities and stated capital of all classes.
5. There are reasonable grounds for believing that no creditor of the Corporation will be prejudiced by the amalgamation;
6. No creditor of the Corporation has notified the Corporation that he objects to the amalgamation; and
7. Based on the statements made above the Corporation is not obligated to give notice to any creditor.

This statement is made this 15th day of September, 2014.



Sylvester Chuang

**PART 3 OF SCHEDULE "A" TO THE
ARTICLES OF AMALGAMATION**

**STATEMENT OF DIRECTOR PURSUANT TO
SUBSECTION (2) OF SECTION 178 OF
*THE BUSINESS CORPORATIONS ACT***

I, SYLVESTER CHUANG, of the City of Toronto, hereby certify and state that:

1. This Statement is made pursuant to subsection 178(2) of the *Business Corporations Act*;
2. I am a director of AWIN Select Auto Sales Ltd., one of the amalgamating corporations (hereinafter called the "Corporation") and as such have knowledge of its affairs;
3. I have conducted such examination of the books and records of the Corporation and have made such enquiries and investigations as are necessary to enable me to make the statements hereinafter set forth;
4. There are reasonable grounds for believing that:
 - (a) the Corporation is and the amalgamated corporation will be able to pay its liabilities as they become due; and
 - (b) the realizable value of the amalgamated corporation's assets will not be less than the aggregate of its liabilities and stated capital of all classes.
5. There are reasonable grounds for believing that no creditor of the Corporation will be prejudiced by the amalgamation;
6. No creditor of the Corporation has notified the Corporation that he objects to the amalgamation; and
7. Based on the statements made above the Corporation is not obligated to give notice to any creditor.

This statement is made this 15th day of September, 2014.



Sylvester Chuang

**PART 1 OF SCHEDULE "B" TO THE
ARTICLES OF AMALGAMATION**

**TRANSATLANTIC FINE CARS LTD.
(the "Corporation")**


**AMALGAMATION WITH 1633578 ONTARIO LIMITED AND AWIN SELECT
AUTO SALES LTD.**

WHEREAS 1633578 Ontario Limited ("1633578") and AWIN Select Auto Sales Ltd. ("AWIN") each wholly-owned subsidiaries of the Corporation, have all agreed to amalgamate with the Corporation pursuant to the provisions of subsection 177(1) of the *Business Corporations Act*.

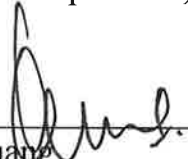
BE IT RESOLVED THAT:

1. the amalgamation of the Corporation, 1633578 and AWIN under the *Business Corporations Act*, pursuant to subsection 177(1) thereof, be and the same is hereby approved;
2. the by-laws of the amalgamated corporation shall be the same as the by-laws of the Corporation;
3. the articles of amalgamation of the amalgamated corporation shall be the same as the articles of the Corporation and the name of the amalgamated corporation shall be the same as the name of the Corporation;
4. no securities shall be issued and no assets shall be distributed by the amalgamated corporation in connection with the amalgamation; and
5. the proper officers of the Corporation be and they are hereby authorized to execute and deliver the articles of amalgamation to the Director pursuant to the provisions of the *Business Corporations Act* and to do all other things and execute such other instruments and documents necessary or desirable to carry out and give effect to the foregoing.

The foregoing resolutions are hereby passed and consented to by all of the directors of the Corporation, pursuant to the provisions of the *Business Corporations Act* (Ontario) as evidenced by their respective signatures hereto this 15th day of September, 2014.



Sylvester Chuang



Pauline Chuang

**PART 2 OF SCHEDULE “B” TO THE
ARTICLES OF AMALGAMATION**

**1633578 ONTARIO LIMITED
(the “Corporation”)**

**AMALGAMATION WITH TRANSATLANTIC FINE CARS LTD. AND AWIN
SELECT AUTO SALES LTD.**

WHEREAS the Corporation, a wholly-owned subsidiary of Transatlantic Fine Cars Ltd. (“Transatlantic”) and AWIN Select Auto Sales Ltd. (“AWIN”), also a wholly-owned subsidiary of Transatlantic, have agreed to amalgamate with Transatlantic pursuant to the provisions of subsection 177(1) of the *Business Corporations Act*.

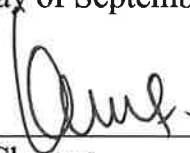
BE IT RESOLVED THAT:

1. the amalgamation of the Corporation, Transatlantic and AWIN under the *Business Corporations Act*, pursuant to subsection 177(1) thereof, be and the same is hereby approved;
2. subject to the endorsement of a Certificate of Amalgamation, pursuant to subsection 178(4) of the *Business Corporations Act*, and without affecting the validity of the incorporation and existence of the Corporation under its articles of incorporation, as amended, and of any act done thereunder, all shares in the capital of the Corporation, including all shares which have been issued and are outstanding at the date hereof, be and the same are hereby cancelled without any repayment of capital in respect thereof;
3. the by-laws of the amalgamated corporation shall be the same as the by-laws of Transatlantic;
4. the articles of amalgamation of the amalgamated corporation shall be the same as the articles of Transatlantic and the name of the amalgamated corporation shall be Transatlantic Fine Cars Ltd.;
5. no securities shall be issued and no assets shall be distributed by the amalgamated corporation in connection with the amalgamation; and
6. the proper officers of the Corporation be and they are hereby authorized to execute and deliver the articles of amalgamation to the Director pursuant to the provisions of the *Business Corporations Act* and to do all other things and execute such other instruments and documents necessary or desirable to carry out and give effect to the foregoing.

The foregoing resolutions are hereby passed and consented to by all of the directors of the Corporation, pursuant to the provisions of the *Business Corporations Act* (Ontario) as evidenced by their respective signatures hereto this 15th day of September, 2014.



Sylvester Chuang



Pauline Chuang

**PART 3 OF SCHEDULE “B” TO THE
ARTICLES OF AMALGAMATION**

**AWIN SELECT AUTO SALES LTD.
(the “Corporation”)**

**AMALGAMATION WITH TRANSATLANTIC FINE CARS LTD. AND 1633578
ONTARIO LIMITED**

WHEREAS the Corporation, a wholly-owned subsidiary of Transatlantic Fine Cars Ltd. (“Transatlantic”) and 1633578 Ontario Limited (“1633578”), also a wholly-owned subsidiary of Transatlantic, have agreed to amalgamate with Transatlantic pursuant to the provisions of subsection 177(1) of the *Business Corporations Act*.

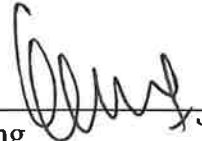
BE IT RESOLVED THAT:

1. the amalgamation of the Corporation, Transatlantic and 1633578 under the *Business Corporations Act*, pursuant to subsection 177(1) thereof, be and the same is hereby approved;
2. subject to the endorsement of a Certificate of Amalgamation, pursuant to subsection 178(4) of the *Business Corporations Act*, and without affecting the validity of the incorporation and existence of the Corporation under its articles of incorporation, as amended, and of any act done thereunder, all shares in the capital of the Corporation, including all shares which have been issued and are outstanding at the date hereof, be and the same are hereby cancelled without any repayment of capital in respect thereof;
3. the by-laws of the amalgamated corporation shall be the same as the by-laws of Transatlantic;
4. the articles of amalgamation of the amalgamated corporation shall be the same as the articles of Transatlantic and the name of the amalgamated corporation shall be Transatlantic Fine Cars Ltd.;
5. no securities shall be issued and no assets shall be distributed by the amalgamated corporation in connection with the amalgamation; and
6. the proper officers of the Corporation be and they are hereby authorized to execute and deliver the articles of amalgamation to the Director pursuant to the provisions of the *Business Corporations Act* and to do all other things and execute such other instruments and documents necessary or desirable to carry out and give effect to the foregoing.

The foregoing resolutions are hereby passed and consented to by all of the directors of the Corporation, pursuant to the provisions of the *Business Corporations Act* (Ontario) as evidenced by their respective signatures hereto this 15th day of September, 2014.



Sylvester Chuang



Pauline Chuang

685742

CERTIFICATE
 This is to certify that these
 articles are effective on

CERTIFICAT
 Ceci certifie que les présents
 statuts entrent en vigueur le

OCTOBER 15 OCTOBRE, 1986

[Handwritten Signature]

Controller of Records
 Companies Branch

Contrôleur des Dossiers
 Direction des Compagnies

Trans Code 18	Line No. 20	Stat 28	Comp Type 29	Method Incorp. 30
A	0	0	A	3
Share 31	Notice Req'd 32	Jurisdiction 33		
S	N	ONTARIO 33 _____ 47		

**ARTICLES OF INCORPORATION
 STATUTS CONSTITUTIFS**

Form 1
 Business
 Corporations
 Act,
 1982
 Formule
 numéro 1
 Loi de 1982
 sur les
 compagnies

1. The name of the corporation is: *Dénomination sociale de la compagnie:*

T	R	A	N	S	G	L	O	B	A	L	F	I	N	E	C	A	R	S	L	T	D.		
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	----	--	--

2. The address of the registered office is: *Adresse du siège social:*

65 Garnier Court,

(Street & Number or R.R. Number & if Multi-Office Building give Room No.)
 (Rue et numéro ou numéro de la R.R. et, s'il s'agit d'un édifice à bureaux, numéro du bureau)

Willowdale, Ontario

(Name of Municipality or Post Office)
 (Nom de la municipalité ou du bureau de poste)

M	2	M	4	C	8
---	---	---	---	---	---

(Postal Code)
 (Code postal)

Municipality

(Name of Municipality, Geographical Township)
 (Nom de la municipalité, du canton)

of
~~XXXXX~~
 dans le/la

Metropolitan Toronto

(County, District, Regional Municipality)
 (Comté, district, municipalité régionale)

3. Number (or minimum and maximum number) of directors is: *Nombre (ou nombres minimal et maximal) d'administrateurs:*

minimum of one (1) and maximum of ten (10)

4. The first director(s) is/are: *Premier(s) administrateur(s):*

First name, initials and surname <i>Prénom, initiales et nom de famille</i>	Residence address, giving street & No. or R.R. No. or municipality and postal code. <i>Adresse personnelle, y compris la rue et le numéro, le numéro de la R.R. ou, le nom de la municipalité et le code postal</i>	Resident Canadian State Yes or No <i>Résident Canadien</i> Oui/Non
MARVIN D. DEMONE	66 Garnier Court, Willowdale, Ontario M2M 4C9	yes

5. Restrictions, if any, on business the corporation may carry on or on powers the corporation may exercise.

Limites, s'il y a lieu, imposées aux activités commerciales ou aux pouvoirs de la compagnie.

NIL

6. The classes and any maximum number of shares that the corporation is authorized to issue.

Catégories et nombre maximal, s'il y a lieu, d'actions que la compagnie est autorisée à émettre:

An unlimited number of Common Shares;

An unlimited number of Preferred Shares designated as Class "A" being redeemable at the option of the holder and at the option of the corporation without the consent of the holder, voting and the holders of which are entitled to a fixed non-cumulative dividend of 10% of the amount paid thereon in priority to common shares and Class "B" Shares, participating;

An unlimited number of Preferred Shares designated as Class "B" being redeemable at the option of the holder and at the option of the corporation without the consent of the holder, non-voting and non-participating.

7. Rights, privileges, restrictions and conditions (if any) attaching to each class of shares and directors authority with respect to any class of shares which may be issued in series:

Droits, privilèges, restrictions et conditions, s'il y a lieu, rattachés à chaque catégorie d'actions et pouvoirs des administrateurs relatifs à chaque catégorie d'actions qui peut être émise en série:

- (a) The holders of the Class A preference shares shall in each year, in the discretion of the directors, be entitled, out of any or all profits or surplus available for dividends to non-cumulative dividends at the rate of 10% per annum on the amount paid up on the Class A preference shares. The holders of the said Class A preference shares shall not be entitled to any dividend other than or in excess of the non-cumulative dividends at the rate of 10% per annum hereinbefore provided for nor shall they have any further right to participate in profits or surplus;
- (b) The holders of the Class A preference shares shall be entitled to a preference over the holders of the Class B preference shares and the common shares with respect to payment of dividends, repayment of capital and distribution of assets in the event of the liquidation, dissolution or winding up of the Corporation, whether voluntary or involuntary but they shall not confer the right to any further participation in profits or assets. Each Class A preference share entitles a holder to repayment of capital in an amount equal to the redemption amount thereof provided however in the event the aggregate amount available for the repayment of capital is not sufficient to pay the redemption amount thereof, then each Class A preference share shall entitle the holder thereof to participate rateably in the aggregate amount available for repayment of capital;
- (c) The holders of the Class A preference shares shall be entitled to receive notice of and to attend any meeting of the shareholders of the corporation and shall be entitled to one vote thereat for each Class A preference share held; the holders of the Common shares shall be entitled to one vote for each Common Share held by them at all shareholder meetings.
- (d) The said Class A preference shares or any part thereof shall be redeemable at any time at the option of the Corporation without the consent of the holders thereof on payment for each share to be redeemed of the redemption amount thereof together with non-cumulative dividends, which have previously been declared; not less than thirty (30) days notice in writing of such redemption shall be given by mailing such notice to the registered holders of the shares to be redeemed, specifying the date and place or places of redemption; if notice of such redemption be given by the Corporation in the manner aforesaid and an amount sufficient to redeem the shares be deposited with any trust company or chartered bank in Canada, as specified in the notice, on or before the date fixed for redemption, dividends on the preference shares to be redeemed shall cease after the date so fixed for redemption, and the holders thereof shall thereafter have no rights against the Corporation in respect thereof except, upon the surrender of certificates for such shares, to receive payment therefor out of the moneys so deposited;
- (e) The redemption amount for each Class A and Class B preference

share shall be the sum of ONE DOLLAR (\$1.00);

(f) The holders of the said Class B preference shares shall not, as such, have any voting rights for the election of directors or for any other purpose nor shall they be entitled to attend shareholders meetings; provided that the holders of the Class B preference shares shall be entitled to notice of meetings of shareholders called for the purpose of authorizing the dissolution of the Corporation or the sale of its undertaking or a substantial part thereof;

(g) The said Class B preference shares or any part thereof shall be redeemable at any time at the option of the Corporation, without the consent of the holders thereof on payment for each share to be redeemed of the redemption amount thereof together with all unpaid non-cumulative dividends which have previously been declared; not less than thirty (30) days notice in writing of such redemption shall be given by mailing such notice to the registered holders of the shares to be redeemed, specifying the date and place or places of redemption; if notice of such redemption be given by the Corporation in the manner aforesaid and an amount sufficient to redeem the shares be deposited with any trust company or chartered bank in Canada, as specified in the notice, on or before the date fixed for redemption, dividends on the preference shares to be redeemed shall cease after the date so fixed for redemption, and the holders thereof shall thereafter have no rights against the Corporation in respect thereof except, upon the surrender of certificates for such shares, to receive payment therefor out of the moneys so deposited;

(h) Any registered holder of Class B preference shares, may, at his option, upon giving notice as hereinafter provided, require the Corporation at any time or times to redeem all or any part of the Class B preference shares held by him, and the corporation shall pay to such holder for each such share which the holder requires to be redeemed, an amount equal to the redemption amount thereof, together with all dividends declared thereon and unpaid. In the event that any registered holder of Class B preference shares desires to require the redemption, as aforesaid, of all or any part of the Class B preference shares held by him, such registered holder shall mail to the corporation notice in writing of his intention to require redemption, which notice shall also specify therein the number of Class B preference shares to be so redeemed; on the date fourteen (14) days next following the receipt of such notice by the Corporation (herein called the "Redemption Date"), the corporation shall pay or cause to be paid to the order of the registered holder of such Class B preference shares the redemption price on presentation and surrender at the registered office of the corporation of the certificates representing the Class B preference shares specified in the notice; if a part only of the Class B preference shares represented by any certificate shall be redeemed, a new certificate for the balance shall be issued at the expense of the corporation; from and after the Redemption Date, the holder of the Class B preference shares to be redeemed, as aforesaid, shall cease to be entitled to dividends and shall not be

entitled to exercise any of the rights as shareholder in respect thereof unless payment of their redemption price shall not be made upon presentation of certificates in accordance with the foregoing provisions, in which case the rights of the holder shall remain unaffected; the corporation shall have the right at any time after the Redemption Date as aforesaid to deposit the redemption price of the Class B preference shares required to be redeemed or of such of the said shares represented by certificates as have not as of the date of such deposit been surrendered by the holder thereof in connection with such redemptions to a special account at any chartered bank or any trust company to be paid without interest to or to the order of the holder of such Class B preference shares upon presentation and surrender to such bank or trust company of the certificates representing the same and upon such deposits being made the Class B preference shares in respect whereof such deposits shall have been made shall be redeemed and the right of the holder thereof after such deposit or such redemption dates, as the case may be, shall be limited to receiving without interest the redemption price so deposited against presentation and surrender of the said Certificates held by him; any interest allowed on any such deposit shall belong to the Corporation, provided that with any such deposit the Corporation shall forthwith mail to the holder of the Class B preference shares a notice in writing advising of such deposit and specifying the name of the chartered bank or trust company as the case may be wherein such special account is for the time being maintained; such notice shall be mailed in a prepaid letter addressed to such holder at his address as it appears on the books of the corporation or in the event of the address of any such shareholder not so appearing, then the last known address of such shareholder; provided always that the right of any holder of such Class B preference shares to require the corporation to redeem all or part of his holdings of such Class B preference shares is subject to whatever conditions, restrictions, limitations or prohibitions on the right of the corporation to redeem any shares which may exist at any time or from time to time at law, or in accordance with the conditions and terms attaching to any other issued and outstanding security of any kind whatsoever of the corporation

(i) The authorization to amend the articles of the corporation to delete or vary any preference, right, condition, restriction, limitation or prohibition attaching to the Class A or Class B preference shares or to create preference shares ranking in priority to or on a par with the Class A or Class B preference shares, in addition to the authorization by a special Resolution, may be given by at least two-thirds (2/3rds) of the votes cast at a meeting of the holders of the Class A or Class B preference shares, as the case may be, duly called for that purpose.

8. The issue, transfer or ownership of shares is/is not restricted and the restrictions (if any) are as follows: *L'émission, le transfert ou la propriété d'actions est/n'est pas restreinte. Les restrictions, s'il y a lieu, sont les suivantes:*

1. The right to transfer shares of the corporation shall be restricted in that no share shall be transferred to any person without the express consent of a majority of the directors to be signified by a resolution passed by the Board.
2. The number of shareholders of the corporation exclusive of persons who are in its employment and exclusive of persons who, having been formerly in the employment of the corporation, were, while in that employment, and have continued after the termination of that employment to be shareholders of the corporation is limited to not more than than fifty, two or more persons who are the joint registered owners of one or more shares being counted as one shareholder.
3. Any invitation to the public to subscribe for securities of the corporation is prohibited.

NIL

10. The names and addresses of the incorporators are
Nom et adresse des fondateurs

First name, initials and surname or corporate name
Prénom, initiale et nom de famille ou dénomination sociale

Full residence address or address of registered office or of principal place of business giving street & No. or R.R. No., municipality and postal code
Adresse personnelle au complet, adresse du siège social ou adresse de l'établissement principal, y compris la rue et le numéro, le numéro de la R.R., le nom de la municipalité et le code postal

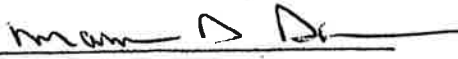
MARVIN D. DEMONE

66 Garnier Court,
Willowdale, Ontario
M2M 4C9

These articles are signed in duplicate

Les présents statuts sont signés en double exemplaire.

Signatures of incorporators
(Signature des fondateurs)



MARVIN D. DEMONE

**Business Name
Registration for a
Corporation**

Business Names Act

**Enregistrement du nom
commercial pour une
personne morale**

Loi sur les noms commerciaux

JAGUAR THORNHILL

Business Name / Nom commercial

130379100

Business Identification Number / Numéro d'identification d'entreprise

Registrant: / Personne enregistrée:

TRANSATLANTIC FINE CARS LTD.

Corporation Name / Dénomination sociale

This is to certify that the above-named business name has
been registered under the laws of the Province of Ontario.

La présente vise à attester que le nom commercial cité ci-
dessus a été enregistré conformément aux règles de droit
de la province de l'Ontario.

Effective Date: April 02, 2003

Expiry Date: March 28, 2028

Date d'entrée en vigueur: 02 avril 2003

Date d'expiration: 28 mars 2028

V. Quintanilla W.

Registrar / Registrateur

Business Names Act / Loi sur les noms commerciaux

This certificate is not complete without the
Registration Information.

Certified a true copy of the record of the
Ministry of Public and Business Service Delivery.

V. Quintanilla W.
Director/Registrar



Ce certificat n'est pas complet s'il ne contient pas
les renseignements d'enregistrement.

Copie certifiée conforme du dossier du
ministère des Services au public et aux
entreprises.

V. Quintanilla W.
Directeur ou registrateur



Registration Information

Type of Filing:

Renewal of a Business Name Registration for a Corporation

Business Name:

JAGUAR THORNHILL

Business Identification Number (BIN):

130379100

Address of Principal Place of Business:

434 Steeles Avenue West, Vaughan, Ontario, Canada, L4J 6X6

Activity (NAICS Code):

[Not Provided] - [Not Provided]

Effective Date:

March 29, 2023

Expiry Date:

March 28, 2028

Registrant Information:

Name: TRANSATLANTIC FINE CARS LTD., OCN: 1922918

The Registration Information is not complete without the Business Name Registration Certificate.
Certified a true copy of the record of the Ministry of Public and Business Service Delivery.

V. Quintanilla W.
Director/Registrar, Ministry of Public and Business Service Delivery

Person Authorizing Registration:

SYLVESTER CHUANG

65 GARNIER COURT, TORONTO ON, TORONTO, Ontario, Canada, M2M 4C8

President

The Registration Information Is not complete without the Business Name Registration Certificate.
Certified a true copy of the record of the Ministry of Public and Business Service Delivery.

V. Quintanilla W.

Director/Registrar, Ministry of Public and Business Service Delivery

Date Issued: 2021-04-19
(yyyy-mm-dd)

Business Number:

Business Name and Mailing Address:

BMW AUTOHAUS
480 STEELES AVENUE WEST
VAUGHAN, ON CA L4J 6X6

Business

Address: SAME AS ABOVE

Telephone:

Ext:

Fax:

Email:

Legal

Name(s): TRANSGLOBAL FINE CARS LTD.

Type of

Legal Entity: CORPORATION

Business

Activity: AUTOMOBILE SALES & SERVICE DEALERSHIP

Business Information	Number	Effective Date (yyyy-mm-dd)	Expiry Date (yyyy-mm-dd)
BUSINESS NAME REGISTRATION	960394971	1996-04-24	2026-04-18
INCORPORATED (ONTARIO)	685742	1986-10-15	

To the Client: Clients should do a corporation search to ensure that the information pertaining to corporations contained on this Master Business Licence is correct and up to date.

To the Client: When the Master Business Licence is presented to any Ontario business program, you are not required to repeat information contained on this licence. Each Ontario business program is required to accept this licence when presented as part of its registration process. If you have any questions about this Master Business Licence call the ServiceOntario Contact Centre at 1-800-565-1921 or 1-416-314-9151 or TTY 1-416-326-8566. For more information, or to access other business-related services, call the Business Info Line, a collaboration between ServiceOntario and Industry Canada, at 1-888-745-8888 or 1-416-212-8888 or TTY 800-268-7095.

A business name registration is effective for 5 years from the date that it is accepted for registration. It is the registrant's responsibility to renew the business name prior to the expiry date and to pay the required fee.

To the Ontario business program: A client is not required to repeat any information contained in this licence in any other form used in your registration process.

Date Issued: 2019-08-14
(yyyy-mm-dd)

Business Number:

Business Name and Mailing Address:

LAND ROVER THORNHILL
434 STEELES AVENUE WEST
VAUGHAN, ON CA L4J 6X6

Business

Address: SAME AS ABOVE

Telephone:

Ext:

Fax:

Email:

Legal

Name(s): TRANSATLANTIC FINE CARS LTD.

Type of

Legal Entity: CORPORATION

Business

Activity: AUTOMOBILE SALES & SERVICE DEALERSHIP

Business Information	Number	Effective Date (yyyy-mm-dd)	Expiry Date (yyyy-mm-dd)
BUSINESS NAME REGISTRATION	990900201	1999-08-20	2024-08-15
INCORPORATED (ONTARIO)	1922918	2014-10-01	

To the Client: Clients should do a corporation search to ensure that the information pertaining to corporations contained on this Master Business Licence is correct and up to date.

To the Client: When the Master Business Licence is presented to any Ontario business program, you are not required to repeat information contained on this licence. Each Ontario business program is required to accept this licence when presented as part of its registration process.

If you have any questions about this Master Business Licence call the ServiceOntario Contact Centre at 1-800-565-1921 or 1-416-314-9151 or TTY 1-416-326-8566. **For more information, or to access other business-related services,** call the Business Info Line, a collaboration between ServiceOntario and Industry Canada, at 1-888-745-8888 or 1-416-212-8888 or TTY 800-268-7095.

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To the Ontario business program: A client is not required to repeat any information contained in this licence in any other form used in your registration process.

THIS AMENDING AGREEMENT made the 13 day of July, 2012.

BETWEEN:

Jaguar Land Rover Canada, ULC, a corporation incorporated under the laws of the Province of Alberta,

(the "Company")

and

1633578 Ontario Limited., a corporation incorporated under the laws of the province of Ontario.

(the "Dealer")

WHEREAS the parties are all of the parties to a Jaguar Dealer Agreement dated October 24, 2005 (the "Jaguar Dealer Agreement") pursuant to which the Dealer was granted the right to sell and service Jaguar Products (as defined in the Jaguar Dealer Agreement), all as more particularly described in the Jaguar Dealer Agreement;

AND WHEREAS the parties wish to amend the Jaguar Dealer Agreement in order to clarify the rights of the parties in the event of default by the Dealer of the Jaguar Dealer Agreement;

AND WHEREAS pursuant to the Jaguar Dealer Agreement, the Dealer agreed to enter into any revised or modified Jaguar Dealer Agreement that the Company may, from time to time, offer to its Dealers;

AND WHEREAS all capitalized terms not otherwise defined herein shall have the meanings given thereto in the Jaguar Dealer Agreement;

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT in consideration of the mutual covenants herein contained and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged) the parties agree as follows:

1. Articles 12 and 13.1 of the Jaguar Dealer Agreement are deleted and replaced with the following:

"Article 12 – Termination

12.1 It is agreed that all termination rights provided under the Agreement are cumulative, and the Company may rely on any one or more provision(s) as a basis for terminating this Agreement, and such termination shall be valid if any one of such provision relied upon is found to be valid.

BMW CANADA
RETAILER AGREEMENT EXTENSION

WHEREAS BMW Canada Inc. and the Retail Centre noted below are parties to the BMW Retail Centre Agreement dated January, 2016 and all agreements, standards and documentation therein contemplated or provided for (collectively the "2016 Retailer Agreement") and the parties wish to extend the 2016 Retailer Agreement as hereinafter provided.

NOW THEREFORE, in consideration of each the parties agreeing to continue to be bound by the 2016 Retailer Agreement on the terms herein set out, this BMW Retailer Extension Agreement (hereinafter referred to as the "Retailer Agreement") evidences the following agreement of the parties:

- 1. The 2016 Retailer Agreement is hereby extended on the same terms and conditions except that it will expire at 11:59 PM (Toronto time) on **January 31, 2021**.
- 2. Except as herein provided, the 2016 Retailer Agreement shall continue in full force and effect un-amended.
- 3. This Retailer Agreement will be governed by and construed in all respects in accordance with the law of Ontario.
- 4. The parties hereto acknowledge that they have requested and are satisfied that this Retailer Agreement and all related documents be drawn up in the English language. Les parties aux présentes reconnaissent qu'elles ont exigées que la présente convention et tout document qu'en s'y rattache soient rédigées et exécutées en anglais et s'en déclarent satisfaites.

IN WITNESS WHEREOF the parties hereto have executed this Retailer Agreement.

Transglobal Fine Cars Ltd.

DBA: BMW Autohaus



 _____ Pauline Chuang Retailer Principal July 7, 2020

 Per Name Title Date

BMW CANADA INC.

_____ Reiner Braun President & CEO

 Per Name Title Date

_____ Norman Shields VP, Finance & Administration

 Per Name Title Date

PARKING REQUIREMENTS

434 STEELES AVE. (BY-LAW 2523)

	(GROUND) AREA SM	(2ND FLOOR) AREA SM	PARKING RATIO	REQ'D PARKING
SHOWROOM (RETAIL)	580.9 SM	550.6 SM	(1 PER 9 SM)	125.7
OFFICE (ADMIN)AREAS	564.0 SM	312.3 SM	(1 PER 19 SM)	46.1
SERVICE/SHOP AREA	992.2 SM	628.3 SM	(1 PER 92.9 SM)	17.4
RAMP/ACCESS AISLE DRIVE THROUGH	483.0 SM	165.0 SM	(0 PER 10 SM)	0
TOTAL PARKING REQUIRED (434 STEELES)			(189.2) - 190	

PROPOSED PARKING SPACE FOR 434 STEELES W = 3.0m x 6.0m

480 STEELES AVE. (BY-LAW 1-88 DA 12.023)

	AREA	REQ'D PARKING
GROUND FL. 3,790.16 SM + 2ND FL. 334.96 SM = 4,125.12 SM		
4,125.12 SM @ 3 / 100 SM PARKING RATIO =		124
TOTAL PARKING REQUIRED (COMBINED)		314

PROPOSED PARKING SPACE FOR 480 STEELES W = 2.7m x 6.0m

434 STEELES AVE. W. PARKING REQUIREMENTS (BY-LAW 2523)

- TOTAL PARKING REQUIRED - 190 SPACES
- TOTAL PARKING PROVIDED - 172 SPACES
(EXTERIOR AT GRADE - 85 SPACES)
(INTERIOR BASEMENT, SECOND & ROOF - 87 SPACES)

480 STEELES AVE. W. PARKING REQUIREMENTS (BY-LAW 1-88)

- TOTAL PARKING REQUIRED - 124 CARS (AS PER BY LAW 1-88 / DA.12.030)
(4,125.12 SM @ 3 / 100 SM = 124 CARS)
- TOTAL PARKING PROVIDED - 265 CARS

COMBINED PARKING TOTALS

- TOTAL PARKING REQUIRED - 314 SPACES
- TOTAL PARKING PROVIDED - 437 SPACES

H.C. ACCESSIBLE PARKING AS PER COMPREHENSIVE ZONING BY-LAW
(2% OF TOTAL REQUIRED PARKING - 437 SPACES)

TOTAL REQUIRED-(2% PROVIDED PARKING) 8.74 (9) SPACES
TOTAL REQUIRED-AODA = 2 + 2% PROVIDED (2+9) = 11 SPACES
TOTAL PROVIDED: - 11 SPACES

- 434 STEELES AVE. W.
TYPE A - 2 SPACES
TYPE B - 2 SPACES
BASEMENT - 2 SPACES (TYPE B)
- 480 STEELES AVE. W.
TYPE A - 3 SPACES
TYPE B - 2 SPACES

BICYCLE PARKING REQUIRED SHORT TERM (434 STEELES AVE.W)

GFA=4,385.35 @ (0.15) BIKE PARKING/100SQM,
TOTAL= 7 SPACES (6.57)

BICYCLE PARKING REQUIRED LONG TERM (434 STEELES AVE.W)

GFA=4,385.35 @ (0.1) BIKE PARKING/100SQM,
TOTAL= 4 SPACES (4.38) LOCATED IN BASEMENT

SITE STATISTICS - COMBINED

ZONING :

- 434 STEELES AVE W. - SUBJECT TO BY LAW 2523
- 480 STEELES AVE W - SUBJECT TO BY LAW 1-88

LOT AREAS

- 434 STEELES AVE W. 7,345.00 SM (1.814 ACRES)
- 480 STEELES AVE W 17,246.38 SM (4.26 ACRES)
- TOTAL NEW LOT AREA 24,591.38 SM (6.07 ACRES)

EXISTING TO BE DEMOLISHED:

- 434 STEELES AVE W. 2,045.12 SM + 200 SM (MEZZ) = 2,245.0 SM
- 480 STEELES AVE W (N.A) SM
- TOTAL NEW LOT AREA 2,045.12 SM

LOT FRONTAGE

- 120.944 m (396.80 FT.)

BUILDING HEIGHT

- PROPOSED 10.2 M (33.45 ft)
- EX. BMW 7.4 M (24.27 ft)

LOT COVERAGES

- 434 STEELES AVE W. 2,620.14 SM
- 480 STEELES AVE W 3,790.16 SM
- TOTAL COVERAGE 6,410.30 SM (26.1%)

LOT COVERAGE AREAS COMBINED

- LOT AREA (6.07 ACRES) 24,591.38 m² (100%)
- BUILDING AREA (BOTH LOTS) 6,410.30 m² (26.1%)
- LANDSCAPED AREA 4,001.09 m² (16.3%)
- PAVED AREA 14,179.39 m² (57.6%)

GROSS FLOOR AREAS (G.F.A.) 434 STEELES AVE.W

- GROUND FLR = 2,620.14 m²
- SECOND FLR = 1,656.15 m²
- ROOF TOP = 109.06 m²

TOTAL G.F.A. AREAS = 4,385.35 m² (EXCLUDES BASEMENT PARKING)

BASEMENT P1 = 3,128.80 m² (BELOW GRADE PARKING)

BUILDING NON G.F.A. (OPEN PARKING) AREAS:

- SECOND FLR PARKING NON GFA = 964.00 m² (OPEN PARKING)
- ROOF TOP PARKING (NON GFA) = 2,016.37 m² (OPEN PARKING)
- TOTAL OPEN PARKING (NON GFA) = 2,980.37 m² (OPEN PARKING)

GROSS FLOOR AREA (G.F.A.) 480 STEELES AVE. W.

- GROUND FLOOR AREA = 3,790.16 SM
- SECOND FLOOR AREA = 334.96 SM
- MEZZANINE AREA = 333.00 SM (EQUIPMENT PLATFORM NOT OCCUPIED)
- TOTAL EXISTING GFA 4,458.12 SM (EXCLUDES BASEMENT PARKING)

BASEMENT P1 = 3,412.12 m²

COMBINED GROSS FLOOR AREA 434 & 480 STEELES AVE. W.

	434 BLDG	480 BLDG	TOTAL
1. GROUND FLOOR AREA	2,620.14 SM	3,790.16 SM	6,410.30 SM
2. SECOND FLOOR AREA	1,656.15 SM	667.96 SM	2,324.11 SM
3. ROOF FLOOR AREA	109.06 SM	(N.A.)	109.06 SM
TOTAL COMBINED GFA	4,385.35 SM	4,458.12 SM	8,843.47 SM
(EXCLUDES BASEMENT PARKING)			
4 BASEMENT FLOOR AREA	3,128.80 SM	3,412.12 SM	6,540.92 SM
TOTAL COMBINED FLOOR AREA:	7,514.15 SM	7,870.24 SM	15,384.39 SM

434 Steeles Ave W. - Site Statistics - Version V7 (LPAT)

PARKING REQUIREMENTS

434 STEELES AVE. (BY-LAW 2523)

	(BASEMENT) AREA SM	(GROUND) AREA SM	(2ND FLOOR) AREA SM	PARKING RATIO	REQUIRED PARKING
SHOWROOM (RETAIL)	0.0 SM	621.1 SM	138.9 SM	(1/ 9 SM)	84.44
OFFICE (ADMIN)AREAS	0.0 SM	622.0 SM	662.0 SM	(1/ 19 SM)	67.60
SERVICE/SHOP AREA	517.0 SM	975.4 SM	0.0 SM	(1/92.9 SM)	16.06
RAMP/ACCESS AISLE DRIVE THROUGH	2,662.0 SM	483.0 SM	1,502.8 SM	(0/ 10 SM)	0
TOTAL PARKING REQUIRED (434 STEELES)				(168.1)	- 168

PROPOSED PARKING SPACE FOR 434 STEELES W = 3.0m x 6.0m

480 STEELES AVE. (BY-LAW 1-88 DA 12.023) AREA REQ'D PARKING

GROUND FL. 3,790.16 SM + 2ND FL. 334.96 SM = 4,125.12 SM	
4,125.12 SM @ 3 / 100 SM PARKING RATIO =	124
TOTAL PARKING REQUIRED (COMBINED)	292

PROPOSED PARKING SPACE FOR 480 STEELES W = 2.7m x 6.0m

434 STEELES AVE. W. PARKING REQUIREMENTS (BY-LAW 2523)

- TOTAL PARKING REQUIRED - 168 SPACES
- TOTAL PARKING PROVIDED - 172 SPACES
(EXTERIOR AT GRADE - 85 SPACES)
(INTERIOR BASEMENT, GROUND & SECOND - 86 SPACES)

480 STEELES AVE. W. PARKING REQUIREMENTS (BY-LAW 1-88)

- TOTAL PARKING REQUIRED - 124 CARS (AS PER BY LAW 1-88 / DA,12,030)
(4,125.12 SM @ 3 / 100 SM = 124 CARS)
- TOTAL PARKING PROVIDED - 265 CARS

COMBINED PARKING TOTALS

- TOTAL PARKING REQUIRED - 292 SPACES
- TOTAL PARKING PROVIDED - 437 SPACES

H.C. ACCESSIBLE PARKING AS PER COMPREHENSIVE ZONING BY-LAW
(2% OF TOTAL REQUIRED PARKING - 292 SPACES)

TOTAL REQUIRED-(2% PROVIDED PARKING) 5.84 (6) SPACES
TOTAL REQUIRED-AODA = 2 + 2% PROVIDED (2+6) = 8 SPACES
TOTAL PROVIDED: - 11 SPACES

- 434 STEELES AVE W.
TYPE A - 2 SPACES
TYPE B - 2 SPACES
BASEMENT - 2 SPACES (TYPE B)
- 480 STEELES AVE. W.
TYPE A - 3 SPACES
TYPE B - 2 SPACES

BICYCLE PARKING REQUIRED SHORT TERM (434 STEELES AVE.W)

GFA=4,385.35 @ (0.15) BIKE PARKING/100SQM,
TOTAL= 7 SPACES (6.57)

BICYCLE PARKING REQUIRED LONG TERM (434 STEELES AVE.W)

GFA=4,385.35 @ (0.1) BIKE PARKING/100SQM,
TOTAL= 4 SPACES (4.38) LOCATED IN BASEMENT

SITE STATISTICS - COMBINED

ZONING :

- 434 STEELES AVE W. - SUBJECT TO BY LAW 2523
- 480 STEELES AVE W - SUBJECT TO BY LAW 1-88

LOT AREAS

- 434 STEELES AVE W. 7,345.00 SM (1.814 ACRES)
- 480 STEELES AVE W 17,246.38 SM (4.26 ACRES)
- TOTAL NEW LOT AREA 24,591.38 SM (6.07 ACRES)

EXISTING TO BE DEMOLISHED:

- 434 STEELES AVE W. 2,045.12 SM + 200 SM (MEZZ.) = 2245.00 SM
- 480 STEELES AVE W (N.A) SM
- TOTAL NEW LOT AREA 2,045.12 SM

LOT FRONTAGE

- 120.944 m (396.80 FT.)

BUILDING HEIGHT

- PROPOSED 10.2 M (33.45 ft)
- EX. BMW 7.4 M (24.27 ft)

LOT COVERAGES

- 434 STEELES AVE W. 2,620.14 SM
- 480 STEELES AVE W 3,790.16 SM
- TOTAL COVERAGE 6,410.30 SM (26.1%)

LOT COVERAGE AREAS COMBINED

- LOT AREA (6.07 ACRES) 24,591.38 m² (100%)
- BUILDING AREA (BOTH LOTS) 6,410.30 m² (26.1%)
- LANDSCAPED AREA 4,001.09 m² (16.3%)
- PAVED AREA 14,179.39 m² (57.6%)

GROSS FLOOR AREAS (G.F.A.) 434 STEELES AVE.W

(EXCLUDES BELOW GRADE & OPEN PARKING)

- BASEMENT = 545.5 m²
- GROUND FLR = 2,620.14 m²
- SECOND FLR = 970.10 m²

TOTAL G.F.A. AREAS = 4,135.74 m² (EXCLUDES BASEMENT PARKING)

BASEMENT P1 = 2,662.32 m² (BELOW GRADE PARKING)

BUILDING NON G.F.A. (OPEN PARKING) AREAS:

ROOF TOP PARKING (NON GFA) = 1,502.80 m² (OPEN PARKING)

GROSS FLOOR AREA (G.F.A.) 480 STEELES AVE. W.

- GROUND FLOOR AREA = 3,790.16 SM
 - SECOND FLOOR AREA = 334.96 SM
 - MEZZANINE AREA = 333.00 SM (EQUIPMENT PLATFORM NOT OCCUPIED)
- TOTAL EXISTING GFA 4,458.12 SM (EXCLUDES BASEMENT PARKING)**

BASEMENT P1 = 3,412.12 m²

COMBINED GROSS FLOOR AREA 434 & 480 STEELES AVE. W.

	434 BLDG	480 BLDG	TOTAL
1. BASEMENT AREA	545.5 SM	0.00 SM	545.50 SM
2. GROUND FLOOR AREA	2,620.14 SM	3,790.16 SM	6,410.30 SM
3. SECOND FLOOR AREA	970.10 SM	667.96 SM	1,638.06 SM
TOTAL COMBINED GFA	4,135.74 SM	4,458.12 SM	8,593.86 SM
(EXCLUDES BASEMENT PARKING)			
4. BASEMENT FLOOR AREA	2,662.32 SM	3,412.12 SM	6,074.44 SM
TOTAL COMBINED FLOOR AREA:	6,798.06 SM	7,870.24 SM	14,668.30 SM

434 Steeles Ave W. - Site Statistics - Version V8 (Bldg. Permit)

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: EXTENSION AGREEMENT – TAX SALE PROCESS

FROM:

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

ACTION: DECISION

Purpose

The purpose of this report is to have Council's authorization to enter into an extension agreement that will extend the period of time in which the tax arrears may be paid, on a property that is subject to sale as a result of tax arrears in excess of three years.

Report Highlights

- The property tax sale registration process provides an effective tool in the collection of outstanding property taxes since any unpaid taxes become the responsibility of the City.
- Under s.378 of the *Municipal Act*, the City may, after registration of a tax arrears certificate, authorize an extension agreement to be entered into by the municipality with any owner or interested party of the land in order to extend the period of time within which the Cancellation Price, as defined in the *Municipal Act*, is to be paid.
- Should the property owner or interested party default on the agreement, the City can proceed with the original tax registration process that had been halted through this process.

Recommendations

1. That staff be authorized to enter into an extension agreement, satisfactory to the City Treasurer, with the owners of the property shown on Attachment1, and
2. That the Mayor and Clerk be authorized to sign the extension agreement, and
3. That a by-law be passed authorizing the extension agreement.

Background

The tax sale process begins on properties that have tax arrears in excess of a minimum of three years, under Part XI of the *Municipal Act, 2001*, as amended. Following the registration of the Tax Arrears Certificate, the property owner has one (1) year to pay all outstanding amounts (“cancellation price”) or to enter into an agreement to pay the outstanding amount over a longer period of time.

The property, as described in Attachment1, was registered for tax sale on December 2nd, 2022. Through numerous conversations with the owner, it has been determined that the owner is unable to pay the cancellation price in full by the deadline, December 2nd, 2023. Under s.378 of the *Municipal Act*, the City may, after registration of a tax arrears certificate, authorize an extension agreement to be entered into by the municipality with any owner of the land, the spouse of any owner, any mortgagee, any tenant in occupation of the land and/or any person the treasurer is satisfied has an interest in the land in order to extend the period of time within which the Cancellation Price, as defined in the *Municipal Act*, is to be paid.

The extension agreement will outline payment amounts and dates. It confirms that in the event the owner defaults in respect of any payments required by the agreement, the agreement will be terminated, upon notice being given by the Corporation, and the property will be placed in the same position it was in before the agreement was entered into.

Notwithstanding any provision of the agreement, any person may pay the cancellation price at any time. Should payment be received by the City, the agreement will be terminated, and the Treasurer shall immediately register a tax arrears cancellation certificate.

Previous Reports/Authority

n/a

Analysis and Options

If payment in full or a satisfactory extension agreement is not processed during the one

(1) year period of the tax registration process, the City is in a position to proceed with a tax sale to recover outstanding property taxes, late payment charges and costs incurred relating to the tax sale process. The extension agreement allows the property owner or interested party to pay over an extended period of time.

Should the property owner or interested party default on the agreement, the City can proceed with the original tax registration process that had been halted through this process. Further, the applicable current tax levy and all applicable penalties and interest have to be paid in conjunction with the Cancellation Price under this agreement.

Financial Impact

The property tax sale registration process provides an effective tool in the collection of outstanding property taxes since any unpaid taxes become the responsibility of the City. The City must still meet the financial levy obligations to the Region of York and the Province of Ontario for education purposes.

Operational Impact

Staff from all affected departments (Corporate Services, Financial Services) have reviewed and provided input for this report.

Broader Regional Impacts/Considerations

The City will continue to meet its financial levy obligations to the Region of York and the Province of Ontario for education purposes.

Conclusion

An extension agreement is a legal arrangement and if not adhered to, will allow the City to proceed with the actual sale of the property and Council would be advised accordingly if that becomes necessary.

For more information, please contact: Maureen Zabiuk, Senior Manager, Property Tax, Assessment & Utility Billing, Financial Services

Attachments

1. Description of the Land

Prepared by

Maureen Zabiuk, A.I.M.A, CMRP
Senior Manager, Property Tax, Assessment & Utility Billing, ext. 8268

Approved by



Michael Coroneos, Deputy City
Manager, Corporate Services, City
Treasurer and Chief Financial Officer

Reviewed by



Nick Spensieri, City Manager

ATTACHMENT 1

Description of the Land:

Roll Number:	1928 000 213 80325 0000
Municipal Address:	2 PULLMAN RD
Legal Description:	PLAN 65M4253 LT 125

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): 4

TITLE: 8083 JANE STREET LTD.

**COMMUNITY INFRASTRUCTURE AND HOUSING
ACCELERATOR (CIHA) FILE CIHA.23.001**

8083 JANE STREET

VICINITY OF JANE STREET AND MACINTOSH BOULEVARD

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek endorsement from the Committee of the Whole to use the Community Infrastructure and Housing Accelerator ('CIHA') tool through CIHA Application File CIHA.23.001 (the 'Application') to seek a CIHA Order from the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') for the subject lands shown on Attachments 1 and 2, to permit the development shown on Attachments 3 to 8 (the 'Development') consisting of:

- Three (3) high-rise mixed-use buildings, and one (1), stand-alone hotel with a maximum permitted height of 60-storeys;
- 1,269 dwelling units of which a minimum of 5% will be reserved for 'Affordable Housing';
- 5,142 m² of Office space, 1,589 m² of Community Facility space, 6,081 m² of Place of Assembly space, and 1,835 m² of Retail space;
- 1,750 m² of public park space; and,
- A Privately Owned Publicly Accessible Space (POPS).

Report Highlights

- The Owner proposes that Council consider permitting the Development through use of the CIHA tool.
- The Development Planning Department proposes conditions as outlined in this report should Council resolve to support use of the CIHA tool for the Development.

Recommendations

1. THAT Council request the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') make an Order pursuant to section 34.1 of the *Planning Act* for Community Infrastructure and Housing Accelerator ('CIHA') File CIHA.23.001 (8083 Jane Street Ltd.) with respect to the lands municipally known as 8083 Jane Street, shown on Attachment 13, and staff be directed to submit a CIHA Order request package to the Minister of MMAH within 15 days of passing the Council Resolution. The request package shall include the following:
 - a. A draft CIHA Order in substantially the same form as that shown in Attachment 13 of this report;
 - b. A request to the Minister of MMAH to attach conditions to the CIHA Order, as identified in Appendix C of Attachment 13, should the CIHA Order be made by the Minister of MMAH;
 - c. A request to the Minister of MMAH to attach a condition to the CIHA Order requiring the Owner provide a minimum 5% of the total residential units for affordable housing as a CIHA Order community benefit requirement, should the CIHA Order be made by the Minister of MMAH; and
 - d. A request to the Minister of MMAH to exempt subsequent Site Plan Application, Draft Plan of Subdivision Application and Draft Plan of Condominium Application from consistency/conformity to provincial plans, the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ('Growth Plan'), York Region Official Plan, 2022 ('YROP 2022') and Vaughan Official Plan 2010 ('VOP 2022').
2. THAT the CIHA Order request impose a "High-Rise Mixed-Use Zone HMU" with site-specific zoning provisions for the Subject Lands municipally known as 8083 Jane Street shown on Attachment 13 as follows:
 - a. Permit three (3) mixed-use buildings;
 - b. Permit one (1) 8-storey stand alone hotel;
 - c. Permit a maximum permitted height of 60-storeys (193.5 m);
 - d. Permit a maximum of 1,269 residential dwelling units within the three (3) mixed-use buildings;
 - e. Permit a minimum of 5,142 m² of Office space;
 - f. Permit a minimum of 1,589 m² of Community Facility space;
 - g. Permit a minimum of 6,081 m² of Place of Assembly space;
 - h. Permit a minimum of 1,835 m² of Retail space;
 - i. Permit a minimum of 1,750 m² public park space; and
 - j. Permit a Privately Owned Public Space (POPS) 'Urban Square'.

Background

Location: 8083 Jane Street Ltd. (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 1.

Date of Pre-Application Consultation Meeting: January 27, 2023

Date application was deemed complete: August 16, 2023

Community Infrastructure and Housing Accelerator ('CIHA')

Bill 109, *More Homes for Everyone Act, 2022*, received Royal Assent on April 14, 2022, and is intended to make several amendments to the *Planning Act*, R.S.O.1990, c.P.13 (the '*Planning Act*'). Amongst the series of amendments, a new planning tool has been created, known as the Community Infrastructure and Housing Accelerator within section 34.1 of the *Planning Act*, which enables municipalities to submit requests to MMAH for the issuance of a zoning order on a given site. Staff outlined the provisions of the CIHA tool in the February 28, 2023, Committee of the Whole Report, which was received by Council on March 21, 2023. The link to that report is provided within the Previous Reports/Authority section.

The Applicant is seeking that Council request a CIHA Order from MMAH to facilitate the Development.

8083 Jane Street Ltd. ('the Owner') has submitted the CIHA Application for the Subject Lands to convert the lands from employment to residential mixed-use and facilitate the Development as shown on Attachments 3 to 8.

Exemptions from conformity/consistency to provincial plans and municipal official plans for future applications

Subsection 34.1(15) of the *Planning Act* allows the Minister of MMAH, at the request of Council via resolution, to exempt subsequent development approval processes from being required to be consistent with the PPS, and from conformity to provincial plans and municipal official plans. These subsequent development approval processes include Draft Plan of Subdivision, Draft Plan of Condominium, and Site Development Applications. The exemption avoids challenges that the subsequent development applications may face in carrying out the principle of development the CIHA Order would impose.

Together with the Council resolution requesting the CIHA Order, the CIHA request must also include additional information: the identification of any licenses, permits, approvals and permissions required to fully permit the proposed development, and a draft CIHA Order which permits the intended use on the Subject Lands.

The Subject Lands are within a Provincially Significant Employment Zone ('PSEZ').

The PPS and Growth Plan for the Greater Golden Horseshoe provides guidelines and criteria for land use conversions of PSEZ.

Within the York Region Official Plan, 2022, the Subject Lands are identified as “Urban Area” under Regional Structure Map 1 and “Employment Area” under Land Use Designations Map 1A. In Vaughan Official Plan 2010, the Subject Lands are designated “Prestige Employment”.

For typical *Planning Act* applications, Section 1.3.2.4 of the PPS and Sections 2.2.5.9 and 2.2.5.10 of the Growth Plan require a Municipal Comprehensive Review (‘MCR’) be undertaken in order to consider converting employment lands to non-employment uses. Under section 34.1 of *Planning Act*, the CIHA tool exempts development proposals from the traditional planning frameworks, including MCRs for employment conversions.

The Regional Municipality of York undertook a recent MCR, in which the Subject Lands were considered for land use conversion.

The MCR recommended that the Subject Lands remain within the Employment Area Designation. Under the CIHA process, 8083 Jane Street will not require an MCR in order to remove the lands from the Employment Area Designation and the criteria’s identified in Section 1.3.2.4 of the PPS and Sections 2.2.5.9 and 2.2.5.10 of the Growth Plan will no longer be fully applicable in evaluating an employment conversion.

Public Notice was provided in accordance with the Planning Act and Council’s Notification Protocol.

- Date of Notice (Circulated 150 m from Subject Lands as shown on Attachment 1): August 18, 2023
The Notice of Public Meeting was also posted on the City’s website at www.vaughan.ca and Notice Signs were installed along Jane Street, MacIntosh Boulevard, and Talman Court in accordance with the City’s Notice Signs Procedures and Protocols.
- Date of Public Meeting: September 12, 2023, date ratified by Council September 26, 2023
- Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: December 23, 2023

Previous Reports/Authority

Previous reports related to the application and Subject Lands can be found at the following links:

More Homes For Everyone Act, 2022 – Community and Housing Accelerator, Committee of the Whole Report
February 28, 2023, Committee of the Whole Report (Item 1, Report 11)

8083 Jane Street Ltd. Committee of the Whole Public Meeting
September 12, 2023, Committee of the Whole Public Meeting (Item 4, Report No. 33) and adopted by Council on September 26, 2023

Analysis and Options

Public Consultation and Indigenous Engagement is required in accordance with the MMAH's CIHA tool guidelines.

Public Meeting

The September 12, 2023 Public Meeting generated comments from the public. The following are a summary of the comments provided and received to date. The comments are organized by topics as follows:

Infrastructure Capacity

- The Development will take away from servicing allocation capacity in areas that have already been planned for long term growth such as Vaughan Metropolitan Centre (VMC) and Vaughan Mills Centre areas.
- The Development is considered unplanned and unscheduled growth that was not contemplated in any master servicing plan and will compound existing infrastructure constraints.

Land Use Compatibility

- The Subject Land are identified as Provincially Significant Employment Zone and in proximity to Canadian National Railway lands which conflicts with sensitive land use such as residential dwelling.

Effects on existing community services

- The Development will compound the existing parkland shortage in the neighbouring VMC precinct.

Environmental Impacts

- The Development will cause negative environmental impacts to the Humber River watershed.
- The neighbouring VMC precinct is experiencing a deficit in stormwater management measures that continues to negatively affect and degrade the Black Creek sub-watershed. The contemplated Development will exacerbate this existing concern.

Indigenous Engagement

Prior to submitting a CIHA Order request to the MMAH, the City is required to demonstrate that proper Indigenous consultation has occurred. The City in turn created guidelines requiring Owners seeking a CIHA process to provide adequate evidence to the City's satisfaction that Indigenous engagement has occurred prior to seeking endorsement from Council.

The Owner engaged with various Indigenous groups, specifically the Mississaugas of The Credit First Nation and Nation Huronne-Wendat. The Owner provided a summary of the Indigenous Engagement process along with the responses as shown in Attachment 14. Attachment 14 will form part of the submission materials to the MMAH should Council choose to endorse the CIHA Order request.

As shown in Attachment 14, there were no objections or significant concerns identified in the Indigenous engagement process. Development Planning is satisfied with the Indigenous engagement process as it relates to the Development contemplated at 8083 Jane Street.

The CIHA Order is not required to be consistent with the PPS or conform to the Growth Plan as amended, and YROP 2022. The CIHA process exempts the Development from the PPS 2020, Growth Plan 2019, as amended, YROP 2022 and VOP 2010.

Provincial Policy Statement, 2020 ('PPS')

The PPS, 2020 provides direction on matters of Provincial interest related to land use planning and development and includes building strong, healthy communities with an emphasis on efficient development and land use patterns, wise use and management of resources, and protecting public health and safety.

The Subject Lands are within a Settlement Area and the Delineated Built-Up Area of the Built Boundary of York Region. The Proposed Development facilitates a compact urban form through the intensification of underutilized lands in the City's established Settlement Area where full municipal services exist. The compact urban form, the ability to utilize existing municipal infrastructure, and the opportunity to provide housing with varying unit sizes facilitate a higher density development that capitalizes on the transportation infrastructure investments, consistent with the PPS, 2020.

The Development is also within an employment area as defined by the Growth Plan, YROP 2022 and VOP 2010. Section 1.2.6 of the PPS, 2020 direct that the introduction of sensitive land uses including residential shall only be considered adjacent to employment areas if the following has been considered:

- a) there is an identified need for the proposed use;
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) adverse effects to the proposed sensitive land use are minimized and mitigated;
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

The Subject Lands are located in "Stable Areas" between two "Intensification Area" as defined by VOP 2010. The contemplated Development would assist in adding to the City's housing supply including affordable housing. Residential and commercial uses outside the defined "Intensification Areas" may interrupt the existing employment area along Jane Street. This maybe be offset however by the 5,142 m² of office space included in the proposed development, a condition to secure such use has been incorporated in the draft CIHA Order.

The Land Use Compatibility/Mitigation Study (Air Quality and Noise) prepared by RWDI dated March 15, 2023, includes an assessment of the land use surrounding the Subject Lands. Findings from that study will be discussed in further detail throughout the report

however the conclusion identified no immediate concern with land use compatibility. The City has noted however, that CN rail continues to expand fuel storage operation on their existing site east of the of Subject Lands which is identified in parts of staff comments. As previously stated, CIHA applications are exempted from provincial policies including the PPS, 2020.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended ('the Growth Plan')

The Growth Plan provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2041. The premise of the Growth Plan is building compact, vibrant and complete communities, developing a strong competitive economy, protecting and wisely using natural resources, and optimizing the use of existing and new infrastructure to support growth in a compact and efficient form.

The Subject Lands are not within an Intensification Area and are located adjacent to a future Major Transit Station Area ('MTSA') at Pennsylvania Avenue and Jane Street. The Growth Plan defines a MTSA as the area within an approximate 500 to 800 m of a transit station.

The Pennsylvania MTSA is contemplated as a Bus Rapid Transit ('BRT') Station. If completed the Development at 8083 Jane Street would have direct access to the planned transit station. It should be noted however that the Jane Street BRT corridor is conceptual, with no tied funding allocation at this time. Both YROP 2022 and Metrolinx's Regional Transportation Plan does not foresee the line being implemented until after 2041. Delivery of the transit infrastructure is therefore unknown.

The Subject Lands are located within a PSEZ. Current policy directives within the Growth Plan encourage the protection of such lands for strategic economic development. In accordance with policies 2.2.5.9 and 2.2.5.10 of the Growth Plan, the introduction of non-employment use can only occur through a MCR. The proposed development at 8083 Jane Street however is being contemplated through a CIHA process which exempts applications from consistency to provincial plans including the Growth Plan. While a change in use on the Subject Lands are proposed, the CIHA proposal provides 5,142 m² of office space use through a mixed-use arrangement. This will help maintain a level of employment functionality on the Subject Lands.

York Region Official Plan 2022 ('YROP 2022')

- The Subject Lands are identified as "Urban Area" under Regional Structure Map 1 and "Employment Area" under Land Use Designations Map 1A of YROP 2022.
- The existing "Employment Area" designation does not permit the proposed development which contains residential uses.
- Section 4.3.2 and 4.3.3 of YROP 2022 provides policy direction to protect employment areas by ensuring local official plans limit permitted uses to

manufacturing, warehousing, industrial, offices and associated retail and ancillary facilities.

The findings noted from the review of the PPS, the Growth Plan and YROP 2022 are informational to assist Council in determining the merit of the proposal.

A CIHA Order would override the policies of VOP 2010.

VOP 2010 sets out the municipality's general planning goals and policies that guide future land use. A CIHA Order is not required to demonstrate conformity to the policies of VOP 2010. However, for the purpose of analysis, the existing policy framework in relation to the Development is identified below:

Official Plan Designation:

- The Subject Lands are designated "Prestige Employment" by the Land Use Designations Map 13 of VOP 2010. The uses, height, density and land use provisions under this designation does permit the Development as contemplated.

The findings noted from the review of VOP 2010 are informational to assist Council in determining the merit of the proposal.

A CIHA order would override parts of Zoning By-law 001-2021.

In the case of a conflict with the Zoning By-law 001-2021 (the 'Zoning By-law'), the zoning imposed by a CIHA Order would prevail to the extent of the conflict. In areas where there is no conflict, the applicable Zoning By-law continues to apply.

The Development is not permitted by the current zoning category for the Subject Lands. Under Zoning By-law 001-2021 the Subject Lands are zoned "Prestige Employment Zone". The zone principally permits Automotive Detailing, Manufacturing or processing facility, warehousing and distribution facility uses, commercial school and other industrial/ employment uses. The existing zoning provision does not permit the proposal contemplated on the Subject Lands.

The Owner is requesting a "High-Rise Mixed-Use Zone HMU" with site-specific exceptions as identified in the draft CIHA Order in Attachment 13 of this report to permit the Development.

The Owner requests consideration of a 0 m tower step-back be entertained whereas 3 m is required within the HMU Zone. Urban Design Division has raised significant concern with the compatibility of the built form in relation to the surrounding low-rise uses, and the lack of stepping to facilitate a transition and reduce wind tunneling effects. For this reason, staff is not supportive of any alteration to the minimum tower step-back provision.

6,369 m² of amenity area is required based on the contemplated residential dwelling count of 1,269, whereas 6,250 m² is proposed, a shortfall of 119 m². The site is within an employment area, which does not contain nor is it within proximity to public spaces.

As the intent of a CIHA is to encourage community benefits above and beyond that typically required of a *Planning Act* application process and to expedite priority developments, staff is not supportive of the proposed amenity area reduction.

The Owner is requesting a reduction in parking rates to 0.5 per dwelling unit and 3 parking space per 100 m² of GFA for Places of Assembly. The Development Planning Department acknowledge that such reductions are aggressive for the level of intensification proposed on a site surrounded by employment uses. Staff does not support the parking rate proposed and recommends the minimum rates as identified in Zoning By-law 001-2021 apply to ensure sufficient parking is provided.

The Development Planning Department has reviewed the proposal. Should Council endorse the CIHA Order request, the required zone provisions to permit the Development are identified in Attachment 13.

Should the MMAH issue a CIHA Order in response to the Council resolution only the MMAH may make further amendments to the CIHA Order.

The Planning Act allows for the CIHA Order to contain conditions that can only be cleared and/or removed by MMAH.

Under Section 34.1(13) of the *Planning Act*, the MMAH may impose conditions on the CIHA Order. The conditions can only be cleared and/or removed by the Minister of MMAH. To ensure the orderly development of the Subject Lands the City has proposed conditions, which may be referred to in Appendix C of Attachment 13, to be included with the CIHA Order request. While the Minister of MMAH is solely responsible for lifting/removing conditions, it is anticipated that MMAH will liaise with appropriate parties requesting the conditions to ensure they are satisfactorily addressed before removing it. Please refer to Attachment 12 for a detailed summary outlining the rationale for each condition.

Community benefits above and beyond the Planning Act requirements are to be provided as part of the CIHA Order request, to the satisfaction of the City.

The City of Vaughan considers contribution to community benefits for CIHA Order requests on a case-by-case basis. On March 21, 2023, Council resolved to receive the February 28, 2023 report which outlines key priorities that are intended to meet the City's objectives for creating complete communities. These priorities are to be considered and/or assist in securing benefits above and beyond what is required through the standard approval process of an Official Plan and Zoning By-law Application.

The Development proposed on the Subject Lands will contain the following additional community benefits:

- Minimum of 5% of the total residential dwelling units reserved for 'Affordable Housing'
- 1,589 m² of Community Facility space
- 5,142 m² of Office space

The 'Affordable Housing' component comprises of a minimum of 5% of the total residential dwelling count. The definition of 'Affordable Housing' is referenced in the draft CIHA Order and is tied to the definition within YROP 2022. The 'Affordable Housing' will be finalized and secured through a future agreement to be registered on the property. A condition to this effect is listed in Appendix C of Attachment 13.

The Development includes 174 dwelling units allocated towards 'senior lifestyle'. The Owner plans on selling the dwelling units at regular market value prices, but are marketed for senior living. Development Planning Department views and treats these units as market dwelling units, as there is no mechanism in the proposal that ensures the end-users will be seniors.

The Community Facility space will be further defined as the project advances however, the Owner has indicated that the potential use of such space includes community programs, youth and educational programs, daycare, and senior drop in space. The space will be secured by ensuring a minimum GFA of the identified uses are included in the draft CIHA Order.

The City has also identified office space as one of the key priorities in creating complete communities. The Development includes an office space component of approximately 5,142 m². The space will be designed to accommodate leading edge technology and research incubator firms. The draft CIHA Order will include language that permits a minimum GFA dedicated for an office space component. Securing such space will help offset the loss of removing the Subject Lands from the employment area through the CIHA Order process.

Community Benefits Charge ('CBC') is applicable and will be collected at Building Permit Stage.

The Development meets the criteria for CBC being 5 or more storeys and 10 or more units. The City passed the CBC By-law on September 14, 2022, which is therefore the applicable mechanism used to collect community benefits.

Operational Impact

Development Planning Department

The Development at 8083 Jane Street is a step towards meeting the City's objectives of creating a complete community by taking underutilized employment lands and providing a variety of housing options, including affordable housing, office space, commercial space, and community facility space within proximity of each other. These uses are ultimately best suited within identified Intensification Areas where services and infrastructure are planned/available.

In advancing the Development forward, staff will continue to work with the Owner, provided the CIHA Order is successful. The building footprint, site plan layout and parking arrangement are conceptual and will be subject to further change as the application progress. The level of intensity planned for the Subject Lands requires a

detailed and strategic design that is both transit and pedestrian oriented. The provisions required to facilitate this vision will be incorporated into the draft CIHA Order as a condition.

If the CIHA Order is successful, the Development will require a future Draft Plan of Subdivision to create an unencumbered public park block. Conditions in the draft CIHA Order has been provided to secure 1,750 m² of area for the designated park. The Draft Plan of Subdivision is necessary prior to the advancement of a Site Plan Application on the Subject Lands which will also be required.

The CIHA Order for 8083 Jane Street will be precedent setting for an area that is predominately used for employment purposes. Developing broader long-term land use policies along the Jane Street corridor should therefore be explored if demand for further employment conversions is contemplated or considered within proximity to the Subject Lands. Such review should consider land-use compatibility, safety and planned or required infrastructure improvements. Staff recognizes however that such an initiative is outside the scope of this specific application.

Vaughan Fire and Rescue Services Emergency Planning Department

The Vaughan Fire and Rescue Services Emergency Planning Department has reviewed the planned CIHA Order request including the Land Use Compatibility/Mitigation Study (Air Quality and Noise) prepared by RWDI dated March 15, 2023. Emergency Planning makes note that the Subject Lands is in proximity to an outdoor storage tank on the CN Macmillan rail yard lands. Vaughan Fire and Rescue Services Emergency Planning Department full set of comments can be found in Attachment 9.

Departmental and External Agency Comments

This Application was also circulated to other applicable City departments and external agencies for comments. The following City departments and external agencies have provided their comments in Attachment 9:

- Urban Design Division: POPs should be designed at an elevation that seamlessly transitions from public to private space without significant grade changes or visual barriers. Surface parking should be located below grade to achieve a transit and pedestrian oriented urban environment.
- Development Engineering Department: Development Engineering notes several internal and external infrastructure improvements required to facilitate the Development on the Subject Lands. Design and funding of the infrastructure improvement will need to be established prior to final issuance of the CIHA Order.
- Parks Infrastructure Planning and Development Department
- Fires and Rescue Services
- Parks, Forestry and Horticulture Operations Department
- Real Estate Department
- Canadian National Railway Company
- Other external agencies and various utilities

The comments provided by the above note City Departments and external agencies will be addressed through CIHA order conditions as shown in Attachments 9, 12 and 13 of this report. CIHA Order conditions are decided, managed, and cleared/removed only by the Minister of MMAH.

The following City departments and external agencies responded with no comments or concerns:

- Cultural Heritage Division
- Canada Post
- Financial Planning & Development Finance
- Rogers
- Enbridge
- York Catholic District School Board
- Alectra Utilities

Financial Impact

There are no requirements for new funding associated with this report.

Broader Regional Impacts/Considerations

York Region has reviewed the Application and provided their comments as shown in Attachment 10. If Council elects to proceed with the CIHA Order request, York Region has provided conditions that are included in the draft CIHA Order as shown in Attachment 13 and further explained in Attachment 12.

The Toronto and Region Conservation Authority (TRCA) has the following comments:

TRCA has reviewed the Application and has provided comments as shown in Attachment 11.

The TRCA has identified a significant portion of the Subject Lands as part of the Humber River Watershed and subject to Ontario Regulation 166/06. The property includes a portion of the Black Creek flood plain and buffer area, which has been altered through urbanization.

The TRCA advises that flood mitigation measures including off-site infrastructure improvements be investigated, planned, and designed to the TRCA satisfaction prior to issuance of the CIHA Order. The TRCA further notes a 10-metre setback from the long-term stable top of bank shall be incorporated into the final developable area of the Subject Land which will alter the final Site Plan concept. This will be further investigated through further review of the application as it advances.

If Council elects to proceed with the CIHA, TRCA has provided conditions that are included in the draft CIHA Order as shown in Attachment 13.

Conclusion

The Development Planning Department has reviewed the CIHA Application. Under Section 34.1 of the *Planning Act*, CIHA proposals are exempt from demonstrating consistency with the PPS, and conformity to the Growth Plan, YROP 2022 and VOP 2010. The Development Planning Department believes in maintaining a comprehensive and orderly approach to planning. Through the evaluation of the proposal, Development Planning recommends Council include Attachment 13 in its resolution and submission package to MMAH should it choose to endorse CIHA application File CIHA.23.001.

Should Council not endorse the CIHA Order request, file CIHA. 23.001 shall be received for information and the Zoning By-law remains the solely applicable zoning document for the Subject Lands. This decision would direct staff to cease the processing of the CIHA Order request and close the file.

For more information, please contact OluwaKemi (Kemi) Apanisile, Planner, at extension 8210.

Attachments

1. Context Map
2. Location Map and Zoning
3. Conceptual Site Plan & Proposed Zoning (Subject to further revisions)
4. Conceptual Landscape Plan (Subject to further revision)
5. Conceptual POPs (Subject to further revision)
6. Conceptual Building Elevations - North and East (Subject to further revisions)
7. Conceptual Building Elevations - South and West (Subject to further revisions)
8. Conceptual Perspective Rendering (Subject to further revision)
9. City Departments and External Agencies Comments
10. York Region Comments
11. Toronto and Region Conservation Authority Comments
12. Community Infrastructure Housing Accelerator (CIHA) Order Conditions and Rationale
13. Draft Community Infrastructure and Housing Accelerator (CIHA) Order
14. Indigenous Engagement Summary

Prepared by

OluwaKemi (Kemi) Apanisile, ext. 8210

Christina Ciccone, Senior Planner, ext. 8773

Mary Caputo, Senior Manager of Development Planning, ext. 8635

Nancy Tuckett, Director of Development Planning, ext. 8529

Approved by

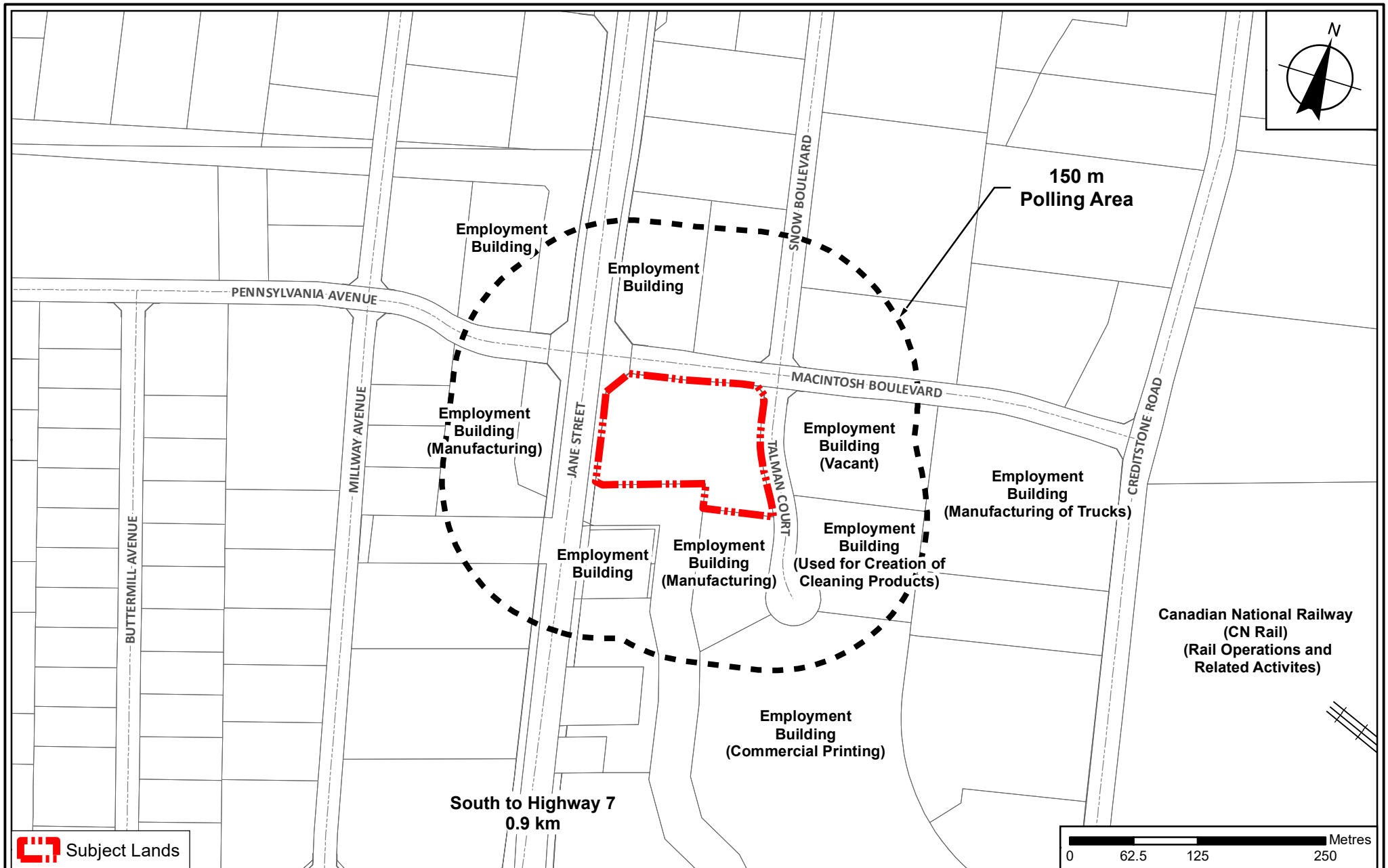
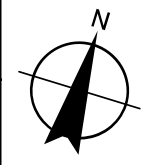



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

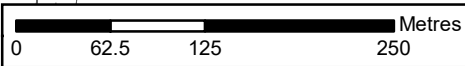
Reviewed by



Nick Spensieri, City Manager



 Subject Lands



Context Map

LOCATION:
8083 Jane Street
Part of Lot 8, Concession 4

APPLICANT:
8083 Jane Street Ltd.

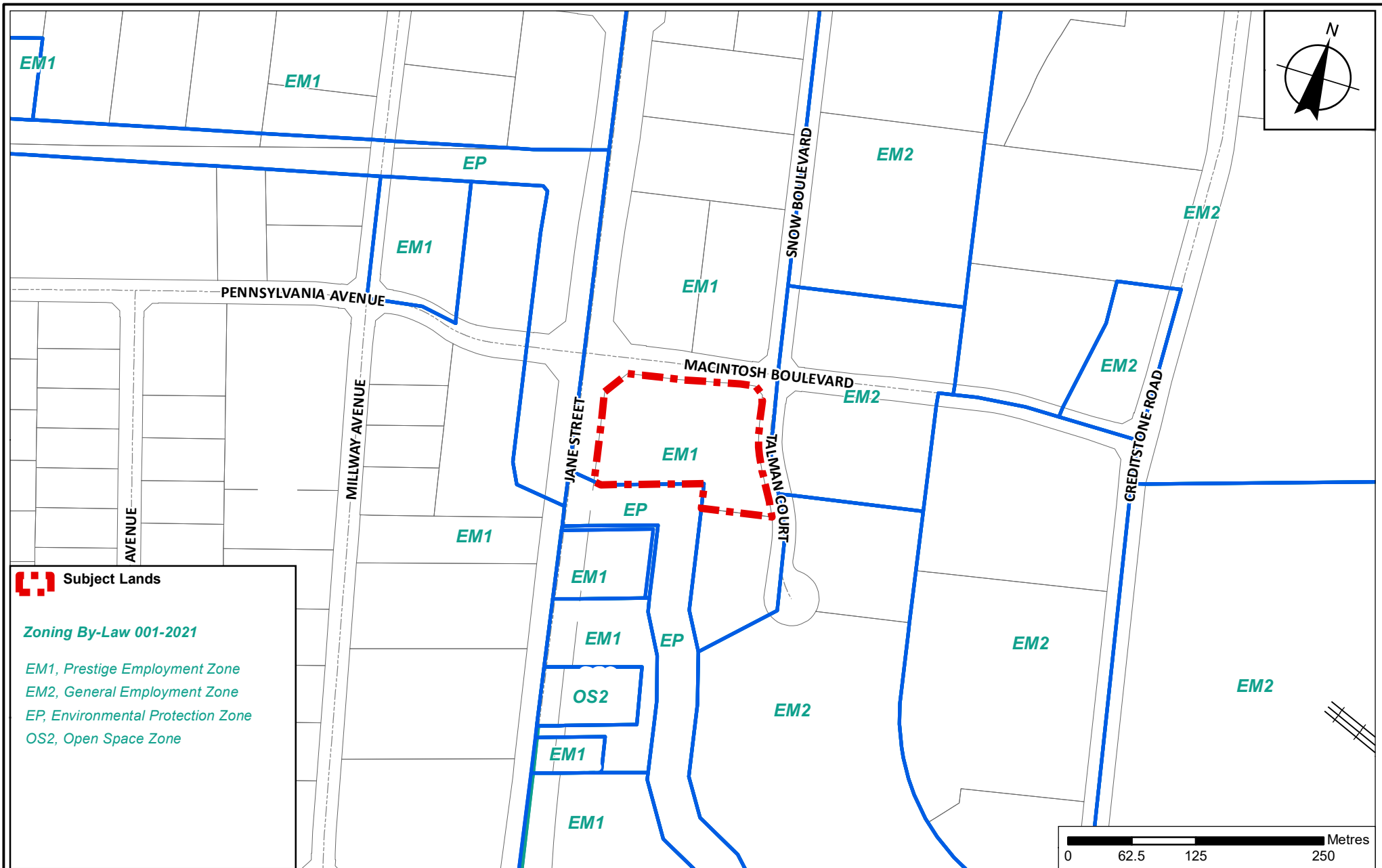


Attachment

FILE:
CIHA.23.001

DATE:
December 5, 2023

1



Subject Lands

Zoning By-Law 001-2021

EM1, Prestige Employment Zone
 EM2, General Employment Zone
 EP, Environmental Protection Zone
 OS2, Open Space Zone

Location Map and Zoning

LOCATION:
 8083 Jane Street
 Part of Lot 8, Concession 4

APPLICANT:
 8083 Jane Street Ltd.

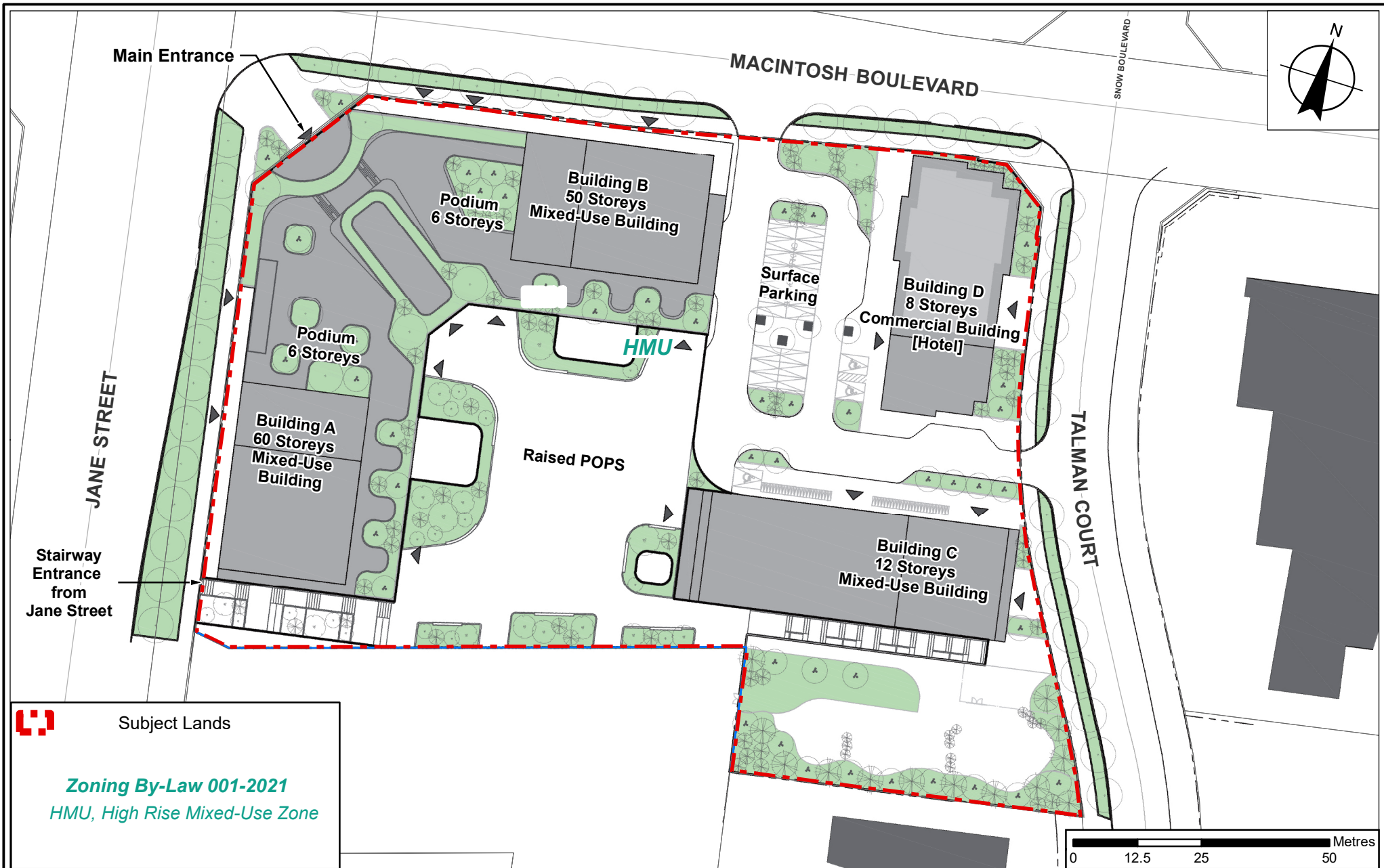


Attachment

FILE:
 CIHA.23.001

DATE:
 December 5, 2023

2



 Subject Lands

Zoning By-Law 001-2021
HMU, High Rise Mixed-Use Zone

Conceptual Site Plan and Proposed Zoning (Subject to further revisions)

LOCATION:
 8083 Jane Street
 Part of Lot 8, Concession 4

APPLICANT:
 8083 Jane Street Ltd.

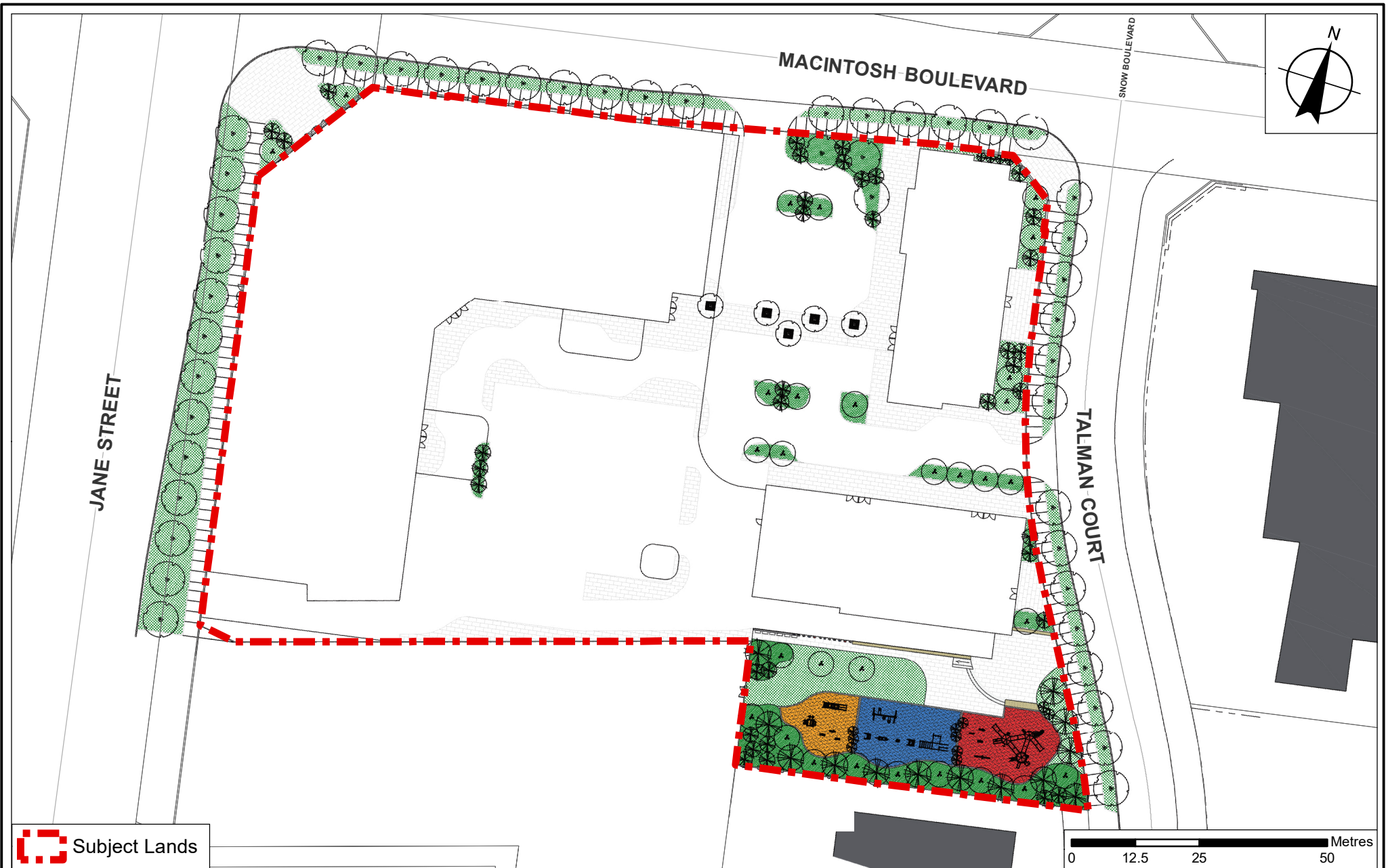



Attachment

FILE:
 CIHA.23.001

3

DATE:
 December 5, 2023



 Subject Lands

Conceptual Landscape Plan (Subject to further revision)

LOCATION:
8083 Jane Street
Part of Lot 8, Concession 4

APPLICANT:
8083 Jane Street Ltd.

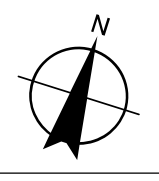



Attachment

FILE:
CIHA.23.001

DATE:
December 5, 2023

4



 Subject Lands

Conceptual POPs (Subject to further revision)

LOCATION:
8083 Jane Street
Part of Lot 8, Concession 4

APPLICANT:
8083 Jane Street Ltd.

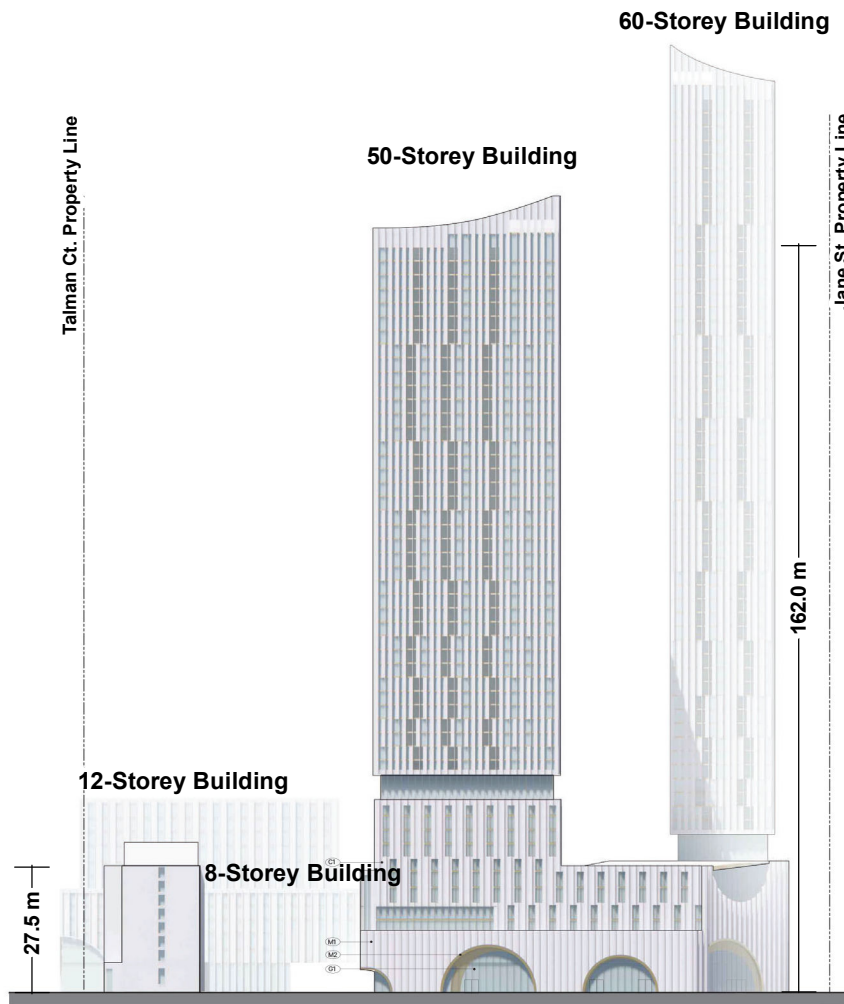


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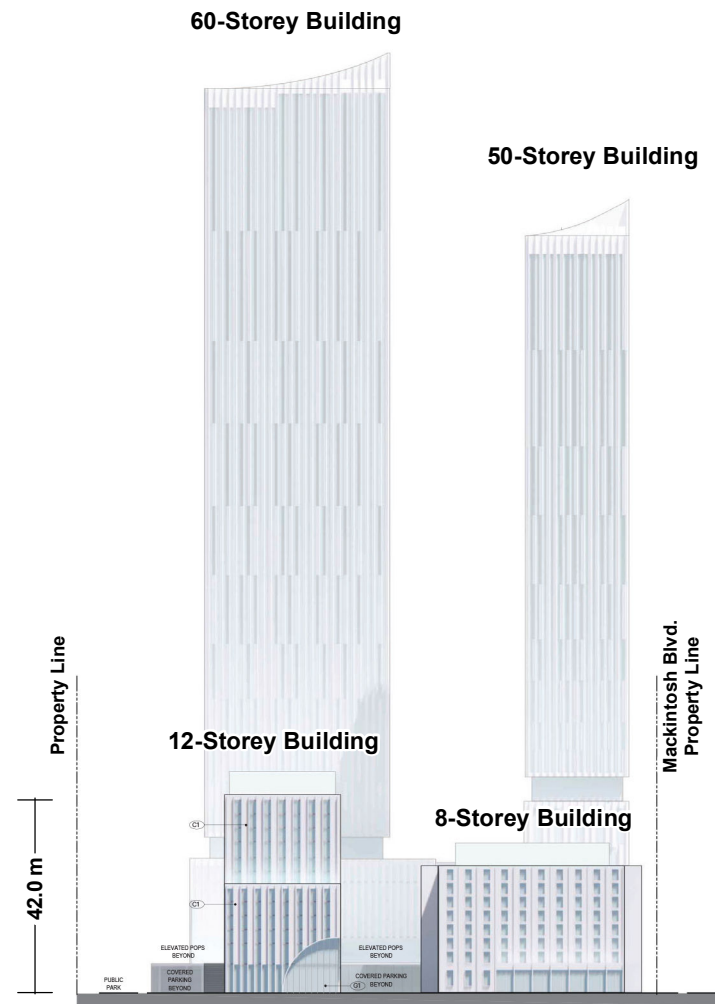
FILE:
CIHA.23.001

DATE:
December 5, 2023

5



North Elevation



East Elevation

Not to Scale

Conceptual Building Elevations - North and East (Subject to further revisions)

LOCATION:
8083 Jane Street
Part of Lot 8, Concession 4

APPLICANT:
8083 Jane Street Ltd.

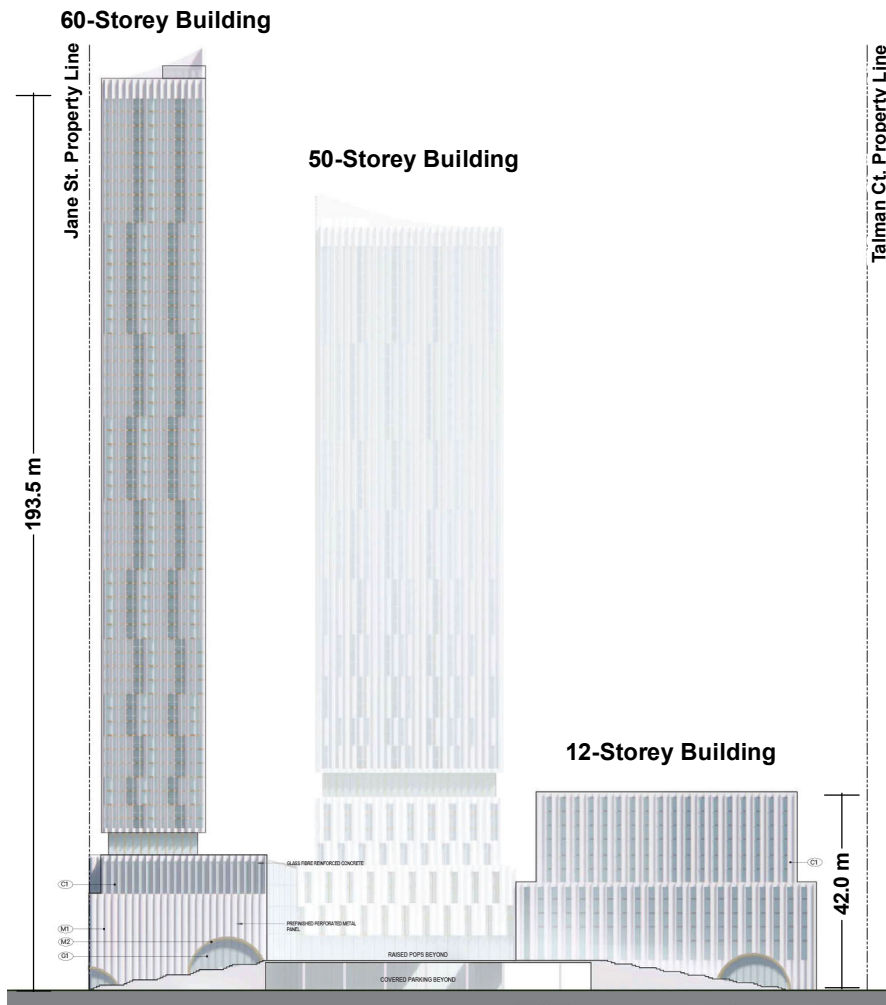


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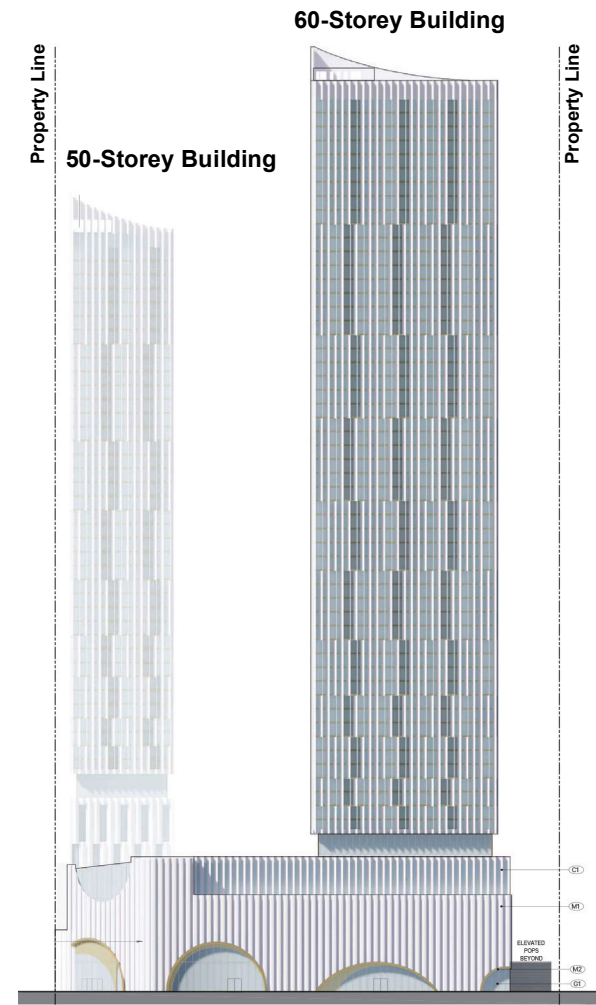
FILE:
CIHA.23.001

DATE:
December 5, 2023

6



South Elevation



West Elevation

Not to Scale

Conceptual Building Elevations - South and West (Subject to further revisions)

LOCATION:
8083 Jane Street
Part of Lot 8, Concession 4

APPLICANT:
8083 Jane Street Ltd.



Attachment

FILE:
CIHA.23.001

DATE:
December 5, 2023

7



Not to Scale

Conceptual Perspective Rendering (Subject to further revision)

LOCATION:
 8083 Jane Street
 Part of Lot 8, Concession 4

APPLICANT:
 8083 Jane Street Ltd.



Attachment

FILE:
 CIHA.23.001

DATE:
 December 5, 2023

8

ATTACHMENT 9

CITY DEPARTMENTS AND EXTERNAL AGENCIES COMMENTS

DATE: November 6, 2023

TO: Kemi Apanisile
Development Planning Department

FROM: Matt Pascoe
Development Engineering Department

RE: **Matthew P.A. Rossetto**
c/o 8083 Jane Street Inc.
8083 Jane Street
Development Engineering Comments (Submission 2)
Application File: CIHA.23.001 (OP.23.010 & Z.23.019)
Related File(s):

The Development Engineering (DE) Department has received the subject Official Plan Amendment, Zoning By-law Amendment through the Community Infrastructure and Housing Accelerator (CIHA) process, (herein referred to as the 'Planning Applications') to facilitate and expedite the proposed development.

The following documents were reviewed and formed the basis of the engineering submission:

- Functional Servicing / Stormwater Management Report (prepared by Valdor Engineering Inc. dated July 2023)
- 1D/2D Hydraulic Impact Analysis for Proposed Mixed-Use Development (prepared by Valdor Engineering Inc. dated April 24, 2023)
- Preliminary Geotechnical Report (prepared by MTE Consultants dated July 10, 2023)
- Preliminary Hydrogeological Assessment (prepared by MTE Consultants dated July 10, 2023)
- Phase 1 Environmental Site Assessment (prepared by Risk Check Environmental Ltd. dated May 5, 2023)
- Opinion Letter, Phase I Environmental Site Assessments and Ongoing Investigations (prepared by Risk Check Environmental Ltd. dated June 19, 2023)
- Land-Use Compatibility/Mitigation Study (Air Quality and Noise) (prepared by RWDI Consulting Engineers & Scientists dated March 15, 2023)
- Part 1 Transportation Assessment (prepared by BA Group dated April 11, 2023)
- Part 2 Transportation Assessment (prepared by BA Group dated July 2023)
- Site Plan (prepared by SvN Architects and Planners; dated June 7, 2023)
- Preliminary conceptual Channel Improvements (prepared by Valdor Engineering Inc. dated June 19, 2023)

Based upon the review of the supporting engineering submission, DE has no objection to the Planning Applications subject to the Owner addressing the conditions and comments for the Official Plan Amendment and Zoning By-law Amendment, detailed below and attached herein.

The Owner shall obtain, as applicable, all necessary approvals/permits from the Toronto and Region Conservation Authority (TRCA) and Regional Municipality of York to their sole satisfaction, prior to issuance of approval as the Subject Lands are regulated by the respective agencies.

DEVELOPMENT ENGINEERING DEPARTMENT CONDITIONS

The Development Engineering Department recommends that the Holding Symbol “(H)” shall not be removed from the Subject Lands until the following conditions are addressed:

1. The Owner must provide the updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
2. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City’s Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
3. For Vaughan Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City’s approved Servicing Capacity Distribution Policy assigning capacity to the subject lands.
4. The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
5. The Owner shall submit a copy of a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition filed on the environmental site registry covering the subject lands or implementation and confirmation of completion of the Remedial Action Plan to the satisfaction of the City. The ‘H’ symbol however shall not inhibit the applicant from applying and obtaining applicable conditional building permits to facilitate the remediation of the site.
6. The Owner must submit a Final Noise Study for the Subject Lands, to the satisfaction of the City detailing the specific mitigation measures that will be required to mitigate noise impacts on the Subject Lands.
7. The Owner shall provide an updated comprehensive Transportation Impact Study (TIS) to the satisfaction of the Development Engineering department to determine the full list of transportation infrastructure improvements/works.

WATER SERVICING

The Subject Lands are situated within Pressure District 6 (PD 6) of the York Water Supply System. The site is currently serviced by the existing 300mm diameter watermains on Macintosh Boulevard and Talman Court. The Subject Lands are proposed to be serviced by connections to the existing watermains on Macintosh Boulevard and Talman Court. Each of the proposed buildings will be serviced with an individual domestic water services. The proposed Building 1 and 2 are above the height of 84m, in accordance with the Ontario Building Code, the proposed

structure shall be served by two fire lines. Given the condominium form of tenure, the development will have four single bulk water meters.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed water servicing strategy.

SANITARY SERVICING

The subject site will be serviced by a connection to the existing trunk sanitary sewer located on Talman Court with a control manhole at the street line. The sanitary service will enter the underground parking garage where it will extend to each of the proposed buildings. A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department. Any infrastructure improvements will be based on the conclusions and recommendations of the final Functional Servicing Strategy Report.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed sanitary servicing strategy.

STORM SERVICING

The subject site is located within the Humber River watershed which is within the jurisdiction of the Toronto & Region Conservation Authority (TRCA). A portion of the proposed mixed-use development lies within the Regional floodplain as identified through a hydraulic model prepared by the TRCA. Under existing conditions, the subject site and existing development is subject to partial flooding during the Regional storm resulting from a spill from the Black Creek channel in the vicinity of the intersection of Pennsylvania Ave/Macintosh Blvd and Jane St.

In order to mitigate the flooding on site, it is proposed to widen the Black Creek channel bottom using retaining walls as well as upgrade the culverts crossing both Jane Street and Pennsylvania Avenue. Long term operation and maintenance costs for additional municipal infrastructure may be a result of the channel widening.

The proposed development is to be serviced with a minor storm sewer system that is designed to convey runoff from the 5 year storm event. The internal storm drain system will be routed within the parking garage to capture roof drainage from the towers and podium, and to collect drainage from the driveway, walkways and landscaped areas at ground level. The development will be serviced by the existing storm service connection with the existing control manhole located along the south side of the site. This service connection will discharge to the existing channel to the south of the site via an existing headwall.

DE requires that appropriate stormwater modelling information and all implementation, operation and maintenance and future replacement costs be supplied to support the Owner's proposal. The Owner will also be required to pay for all costs toward the additional operation and maintenance and future replacement costs of the revised storm channel, as necessary.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed SWM strategy.

NOISE IMPACT STUDY

The Owner submitted a Noise Study to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Study recommended further study be conducted once the building design has been finalized to inform on the specific noise mitigation measures that will be required. The final Noise Study must be approved to the satisfaction of the DE.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the proposed noise mitigation strategy.

ENVIRONMENTAL ENGINEERING

The Land Use Compatibility Study did not indicate any noise or air concerns and that any mitigation measures can be feasibly implemented at the detailed design stage. Detailed Noise and Air Quality Impact Assessments will be required at the Site Plan Development application stages to confirm continued compatibility with the surrounding land uses. The Environmental Site Assessment (ESA) documents indicated shallow soil contamination and estimated the extent to cover the entire site and recommends remediation. As per the City's Contaminated Sites Policy, the Applicant is requested to provide the City with a Remedial Action Plan (RAP).

SERVICING ALLOCATION

Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol ("H") will be required on the Zoning for the above noted development application and the availability of regional servicing capacity will be assessed at the site plan approval stage.

TRANSPORTATION ENGINEERING

Staff anticipate that the subject redevelopment may introduce an acceptable transportation impact onto the surrounding network. However, revisions and clarifications are required to the provided Transportation Study to confirm and ensure that the development impacts can be accommodated. An updated Transportation Study will be required as a conditional of the approval. A number of modifications will also be required to the site design, including the alignment of the access to McIntosh Boulevard which is to be aligned with the existing access on the opposite side of the roadway. The site will also be required to provide active transportation facilities and connections to improve the multi-modal accessibility of the development.

*** PLEASE PROVIDE A RESPONSE LETTER OR MATRIX ADDRESSING ALL COMMENTS PROVIDED BY THIS DEPARTMENT. IN ADDITION, PLEASE HIGHLIGHT ANY CHANGES MADE TO THE REPORTS AND DRAWINGS THAT HAVE NOT BEEN REQUESTED BY OUR DEPARTMENT. ***

Should you wish to discuss the comments listed herein, please contact me at extension 3631.



memorandum

Thank you,

Matt Pascoe, P.Eng.
905.832.8585 ext. 3631
matt.pascoe@vaughan.ca

Attachments: Comment Response Matrix

cc: Ary Rezvanifar
Julianna Sisti
Samar Saadi Nejad

ATTACHMENT A



Application Number(s):		CIHA.23.001 (OP.23.010 & Z.23.019)		Planning Contact:		Kemi Apanisile	
Related City File:							
Owner:		Matthew P.A. Rossetto c/o 8083 Jane Street Inc.		Engineering Contact:		Matt Pascoe	
Address:		8083 Jane Street Vaughan, ON L4K 2M7		Date:		November 6, 2023	
Circulation No. & Date:		Circulation #2 - September 26, 2023		Circulation No.:		2	
Drawing/ Report	#	City's comments 2nd submission	Applicant's Response 3rd submission	City's comments 4th submission	Applicant's Response 4th submission		
Development Engineering (DE) Review 2nd submission comments							
1. General Comments	1.1.	Development Engineering provided comments on the first submission and majority were responded to as 'noted' or 'will be revised'. It is understood comments on the proposal are to be addressed in a future submission in support of the site plan. The comments are re-iterated here for reference as an updated FSR and supporting drawings has not been received with this submission and these comments remain outstanding:					
	1.2.	The Owner will be required to enter into a Development Agreement through Development Engineering Department for the design of the ultimate flood mitigation solution as well as any installation of any proposed service connections and/or relocation or installation of municipal services and agree to pay for design and construction of any improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development. The Agreement shall be registered to the lands to which it applies to and to the satisfaction of the City.					
	1.3.	The Development Engineering Department shall approve the final grading plan, servicing plan (including interim and ultimate strategies), erosion and sediment control plan, Functional Servicing and Stormwater Management Report,					

ATTACHMENT A

		Geotechnical Investigation Report and Transportation Impact Study;			
1.4.		The Owner shall obtain all necessary approvals from the Region of York, and Toronto and Region Conservation Authority (TRCA)			
1.5.		The Owner shall provide the necessary Ministry of the Environment, Conservation and Parks (MECP) approvals for the external storm drainage works.			
1.6.		The Owner will be required to make an application for excavation and shoring that is required for the development and enter into an agreement and/or permit as required by the City, including an Encroachment Agreement/permit and payment of the associated fees.			
1.7.		The Owner/applicant shall arrange to prepare and register a reference plan at their expense of the subject lands showing the part of the reserve to be lifted to permit access for the proposed driveway access for the subject lands to the satisfaction of DE. The Owner/applicant shall submit a draft reference plan to the Development Engineering Department for review prior to deposit. The Owner shall pay for the required fees to lift the 0.3m reserve along the proposed driveway access.			
1.8.		Prior to the discharge groundwater accumulating or collected on private lands into the City's storm sewer system, the Owner shall obtain a Discharge Permit from the City, Environmental Services Department. Note that discharging groundwater into sanitary sewer is not permitted, the discharge should be directed to the storm sewer, meeting all bylaw parameters with treatment provided if needed.			
1.9.		The Owner shall install all works to carry out the Private Water Discharge ("Discharge and Related Works") in accordance with the terms and conditions of the Permanent Discharge Approval, all to the City of Vaughan's satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.			
1.10.		Prior to registration of any Plan of Condominium on the Lands, the Owner shall ensure that the Discharge Approval is in full force and effect and that the Discharge and Related Works are in good standing in accordance with the terms and conditions of the Discharge Approval and operating to the City of Vaughan's satisfaction.			

ATTACHMENT A

1.11.	Immediately following registration of the Plan of Condominium for the last condominium of the development (where more than one condominium corporations are to exist), the Owner shall apply to Vaughan to transfer the Discharge Approval(s) to the applicable Condominium Corporation such that the Condominium Corporation shall assume and become responsible for the Discharge Approval and the Discharge Related Works. The Owner's application to transfer the Discharge Approval to the Condominium Corporation shall include a report prepared and sealed by a professional geoscientist licensed in the Province of Ontario, attesting that all Private Water Discharge comply with the requirements of the Discharge Approval issued by Vaughan. The Owner may be required to add or modify the Discharge and Related Works to Vaughan's satisfaction, all at its sole cost and expense.			
1.12.	The Owner's permission to Private Water Discharge from the Lands into Vaughan's storm sewer system is subject to all terms and conditions of this Agreement, the Discharge Approval, Vaughan's Sewer Use By-law 130-2022, as amended or superseded, and all applicable laws and regulations.			
1.13.	Fees related to Discharge Approval renewals shall apply in accordance with the City's Sewer Use By-law 130-2022, as amended or superseded.			
1.14.	The Owner agrees that post-development flow rates discharged to the City of Vaughan's storm sewer system from the Lands, including Private Water Discharge, shall not exceed the allowable flow rates discharged to the Vaughan's storm sewer system as approved by Development Engineering and per the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to the City of Vaughan's satisfaction, all at the Owner's sole cost and expense.			
1.15.	It is indicated in the report that the short term groundwater taking volume is estimated to be up to 1,013,900 L/day which is greater than 400,000 L/d, and the long term groundwater taking volume is estimated to be 765,500 L/day which is greater than 50,000 L/d. Based on this it is required to obtain a Category 3 PTTW from the MECP for both the short term and long term dewatering operations.			

ATTACHMENT A

	1.16.																
2. Functional Servicing Report	2.1.	<p>Fire flow demands shall generally be in accordance with Table 1-18 and shall not be less than those calculated according to the latest published requirements of the Water Supply for Public Fire Protection, Fire Underwriters Survey.</p> <p align="center">Table 1-18 Fire Flow Demand</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Fire Flow</th> </tr> </thead> <tbody> <tr> <td>Single Family & Semi-Detached</td> <td>7,000 L/min or 117 L/s</td> </tr> <tr> <td>Townhouses</td> <td>9,000 L/min or 150 L/s</td> </tr> <tr> <td>Institutional</td> <td>15,000 L/min or 250 L/s</td> </tr> <tr> <td>Industrial/Commercial</td> <td>25,000 L/min or 417 L/s</td> </tr> <tr> <td>Multi-Unit Apartment Buildings</td> <td>19,000 L/min or 317 L/s</td> </tr> </tbody> </table> <p>The Fire Flow Test results shall be extrapolated to determine if there is sufficient pressure to meet the fire flow requirements based on the chart above. Please confirm that:</p>	Land Use	Fire Flow	Single Family & Semi-Detached	7,000 L/min or 117 L/s	Townhouses	9,000 L/min or 150 L/s	Institutional	15,000 L/min or 250 L/s	Industrial/Commercial	25,000 L/min or 417 L/s	Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s			
	Land Use	Fire Flow															
	Single Family & Semi-Detached	7,000 L/min or 117 L/s															
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	Institutional	15,000 L/min or 250 L/s															
	Industrial/Commercial	25,000 L/min or 417 L/s															
	Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s															
	2.1.1.	The minimum pressure during the maximum hourly demand (2,233.8 L/min) under static condition shall be 275 kPa (40 psi).															
	2.1.2.	The minimum pressure when the system is tested for fire flow demand, plus maximum day rate or maximum hour rate whichever greater (21,233.0 L/min) shall be 140 kPa (20 psi).															
2.2.	The Functional Servicing Report provided in support of the above noted applications does not provide sufficient information with respect to wastewater (existing and proposed sewage flows, downstream analysis, etc.)																
2.3.	The pre-development release rate has been calculated based on the existing conditions of the site. However, the allowable release rate should be confirm based on the originally approved site plan/subdivision drawings or storm sewer design sheet for the existing concrete STM sewer discharging to the channel.																
2.4.	Please revise the Minor System Design Time of concentration to 7 min.																
2.5.	All existing unused services shall be properly decommissioned.																
2.6.	The Servicing Plans should show the groundwater sampling port, groundwater discharge pipe, flow meter, discharge point etc.																
2.7.	The dewatering flow shall be controlled. Ensure that the groundwater discharge volumes are incorporated into the sizing of the stormwater management tank. The total flow (controlled (to																

ATTACHMENT A

		include the dewatering discharge) +uncontrolled) to be less than the allowable release rate.			
	2.8.	The servicing and grading plan does not show orifice control per City standards. Storm discharge should be controlled to the allowable release rate in accordance with STD DWG C-104 by an orifice directly upstream of the control MH. An additional orifice should be provided downstream of the filter unit.			
	2.9.	The proposed grading and drainage design shall ensure that the run-off is self-contained on site and not adversely affect abutting properties, and positive drainage is provided on all developing and existing properties.			
3. Flood Impact Analysis	3.1.	Additional concrete retaining walls require replacement and extra burden for the City to maintain them when comparing existing settings of the creek system. This requires long term O & M cost contributions for additional infrastructure that is proposed for ultimate scenario.			
	3.2.	The proposed works would require to be completed through municipal class environmental assessment process thus requiring public consultation and ESR for implementation.			
	3.3.	Culverts under Jane Street belongs to York Region. Additional 4 culverts and supporting works require York Region approval.			
	3.4.	Interim conditions: A loss of flood storage of 1.422 m ³ , how this loss of flood storage is compensated by providing cut areas as per TRCA requirements of balanced cut and fill at 0.3m intervals? During the absence there may be an additional risk to the infrastructure.			
	3.5.	An increase in 30cm to 60 cm upstream of the proposed development in the isolated spill areas puts the upstream parcels at higher flood risks than under existing conditions. City would require both the upstream and downstream flood levels to be maintained as per existing conditions.			
	3.6.	The increased velocities along Jane Street under proposed development conditions is a concern for the City.			
	3.7.	Figure 8: It appears from Figure 8 of the report that there are no improvements anticipated to the existing flooding areas as a result of extensive culvert and channel upgrades. The flood risk reduction is minimal to none from the existing conditions. Please quantify any improvements under ultimate conditions.			

ATTACHMENT A

	3.8.	City recommends phasing of the channel works before site works to minimize any adverse flood risk in the interim condition.			
4. Hydrogeological Report	4.1.	Based on hydrogeological report conclusion, long-term and construction dewatering of groundwater is needed, therefore a discharge approval is needed. All discharge approvals must meet flow requirements (captured as part of the site release rates) and quality requirements (Sewer use bylaw). All approved discharge, require quality and flow data reporting this involves sampling from sampling ports and flow data from flow meters.			
	4.2.	Per Sewer Use By-law No. 130-2022, the City does not allow any discharge to sanitary sewer system; and any discharge to City's storm sewer shall conform to the City's water quality requirements of the Sewer By-law.			
	4.3.	Include permanent groundwater flow or private water discharge that may discharge into a municipal sewer, in the design sheets or the future stormwater management facilities.			
	4.4.	Exceedances were noted for Total Suspended Solids, Total Kjeldahl Nitrogen and Chloroform when compared to the City of Vaughan Storm Sewer discharge permissible limits. Therefore, groundwater treatment will be required should discharge from short-term and long-term dewatering operations be directed to City Storm Systems.			
	4.5.	A layout of groundwater/private water discharge facilities will be required for any groundwater discharge. The layout must include the location of the groundwater/private water discharge meter, sampling port, any required treatment facilities and discharging point. Refer to City's standard drawings Dwg. W-115, W-116, and W-117			
5. Noise Report	5.1.	A final report with a detailed assessment that can inform specific mitigation measures will be required at the site plan stage prior to the issuance of final approval from DE.			
6. Environmental Engineering	6.1.	The RWDI Land use compatibility Study did not indicate any noise or air concerns and that any mitigation measures can be feasibly implemented at the detailed design stage. Detailed Noise and Air Quality Impact Assessments will be required at the Site Plan Development application stages to confirm continued compatibility with the surrounding land uses. Although they RWDI recommends			

ATTACHMENT A

		CN be a party to review at the Site Plan application stages, it is advised that CN be engaged as part of this development application review to address any of their concerns as early in the development stages as possible.			
	6.2.	The Risk Check Environmental Site Assessment (ESA) documents indicated shallow soil contamination and estimated the extent to cover the entire site and recommends remediation. As per the City's Contaminated Sites Policy, the Applicant is requested to provide the City with a Remedial Action Plan (RAP) in conformance with the attached checklist. Given the requirement for remediation, a holding symbol 'H' shall be applied to the zoning by-law amendment with removal contingent upon the submission of a copy of a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition filed on the environmental site registry covering the subject lands or implementation and confirmation of completion of the RAP to the satisfaction of the City. The 'H' symbol however should not inhibit the applicant from applying and obtaining applicable conditional building permits to facilitate the remediation of the site.			
	6.3.	Risk Check is requested to provide the City with a reliance letter for the use of the submitted and future RAP document, in accordance with the attached template.			
	6.4.	Items 2 and 3 shall be completed to the City's satisfaction prior to allowing the development applications to proceed to a technical report to the Committee of the Whole.			
7. IPCAM	7.1.	Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol ("H") will be required on the Zoning for the above noted development application and the availability of regional servicing capacity will be assessed at the site plan approval stage.			
	7.2.	The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Vaughan Metropolitan Centre Secondary Plan Area (VMCSPA)			

ATTACHMENT A

	<p>through this on-going Master Plan update. Although the above noted site is not located within the VMCSA, its expected wastewater peak flows directly affect downstream servicing capacity within the VMCSA, specifically local trunk sanitary sewers along Jane Street which outlet to York Region's Black Creek Sewage Pumping Station. The expected completion date for the IUW-MP Class EA is Q4-2023, and specific infrastructure upgrades for the VMCSA will be identified in the FSSR. All external related water distribution system and wastewater servicing improvements shall conform to the conclusions and recommendations of the City's ongoing Integrated Urban Water Master Plan. Therefore, the following preliminary condition applies:</p> <p>The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.</p>			
7.3.	<p>City Development charge related engineering infrastructure projects adjacent to the subject development lands.</p> <p>City-Wide Engineering – Traffic Signals:</p> <ul style="list-style-type: none"> • VMC – Block 30 – Portage Parkway & Millway Ave 			
7.4.	<p>Applicable Area Specific Development Charges (ASDC)</p> <p>Area Specific Development Charges will be paid to the City in accordance with the Development Charges By-law in effect at the time of payment (upon Plan registration/prior to issuance of building permits). The following ASDC's are currently applicable:</p> <ul style="list-style-type: none"> • Edgeley Pond and Black Creek Channel Works – VMC Lands Draining to Edgeley Pond– MAP 2 (D-28.2) • VMC Edgeley Pond and Black Creek Channel works – Undeveloped Lands in the Black Creek Drainage Shed – MAP 3 (D-28.3) 			

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		<ul style="list-style-type: none"> • VMC Jane Street Sanitary Trunk Sewer Improvements (D-37) 			
8. Transportation Engineering		<p>Overall, staff anticipate that the subject redevelopment may introduce an acceptable transportation impact onto the surrounding network. However, revisions and clarifications are required to the provided Transportation Study to confirm and ensure that the development impacts can be accommodated. Most importantly, there are concerns with the Draft CIHA Order and parking provisions. Staff are also concerned with the design of the on-site transportation facilities and clarifications are required. In addition, the site access to MacIntosh Boulevard is required to be aligned with the existing access on the opposite side of the roadway to address potential safety concerns. Finally, the site will also be required to provide active transportation facilities and connections to improve the multi-modal accessibility of the development.</p>			
	8.1.	<p>The Draft CIHA Order stipulates a maximum non-res GFA of 45,000m² which is much greater than the approximate 33,000m² of GFA proposed via the concept plan. This is a significant difference, and the Transportation Study should assess the full contemplated and/or permitted build-out of the site for staff to understand its potential impact.</p>			
	8.2.	<p>The Draft CIHA Order must be revised to include an updated Transportation Impact Study (TIS) to the satisfaction of Development Engineering staff as a holding provision.</p>			
	8.3.	<p>Regarding the proposed vehicular parking supply in the Draft CIHA Order, the proposed rate of 0.54 spaces/unit requires justification. Staff are willing to permit a minimum resident rate of 0.70 spaces/unit without updated justification at this time, consistent with other approvals in intensification areas. Furthermore, the minimum parking rate for the Place of Assembly Use should be consistent with the MU rates from Zoning By-Law 001-2021, which is a requirement for 4 spaces per 100m². Any reductions proposed to these rates requires the completion of a Parking Study following the City's Parking Study Guideline.</p>			
	8.4.	<p>The minimum width requirements proposed in the Draft CIHA Order for horizontal long-term bicycle parking (0.45m) requires justification by way of a specifications sheet or technical details to support this dimension.</p>			

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8.5.	The construction of the sidewalk, at a minimum, along the frontage of the site on Jane Street should be required as a condition of the approval. The construction of possible cycling facilities should be coordinate with York Region and the City's Infrastructure Planning and Corporate Assessment Management (IPCAM) Department. Additional details will be required at the site plan stage.			
8.6.	The site access to MacIntosh Boulevard must be aligned with the existing driveway on the opposite side of the street to avoid overlapping turning movements. This will be required with future submissions.			
8.7.	Site Plan Comments Irregular offset intersections are created at-grade with the intersections of the parking aisles and the main L-shaped driveway. Given most of the traffic will need to navigate these intersections to travel to/from the ramps, this condition needs improvement. Please address with the next submission.			
8.8.	There are discrepancies in how the loading area for the hotel building is depicted. Some drawings show the loading lay-by to the east with bicycle parking, others show it to the west, and one drawing shows both a Type C and Type B loading space proposed in this location. Please clarify.			
8.9.	Staff reserve the ability to provide additional comments with future submissions.			
8.10.	Transportation Impact Study Comments It is understood comments on the Transportation Study are to be addressed in a future submission in support of the site plan. The comments are re-iterated here for reference as an updated TIS has not been received with this submission and these comments remain outstanding:			
8.11.	Some lane configurations shown in Figure 3 do not match existing conditions. Please revise and ensure all Synchro analyses match the correct lane configurations.			
8.12.	The site is proposed to be re-zoned to the zoning designation of HMU per the Draft Zoning By-Law Amendment. Furthermore, the Draft Zoning By-Law Amendment does not stipulate any parking provisions, and as a result, the minimum parking rates associated with MU zones from Zoning By-Law 001-2021 will apply, and not the VMC rates as outlined in the			

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		Transportation Study.			
8.13.		Staff do not support the application of the VMC rates. The site is located over 1km walking distance from transit services in the VMC, and there are limited active transportation connections to the site to support such rates. Parking can be provided in accordance with the MU rates, sharing provisions, and recommended reductions from the City of Vaughan TDM Toolkit.			
8.14.		Staff generally support the sharing of loading; however, no provisions have been made in the Draft Zoning By-Law Amendment despite the recommendations of the Transportation Study. As such, the prevailing requirements of Zoning By-Law 001-2021 would apply and are not met.			
8.15.		Subject to the Draft Zoning By-Law Amendment being revised, staff are willing to support the following loading supply: <ul style="list-style-type: none"> a. Building 1 & 2: Type D – 2 Spaces, Type B – 3 Spaces, Type C – 2 Spaces b. Building 3: Type B – 1 Space, Type C – 1 Space c. Building 4: Type D – 1 Space, Type B – 1 Space 			
8.16.		Swept path analyses must be performed at this stage of the application to confirm that the general built form of the site will facilitate acceptable operations of the various design vehicles. Transportation Maneuverability Plans were required as part of the Pre-Application Consultation process.			
8.17.		Terms of Reference were not provided for the Transportation Study in advance of the submission. It should be confirmed with York Region if a 10-year horizon is also required.			
8.18.		The study area should be expanded to include the following additional intersections, particularly considering the primary distribution of traffic will be to/from the south: <ul style="list-style-type: none"> a. Creditstone Road & Highway 7 b. Jane Street & Highway 7 c. Millway Avenue & Portage Parkway 			
8.19.		The MacIntosh Boulevard & Talman Court intersection is not included in Table 3 but has been assessed as part of the intersection capacity analysis. Please clarify the source of			

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		TMC data for this intersection.			
8.20.		A 1.0% growth rate has been applied to Jane Street. The data used to support this growth rate should be provided. In addition, growth rates will need to be assumed for other corridors, such as Creditstone Road, Portage Parkway, and MacIntosh Boulevard/Pennsylvania Avenue.			
8.21.		The text states that the growth rate has been applied for an 8-year horizon. Please clarify as it is understood only a 5-year horizon has been studied with this submission.			
8.22.		Staff have concern with the residential proxy sites selected for the trip generation estimation. All proxy sites selected in the City of Vaughan are located within a 500m walk of major transit services in the VMC and have immediately available active transportation connections. The subject site is located more than 1km from these transit services, and there are limited active transportation connections. Furthermore, staff are not willing to accept the use of proxy sites outside of the City of Vaughan. Please select more comparable proxy sites or use the ITE rates. Staff note that the ITE rates have been used for all other uses, and using the ITE rates for residential uses would be consistent.			
8.23.		The Senior Independent Living use must be clarified in terms of the living arrangement and level of support. If this use is intended to be that of retirement living, or senior-oriented market units, LUC 253 would not be the most applicable land use code from ITE, rather LUC 252 would be more appropriate. Please clarify.			
8.24.		Specify if the typical rates or fitted curve equations were used for calculating the trip generation with the ITE rates. Staff note that some rates outlined in the trip generation tables are significantly less than the typical rates.			
8.25.		No retail trip generation has been assumed. This is likely not realistic given almost 2,000m ² of retail use is proposed, along with surface parking. Please perform a trip generation estimate for the retail.			
8.26.		No trip generation has been assumed for the community use. This may not be realistic depending on how this space is used/programmed. If a daycare is operated in this space, there will be notable trip generation during the AM and PM peak hours. The types of uses should be clarified.			

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	<p>8.27. There are multiple Four Points Sheraton locations in Mississauga, and it is unclear which one has been selected as the proxy site for the conference centre. Furthermore, several additional assumptions are made, and it is unclear the source of these additional assumptions as well as why they are being applied. The conference centre trip generation proxy should be performed of a comparable site in the City of Vaughan, and a source for the internal capture between the hotel and the conference centre should be provided.</p>			
	<p>8.28. It is not outlined which trip distribution applies to the hotel and conference centre use. Please clarify.</p>			
	<p>8.29. Signal timings of the Jane Street & MacIntosh Boulevard intersection would be provided by York Region; however, the text states all signal timing plans were obtained from the City of Vaughan. Please clarify.</p>			
	<p>8.30. Please update the capacity analysis results to include delay, average and 95th percentile queues for all movements.</p>			
	<p>8.31. Staff to provide updated and additional comments on the capacity analysis results with revisions to the Transportation Study to address comments provided above.</p>			
	<p>8.32. Active Transportation Comments AT and TDM comments below are deferred to be addressed at the subsequent submissions:</p> <p>Cycling facilities are required for MacIntosh Blvd and Talman Ct per the recommendations of the Pedestrian & Bicycle Master Plan (2020) for collector roads. Please coordinate with the City of Vaughan Infrastructure Planning & Corporate Asset Management Department for design details. Please provide an update to Transportation Engineering staff.</p>			
	<p>8.33. Active Transportation (pedestrian and cycling) facilities along Jane Street to be coordinated with York Region. Please provide an update to Transportation Engineering staff.</p>			
	<p>8.34. Please provide a pavement marking & signage plan that shows treatment of the on-site pedestrian facilities and signage/wayfinding for cyclists to/from bicycle parking areas. This includes all on-site traffic control measures on ground level, site access, and parking levels. The pavement marking & signage plan should also include safety measures for the interaction between pedestrians/cyclists/drivers and the proposed loading space(s).</p>			

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8.35.	Pedestrian walkway got disconnected at the loading zone. Please provide a safe pathway for pedestrians at this location.			
8.36.	There are safety concerns with the location of short-term bicycle parking spaces at the south end of the site where motor vehicles entering/exiting the underground parking. Please explore alternative options.			
8.37.	Note that bicycle parking spaces should maintain 3.0 m setback from parking area per the City's Zoning By-law. Please revise. There are still some bicycle parking spaces on-site that don't meet this requirement.			
8.38.	Please provide dedicated bicycle elevator(s) with standard dimensions for bicycle users. Note that there is safety concern regarding shared cyclists access with vehicles from parking ramp unless there is a dedicated ramp for the cyclists.			
8.39.	Label the supply of proposed bicycle parking spaces for short-term bicycle parking spaces on the site plan drawing.			
8.40.	Provide dimensions and detail for bicycle parking spaces. Clarify if the long-term spaces will be horizontal, vertical or stacked spaces.			
8.41.	<p>Transportation Demand Management (TDM) Comments</p> <p>The comments below are primarily advisory comments that will be required at the SPA stage. However, given the intensity of the proposed development, the following TDM comments should be addressed to ensure ample opportunities will be provided to future users of the site to engage in alternative modes of transportation:</p> <p>Please note that as of October 5th, 2021, the City of Vaughan has adopted a new TDM Guideline and Toolkit which are required to be used for all applications. Please review these documents at https://vaughan.ca/TDMGuide and revise/provide TDM plan/toolkit accordingly.</p>			
8.42.	Please provide a separate TDM Table/Checklist for residential and non-residential portions of the development.			
8.43.	Please provide dedicated vehicle car-share spaces on the site plan drawing. More information with respect to the car-share agreements will be required.			
8.44.	Provide the locations of bike repair stations on the site plan drawings.			

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	8.45.	Applicant to coordinate with York Region if transit incentive above and beyond of what is provided through Region is required for the subject development.			
	8.46.	Per the recommendations of the TDM Plan, a Letter of Credit should be provided to the City that covers the costs associated with TDM measures as identified in the Transportation Mobility Plan report including the costs for two (2) follow-up travel surveys (\$5,000) as part of TDM monitoring plan.			

Date: November 6, 2023

To: Kemi Apanisile, Planner, Development Planning

From: Diana Guida, Parks Planner I, Parks Infrastructure Planning and Development

CC: Aimee Pugao, Senior Planner, Parks Infrastructure Planning and Development
Michael Habib, Manager of Parks and Open Space Planning, Parks Infrastructure Planning and Development

RE: **Files:** CIHA.23.001 - OP.23.010 & Z.23.019
Related Files: PAC.23.002
Agent: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
Owner: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
Location: 8083 Jane Street
(Planning Block 23)

Parks Infrastructure Planning and Development (PIPD) staff are in receipt of a request for comments, dated September 26, 2023, for the 2nd circulation of a Community Infrastructure and Housing Accelerator (CIHA) request which combines with supporting Official Plan Amendment File OP.23.010 and Zoning By-law Amendment File Z.23.019 for 8083 Jane Street, in Planning Block 23. PIPD staff had an opportunity to review the submitted documentation and offer the following comments and conditions of approval:

Parks Infrastructure Planning and Development - Zoning requirements to be included in the Draft CIHA Order:

1. A public park block shall be provided as follows:

Parkland Size and Width

- Minimum size of 1,750 square metres;
- Minimum width of 25 metres;
- The public park block shall be free of encumbrances, including but not limited to underground parking, underground stormwater management infrastructure, utility services, transformer boxes, temporary or permanent building structural elements, building overhangs, Canada Post mailboxes and/or access, buffers, Natural Heritage Network core features and associated buffers;
- Public access easement(s) will be required to ensure appropriate public access and street frontage for proposed parkland block(s). Exact limits of easement to be determined through the development process.

Setbacks and Zoning of Public Parkland Block

- Public parkland shall be zoned “OS1” under Zoning By-law 001-2021 or “OS2” under Zoning By-law 1-88;
- 0.0 metre setbacks are required to the north, south, and west property lines of the public parkland block, as shown on the current concept plan.

Setbacks and Zoning of proposed “High Rise Mixed Use Zone” (HMU-XX) abutting public parkland block

- “HMU-XX” building or structure setback abutting public park block(s) shall be a minimum of 3 metres.

Holding provision / Prior to Site Development application

- The registration of the first phase of lands for residential development for Draft Plan of Subdivision 19T-XXVXXX satisfactory to the City of Vaughan and the execution of applicable agreements for the dedication of public parks as shown on Schedule “*E-XXXXC” per the City’s Park Base Conditions and Requirements included as part of the Draft Plan of Subdivision Conditions of Approval. The dedication of public parks shall be in accordance with Vaughan Official Plan (VOP 2010), and the payment of cash-in-lieu of parkland in accordance with the requirements of the in-effect policies and amendments;
- A Park Developer Build Agreement with the City to construct the entire public park block in accordance with the City of Vaughan’s Developer Build Parks Policy (Policy No. 07.2.05), shall be entered into and executed and shall include provisions as required by the City’s Park Base Conditions and Requirements.

Parks Infrastructure Planning and Development Comments:

1. PIPD staff acknowledge a 0.175 ha public park block is proposed on the subject lands, consistent with the maximum allowable parkland dedication cap of 10% of the subject lands under the provisions of the Planning Act as of the date of this memo. However, acceptance of the public park block is conditional upon public access easement(s) being secured in favour of the City to ensure appropriate access and street frontage for the park block per Public Square design requirements in Section 7.3.2.5 of VOP 2010. The park block together with the existing public natural open space feature directly abutting the subject site will contribute to expanding and diversifying the public open space system consistent with Section 7.3.1.3 of VOP 2010. While not meeting the general requirement for a minimum of 0.2 Ha for a Public Square, the proposed location and context together with the securement of public easements will contribute to providing a robust public open space network.
2. The following must be met, to the satisfaction of the City:
 - a. Due to the insufficient public frontage proposed for the park block, a minimum 6 metre-wide pedestrian connection must be provided along the southern boundary of the subject site, connecting the public park to Jane Street. A public access easement is to be provided for the entire length of the connection;
 - b. Screening shall be provided at the northern limit(s) of the public park to screen at-grade parking areas from park users.

The above requirements are subject to changes and/or additions should the layout of the subject site be revised through the development process.

3. Prior to approval of the site development application, a Pedestrian Level Wind Study is required to assess and determine potential impacts on proposed public parkland spaces from the subject development. Mitigation measures may be required.
4. Prior to approval of the site development application, an updated Sun/Shadow Study is required to assess and determine potential impacts on proposed public parkland spaces from the subject development.
5. To meet dedication requirements under the Planning Act, the VOP 2010 (Section 7.3.3 Parkland Dedication) and current Parkland Dedication By-Law and amendments, payment-in-lieu of parkland may be applicable at the time of building permit, discounting any public parkland dedicated to the City. Real Estate Services staff shall review and provide comments as required.
6. Prior to the execution of the development/subdivision agreement, the Owner shall agree to enter into a developer build agreement with the City for the design, securities and construction of the public Park including but not limited to the construction of signage, hardscaping, softscaping, and any other facilities determined to be required, as per *Developer Build Parks Policy, No. 07.2.05*.
7. Ensure the park design, location, typology, and size conforms to and be consistent with the Vaughan Official Plan (VOP 2010) Section 7.3.2 Parks and Open Space Design and to the Active Together Master Plan (ATMP).
8. All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City.
9. It is the intent of the City that development of the public park block(s) shall be coordinated with residential development in order to provide park facilities to the local residents in a timely manner, to the satisfaction of the City. Prior to the execution of the subdivision agreement, the Owner shall agree to develop the base requirements for the public parkland block in accordance with items listed under *Base Park Conditions and Requirements*. Unless otherwise agreed upon with City staff, development of the public parkland block shall commence by no later than twelve months from the issuance of first occupancy certificate of the first phase of development.

Base Park Condition and Requirements

The Owner shall, at its sole cost and expense, complete the following to the satisfaction of the City:

Part I: General Requirements

10. Proposed public park block(s) grading must not negatively impact adjacent properties with overland flow routes. The public park block(s) cannot be encumbered by overland flow routes from adjacent properties.
11. The public park block(s) shall not be encumbered by any easements for utility services, transformer boxes, temporary or permanent building structural elements, building overhangs, Canada Post mailboxes and/or access, buffers, railway and pipeline safety

buffers and zones, Natural Heritage Network core features and associated buffers, with the exception of cross easements for servicing, utilities, maintenance and access, unless otherwise agreed to between the parties.

12. A storm water management brief and grading plan for all required storm water services is required to ensure that proposed grading works have been designed to accommodate storm water flows in accordance with the Engineering Department Design Manual at interim and final phases of the public park block(s) development to the satisfaction of the City.
13. A Park Master Plan to the City's standard level of service shall be prepared and include the following information:
 - a) Illustrates the proposed park program requirements and level of service to meet the projected population and demographics as determined by the City per the recommendations of the ATMP, and informed by the findings and recommendations of the Community Services and Facilities Report prepared for these subject lands.
 - b) Demonstrates a sound design approach at locations where proposed public parks are adjacent to private development the treatment of the interface between the public park and the private development to ensure an integrated design approach is adopted towards built form, pedestrian connections, and ground floor programming to the City's satisfaction.
 - c) Layout plan which illustrates proposed park program requirements, phasing plan based on adjacent construction activities, pedestrian circulation, and required setbacks as determined by the City. Demonstrate parkland configuration and grading to allow for the placement and development of appropriate outdoor facilities.
 - d) Provides information on parkland development phasing to deliver the Park and associated facilities to residents consistent with the development phasing and to the City's satisfaction;
 - e) Provides boundaries of proposed parkland dedication and the total size of individual blocks.
 - f) Provides an existing conditions plan illustrating topographic information in order to assess slopes and drainage, and vegetation, identifying species, age, size and condition.
 - g) Provides a grading plan illustrating proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements. Provide base and ultimate grading consistent with intended uses and objectives of the park. The grading plan shall illustrate proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements.
 - h) Provides a preliminary construction cost estimate.
 - i) Required restoration works and Edge Management Plan for park block abutting open space and associated buffer;

- j) The plans are to be completed by a registered Landscape Architect and are required to provide sufficient information to confirm facility and program requirements to the satisfaction of the City.

Part II: Public Park Base Condition Works

14. Archaeological Assessment, Stage I and II is required to determine limits of public park block(s). Proposed public park lands are to be clear of all historically significant heritage features.
15. A geotechnical investigation and Phase 2 Environmental Site Assessment shall be conducted by a qualified Professional Engineer in accordance with O.Reg. 153/04 (as amended) assessing all public park block(s) in the Plan for conformity with the applicable MOECC Site Condition Standards for parkland use to the satisfaction of the City. A minimum of number of boreholes to be determined at draft plan of subdivision or development agreement are required within the parks blocks. Boreholes are to be taken at regular intervals along the full length of the proposed public park block(s). Borehole reports will indicate soil type, water content, and density (general compaction). All samples are to be tested in a laboratory to determine their physical properties, including levels of various chemical elements and contaminants. Should additional fill be placed to meet required grading levels, the results of the Phase Two Investigation shall be supplemented with a letter report addressed to the City by the Owner's environmental consultant that includes: confirmation of the area where fill has been placed and details regarding dates, sources, volumes, and certification that the placed fill material meets the applicable MOECC Site Condition Standards referenced above and compacted to the standard referenced below.
16. A complete inventory and analysis report of existing vegetation completed by a Certified Arborist for all existing trees within park block(s). Drawings shall indicate the location of all existing trees, including limit of drip line, trees to be removed and trees to be maintained within the park block. No grading work is permitted within the drip line of existing trees that are to be preserved. All dead, damaged and hazardous trees are to be removed and disposed of off-site.
17. Adequately sized servicing connections are required along the main public park frontage and shall include a water chamber manhole, complete with a curb stop, sanitary manhole and a storm water manhole. All structures are to be located a minimum of 5 meters from adjacent property lines.
18. The approved electrical distribution plan will include a 120/240 volt, single phase, three wire power supply to the public park block(s). The power supply drop will consist of a 3 conductor #3/0 aluminum underground cable drop located one metre from the street line and one metre from the property line inside the block(s). The cable feed will originate from the closest (within 75 metre cable length) single phase pad mounted transformer and will be left coiled and attached to a 2"x4" wood stake, visible above grade.
19. Public park block(s) grading shall be completed using clean engineered fill compacted to 95% Standard Proctor Dry Density (SPDD) inclusive of any civil work required such as retaining structures, rip rap, swales, and the like to meet grading levels as determined by

the City approved grading plan. The park block shall generally be graded to meet and match surrounding levels and allow for a minimum 2% and no greater than 5% gradient over 75% of the total block area.

20. No fill shall be placed on existing topsoil and the stockpiling of topsoil is prohibited on the public park block(s). Topsoil for fine grading shall be fertile and friable, natural loam soil with two percent (2%) minimum organic matter for sandy loams and four percent (4%) minimum organic matter for clay loams. Acidity of topsoil shall range from 6.0pH to 7.5pH and shall be capable of sustaining vigorous plant growth. The owner shall complete all necessary chemical analysis and topsoil fertility tests by a qualified testing laboratory to the satisfaction of the City, and results of testing provided to the City for review and approval. Topsoil shall be placed to a minimum depth of 300mm over the entire public park block(s). Prior to placement of topsoil, the owner shall add all amendments as required to amend the existing soils to meet the recommendations of the fertility testing and demonstrate that these standards have been met.
21. All temporary sediment control management measures are to be removed prior to rough grading.
22. The public park block(s) shall be sodded, as approved by the City.
23. The Owner shall install City approved temporary fencing along the perimeter of the public park block(s). "No Dumping", "No Trespassing", and "Encroachment by-law" signage shall be attached to the temporary fencing.
24. The Owner shall be responsible to maintain the public park block(s) until such time as the public park is conveyed to the City. Maintenance shall entail maintaining sufficient grades to prevent standing water, cutting the grass/vegetation a minimum of twice summer, erosion repairs, cleaning of catch basins, repair of perimeter fencing and removal of any debris that is dumped on the site, to the satisfaction of the City.

If you have any questions, please feel free to contact the undersigned.

Thank you,



Diana Guida

Parks Planner I, Parks and Open Space Planning
Parks Infrastructure Planning and Development
905-303-2069, ext. 8195 | diana.guida@vaughan.ca

O:\Parks Development\PD Parks Planning\Block 23\CIHA.23.001 (OP.23.010 & Z.23.019) - 8083 Jane Street\2nd Submission - September 2023\Comments\CIHA.23.001 (OP.23.010 & Z.23.019) - 8083 Jane Street - Blk 23 - PIPD 2nd Sub Comments.docx

Date: **10/19/2023**

To: Kemi Apanisile, Planner, Development Planning

From: Ryan Cochrane, Forestry Inspector, Parks, Forestry and Horticulture Operations

Cc: Forestry Circulations;

Re: Forestry's Comments - CIHA.23.001 Circulation #:2

File Reference Number: CIHA.23.001

Related Files: PAC.23.002 CIHA.23.001

Ward: 4

Agent: Matthew P.A. Rossetto

Owner: Matthew P.A. Rossetto

Location: 8083 Jane Street

Forestry Staff have reviewed submitted documents of the proposed development concept for the above-mentioned site, circulated on 10/2/2023 and provide the following conditions:

General Comments

1. It appears that there may be some tree removals or trees that will require protection on this property. An arborist report and Tree Inventory Protection Plan will be submitted to the City for review and approval prior to the commencement of any work on the subject property.
2. All tree removals/tree protection located on the subject site or municipally owned right-of-way shall conform with By-law 052-2018.
3. Shared ownership trees or neighbouring trees impacted by proposed development and/or construction activities must provide written authorization from an adjacent property owner where the base of a tree straddles a property line or is completely on the neighbouring property as per By-law 052-2018.
4. Forestry cannot provide any comments in relation to tree removals, tree protection or tree planting on the York Region right-of-way.
5. The following property falls under TRCA regulated area, therefore Under Ontario Regulation 166/06, any proposed development, interference, or alteration within the regulated area requires a permit from TRCA. If your property falls within TRCA's Regulated Area, you are advised to discuss your proposal with a TRCA Planner prior to submitting a permit application.

City of Vaughan | Parks, Forestry and Horticulture Operations

2800 Rutherford Rd., Vaughan, ON L4K 2N9

vaughan.ca

Tree Protection Requirements (Hoarding)

6. Tree protection & preservation methods must be followed according to City of Vaughan By-law 052-2018.
7. Tree Protection Fencing Details shall be current according to the City of Vaughan’s latest specifications dated April 7, 2016, or newer, either ULA 110A/ULA 110B or MLA 107A/MLA 107B as per By-Law 052-2018.
8. Tree protection & preservation methods must be followed according to City of Vaughan’s Tree Protection By-law 052-2018.
9. MLA 107A or ULA 110A Heavy Duty Tree protection fencing (plywood) is to be installed prior to construction and is to remain until construction is completed, as per By-Law 052-2018.
10. MLA 107B or ULA 110B Light Duty Tree protection fencing (Snow Fence) may be used where traffic sight lines will be affected within the road allowance, as per By-Law 052-2018.
11. Applicant shall notify Vaughan Forestry or Development Planning Department once the Tree Protection (Hoarding) has been installed, to allow Vaughan Forestry to inspect and approve according to By-law 052-2018 and/or in accordance with the City of Vaughan’s Tree Protection Protocol (2018).
12. This table is to be used when determining minimum tree protection distances:

Table 2: Minimum Tree Protection Zone Determination

Diameter at Breast Height ¹ in centimeters	Minimum Protection Distances Required ² (Public and Private Trees)	Minimum Protection Distances Required Trees in Naturalized Areas
<10	1.2	The drip line ³ or 1.2 m
10-29	1.8	The drip line or 3.6 m
30-40 ⁴	2.4	The drip line or 4.8 m
41-50	3.0	The drip line or 6.0 m
51-60	3.6	The drip line or 7.2 m
61-70	4.2	The drip line or 8.4 m
71-80	4.8	The drip line or 9.6 m
81-90	5.4	The drip line or 10.6 m
91-100	6.0	The drip line or 12.0 m
>100	6 cm protection for each 1 cm diameter	12 cm protection for each 1 cm diameter or the drip line

1. Diameter at breast measurement of tree trunk taken at 1.4 meters (m) above the ground.
 2. Minimum Tree Protection Zone distances are to be measured from the outside edge of the tree base.
 3. The drip line is defined as the area beneath the outer most branch tips of a tree
 4. Converted from ISA (International Society of Arboriculture) Arborist Certification Study Guide, general guidelines for tree protection barriers of 0.3 meters of diameter from the tree stem for each centimeter of tree trunk diameter.

Tree Removals/Compensation

13. The number of replacement trees required will be determined by the DBH of the removed tree, as outlined in the following table:

DBH of Tree to be Cut or Removed	Number of Replacement Trees Required
20cm to 30cm	1
31cm to 40 cm	2
41cm to 50cm	3
51cm or greater	4

14. Tree replacement compensation can be in the form of tree planting on the subject site, a cash-in-lieu contribution or combination of both.

Landscape Plan

15. Provide a landscape plan indicating the location of trees being planted on the subject site, the tree species being planted, and size of trees being planted (i.e., 60mm).
16. Forestry would recommend that no more than 4 trees of the same Genus planted in the same area and no more than 10% of the same Genus on the same project
17. Proposed tree planting on the region right-of-way will not contribute to the overall compensation planting requirement. Compensation planting is strictly for the subject site only.
18. The following specifications apply to replacement trees:
- Evergreen (coniferous) trees must be at least 200 cm tall;
 - Leafy (deciduous) trees must have a caliper of at least 60mm;
 - If fruit-bearing trees are desired, two trees must be planted to substitute each evergreen or leafy tree replacement;
 - Must be planted within one year of the issuance of the tree removal permit;
 - Must not be a shrub or a low growing tree;
 - Must not be an invasive species;
 - Must be good quality, number one (1) grade, nursery-grown stock and installed as per City approved details and standards; and
 - Shall meet the highest horticultural standards of the Canadian Nursery Trades Association with respect to grading and quality, and shall be in strict accordance with the approved Plant List and Specifications.

City of Vaughan | Parks, Forestry and Horticulture Operations

2800 Rutherford Rd., Vaughan, ON L4K 2N9

vaughan.ca

19. The cash-in-lieu compensation amount is \$625/replacement tree.

Planting Setbacks

20. 2021 Planting set back shall be applied to the landscape design

Table 1.0 – Tree Planting Measurement Setbacks

<u>Object(s)</u>	<u>2021 Revised Distances (m)</u>
Bell/Cablevision Posts	1.5
Sidewalk, privacy fence, hedge, sound wall	1.5
Private walkway, driveway edge	1.5
Curb edge	1.5
Existing Stump greater than 10cm	1.5
Boulevard space requirements (curb to sidewalk) *Spp	2
Parallel Driveway space requirements (between)	3
Fire hydrants (no planting in front of)	3
Hydro transformers	3
Streetlights (small growing trees)	3
Streetlights (large growing trees)	5
New Tree, from any part of other tree	6
Bus Shelter/Community Mailboxes	5
Stop sign.	15

*Species: If BLVD is only 2 meters (curb to sidewalk), consider smaller species I.e., Zelkova (ZEs), Tartarian Maple (ACt), Amur Maple (ACgi), Hedge Maple (ACc), Ivory Silk Lilac (SYr).

Regards,

Ryan Cochrane
 Forestry Inspector
 Parks, Forestry and Horticulture Operations
 Ryan.Cochrane@vaughan.ca

City of Vaughan | Parks, Forestry and Horticulture Operations
 2800 Rutherford Rd., Vaughan, ON L4K 2N9
vaughan.ca

Date: October 18, 2023

To: Kemi Apanisile, Planner, Development Planning

From: Shirin Rohani, Urban Design Section

Cc: Shahrzad Davoudi- Strike, Manager of Urban Design and Cultural Heritage

Re: **Development Application Urban Design Comments**

File No: **CIHA.23.001**

Related File: PAC.23.002

Agent: Matthew P.A. Rossetto

Owner: MPAR Developments

Location: 8083 Jane Street

Urban Design Staff have reviewed the 2nd circulation of the proposed development concept for the site mentioned above, circulated on September 26, 2023, and provide the following notes and requests for the following requirements to be addressed:

1. The ultimate boundaries of the TRCA-regulated area and the required setbacks are not depicted in the submitted plans and are pending confirmation from the regulating authorities. The noted information might impact the concept design and proposed land uses on site.
2. A detailed wind tunnel analysis, as per the City's [Terms of Reference for Wind Study](#), would be required to ensure the wind conditions on site and within the adjacent public realm meet the pedestrian comfort levels and mitigative measures such as but not limited to, massing sculpting, architectural features, and landscape features, should be considered.
3. An arborist report and Tree Inventory and Preservation Plan for all trees within the subject property or the 6m of the property boundary should be provided to preserve as many trees as possible on site and to compensate for the tree removals through replacement planting or monetary contributions.
4. Better height transition to the low-rise context is required as per the Official Plan S.9.1.2.1 and City-Wide Urban Design Guidelines.
5. In response to the city's Green Approach that aims to enhance and protect the city's natural heritage network and to ensure generous space for sidewalks, bicycle paths, tree planting, and potentially stormwater features (vicinity of the Black Creek water course), a minimum front yard set back of 5 metres along Jane Street and a minimum of 3m set back for rear yard and exterior side yard setbacks along Talman Ct. and Mcintosh Blvd. is required at the ground floor; projection into the required setback above the 7.5-metre height for less than 50% of the elevation can be accepted, especially if the results of the micro-climate studies and wind tunnel analysis finds that to be an effective mitigative measure.
6. The minimum tower separation shall be 30 metres for facing towers and can be reduced to 25 metres if the towers do not have facing sides.
7. The tower floorplates should not exceed 850 sq.m. (for any portion of the massing above 12 storeys).
8. The above-grade parking should be relocated underground to comply with policy 9.2.3.6 of the Official Plan. If there is any technical constraint on the site that prevents such a requirement, the above-grade parking should be wrapped with active uses at ground level along all public frontages, including the natural feature.

9. Pending the confirmation of the development's limit by the TRCA , the POPS will be designed at an elevation that seamlessly transitions from public to private space without significant grade changes or visual barriers. It will enhance public access to the proposed public park from Jane Street and provide views into the natural heritage feature. The POPS should be accessible per AODA requirements.
10. In line with CPTED best practice recommendations, the development's interface with the natural feature and the public park should be enhanced with active uses at grade, appropriate landscape design, and no surface parking.
11. Direct access from the public sidewalks to the residential lobbies and prominent entrances should be provided.
12. The hotel's surface parking should be relocated underground or incorporated in the massing of the podium with wrap-around active uses. Stand-alone loading areas should be incorporated into the massing of the building and not visible from the public rights of way.
13. To achieve a consistent street wall along the public frontages and to create a pedestrian-friendly environment, the tower massing should step back after 6 storeys.
14. The development's public interface should be more urban in character, incorporating small urban plazas or forecourts with areas for spill-out and better engagement with the public realm.
15. The city's standard sidewalk widths and other facilities, such as bike lanes, along Jane Street should be reflected in the plans.
16. Air quality and pedestrian comfort conditions at the proposed POPS and Park should be examined and reviewed to the satisfaction of City's Engineering Department.

Shirin Rohani, M.Arch, MUD, LEED® Green Associate

Urban Designer, Development Planning Department
T. 905-832-8585 ext.8302
E: Shirin.Rohani@vaughan.ca

DATE: October 24, 2023

TO: Kemi Apanisile

FROM: Andrew Zvanitajs, Fire Chief
Sharon Walker, Manager of Emergency Planning

RE: **CIHA.23.001 - (2nd Submission for 8083 Jane Street) Safety Concerns**

We have completed our review of the revised submissions and comments related to the compatibility study from the consultants. We continue to have concerns regarding the risk exposure this proposed development may place on potential residents, as well as the city.

We feel the statement from the consultants as it relates to the tank farm does not fully, or accurately, reflect the current status of the construction of the tank farm. This statement is at below:

“There is evidence of construction of an outdoor storage tank farm on the southwest corner of the property that could potentially be used for the storage of liquid chemicals or fuels. The tanks vary in size with some tanks appearing to be closed roof tanks, however, construction appears to be in progress with the tanks located more than 500 m from the subject lands.”

While the statement does not clearly identify what hazardous materials will be stored, it is premature to assume that there are no compatibility issues between uses until the operations at the storage tank farm commence. It is anticipated that there will be a significant increase in tanker truck activity in the area once operations at the tank farm commence which has not been considered. CN has advised these storage tanks will contain gasoline, diesel, and ethanol in the millions of litres of capacity.

The distance measurement utilized is not the standard stated in the D6 Guidelines of:

- “Measurement shall normally be from the closest existing, committed or proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use. This approach provides for the full use and enjoyment of both the sensitive land use and the industrial properties.”

The measurement from property line to property line is less than 500 metres.

The proposed development is surrounded by major manufacturing facilities in a predominantly industrial area. The proposed scale of the development potentially exposes 174 units housing

seniors, and 1,269 residential units of which 150 units (11%) are to be 'attainable housing units' to higher-risk area. A 12-storey community-support building fronting onto Talman Court, comprising of space for market housing (69,806m²), attainable housing (10,902m²), and senior housing (11,854m²) is proposed to be built directly adjacent to industrial facilities which could expose vulnerable citizens to greater risk to their health and safety beyond what is normative and pervasive.

In their comments, CN rail requested that warning clauses be provided due to the proximity of the proposed development to major rail operations. The proponents referenced the letter provided by their consultants as their response. This does not adequately address the concerns of CN Rail or emergency services.

The lands are an identified flood plain. There is no confirmation from the Toronto and Region Conservation Authority that this has changed.

memorandum

DATE: August 23, 2023
TO: Matthew Rossetto
FROM: Norm Lingard
RE: File: CIHA.23.001 8083 Jane Street

Bell Canada thanks you for the opportunity to participate in the City of Vaughan's CIHA request. Bell Canada is currently evaluating the most effective means to collaborate with municipalities towards the goals of the *'More Homes for Everyone'* and *'More Homes Built Faster'* Acts. This includes assessing how we can consistently and appropriately process and respond to pre-consultation circulations for *Planning Act* applications from municipalities across Ontario.

As an interim solution, we are providing the following standard response to all pre-consultation circulations from municipalities. If there are development proposal-specific concerns that are not addressed by our standard response, we are requesting that questions and concerns be sent directly to planninganddevelopment@bell.ca.

About Bell Canada

Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The Bell Canada Act, a federal statute, requires that Bell supply, manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province. The critical nature of Bell's services is declared in the Bell Canada Act to be "for the general advantage of Canada" and the Telecommunications Act affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty."

Provincial policy further indicates the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services:

- The 2020 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).
- Section 1.7.1 I) of the 2020 PPS recognizes that "efficient and coordinated telecommunications infrastructure" is a component of supporting long-term economic prosperity.
- We note that the definition of infrastructure in the 2020 PPS is inclusive of communications / telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1).
- Furthermore, the 2020 PPS states that infrastructure should be "strategically located to support the effective and efficient delivery of emergency management services" (Section

1.6.4), which is relevant to telecommunications since it is an integral component of the 911 emergency service.

To support the intent of the Bell Canada Act and Telecommunications Act and ensure consistency with Provincial policy, Bell Canada has become increasingly involved in municipal policy and infrastructure initiatives. We strive to establish partnerships which allow for a solid understanding of the parameters of Bell's infrastructure and provisioning needs and the goals and objectives of the municipality related to utilities.

Comments on the CIHA

We would like to thank you for the opportunity to be included in this process and the City's recognition of the importance of telecommunications and broadband infrastructure as critical components to development and economic viability. As such, to facilitate the provisioning of this infrastructure, we appreciate the City's continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell's conditions and provisioning requirements, and that the following paragraphs are to be included as a condition of approval for any Draft of Plan of Subdivision, Draft Plan of Condominium and/or Site Plan application(s):

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development".

The above-noted conditions will remain in effect until said conditions are officially cleared by Bell Canada as part of the formal approval process.

Bell would also emphasize that receiving engineering and servicing/composite utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the Municipality in meeting approval times. Such drawings should be submitted to: planninganddevelopment@bell.ca by the applicant/their agents.

Future Involvement

We would like to thank you again for the opportunity to comment, and would request that Bell continue to be circulated on any future materials and/or decisions released by the City of Vaughan in relation to this initiative. Please forward all future documents to circulations@wsp.com and should you have any specific questions, please contact the undersigned.

Have a great remainder of your week.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
norman.lingard@bell.ca | ☎ 365.440.7617



From: [ARABIA Gabriel](#)
To: [Kemi Apantaku](#)
Subject: [External] City of Vaughan - 8083 Jane Street - OP.23.010 and Z.23.019
Date: Monday, August 21, 2023 12:58:53 PM
Attachments: [image001.png](#)

Hello,

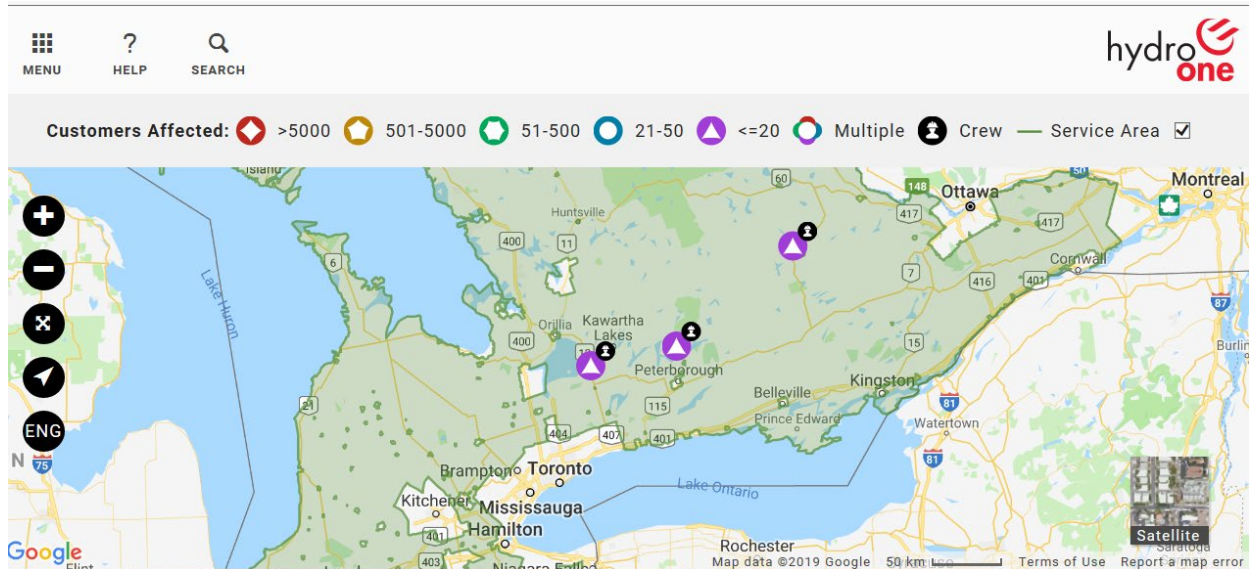
We are in receipt of your Site Plan Application, OP.23.010 and Z.23.019 dated August 16th, 2023. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. [Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.](#)

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:

[HydroOne Map](#)

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map



If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Dennis De Rango

Specialized Services Team Lead, Real Estate Department

Hydro One Networks Inc.

Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com

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DATE: July 24, 2023

AGENT: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
8083 Jane Street
Vaughan, ON L4K 2M7
Telephone: (905) 761-7288 Email: matthew.r@mpardevelopments.com

TO: All Recipients **Rogers Communication Inc.**

FROM: Kemi Apanisile, Planner, Development Planning
Christina Ciccone, Senior Planner, Development Planning
Mary Caputo, Senior Manager of Development Planning

OWNER: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
8083 Jane Street
Vaughan, ON L4K 2M7
Telephone: (905) 761-7288 Email: matthew.r@mpardevelopments.com

LOCATION: 8083 Jane Street

FILE: CIHA.23.001 **RELATED FILES:** PAC.23.002
(OP.23.010 &
Z.23.019)

WARD: Ward 4

PROPOSAL: 1st Submission

The Owner has submitted a Community Infrastructure and Housing Accelerator (CIHA) request which combines with supporting Official Plan Amendment File OP.23.010 and Zoning By-law Amendment File Z.23.019 for the Subject Lands to facilitate the redevelopment of 8083 Jane Street.

The proposed development contemplates a 60-storey mixed-use building fronting onto Jane Street, a 50-storey mixed-use building fronting onto MacIntosh Boulevard, an 8-storey (147 room) hotel at the corner Talman Court and MacIntosh Boulevard, as well as a 12-storey community-support building fronting onto Talman Court, comprising of space for market housing (69,806m²), attainable housing (10,902m²), and senior housing (11,854m²).

The proposal contemplates a mixed-use community that is inclusive of 1,269 residential units of which 150 units (11%) are to be 'attainable housing units, 5,142 m² of commercial office space, 6,081 m² of convention centre space, 1,835 m² of retail space, 20,083 m² of hotel space in two hotel offerings, a public park area of 1,769 m² and 1,589 m² of community space. The proposed redevelopment contemplates a combined Gross Floor Area (GFA) of 130,145.00 m², a Floor Space Index (FSI) of 7.36 times the area of the lot, as well as 1,492 parking spaces split across four (4) levels of underground parking. Site access is proposed from MacIntosh Boulevard, as well as Talman Court.

COMMUNITY INFRASTRUCTURE AND HOUSING ACCELERATOR “CIHA”

Pursuant to Section 34.1 (15) of the *Planning Act*, the Owner has made a request to the City to use the CIHA process to facilitate and expedite the proposed development. CIHA is a provincial tool that gives the Ministry of Municipal Affairs and Housing (MMAH) the authority to make orders at the request of the municipality to expedite zoning outside the Greenbelt Area. This approach however must be endorsed by the respected Municipality (City of Vaughan). Development proposals administered under the CIHA process can be exempted from Provincial, Regional, and municipal plans. Specific subsequent approvals, at the request of the City may also be exempted. This includes subdivisions and site plan control applications.

SUBJECT LANDS:

The Subject Lands are municipally known as 8083 Jane Street and are located south of MacIntosh Boulevard and east of Jane Street. The Subject Lands are entirely located within the Wellhead Protection Area (WHPA-Q) as well as the Toronto & Region Conservation Authority (TRCA) Regulated Area.

OFFICIAL PLAN DESIGNATION:

Regional Municipality of York

The Subject Land are designated “Employment Area” by (York Region Official Plan 2022). According to Section 4.3.3 “Employment areas” shall be designated in local official plans for clusters of business and economic activities including, manufacturing, warehousing, industrial, offices and associated retail and ancillary facilities.

City of Vaughan

The Subject Lands are designated “Prestige Employment” & “General Employment” by (Vaughan Official Plan 2010, Vol 2.). The “Prestige Employment” designation permits uses such as Industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses, office and or retail, ancillary retail & gas stations, according to section 9.2.2.11. The “General Employment” designation permits uses such as industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, transportation, distribution, office and/or retail uses, according to section 9.2.2.10.

A site-specific Official Plan Amendment has been submitted to re-designate the Subject Lands to permit the proposed uses, and to introduce site-specific exceptions to facilitate the proposed development.

ZONING BY-LAW:

The subject lands are zoned “EM1 – Prestige Employment” by Zoning By-law 1-88.

Vaughan Council has enacted By-law 001-2021, the Comprehensive Zoning By-law on October 20, 2021. The subject property is zoned “EM1 - Prestige Employment Zone”.

A Zoning By-law Amendment has been submitted to permit the proposed mix of uses, and any site-specific standards to facilitate the proposed development.

PERTINENT STATISTICS:

Land Area – Total	1.77	Hectares
Floor Space Index – Total	7.36	FSI
Dwelling – Apartments Total	1,269	Units
Gross Floor Area – Residential	92,561	Sq.m.
Gross Floor Area – Hotel	20,083	Sq.m.
Gross Floor Area – Convention Centre	6,081	Sq.m.
Gross Floor Area – Office	5,142	Sq.m.
Gross Floor Area – Retail	1,853	Sq.m.
Gross Floor Area – Total	130,144	Sq.m.
Building Storeys – Building 1 (Mixed-use)	60	Storeys
Building Storeys – Building 2 (Mixed-use)	50	Storeys
Building Storeys – Building 3 (Hotel)	8	Storeys
Building Storeys – Building 4 (Mixed-use)	12	Storeys
Parking – Total	1,492	Spaces
Parking – Barrier Free	32	Spaces
Lot Depth	100	m
Lot Frontage	125	m
Lot Coverage	45	%

IMPORTANT NOTE: If no comments or conditions are received, the staff report will proceed without them. For your comments and conditions to be incorporated into the final staff report, please respond on or before August 14th, 2023.

Please indicate: COMMENT NO COMMENT

IF NO RESPONSE IS RECEIVED BY THE DATE INDICATED, IT WILL BE ASSUMED THAT THERE ARE NO OBJECTIONS OR COMMENTS FORTHCOMING. SHOULD AN EXTENSION BE REQUIRED, PLEASE INFORM THE VAUGHAN DEVELOPMENT PLANNING DEPARTMENT.

Yours truly,

OluwaKemi (Kemi) Apanisile
Kemi.Apanisile@vaughan.ca
(905) 832-8585, ext. 8210

From: [Stephen Tinker](#)
To: [Kemi Apanisile](#)
Cc: [Nicholas Del Prete](#)
Subject: [External] FW: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)
Date: Monday, July 24, 2023 11:53:44 AM
Attachments: [image002.png](#)
[1st Circulation Internal External Letter 2014..16686.pdf](#)

Good morning, Kemi.

Downsview Airport has no objection to the heights proposed for this development.

Best Regards

Stephen Tinker

Chief, Airport Operations, Flight Ops

BOMBARDIER

T: +1 416.373.7955

M: +1 416.272.2309

stephen.tinker@aero.bombardier.com

123 Garratt Blvd | Toronto | Ontario/M3K-1Y5 | Canada |

BOMBARDIER

From: Nicholas Del Prete <Nicholas.DelPrete@vaughan.ca>

Sent: Monday, July 24, 2023 10:30 AM

To: Elvio Valente <Elvio.Valente@vaughan.ca>; Francesco Morea <Francesco.Morea@vaughan.ca>; Susan Kelly <Susan.Kelly@vaughan.ca>; Harinder Singh <Harinder.Singh@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>; Dev Services <DevServices@vaughan.ca>; Sonia Furtado <Sonia.Furtado@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Bruce <Christina.Bruce@vaughan.ca>; Fausto Filipetto <Fausto.Filipetto@vaughan.ca>; Mary Caputo <Mary.Caputo@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Urban Design & Cultural Heritage Circulations <UD.CH.Circulations@vaughan.ca>; Shirin Rohani <Shirin.Rohani@vaughan.ca>; Alex Yang <Alex.Yang@vaughan.ca>; Margaret Holyday <Margaret.Holyday@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca>; Cristina Papadatos <Cristina.Papadatos@vaughan.ca>; Finuzza Mongiovi <Finuzza.Mongiovi@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Aimee Pugao <Aimee.Pugao@vaughan.ca>; Raphael Costa <Raphael.Costa@vaughan.ca>; Lindsay Davidson <Lindsay.Davidson@vaughan.ca>; DEcirculations@vaughan.ca; Development Finance <Development.Finance@vaughan.ca>; Aaron Zamlar <Aaron.Zamlar@vaughan.ca>; Jaro Wowk <Jaro.Wowk@vaughan.ca>; Veronica Siu <Veronica.Siu@vaughan.ca>; Vanessa Figliomeni <Vanessa.Figliomeni@vaughan.ca>; Sharon Walker <Sharon.Walker@vaughan.ca>; Peter Harper <Peter.Harper@vaughan.ca>; Forestry Circulations <forestrycirculations@vaughan.ca>; CulturalHeritage@vaughan.ca; engineeringadmin@powerstream.ca; Carlos Couto <Carlos.Couto@vaughan.ca>; David Kellershohn <David.Kellershohn@vaughan.ca>; Michael Frieri <Michael.Frieri@vaughan.ca>; Christopher Tam <Christopher.Tam@vaughan.ca>; Luciano Campoli <Luciano.Campoli@vaughan.ca>; Paul Salerno <Paul.Salerno@vaughan.ca>; Francesca Laratta

From: [Municipal Planning](#)
To: [Kemi Apanisile](#)
Subject: [External] RE: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)
Date: Monday, July 31, 2023 10:32:32 AM
Attachments: [image002.png](#)

Thank you for your circulation.

Enbridge Gas does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Jasleen Kaur

Municipal Planning Coordinator
Engineering

ENBRIDGE

TEL: 437-929-8083

500 Consumers Rd, North York, ON M2J1P8

enbridge.com

Safety. Integrity. Respect. Inclusion.

From: Nicholas Del Prete <Nicholas.DelPrete@vaughan.ca>

Sent: Monday, July 24, 2023 10:30 AM

To: Elvio Valente <Elvio.Valente@vaughan.ca>; Francesco Morea <Francesco.Morea@vaughan.ca>; Susan Kelly <Susan.Kelly@vaughan.ca>; Harinder Singh <Harinder.Singh@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>; Dev Services <DevServices@vaughan.ca>; Sonia Furtado <Sonia.Furtado@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Bruce <Christina.Bruce@vaughan.ca>; Fausto Filippetto <Fausto.Filippetto@vaughan.ca>; Mary Caputo <Mary.Caputo@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Urban Design & Cultural Heritage Circulations <UD.CH.Circulations@vaughan.ca>; Shirin Rohani <Shirin.Rohani@vaughan.ca>; Alex Yang <Alex.Yang@vaughan.ca>; Margaret Holyday <Margaret.Holyday@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca>; Cristina Papadatos <Cristina.Papadatos@vaughan.ca>; Finuzza Mongiovi <Finuzza.Mongiovi@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Aimee Pugao <Aimee.Pugao@vaughan.ca>; Raphael Costa <Raphael.Costa@vaughan.ca>; Lindsay Davidson <Lindsay.Davidson@vaughan.ca>; DEcirculations@vaughan.ca; Development Finance <Development.Finance@vaughan.ca>; Aaron Zamler <Aaron.Zamler@vaughan.ca>; Jaro Wowk <Jaro.Wowk@vaughan.ca>; Veronica Siu <Veronica.Siu@vaughan.ca>; Vanessa Figliomeni <Vanessa.Figliomeni@vaughan.ca>; Sharon Walker <Sharon.Walker@vaughan.ca>; Peter Harper <Peter.Harper@vaughan.ca>; Forestry Circulations <forestrycirculations@vaughan.ca>; CulturalHeritage@vaughan.ca; engineeringadmin@powerstream.ca; Carlos Couto <Carlos.Couto@vaughan.ca>; David Kellershohn <David.Kellershohn@vaughan.ca>; Michael Frieri



August 11, 2023

City of Vaughan – Planning Department

To: **Kemi, Apanisile**, Planner, Development Planning

Reference: **CIHA.23.001 (OP.23.010 & Z.23.019)** Related: **PAC.23.002**
8083 Jane Street

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

In order to provide mail service to the 60-storey 1269 residential unit, mixed-use building development with commercial/retail unit(s), Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will provide the building with its own centralized mail receiving facility. This lock-box assembly must be **rear-loaded**, adjacent to the main entrance and maintained by the owner/developer in order for Canada Post to provide mail service to the tenants/residents of this project. **For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.**
- ⇒ The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

As per our National Delivery Policy, **street level residences and/or retail/commercial and/or non-residential use units will also receive mail delivery at centralized locations, not directly to their door.**

For example: If there is a common indoor entrance or connection extra mail compartments can be provided to accommodate these units in the main mailbox panel. If these units are not part of the condo/building then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location.

The specifications can be found in our Delivery Standards Manual, which can be downloaded from this link: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

As the project nears completion, it is requested that the Developer contact me directly for Postal Code(s) as existing postal coding will not apply and new postal codes will be issued for this development. I am also requesting the developer/owner contact me during the design stage of the above project, to discuss a suitable mailbox/mailroom location.

Canada Post further requests the owner/developer be notified of the following:

1. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
2. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
3. The complete guide to Canada Post's Delivery Standards can be found at:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Should you require further information, please do not hesitate to contact me at the above telephone number or mailing address.

Regards,

Lorraine Farquharson

Lorraine Farquharson

Delivery Services Officer | Delivery Planning – GTA

memorandum

DATE: September 28, 2023
TO: MPAR Developments, Matthew Rossetto
FROM: Ashkan Matlabi, Urb. OUQ. MBA
RE: Development Application File No: CIHA.23.001
Location: 8083 Jane Street

CN Rail Comments

Thank you for circulating CN on the attached 2nd submission concerning the application in subject. With reference to CN comments and recommendations submitted August 16 2023, CN requires the review of a Noise report for the proposed project, for the developer to enter into a CN development agreement, and to grant CN an environmental easement on the subject property in favor of CN.

After reviewing the comments matrix and RWDI memorandum dated 2023-08-25, we did not find any response regarding the evaluation of noise and concordant noise mitigation measures. I did not find any noise reports neither in the first and second submission. Concerning the development agreement and easement, CN counsel may begin the process to draft a CN development agreement if the applicant completes the attached Project Review Form.

DATE: September 29, 2023

TO: MPAR Developments, Matthew Rossetto

FROM: Harinder Singh | By-Law and Compliance, Licensing & Permit Services

RE: Development Application File No: CIHA.23.001

8083 Jane Street

Comments from By-Law are the following for consideration given the proposal is in an area of employment/industrial/commercial uses:

- Parking – be limited to on-site [underground/visitors/etc..] parking with parking signs erected on MacIntosh Blvd and Talman Crt to avoid congestion and/or traffic concerns [close to main intersection]. Required parking for other uses such as the park and mix-use to be on-site.
- Noise impact studies from the employment/industrial/commercial uses including traffic on Jane Street
- Waste collection allocation in the interior
- Snow removal location on premises be designated and indicated on site plan

From: [Katrina Guy](#)
To: [Kemi Apanisile](#); [Nicholas Del Prete](#)
Cc: [Nick Borcescu](#)
Subject: RE: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)
Date: Thursday, August 3, 2023 2:15:55 PM
Attachments: [image006.png](#)
[image007.png](#)
[image001.png](#)

Hi Kemi,

There are no cultural heritage concerns for this application.

Thank you,
Katrina

Katrina Guy, B. A. (She/Her)
Cultural Heritage Coordinator
905-832-8585 ext. 8115 | katrina.guy@vaughan.ca

City of Vaughan | Development Planning
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

The City of Vaughan is situated in the territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. These lands are also the traditional territory of the Huron-Wendat and the Haudenosaunee. Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

From: Nick Borcescu <Nick.Borcescu@vaughan.ca>
Sent: Sunday, July 30, 2023 1:37 PM
To: Katrina Guy <Katrina.Guy@vaughan.ca>
Subject: FW: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)

FYI

Nick R. Borcescu Hons. B.Arch, CAHP, MRAIC | Lean Six Sigma Yellow Belt
Senior Heritage Planner
905-832-8585 ext. 8191 | nick.borcescu@vaughan.ca

ATTACHMENT 10

YORK REGION COMMENTS

November 14, 2023

OluwaKemi (Kemi) Apanisile, BURPI, MCIP RPP
Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Kemi Apanisile:

**Re: Community Infrastructure and Housing Accelerator (CIHA)
MPAR Developments
8083 Jane Street
City File Nos.: CIHA.23.001, OP.23.010 and Z.23.019
York Region File Nos.: LOPA.23.V.0047 and ZBA.23.V.0072**

This is in response to your second circulation and request for comments for the Community Infrastructure and Housing Accelerator (CIHA) application that was received on September 26, 2023. Our comment letter for the first circulation was sent to Vaughan on September 28, 2023. As such, the applicant's second submission does not respond to the Region's comments. Our first circulation comments remain relevant and are included in this updated letter.

The 1.77 ha subject site is located at the southeast corner of Jane Street and MacIntosh Boulevard and is currently occupied by the Bellvue Manor Banquet Hall. The proposed development consists of 945 market residential units, 150 attainable residential units contained in two mixed-use towers (50 and 60 storeys), 5,142 m² of office space, 6,081 m² of convention centre space, 1,835 m² of retail space, 20,083 m² for two hotels, 174 seniors' lifestyle units and 1,589 m² of community space in a 12-storey mixed-use tower, 4,501 m² of publicly accessible open space, and 1,769 m² public park. The overall built density is 7.36 FSI.

Community Infrastructure and Housing Accelerator

The City of Vaughan should consider the following matters before making a decision on the proposal:

1. The subject lands are designated Employment Area in the Vaughan Official Plan and York Region Official Plan
2. The subject lands are protected in the Provincial Growth Plan for the Greater Golden Horseshoe as being within a Provincially Significant Employment Zone

3. A requested employment land conversion on the subject lands was not supported by Vaughan Council on May 27, 2020
4. The requested employment land conversion was not approved by York Region Council on October 22, 2020
5. The subject lands are wholly within and surrounded by employment uses
6. Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
7. Introducing new residential uses on the subject lands could:
 - a) destabilize surrounding existing employment uses, creating potential compatibility issues
 - b) place upward pressure on land values, discouraging the establishment of new employment businesses
 - c) create incompatibility issues given its proximity to the nationally significant CN Macmillan Yard

The subject lands are not located within a planned intensification area

York Region staff fully supports every effort to accelerate building more housing units based on good planning principles. The City of Vaughan has a number of planned community areas to accommodate residential intensification.

The Vaughan Metropolitan Centre Secondary Plan area, which is located south of the subject lands, is planned to accommodate a potential population of 118,000 in approximately 67,000 residential units. This is Vaughan’s primary intensification area. The focus is to direct residential intensification to this Regional Centre/Urban Growth Centre. Consideration should be given to the cumulative impacts on available servicing and transportation capacity to accommodate growth in the VMC. Further, there are no sidewalks on either side of Jane Street between the VMC and the subject lands that offers a publicly maintained pedestrian connection to the VMC and subway station.

The table below illustrates some of Vaughan’s intensification areas and their associated growth potential.

Intensification Secondary Plan Areas	Planned Population	No. of Residential Units
VMC	118,000	67,000
Weston 7	51,580	27,000
Yonge Steeles Corridor	45,000	23,500
Steeles West	11,000	5,500
Promenade Centre	15,000	8,800

Total Potential	240,580	131,800
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An example of an appropriate use of the Community Infrastructure and Housing Accelerator Order would be to advance a mixed-use project in one of Vaughan’s planned intensification areas listed in the above table.

Non-conformity with the 2022 York Region Official Plan

The 2022 York Region Official Plan (ROP) contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation, public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities.

The Regional Official Plan prescribes an urban structure based on an intensification matrix whereby Regional Centres and Corridors are intended to accommodate the highest concentration of intensification, followed by GO transit train stations, bus terminals and subway stations and further down the matrix, Local Centres and Corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within all intensification areas.

The (ROP) was recently modified and approved by the Minister of Municipal Affairs and Housing in November 2022 and designates the subject lands “Employment Area”. The proposed high-density mixed-use residential development does not conform with the ROP, as residential uses are not permitted. The proposed high-density development also does not conform with the Region’s intensification hierarchy and planned urban structure. The subject lands are not within an area planned for significant intensification.

Departmental Comments

Below is a summary of comments received from Regional Departments.

Transportation

Regional transportation staff have reviewed the second submission. Their comments provided on the first submission have not been addressed, are still outstanding and are restated below.

Preliminary Comments for Transportation Assessment Report

Transportation Planning

Transportation Planning has reviewed the proposed application and supporting Transportation Assessment Report. For the reasons noted below in our comments, a revised Transportation Study is required to the satisfaction of Region, in order for the Region to determine the appropriateness of the proposed development.

1. The transportation study area shall be extended to include all the signalized intersections along Jane Street from Langstaff Road to Highway 7. Additionally, any signalized

intersection that the development traffic will travel to and from Highway 400, including the Highway 400 ramps shall also be included in the analysis. The report shall be revised accordingly.

2. Through the review of the Transportation Study prepared by BA Group, it is our opinion that the Study underestimated the existing congestion by using a "Best Case" scenario for the overall traffic impacts on the surrounding roadway network. The impact of the proposed development is also underestimated as the Study used lower trip rates to estimate trips generated by the proposed development. The proxy sites are located in VMC or very close to a subway station. However, the proposed development is located more than a kilometer from the subway station and +800 meters from the VMC transit station. Therefore, the report shall be revised using the ITE trip rates. There may be a need to adjust ITE vehicle trip rates to reflect a local community's context. However, to significantly reduce the trip generation rates from the established ITE trip rates with a degree of confidence, a comprehensive trip generation study is required. The comprehensive trip generation study shall be based on the validated method of data collection from additional sites and analysis of site level attributes including parking, occupancy levels, building orientation, pedestrian and bicycle infrastructure and other design features. Therefore, it is strongly recommended that Study use ITE trip rates adjusted for local community context.
3. The Study also assumes that Rapid Transit will be implemented on Jane Street in the near future. However, it should be noted that although Regional Transportation Master Plan recommends Jane Street as a Rapid Transit Corridor, Metrolinx TMP propose this project in 2041. The trip rates shall be adjusted upwards keeping in mind that rapid transit will not be implemented on Jane Street for the development. Additionally, as the proposed development is a conversion from an employment area to a mixed-use residential designation the Study shall assess the need of rapid transit on Jane Street to accommodate the proposed development.
4. The traffic data collected was for a single day only and the relatively small sample size (one day) limits the number of factors that could be accounted for in the statistical analysis. Therefore, either additional traffic data is collected or compared with the other recent approved traffic studies in the area. As such, the Study shall be revised based on the updated traffic volumes for typical conditions.
5. The revised Transportation Study shall include existing queuing and operational issues based on actual observation or TMC camera recording. The Study shall also include the methodology that was applied to calibrate/validate intersections existing conditions to accurately predict future conditions.
6. The revised Transportation Study shall also use Synchro input parameters as per Regional standards.
7. Peak hour factors (PHF) should be based on existing traffic counts to ensure the "worst case" conditions are analyzed over a peak hour period. The average PHF based on the existing traffic counts can be applied to the whole intersection, however, if an individual

movement or approach has sharp peaking characteristics, then a PHF should be calculated and applied for each movement or approach. Additionally, the future proposed intersection peak hour factors should be based on adjacent existing intersections.

8. The background growth rates on major arterials shall be confirmed using Region EMME Model using screenline methodology.
9. This section of Jane Street is planned for a basic 45.0 metre right-of-way. As such, all municipal setbacks shall be referenced from a point 22.5 metre from the centerline of construction of Jane Street. Any additional lands required for additional turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
10. Study recommended that pre-paid Presto card for six-month period should be provided to all the residents of units that do not purchase parking spaces. In our opinion the pre-paid presto cards should be provided to all the residential units at the applicant's cost. Table 2 shall be revised accordingly.
11. The Region will provide additional comments when an updated Transportation Study is submitted to the Region for review.

Transportation Sustainable Mobility

1. The Owner is advised that the City of Vaughan is undertaking a detailed design project on Jane Street, in the vicinity of Highway 7 to Teston Road, to implement in-boulevard cycle tracks along the segment. The Owner shall coordinate with City of Vaughan and Region staff to ensure a sufficient platform is protected for to construct the future cycle tracks while minimizing impacts to the proposed sidewalk and streetscaping.

Conditions for CIHA Order

1. Provide a Transportation Impact Study consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.
2. Provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
3. Demonstrate through a preliminary site plan that protects for a basic 45.0 metre right-of-way for this section of Jane Street. As such, all municipal setbacks shall be referenced from a point 22.5 metre from the centerline of construction of Jane Street. Any additional lands required for turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.

Water and Wastewater Servicing

Environmental Services Infrastructure Asset Management (IAM) staff have reviewed the subject application in conjunction with the following:

- Functional Servicing and Stormwater Management Report (FSR) prepared by Valdor Engineering Inc. dated July 2023
- Architectural drawings prepared by SvN, dated June 6, 2023

Servicing Allocation

1. The residential development proposed within the subject development area will require water and wastewater servicing allocation from the City of Vaughan. If the City of Vaughan does not grant this development the required allocation from the Region's existing capacity assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment.
2. Institutional and commercial land uses generally do not require servicing capacity allocation. However, seniors' facilities and hotel suites require servicing capacity allocation when they include in-suite kitchen amenities due to the associated higher water and wastewater demands/flows. More detailed information/floor plans for the proposed seniors' residences and hotel suites is required to be submitted the servicing capacity allocation required for this proposal. IAM requests further information and clarification of this item.
3. It is IAM's understanding that lands located in and near the Vaughan Metropolitan Centre Secondary Plan area, including the subject lands, are contemplating higher density growth than planned in the recently approved Regional Official Plan. Please note that the Region's recently completed 2022 Water and Wastewater Master Plan has not considered the level of intensification proposed. As such, the cumulative impact of proposed growth in the VMC (and upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, advancement of infrastructure through pre-paid development charge credit agreements with developers, etc.
4. At this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.

Water and Wastewater Servicing

5. The FSR indicates that water servicing will be provided through connections to the existing 300 mm diameter local municipal watermains on Talman Court and MacIntosh Boulevard. In addition, a hydrant flow test was completed April 2023 and the results determined there was adequate pressure and flows to service the proposed development.

6. Wastewater servicing is proposed to be provided through a connection to the existing 600 mm diameter local municipal sanitary sewer on Talman Court. A downstream analysis was not documented in the FSR.
7. Page 6 of the FSR states that sanitary flows from the development will drain to the Region's Humber Sewage Pumping Station. IAM notes that flows from the subject site are in fact tributary to the Region's Black Creek Sewage Pumping Station. This should be corrected for accuracy and clarity.
8. Should changes to the servicing strategy occur, an updated FSR shall be provided to the Region for review and record.

Foundation Drainage

9. Details on the proposed dewatering discharge strategy have not yet been provided in the FSR or the Hydrogeological Report.
10. The Owner is advised that temporary discharge to the municipal sanitary sewer system will only be considered when no other alternatives are feasible. Additionally, the Region does not support permanent discharge of groundwater to the sanitary system. Please incorporate in the design accordingly.

Other

11. IAM notes that engineering drawings including the site servicing plan are required to be signed and sealed by a licensed professional engineer. Please revise accordingly upon subsequent submission.

Conditions for CIHA Order

1. Prior to final approval, the Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan of subdivision.
 - a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
2. The Owner shall agree in the development agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
3. Prior to final approval, the Owner shall provide an electronic set of the final engineering drawings showing the water and wastewater infrastructure for the proposed development to Development Services and the Infrastructure Asset Management branch for record.

4. Prior to final approval, the Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.

Water Resources

Water Resources Branch of the Public Works Department does not have any objections/concerns subject to the following comments with the LOPA application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.

Area of Concern:

Water Resources would like to note the site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewerusebylaw@york.ca for a dewatering permit, if required.

Highly Vulnerable Aquifer:

The site is partially within a Highly Vulnerable Aquifer (HVA). Please note that within a HVA, should the proposed development include bulk fuel ($\geq 2500L$) or bulk chemicals ($\geq 500L$), a Contaminant Management Plan (CMP) will be required prior to approval, for Water Resources review and approval. Please visit www.York.ca/protectingwater or see <https://www.york.ca/media/82911/download> for the associated CMP documentation minimum requirements. If a CMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.

Recommended Best Management Practices

Geotechnical and Hydrogeological Support

For your reference the Oak Ridges Moraine (YPDT-CAMC) Groundwater Management Tool: <https://oakridgeswater.ca/> can be accessed for geological data in support of geotechnical and hydrogeological analysis.

Construction Best Management Practices

As the site is within a vulnerable area, Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly

recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.

Salt Management

As the site is within a vulnerable area, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <https://www.tac-atc.ca/sites/tac-atc.ca/files/site/doc/resources/roadsalt-1.pdf>. If the proposed development includes a parking lot, Water Resources recommends following the Parking Lot Design Guidelines: <https://www.lsrca.on.ca/Shared%20Documents/reports/Parking-Lot-Design-Guidelines-Salt-Reduction.pdf>.

Summary

The proposed development consists of 945 market residential units, 150 attainable residential units contained in two mixed-use towers (50 and 60 storeys), 5,142 m² of office space, 6,081 m² of convention centre space, 1,835 m² of retail space, 20,083 m² for two hotels, 174 seniors' lifestyle units and 1,589 m² of community space in a 12-storey mixed-use tower, 4,501 m² of publicly accessible open space, and 1,769 m² public park. The overall built density is 7.36 FSI.

The applicant has requested the City of Vaughan to endorse the use of a Provincial Community Infrastructure and Housing Accelerator (CIHA) Order. York Region Development Planning staff do not support the proposed application/development, as it does not conform with the York Region Official Plan.

Should you have any questions or require further information regarding our comments, please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524, or by email at Augustine.Ko@york.ca.

Sincerely,



On behalf of
Karen Whitney, MCIP, RPP
Director, Development Services

AK/
YORK-#15850918-v1-CIHA_23_001_-_YR_2nd_Submission_Comments

ATTACHMENT 11

TORONTO AND REGION CONSERVATION AUTHORITY (TRCA)
COMMENTS

November 9, 2023

CFN 68416.05
Ex Ref CFN 68386.05

SENT BY E-MAIL (kemi.apanisile@vaughan.ca)

Kemi Apanisile
Planner
Development Planning
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

Dear Kemi Apanisile:

**Re: Community Infrastructure and Housing Accelerator Request (CIHA.23.001)
Official Plan Amendment OP.23.010
Zoning By-law Amendment Z.23.019
Part of Lot 8, Concession 4
8083 Jane Street
City of Vaughan, Regional Municipality of York
8083 Jane Street Inc.**

Further to our previous letter dated August 11, 2023, this letter acknowledges receipt of additional technical information associated with the Community Infrastructure and Housing Accelerator (CIHA) request. A digital copy of the materials was submitted to the Toronto and Region Conservation Authority (TRCA) by the proponent on October 10, 2023 and October 17, 2023. The following materials were reviewed by TRCA staff:

- HEC-RAS Model Results – 8083 Jane Street, prepared by Valdor Engineering Inc.
- Digital Copy of HEC-RAS Models – Hydraulic Analysis for Flood Mitigation Concept, prepared by Valdor Engineering Inc.

Application Specific Comments

After TRCA's last formal comment letter dated August 11, 2023, staff met with the proponent, their engineering consultant and City of Vaughan staff on September 8, 2023 and September 22, 2023.

During the meetings, staff and the proponent discussed the necessary requirements related to confirming the feasibility of flood mitigation measures for the site. The responsibilities and logistics surrounding the implementation of the flood remediation works were also discussed.

It was identified that the proponent would be taking on the responsibility of designing and constructing flood remediation works on City lands. It was agreed that the proponent would provide hydraulic analysis to TRCA to confirm, at a conceptual level, that the proposed measures, including installation of relief culverts under Jane Street and Pennsylvania Avenue and modifications to the existing Black Creek channel, would result in the removal of the flood hazard condition from the lands at 8083 Jane Street without causing impacts/increased risks on adjacent lands (i.e., causing increased flood depths, velocity, and erosion).

Recommendation

Based on a review of the materials noted above, TRCA staff continue to have concerns related to the proposed flood plain remediation works including, the modelling setup, proposed channel alteration designs and potential downstream impacts to the control of erosion.

It is the understanding of TRCA that the City of Vaughan will be taking a report for the CIHA request forward to the December 2023 Committee of the Whole meeting. City staff have requested that any outstanding issues be provided as conditions that can be incorporated into a draft CIHA order. As such, TRCA conditions are outlined in Appendix 'A' of this letter.


Fees

By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services.

Based on the above, a review fee of \$14,330 (Official Plan – Major) will need to be provided to the TRCA by the proponent for the current submission. The noted fees should be submitted to TRCA as soon as possible.

We trust these comments are of assistance. Should you have any questions, please contact me at stephen.bohan@trca.ca

Sincerely,



Stephen Bohan

Senior Planner

Development Planning and Permits | Development and Engineering Services

Copied: Vince Musacchio, City of Vaughan (vince.musacchio@vaughan.ca)

Appendix 'A' TRCA Conditions Associated with CIHA Request CIHA.23.001

TRCA policy, along with provincial, regional, and municipal policies all identify that new or intensified development should be prohibited within areas subject to natural hazards, including flooding. The intent behind these policies is to reduce the risk to life and property by directing development away from hazardous areas.

Based on TRCA's current engineered flood plain mapping and modelling, a significant portion of the subject property is impacted by flooding during a Regional Storm (i.e., Hurricane Hazel level) event.

Given the existing flood hazard impacting the site and the applicable policy framework, TRCA staff would not provide support for a proposal to redesignate and rezone the subject lands from employment/commercial use to residential use. The outcome of this land use change would be intensification within a flood hazard which represents an increased risk to life and property.

If a CIHA order is issued by the province to establish the principle of development for high-rise mixed-use development on the site, TRCA staff will require a comprehensive and coordinated approach to flood plain remediation that mitigates the flood hazard conditions and meets the regulatory policy requirements of TRCA.

1. Prior to any development or site alteration on the property at 8083 Jane Street, the Owner shall:
 - Obtain a permit from the TRCA pursuant to Ontario Regulation 166/06 for any development or site alteration works associated with the high-rise mixed-use development within TRCA's Regulated Area.
 - Obtain a permit from TRCA pursuant to Ontario Regulation 166/06 for flood plain remediation works involving installation of relief culverts under Jane Street and Pennsylvania Avenue and modifications to the Black Creek corridor.
2. As a part of a TRCA permit application for flood plain remediation works, the following technical requirements and design considerations will need to be addressed, at a minimum, to the satisfaction of the TRCA:
 - As a part of the design for the flood remediation works, the proponent will need to provide all modelling files to demonstrate that there are no negative off-site impacts (i.e., causing increased flood depths, velocity, and erosion) due to the development and the remediation works. Please note that hydraulic 2D MIKE Flood model should be used for the Flood Impact Assessment.
 - All proposed infrastructure and channel modification measures need to be modelled and digital files need to be provided.
 - The Owner shall explore all options to avoid the use of vertical retaining walls and channel hardening measures within the reach of the Black Creek corridor that is subject to the flood remediation works. The channel alteration options will need to incorporate natural channel design principles consistent with TRCA's channel modification design requirements and TRCA's valley and stream crossing guideline.
 - The locations for any cut and fill should be clearly identified on applicable drawings/plans by including cross sections with cut and fill volumes provided between each cross section.

It also must be demonstrated that the cut and fill volumes are equivalent for every 0.3 m vertical increments.

3. Prior to the issuance of occupancy for buildings on the property at 8083 Jane Street, the subject lands shall be removed from the Regional Storm flood plain subject to clearance from TRCA. The Owner shall provide documentation including, but not limited to:
 - Confirmation that flood mitigation works including installation of the relief culverts under Jane Street and Pennsylvania Avenue and modifications to the Black Creek corridor are completed pursuant to a permit from TRCA pursuant to Ontario Regulation 166/06;
 - Updated flood line mapping based on as-constructed drawings have been prepared by a qualified engineer and approved by TRCA, which confirms the subject lands have been removed from the Regional Storm flood plain; and
 - The development meets the program, regulatory and policy requirements of the TRCA.

ATTACHMENT 12

Community Infrastructure Housing Accelerator (CIHA) Order Conditions and Rationale

8083 Jane Street, City of Vaughan file CIHA.23.001

Item No. In Draft Order	Proposed Condition	Rationale
City of Vaughan: Development Planning Conditions		
1	The Owner shall enter into an agreement with the City to provide a minimum of 5% of the total number of residential units as affordable housing units as defined by the York Region Official Plan 2022.	To be eligible for a CIHA, the Development requires a substantial CIHA Order community benefit.
City of Vaughan: Urban Design Division Conditions		
2	The Owner shall provide a Pedestrian Level Wind Study, as per the City's Terms of Reference for Wind Study .	Is required to ensure the wind conditions on site and within the adjacent public realm meet the pedestrian comfort levels and mitigative measures such as but not limited to, massing sculpting, architectural features, and landscape features, are considered.
3	The Owner shall provide an Arborist report and Tree Inventory and Preservation Plan for all trees within the subject property or the 6m of the property boundary should be provided to preserve as many trees as possible on site and to compensate for the tree removals through replacement planting or monetary contributions.	To ensure the preservation of as many trees as possible on site and to compensate for the tree removals through replacement planting or monetary contributions.
4 & 5	Prior to removing this CIHA Order condition and submitting a formal Site Plan Application to the City of Vaughan, the conceptual Site Plan shall illustrate only below-grade (underground parking) in order to comply with policy 9.2.3.6 of the Vaughan Official Plan 2010. If there is any technical constraint on the site	To ensure the City of Vaughan is satisfied with the conceptual site plan in principle prior to submitting a formal Site Plan Application that is governed under the Act. Conceptual Site Plan needs to consider the Urban Design's comments noted in Attachment 9 of this Report

	<p>that prevents such a requirement, the above-grade parking should be wrapped with active uses at ground level along all public frontages, including the natural feature and should be fully enclosed within the envelope of the building or structure.</p> <p>Prior to removing this CIHA Order condition and submitting a formal Site Plan Application to the City of Vaughan, the conceptual Site Plan shall be satisfactory to the City of Vaughan Development Planning Department in principle.</p>	
<p>City of Vaughan: Development Engineering Conditions</p>		
<p>6.</p>	<p>The Owner shall provide the updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.</p>	<p>A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department. Any infrastructure improvements will be based on the conclusions and recommendations of the final Functional Servicing Strategy Report</p>
<p>7.</p>	<p>The Owner shall enter into an agreement with the City that ensures the Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.</p>	<p>The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Vaughan Metropolitan Centre Secondary Plan Area through this on-going Master Plan update. The Subject Lands' wastewater peak flows are expected to directly affect downstream servicing capacity within the Vaughan Metropolitan Secondary Plan Area and beyond.</p>
<p>8.</p>	<p>The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all applicable external</p>	<p>Mitigation measures identified through forthcoming studies and civil drawings may require further external infrastructure improvements permit</p>

	<p>municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City</p>	<p>the contemplate development on the Subject Lands</p>
9.	<p>The Owner shall submit a copy of a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition filed on the environmental site registry covering the subject lands or implementation and confirmation of completion of the Remedial Action Plan to the satisfaction of the City.</p>	<p>The Environmental Site Assessment (ESA) documents indicated shallow soil contamination and estimated the extent to cover the entire site and recommends remediation. As per the City's Contaminated Sites Policy, the Applicant is requested to provide the City with a Remedial Action Plan (RAP).</p>
10.	<p>The Owner must submit a Final Noise Study for the Subject Lands, to the satisfaction of the City detailing the specific mitigation measures that will be required to mitigate noise impacts on the Subject Lands</p>	<p>The Owner submitted a Noise Study to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Study recommended further study be conducted once the building design has been finalized to inform on the specific noise mitigation measures that will be required.</p>
11.	<p>The Owner shall provide an updated comprehensive Transportation Impact Study (TIS) to the satisfaction of the Development Engineering department to determine the full list of transportation infrastructure improvements/works.</p>	<p>It is anticipated that the subject redevelopment may introduce an acceptable transportation impact onto the surrounding network. However, revisions and clarifications are required to the provided. Transportation Study to confirm and ensure that the development impacts can be accommodated.</p>
12.	<p>For City Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the lands on the map set out in Appendix B</p>	<p>There is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities</p>
<p>City of Vaughan: Parks Infrastructure Planning and Development Conditions</p>		
13.	<p>Prior to submitting a formal Site Plan Application, the Owner shall provide a conceptual Site Plan which illustrates pedestrian connection(s) and public</p>	<p>Prior to submitting a Site Plan Application to the City of Vaughan an understanding of the location of Public Park Block must be established and</p>

	<p>access easement(s) to ensure appropriate public access, including public street frontage, will be provided for the proposed Public Park Block, to the satisfaction of the Parks Infrastructure Planning and Development department. Exact limits of easement(s) to be finalized through the formal Site Plan Application.</p>	<p>subsequently created through a draft Plan of Subdivision. This will help define final developable area</p>
City of Vaughan: Parks, Forestry and Horticulture Operations Conditions		
14	<p>The Owner shall provide an arborist report and Tree Inventory and Preservation Plan for all trees 20cm DBH or greater located on the subject property or within 6 metres of the property boundary.</p> <p>Note* Forestry cannot provide any comments in relation to tree removals, tree protection or tree planting on the York Region right-of-way.</p>	<p>There may be some tree removals or trees that will require protection on this property. Staff require a full understanding of the trees impacted by the contemplated Development on the Subject Lands</p>
The Regional Municipality of York ('York Region') Conditions		
15	<p>The Owner shall provide a Transportation Impact Study consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.</p>	<p>York Region reviewed the Transportation Assessment Report that was provided by the Owner and concluded that further detail and information is required in order to determine the appropriateness of the Development on the Subject Lands</p>
16	<p>The Owner shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.</p>	
17	<p>The Owner shall demonstrate through a preliminary site plan that protects for a basic 45.0 metre right-of-way for this section of Jane Street. As such, all</p>	<p>The current Conceptual Site Plan does not illustrate potential road widening provisions and will require</p>

	<p>municipal setbacks shall be referenced from a point 22.5 metre from the centerline of construction of Jane Street. Any additional lands required for turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.</p>	<p>confirmation of a 22.5 metre setback from centerline.</p>
18(a)(b)	<p>Prior to final approval, the Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:</p> <ul style="list-style-type: none"> a) a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan of subdivision. b) a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition. 	<p>The residential development proposed within the Subject Lands will require water and wastewater servicing allocation from the City of Vaughan. If the City of Vaughan does not grant this development the required allocation from the Region's existing capacity assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment.</p>
19	<p>The Owner shall agree in the development agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.</p>	<p>Service allocation has not been confirmed and is needed in order to accommodate the contemplated residential uses proposed.</p>
20	<p>The Owner shall enter into an agreement with York Region to ensure the following is provided and addressed to York Region's satisfaction through a future Site Plan Application: final engineering drawing showing water, waster water infrastructure, Infrastructure Asset Management Branch and a Functional Servicing Report (FSR).</p>	<p>Existing drawings require further details as it relates to contemplated infrastructure required for the Subject Lands along with and FSR that is to York Region's standards. The FSR does not provide details on dewatering discharge strategy. Clarity on where sanitary flow drain is also required through the updated report</p>

21	The Owner shall enter into an agreement with York Region ensuring that any work within the Region's right-of-way is to the Region's satisfaction including engineering drawings.	The Owner requires approval of any work impacting the Jane Street right-of-way as is considered a regional road. This may include impact to trees, vegetation and existing regional infrastructure.
Toronto and Region Conservation Authority ('TRCA') Conditions		
22. (a)(b)	<p>The Owner shall enter into an agreement with the TRCA and the City to ensure they obtain the following permits at the Site Plan Stage and/or prior to any development or site alterations on the Subject Lands:</p> <ul style="list-style-type: none"> a) Obtain a permit from the TRCA pursuant to Ontario Regulation 166/06 for any development or site alteration works associated with the high-rise mixed-use development within TRCA's Regulated Area. b) Obtain a permit from TRCA pursuant to Ontario Regulation 166/06 for flood plain remediation works involving installation of relief culverts under Jane Street and Pennsylvania Avenue and modifications to the Black Creek corridor. As a part of a TRCA permit application for flood plain remediation works, the following technical requirements and design considerations will need to be addressed, at a minimum, to the satisfaction of the TRCA <ul style="list-style-type: none"> I. As a part of the design for the flood remediation works, the proponent will need to provide all modelling files to demonstrate that there are no negative off-site impacts (i.e., causing increased flood depths, velocity, and erosion) due to the development and the remediation works. Please note that hydraulic 2D MIKE Flood model should 	Based on TRCA's current engineered flood plain mapping and modelling, a significant portion of the Subject Lands is impacted by flooding during a Regional Storm (i.e., Hurricane Hazel level) event.

	<p>be used for the Flood Impact Assessment</p> <ul style="list-style-type: none"> II. All proposed infrastructure and channel modification measures need to be modelled and digital files need to be provided III. The Owner shall explore all options to avoid the use of vertical retaining walls and channel hardening measures within the reach of the Black Creek corridor that is subject to the flood remediation works. The channel alteration options will need to incorporate natural channel design principles consistent with TRCA's channel modification design requirements and TRCA's valley and stream crossing guideline IV. The locations for any cut and fill should be clearly identified on applicable drawings/plans by including cross sections with cut and fill volumes provided between each cross section. It also must be demonstrated that the cut and fill volumes are equivalent for every 0.3 m vertical increments 	
<p>23 (a) (b) (c)</p>	<p>The Owner Shall enter into an agreement with the TRCA and City to ensure the following occurs at the Site Plan stage and/or prior to issuance of occupancy for buildings on the Subject Lands :</p> <ul style="list-style-type: none"> a) Confirmation that flood mitigation works including installation of the relief culverts under Jane Street and Pennsylvania Avenue and modifications to the Black Creek corridor are completed pursuant to 	<p>Based on TRCA's current engineered flood plain mapping and modelling, a significant portion of the Subject Lands is impacted by flooding during a Regional Storm (i.e., Hurricane Hazel level) event</p>

	<p>a permit from TRCA pursuant to Ontario Regulation 166/06;</p> <p>b) Updated flood line mapping based on as-constructed drawings have been prepared by a qualified engineer and approved by TRCA, which confirms the subject lands have been removed from the Regional Storm flood plain; and</p> <p>c) The development meets the program, regulatory and policy requirements of the TRCA.</p>	
24	<p>The Owner shall engage a consultant to undertake an analysis of noise (Noise Study). Subject to the review of the noise report, the CN Rail may consider other measures recommended by an approved Noise Consultant.</p>	<p>RWDI memorandum dated 2023-08-25, did not response to any evaluation of noise and concordant noise mitigation measures.</p>

ORDER

**With respect to the City of Vaughan, Regional Municipality of York, CIHA Order
XXX-XXX**

Subsection 34.1 (9) of the *Planning Act*

1. I hereby order pursuant to clause 34.1 (9) (a) of the *Planning Act*, further to a request from the Council for the City of Vaughan set out in a resolution dated [DATE], that:
 - (a) The zoning requirements attached as Appendix A apply to the lands, in the City of Vaughan, Regional Municipality of York, set out in Appendix B,
 - (b) Pursuant to subsection 34.1 (15) of the *Planning Act*, the following do not apply to any site plan approval, plan of subdivision approval and condominium approval required before a use permitted under this Order may be established:
 - (i) A policy statement issued under subsection 3 (1) of the *Planning Act*;
 - (ii) A provincial plan; and
 - (iii) An official plan;
 - (c) Appendices A, B and C attached to this Order, form part of this Order.
2. This Order comes into force on the day this order is made.

Made by:

PAUL CALANDRA
Minster of Municipal Affairs and Housing

Date made:

APPENDIX A

With respect to City of Vaughan, Regional Municipality of York Subsection 34.1 (9) of the Planning Act.

Definitions

1. In this Order,

"Affordable" shall have the same meaning as in the *York Region Official Plan 2022*, and may also be referred to as 'Affordable Housing' or 'Affordable Housing Units' for the purpose of this Order.

"CIHA Order Conditions" means the requirements listed in Appendix C to this Order pursuant to subsection 34.1(13) of the *Planning Act* that shall be satisfied prior to the Minister of Municipal Affairs and Housing making the Order.

"Dwelling Units" shall have the same meaning as defined in Zoning By-Law No. 001-2021 of the City of Vaughan.

"Order" means the order made by the Minister of Municipal Affairs and Housing pursuant to clause 34.1(9) (a) of the *Planning Act* with respect to the City of Vaughan, Regional Municipality of York.

"Lands" or "Subject Lands" means the entirety of the parcel outlined in red on Appendix B.

"Public Park Block" means 1,750 m² of area within the "Lands" that has a minimum width of 25 metres and is free of encumbrances including but not limited to underground parking, underground stormwater management infrastructure, utility services, transformer boxes, temporary or permanent building structural elements, building overhangs, Canada Post mailboxes and/or access, buffers, Natural Heritage Network core feature and associated buffers.

"Zoning By-law" means Zoning By-Law No. 001-2021 of the City of Vaughan.

Application

2. This Order applies to lands in the City of Vaughan in the Regional Municipality of York, in the Province of Ontario, being the lands outlined in red on the map attached to the Order as Appendix B.

Zoning By-law

3. That Zoning By-law 001-2021 of the City of Vaughan, as amended from time to time and in its entirety, applies to the lands shown on the map set out in Appendix B of this Order, and subject to the exceptions noted below.

High-Rise Mixed-Use Zone (HMU)

4. Every use of land and every erection, location or use of any building or structure is prohibited on the lands identified as "High-Rise Mixed-Use Zone (HMU)" on the map referred to in Appendix B of this Order except as noted below:

Permitted Uses:

(a) Uses permitted under Table 8-2, High-Rise Mixed-Use Zone (HMU) inclusive of all listed additional requirements, of the Zoning By-law, save and except note 4;

- (b) Uses permitted under Table 12-2, Public Open Space Zone (OS1) except, 'Cemetery', 'Conservation use' and 'Decommissioning Activities'

Lot and Building Requirements:

- (c) For the purpose of determining zoning compliance for the Lands, the Front Yard shall be abutting Jane Street, except for the Public Park Block where the Front Yard shall be abutting Talman Court
- (d) The requirements listed under Table 8-3, High-Rise Mixed-Use (HMU) Zone along with all listed additional requirements, of the Zoning By-law, save and except notes 2;
- (e) Minimum of 25 metres tower separation
- (f) Minimum of 5 metres Front Yard Setback to Jane Street,
- (g) Minimum of 3 metres Exterior Side Yard Setback to MacIntosh Boulevard
- (h) Minimum of 3 metres Rear Yard Setback to Talman Court
- (i) Maximum height of 193.5 metres or 60-storeys whichever is greater
- (j) Maximum podium height of 27 metres or 6-storey whichever is greater
- (k) Minimum of 5 metres tower setback from a Rear Yard Lot Line
- (l) Minimum of 5 metres tower setback from an Interior Side Yard Lot Line
- (m) Minimum landscape strip (width) abutting a Street Line, Interior Side Yard Lot Line, Rear Lot Line and Opens Space Zone (Public Park Block) of 3 metres

Special Provisions

- 5.** In addition to uses and requirements above, the following provisions shall apply.
- (a) The maximum total Gross Floor Area (GFA) for all uses on the lands are 145,000 m²
 - (b) A maximum of 94,000 m² of residential use shall apply of which:
 - i. A maximum total of 1,269 Apartment Dwelling Units are permitted
 - ii. Of the total Apartment Dwelling unit count, a minimum of five percent (5%) shall be Affordable Housing Units.
 - (c) The minimum Gross Floor Area of the following uses identified in Section 4(a) of this Order shall apply to the Lands where they are permitted:
 - i. 5,142 m² of Office
 - ii. 1,589 m² of Community Facility
 - iii. 6,081 m² of Place of Assembly
 - iv. 1,835 m² of Retail
 - (d) A maximum of 37,000 m² of non-residential uses are permitted for the entirety of the Lands
 - (e) Notwithstanding Section 5(d) of this Order, Urban Square (Private-Owned-Public-Space 'POPS') shall be excluded from the maximum permitted GFA total for non-residential use
 - (f) 1,750 m² of area within the Lands as shown in Appendix B shall be reserved for a Public Park Block that is created through a Plan of Subdivision and shall be associated through the Plan of Subdivision as "Public Open Space Zone (OS1)" for the purpose of zoning
 - (g) All uses are prohibited on the Public Park Block except for the uses identified in Section 4(b) of this Order
 - (h) Notwithstanding Section 5(g) of this Order 'Stormwater Management Facility' is prohibited on the Public Park Block
 - (i) The following shall apply only to the Public Park Block:

- i. Minimum of 9 metres Front Yard Setback to Talman Court
 - ii. Minimum of 0 metres Exterior Side Yard Setback
 - iii. Minimum of 0 metres Interior Side Yard Setback
 - iv. Minimum of 0 metres Rear Yard Setback
- (j) Notwithstanding Section 5.15.2 of the Zoning By-law the minimum setback for a below-grade parking structure shall be the following:
- i. Minimum of 0 metres from a Street Line
 - ii. Minimum of 0 metres from a Front Lot Line, Exterior Side Lot Line, Interior Side Lot Line and Rear Lot Line
- (k) Notwithstanding Sections 4 (f), (g) and (h) of this Order, encroachments are permitted into the Front Yard, Exterior Side Yard and Rear Yard for structures that start at 7.5 metres above the ground level for less than 50% of elevations pursuant to section 4.13 of the Zoning By-law.
- (l) Notwithstanding Table 6-1 of the Zoning By-law the parking space length may be 5.6 metres
- (m) Notwithstanding Table 6-2 of the Zoning By-law the minimum parking rates shall apply for the following use:

Uses	Parking Rate
Residential Dwelling Unit	0.7 spaces per unit
Visitor Space per Dwelling Unit	0.2 spaces per unit
Note: All other parking rates from Table 6-2 of the Zoning By-law remain applicable for the Subject Lands	

- (n) Notwithstanding Section 6.5.1 through to section 6.5.6 of the Zoning By-law, the following shall apply:
- i. A bicycle parking space shall not be required for non-residential uses where the total gross floor area of all non-residential uses on a single lot is less than 500 m²
 - ii. Where a required long-term and/or short-term bicycle parking space is wholly located within a building or structure, it shall be subject to the following requirements:
 - A required bicycle parking space shall have access via a ramp or elevator from an interior communal area of a building or structure; and
 - A required bicycle parking space located within the ground floor area of a building or structure shall have access to the exterior of that building or structure
 - iii. The minimum width of an aisle providing access to a bicycle parking space shall be 1.75 metres
 - iv. The minimum dimensions of a horizontal bicycle parking space shall be provided as follows;

Dimension	Minimum Requirement (m)
Length	1.8
Width	0.6/0.45 staggered
Vertical Clearance from Floor	1.9

- v. The minimum dimensions of a vertical bicycle parking space shall be provided as follows:

Dimension	Minimum Requirement (m)
Length or vertical clearance	1.9
Width	0.6
Vertical Clearance From wall	1.2

- vi. For a stacked bicycle parking space, the minimum vertical dimensions for each bicycle parking space shall be 1.2 metres and the minimum vertical clearance from the floor shall be 2.4 metres.
- vii. The minimum bicycle parking space rates shall be interpreted as per 100m² of gross floor area, unless otherwise indicated. The minimum bicycle parking space requirements of this By-law shall not apply to existing buildings or structures, or any additions thereto.
- viii. The minimum bicycle parking space rates for the Subject Lands are as follows:

USE	LONG-TERM	SHORT TERM
Apartment dwelling and any residential use that requires visitor parking	0.8 per dwelling unit	0.2 per dwelling unit
Any commercial use, including Retail Store, Eating Establishment, Eating Establishment Convenience, Eating Establishment Take-out, Club or Heath Centre	0.1	0.2 or 6 spaces whichever is greater
Business or Professional Office, Office Building	0.2	0.4 or 6 spaces whichever is greater
Community Facility, Library	0.1	0.4 or 6 spaces whichever is greater
All other uses	Not Required	0.2

- ix. A long-term bicycle parking space shall be located wholly within the building where the principal use is located and for which the bicycle parking space is required.
- x. A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:
- Within the ground floor area; or
 - On the 2nd story or mezzanine within the ground floor area; or
 - On the first or second level located below grade.
 - Bicycle parking may be provided in one level increments below grade commencing with the third level below grade and moving down, provided

that a combined minimum of 50% of the parking area for the first and second parking levels below grade are dedicated to long-term bicycle parking spaces

- xi. A short-term bicycle parking space shall be required to be located in the following areas:
 - Wholly within a building in which the principal use is located and for which the short-term bicycle parking space is required; or,
 - In any yard, provided the short-term bicycle parking space is wholly open and unenclosed.
- xii. Where a short-term bicycle parking space is located in a yard, it shall be permitted to be located in a required yard, subject to the following:
 - A short-term bicycle parking space shall have a minimum setback of 0.6 metre from the nearest lot line.
 - A short-term bicycle parking space shall have a minimum setback of 3.0 metres from a parking area.
- xiii. For all non-residential uses, where a use, building, or structure is required to provide a long-term bicycle parking space, a change and shower facility shall be provided as follows:

Required Number of Long-Term Bicycle Parking Spaces	Required Number of Change and Shower Facilities
Less than 5	None
5 to 60	1
61 – 120	2
121 – 180	3
181 or greater	4

- (o) Notwithstanding of Section 6.11 and Table 6-17 and 6-18 of the Zoning By-law, the minimum Loading Spaces shall be provided as follows: 5 Type B, 3 Type C and 3 Type D on the Subject Lands.
- (p) Notwithstanding Section 4.3.3 of the Zoning By-law, there is no cap for the required outdoor Amenity Area that can be provided on a roof top or terrace.

Terms of Use

- 6. (1) Every use of land and every erection, location or use of any building or structure shall be in accordance with this Order.
- (2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building, or structure is lawfully so used on the day this Order comes into force.

(3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.

(4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

Appendix B

Part of Lot 8, Concession 4, City of Vaughan, Regional Municipality of York



MAP No. XXX

Map filed at the office of the Ontario Ministry of
Municipal Affairs and Housing,
777 Bay St., Toronto, Ontario,

Planning Act

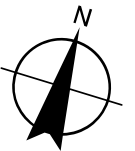
Ontario Regulation: XXX/24

Date:

Original Signed By: Minister of Municipal Affairs
and Housing

Legend

- Lands Subject to CIHA Order
- Roads
- Parcel Boundary
- Lot & Concession



Appendix C

CIHA Order Conditions

The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or the City of Vaughan (the 'City'):

City of Vaughan: Development Planning Department

1. The Owner shall enter into an agreement with the City to provide a minimum of 5% of the total number of residential units as affordable housing units as defined by the York Region Official Plan 2022.

Urban Design and Cultural Heritage Division

2. The Owner shall provide a Pedestrian Level Wind Study, as per the City's [Terms of Reference for Wind Study](#).
3. The Owner shall provide an Arborist report and Tree Inventory and Preservation Plan for all trees within the subject property or the 6m of the property boundary should be provided to preserve as many trees as possible on site and to compensate for the tree removals through replacement planting or monetary contributions.
4. Prior to removing this CIHA Order condition and submitting a formal Site Plan Application to the City of Vaughan, the conceptual Site Plan shall illustrate only below-grade (underground parking) in order to comply with policy 9.2.3.6 of the Vaughan Official Plan 2010. If there is any technical constraint on the site that prevents such a requirement, the above-grade parking should be wrapped with active uses at ground level along all public frontages, including the natural feature and should be fully enclosed within the envelope of the building or structure.
5. Prior to removing this CIHA Order condition and submitting a formal Site Plan Application to the City of Vaughan, the conceptual Site Plan shall be satisfactory to the City of Vaughan Development Planning Department in principle.

City of Vaughan: Development Engineering Department

6. The Owner shall provide the updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
7. The Owner shall enter into an agreement with the City that ensures the Owner front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
8. The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all applicable external municipal infrastructure required

that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.

9. The Owner shall submit a copy of a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition filed on the environmental site registry covering the subject lands or implementation and confirmation of completion of the Remedial Action Plan to the satisfaction of the City.
10. The Owner must submit a Final Noise Study for the Subject Lands, to the satisfaction of the City detailing the specific mitigation measures that will be required to mitigate noise impacts on the Subject Lands
11. The Owner shall provide an updated comprehensive Transportation Impact Study (TIS) to the satisfaction of the Development Engineering department to determine the full list of transportation infrastructure improvements/works.
12. For City Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the lands on the map set out in Appendix B

City of Vaughan: Parks Infrastructure Planning and Development Department

13. Prior to submitting a formal Site Plan Application, the Owner shall provide a conceptual Site Plan which illustrates pedestrian connection(s) and public access easement(s) to ensure appropriate public access, including public street frontage, will be provided for the proposed Public Park Block, to the satisfaction of the Parks Infrastructure Planning and Development department. Exact limits of easement(s) to be finalized through the formal Site Plan Application.

City of Vaughan: Parks, Forestry and Horticulture Operations Department

14. The Owner shall provide an arborist report and Tree Inventory and Preservation Plan for all trees 20cm DBH or greater located on the subject property or within 6 metres of the property boundary. Note* Forestry cannot provide any comments in relation to tree removals, tree protection or tree planting on the York Region right-of-way.

The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or Regional Municipality of York ('York Region')

York Region

15. The Owner shall provide a Transportation Impact Study consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.
16. The Owner shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
17. The Owner shall demonstrate through a preliminary site plan that protects for a basic 45.0 metre right-of-way for this section of Jane Street. As such, all municipal setbacks shall be referenced from a point 22.5 metre from the centerline of construction of Jane Street. Any additional lands required for turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
18. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a) a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan of subdivision.
 - b) a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
19. The Owner shall agree in the development agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
20. The Owner shall enter into an agreement with York Region to ensure the following is provided and addressed to York Region's satisfaction through a future Site Plan Application: final engineering drawing showing water, waster water infrastructure, Infrastructure Asset Management Branch and a Functional Servicing Report (FSR).
21. The Owner shall enter into an agreement with York Region ensuring that any work within the Region's right-of-way is to the Region's satisfaction including engineering drawings.

The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or the Toronto and Region Conservation Authority ('TRCA')

Toronto and Region Conservation Authority (TRCA)

22. The Owner shall enter into an agreement with the TRCA and the City to ensure they obtain the following permits at the Site Plan Stage and/or prior to any development or site alterations on the Subject Lands:
 - a) Obtain a permit from the TRCA pursuant to Ontario Regulation 166/06 for any development or site alteration works associated with the high-rise mixed-use development within TRCA's Regulated Area.
 - b) Obtain a permit from TRCA pursuant to Ontario Regulation 166/06 for flood plain remediation works involving installation of relief culverts under Jane Street and Pennsylvania Avenue and modifications to the Black Creek corridor. As a part of a TRCA permit application for flood plain remediation works, the following technical requirements and design considerations will need to be addressed, at a minimum, to the satisfaction of the TRCA:
 - I. As a part of the design for the flood remediation works, the proponent will need to provide all modelling files to demonstrate that there are no negative off-site impacts (i.e., causing increased flood depths, velocity, and erosion) due to the development and the remediation works. Please note that hydraulic 2D MIKE Flood model should be used for the Flood Impact Assessment.
 - II. All proposed infrastructure and channel modification measures need to be modelled and digital files need to be provided.
 - III. The Owner shall explore all options to avoid the use of vertical retaining walls and channel hardening measures within the reach of the Black Creek corridor that is subject to the flood remediation works. The channel alteration options will need to incorporate natural channel design principles consistent with TRCA's channel modification design requirements and TRCA's valley and stream crossing guideline.
 - IV. The locations for any cut and fill should be clearly identified on applicable drawings/plans by including cross sections with cut and fill volumes provided between each cross section. It also must be demonstrated that the cut and fill volumes are equivalent for every 0.3 m vertical increments.
23. The Owner Shall enter into an agreement with the TRCA and City to ensure the following occurs at the Site Plan stage and/or prior to issuance of occupancy for buildings on the Subject Lands:
 - a) Confirmation that flood mitigation works including installation of the relief culverts under Jane Street and Pennsylvania Avenue and modifications to the Black Creek corridor are completed pursuant to a permit from TRCA pursuant to Ontario Regulation 166/06;
 - b) Updated flood line mapping based on as-constructed drawings have been prepared by a qualified engineer and approved by TRCA, which confirms the subject lands have been removed from the Regional Storm flood plain; and
 - c) The development meets the program, regulatory and policy requirements of the TRCA

The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or Canadian National Railway ('CN Rail')

Canadian National Railway (CN Rail)

24. The Owner shall engage a consultant to undertake an analysis of noise (Noise Study). Subject to the review of the noise report, the CN Rail may consider other measures recommended by an approved Noise Consultant.

ATTACHMENT 14
INDIGENOUS ENGAGEMENT SUMMARY



October 3rd, 2023

OluwaKemi (Kemi) Apanisile, BURPI, MCIP RPP
Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Kemi Apanisile:

**Re: Community Infrastructure and Housing Accelerator (CIHA) & Indigenous Consultation
8083 Jane Street Ltd.
8083 Jane Street
City File Nos.: CIHA.23.001, OP.23.010 and Z.23.019**

Below is a general description of the Indigenous Consultation undertaken by 8083 Jane Street Ltd. and Matthew Rossetto directly with our First Nation Groups.

Mississauga of The Credit First Nation

- April 2023 we reached out to Abby LaForme Acting Consultation Coordinator, MCFN DOCA and provided the application documents, drawings and an over description for the project and the work being undertaken through the Community Infrastructure Accelerator Program.
- A week later we held a virtual meeting with Abby, Mark LaForme, Director, MCFN DOCA & Adam LaForme, Archaeological Operations Coordinator, MCFN DOCA to further discuss the details of the project and the CIHA process. It was agreed to at that meeting that MPAR Developmetns would undertake a Stage 1 Archaeological Review of the property. A letter was provided by MCFN (Schedule 1) to confirm the commencement of the consultation .
- May 2023 a Stage 1 Archieoloical Review was submitted to MCFN, and in early June 2023 Adrian Blake, Field Archaeologist MCFN, DOCA responds *"Thank you for sharing this Stage 1 Archaeological Assessment with us at MCFN. Just to let you know I have reviewed the report on behalf of the Nation and we do not have any further concerns, questions, or comments for you about the archaeological aspects of this project and report."*
- June 2023 a follow up call with Abby LaForme and the MCFN DOCA provides letter with the completion of the Indigenous Consultation (Schedule 2)
- September 2023, we provided an update to the status of the application

Nation Huronne-Wendat

- May 2023 we reach out to Dominic Ste-Marie, Conseiller en Gestion du Territoire, Nation Huronne-Wendat and provided the application documents, drawings, area maps and the process undertaken through the Community Infrastructure Housing accelerator application
- June 2023 we held a virtual meeting with Dominic to discuss the overall consultation of the project, the planning process and the entire area development. In addition we provided the stage 1 Archaeological Study for the review of the Huronne-Wendat First Nation
- July 2023 a follow up call with Dominic to discuss the Archaeological Study along with the letter which was received shortly their after outlining the completion of the consultation with the First Nations of Huronne-Wendat (Schedule 3)
- September 2023, we provided an update to the status of the application

April 21, 2023

Matthew Rossetto
The MPAR Group of Companies
8083 Jane Street, Vaughan, ON
L4K 2M7

Dear Matthew,

Thank you for reaching out to the Mississaugas of the Credit First Nation (MCFN) Department of Consultation and Accommodation (DOCA) in recognition that this project is being proposed for development on the treaty lands of the MCFN, more precisely, the Toronto Purchase Treaty, No. 13 of 1805.

MCFN DOCA is providing this letter to you as confirmation that the consultation process regarding the 8083 Jane Street Development in the City of Vaughan has begun. A notification/information was received on April 4, 2023, via email, and a meeting was held virtually on April 12, 2023. During the meeting, MCFN DOCA expressed our requirement for a Stage 1 archaeological study to be completed and that the draft Stage 1 report be sent to MCFN DOCA for review.

MCFN DOCA is looking forward to continuing the consultation process with you.

Sincerely



Abby (LaForme) Lee
Acting Consultation Coordinator, MCFN DOCA

CC: Mark LaForme, Director, MCFN DOCA- Mark.LaForme@mncfn.ca

CC: Adam LaForme, Archaeological Operations Coordinator, MCFN DOCA- Adam.LaForme@mncfn.ca



June 14, 2023

Matthew Rossetto
The MPAR Group of Companies
8083 Jane Street, Vaughan, ON
L4K 2M7

Dear Matthew,

Thank you for reaching out to The Mississaugas of the Credit First Nation (MCFN), Department of Consultation and Accommodation (DOCA). MCFN DOCA has received all necessary information and documentation regarding the **8083 Jane Street Development in the City of Vaughan**.

In light of this, we are satisfied that the Community Infrastructure Housing Accelerator (CIHA) consultation obligations owed to the Mississaugas of the Credit First Nation have been met to allow CIHA to be approved so that the project may proceed as purposed. Please be mindful that MCFN DOCA must be notified of any changes to the scope of the project.

Thank you



Abby (LaForme) Lee
Acting Consultation Coordinator, MCFN DOCA
Abby.LaForme@mncfn.ca

CC: Mark LaForme, Director, MCFN DOCA, Mark.LaForme@mncfn.ca





NATION
huronne-wendat

255, Place Chef Michel Laveau
Wendake (Québec) G0A 4V0
Téléphone : 418-843-3767
Télécopieur : 418-842-1108
www.wendake.ca

SOUS TOUTES RÉSERVES

Wendake, le 4 Juillet 2023

Matthew Rossetto,
President
The MPAR Group of Companies
8083 Jane Street
Vaughan, Ontario L4K 2M7

Objet : Indigenous Consultation 8083 Jane Street, Vaughan, Ontario, Community Infrastructure Housing Accelerator (CIHA)

Mr Rosetto,

This letter concern the subject above and follows the consultation adressed to the Wendat Nation, on June 20th 2023.

Please note that the Wendat Nation feels sufficiently consulted and has no concerns with this development seeing that the archeological assessment revealed extensive and pervasive ground disturbances.

If you have any questions, please address them directly to Mr Dominic Ste-Marie.

Please accept Mr Rosetto, the expression of our most sincere sentiments.

Dominic Ste-Marie

Dominic Ste-Marie
Conseiller en Gestion du Territoire

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD: 3

**TITLE: BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD.
CIHA.23.002
661 AND 681 CHRISLEA ROAD
VICINITY OF LANGSTAFF ROAD AND HIGHWAY 400**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek endorsement from the Committee of the Whole to use the Community Infrastructure and Housing Accelerator ('CIHA') tool through CIHA Application File CIHA.23.002 (the 'Application') to seek a CIHA Order from the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') for the subject lands on Attachment 1, to permit the development shown on Attachments 2 to 7 (the 'Development') consisting of:

- 1,488 residential units across four residential towers: two at 32-storeys and two at 35-storeys;
- Ground floor commercial uses; and
- A privately owned publicly accessible space ('POPS').

Report Highlights

- The Owner proposes Council consider facilitating the Development through use of the CIHA tool.
- The Development Planning Department proposes conditions as outlined in this report should Council resolve to support the use of the CIHA tool for the Development.

Recommendations

1. THAT Council request the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') make an Order pursuant to section 34.1 of the *Planning Act* for Community Infrastructure and Housing Accelerator ('CIHA') File CIHA.23.002 (Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.), and staff be directed to submit a CIHA Order request package to the Minister of MMAH within 15 days of the passing of the Council resolution. The request package shall contain the following:
 - a. A draft CIHA Order in substantially the same form as that shown in Attachment 12 of this report;
 - b. A request to the Minister of MMAH to attach conditions to the CIHA Order, as identified in Appendix C of Attachment 12, should the CIHA Order be made by the Minister of MMAH;
 - c. A request to the Minister of MMAH to attach a condition to the CIHA Order requiring the Owner provide a minimum 5% of the total residential units for affordable housing as a CIHA Order community benefit requirement, should the CIHA Order be made by the Minister of MMAH; and
 - d. A request to the Minister of MMAH to exempt subsequent Site Plan Application, Draft Plan of Subdivision Application and Draft Plan of Condominium Applications from consistency/conformity to provincial plans, the Provincial Policy Statement 2020 ('PPS'), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan'), York Region Official Plan 2022 ('YROP 2022') and Vaughan Official Plan 2010 ('VOP 2022').
2. THAT the CIHA Order request impose a "High-Rise Mixed-Use Zone HMU" with site-specific zoning provisions for the Subject Lands shown on Attachment 12, as follows:
 - a. Four (4) residential tower buildings with a maximum permitted height of 35 storeys (112 m) containing a maximum of 1,488 dwelling units;
 - b. A minimum 304 m² of at-grade commercial uses across the entirety of the Subject Lands;
 - c. An at-grade POPS; and
 - d. Two private outdoor amenity spaces for resident use.

Background

Location: 661 and 681 Chrislea Road (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 1.

Date of Pre-Application Consultation Meeting: May 29, 2023

Date Application Deemed Complete: October 6, 2023

Community Infrastructure and Housing Accelerator (‘CIHA’)

Bill 109, *More Homes for Everyone Act, 2022*, received Royal Assent on April 14, 2022, and made several amendments to the *Planning Act*, R.S.O.1990, c.P.13 (the ‘*Planning Act*’). Amongst the series of amendments, a new planning tool has been created, known as the CIHA within section 34.1 of the *Planning Act*, which enables municipalities to submit requests to MMAH for the issuance of a zoning order on a given site. Staff outlined the provisions of the CIHA tool in the February 28, 2023 Committee of the Whole Report, which was received by Council on March 21, 2023. The link to that report is provided within the Previous Reports/Authority section.

The Applicant is seeking that Council request a CIHA Order from MMAH to facilitate the Development.

Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. (‘the Owner’) has submitted the CIHA Application for the Subject Lands to convert the lands from employment to mixed-use, and facilitate the Development as shown on Attachments 2 to 7.

Exemptions from conformity/consistency to provincial plans and municipal official plans for future applications.

Subsection 34.1(15) of the *Planning Act* allows the Minister of MMAH, at the request of Council via resolution, to exempt subsequent development approval processes from being required to be consistent with the PPS, and from conformity to provincial and municipal official plans. The subsequent development approval processes include: Draft Plan of Subdivision, Draft Plan of Condominium, and Site Development Applications. The exemption avoids challenges that the subsequent development applications may face in carrying out the principle of development the CIHA Order would impose.

As a supplement to the Council resolution, the CIHA Order request must also include additional information: the identification of any licenses, permits, approvals and permissions required to fully permit the proposed development, and a draft CIHA Order which permits the intended use on the Subject Lands.

The Subject Lands about a Provincially Significant Employment Zone (‘PSEZ’).

The PPS and Growth Plan provides guidelines and criteria for land use conversions of PSEZ.

Within the YROP 2022, the Subject Lands are identified as “Urban Area” under Regional Structure Map 1 and “Community Area” under Land Use Designations Map 1A. In VOP 2010, the Subject Lands are designated “Prestige Employment”.

For typical *Planning Act* applications, Section 1.3.2.4 of the PPS and Sections 2.2.5.9 and 2.2.5.10 of the Growth Plan requires a Municipal Comprehensive Review (‘MCR’) be undertaken in order to consider converting employment lands to non-employment uses. Under Section 34.1 of *Planning Act*, the CIHA tool exempts development proposals from the traditional planning frameworks, including MCRs for employment conversions.

York Region (or the 'Region') undertook a recent MCR, in which the Subject Lands were considered for land use conversion. City Staff recommended against the employment land conversion in the May 20, 2020, Committee of the Whole Report, which was supported by Council on May 27, 2020. Regional Staff recommended against the conversion in its October 15, 2020, Committee of the Whole Report. Regional Council approved the conversion at its October 22, 2020, meeting. The Subject Lands were subsequently removed from the PSEZ designation by MMAH.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol.

- Date of Notice (Circulated 1000 m from Subject Lands as shown on Attachment 1): August 10, 2023
The Notice of Public Meeting was also posted on the City's website at www.vaughan.ca and Notice Signs were installed along Langstaff Road, Silmar Drive, and Chrislea Road in accordance with the City's Notice Signs Procedures and Protocols.
- Date of Public Meeting: September 12, 2023, date ratified by Council September 26, 2023
- Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: November 23, 2023

Previous Reports/Authority

Previous reports related to the application can be found at the following links:

More Homes For Everyone Act, 2022 – Community Infrastructure and Housing Accelerator, Committee of the Whole Report
[February 28, 2023, Committee of the Whole \(Item 1, Report 11\)](#)

Battcorp Holdings (Vaughan) Ltd., and Battcorp II Holdings (Vaughan) Ltd, Committee of the Whole Public Meeting
[September 12, 2023, Committee of the Whole Public Meeting \(Item 5, Report 33\)](#)

Analysis and Options

Public Consultation and Indigenous Engagement is required in accordance with the MMAH's CIHA tool guidelines.

Public Meeting

The September 12, 2023, Public Meeting and its notice generated comments from the public. The following are a summary of the comments provided and received to date. The comments are organized by topics as follows:

Infrastructure Capacity

- Concern over how the Development will affect the City's infrastructure.
- The Development will take away from servicing allocation capacity in areas that have already been planned for long term growth such as Weston and Highway 7 and Vaughan Mills Centre.

- The Development is considered unplanned and unscheduled growth that was not contemplated in any master servicing plan and will compound existing infrastructure constraints.

Land Use Compatibility

- The Subject Lands abut lands within a Provincially Significant Employment Zone ('PSEZ'). The Development could result in the displacement of businesses.
- The Development could have a cascading impact for other land use conversions within Employment Areas.
- Given the site's proximity to Highway 400, the land is more suitable to be preserved for employment uses.

Environmental Impacts

- How will the Development align with the City's Environmental Goals and initiatives?

Traffic Impacts

- The Development may impact traffic in the area.

Nature of Application Process

- The criteria for a CIHA approval is not met.
- The Development proposed is a normal application which could proceed through the OPA and ZBA process.
- The Development is outside of other Secondary Plan Areas where land use conversions from employment uses to residential uses are being contemplated (e.g. Weston and Highway 7). If additional land use conversions are to be considered, they should be considered holistically as part of a larger lands assessment.

Indigenous Engagement

Prior to submitting a CIHA request to MMAH, the City is required to demonstrate that proper Indigenous consultation has occurred. The City in turn created guidelines requiring Owners seeking a CIHA process to provide adequate evidence to the City's satisfaction that Indigenous engagement has occurred prior to seeking endorsement from Council.

The Owner engaged with various Indigenous groups, specifically the Mississaugas of The Credit First Nation and Nation Huronne-Wendat. The Owner provided responses from the two noted Indigenous groups. The consultation will form part of the submission materials to the MMAH should Council choose to endorse the CIHA Order request.

A CIHA Order is not required to be consistent with the PPS, or conform to the Growth Plan, as amended, and YROP 2022. The CIHA process exempts the Development from the PPS 2020, Growth Plan 2019, as amended, YROP 2022 and VOP 2010.

Provincial Policy Statement, 2020 ('PPS')

The PPS provides direction on matters of Provincial interest related to land use planning and development and include building strong, healthy communities with an emphasis on efficient development and land use patterns, wise use and management of resources, and protecting public health and safety.

The Subject Lands are within a Settlement Area and the Delineated Built-Up Area of the Built Boundary of York Region. The Proposed Development facilitates a compact urban form through the intensification of underutilized lands in the City's established Settlement Area where full municipal services exist. The compact urban form, the ability to utilize existing municipal infrastructure, and the opportunity to provide housing with varying unit sizes facilitates a higher density development that capitalizes on the transportation infrastructure investments, consistent with the PPS.

The Development is also within an Employment Area as defined by the Growth Plan, YROP 2022 and VOP 2010. Section 1.2.6 of the PPS directs that the introduction of sensitive land uses including residential shall only be considered adjacent to Employment Areas if the following has been considered:

- a) there is an identified need for the proposed use;
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) adverse effects to the proposed sensitive land use are minimized and mitigated;
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

The Subject Lands are located in "Stable Areas" between two "Intensification Area" as defined by VOP 2010. The contemplated Development would assist in adding to the City's housing supply including affordable housing. However, residential and commercial uses outside the defined "Intensification Areas" may interrupt the existing Employment Area along Langstaff Road.

A Land Use Compatibility Study, Air Quality and Odor Impact Study, and revised Noise Impact Study, in addition to other studies/documentation, will be required at a subsequent *Planning Act* application stage to assess the land use surrounding the Subject Lands. The findings of the studies will determine if there is concern with land use compatibility and, if applicable/appropriate, identify appropriate mitigation measures. The Owner has provided a letter in Attachment 13 identifying their intent to submit those studies at a subsequent *Planning Act* application stage. As previously stated, CIHA applications are exempted from provincial policies including the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

The Growth Plan provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2041. The premise of the Growth Plan is building compact, vibrant and complete communities, developing a strong competitive economy, protecting and wisely using natural resources, and optimizing the use of existing and new infrastructure to support growth in a compact and efficient form.

The Subject Lands are not within an Intensification Area and are not located adjacent to a future Major Transit Station Area ('MTSA'). The Growth Plan defines a MTSA as the area within an approximate 500 to 800 m of a transit station.

York Region Official Plan 2022 ('YROP 2022')

- Subject Lands are identified as "Urban Area" under Regional Structure Map 1 and "Community Area" under Land Use Designations Map 1A of YROP 2022.
- The majority of residents, personal services, retail, arts, culture, recreational facilities and human service needs are to be located within the Community Area designation.
- Employment opportunities remain encouraged within the Community Area designation under policy 4.2.1.

The findings noted from the review of the PPS, Growth Plan, and YROP 2022 above are informational to assist Council in determining the merit of the proposal.

A CIHA Order would override the policies of VOP 2010.

VOP 2010 sets out the municipality's general planning goals and policies that guide future land use. A CIHA Order is not required to demonstrate conformity to the policies of VOP 2010. However, for the purpose of analysis, the existing policy framework in relation to the Development is identified below:

- "Employment Area" on Schedule 1 – Urban Structure by VOP 2010
- "Prestige Employment" on Schedule 13 – Land Use by VOP 2010. This designation permits uses related to economic activity (industrial, manufacturing, warehousing, and some office uses).
- The uses, height, density and land use permissions under this designation do not permit the Development as contemplated.
- A density of 6.34 is proposed. Similar vehicle-dependent areas where high-rise development is contemplated have density ranges of 1.5-4.5 (Centre Street Corridor), 2.5-6.05 (Carrville Secondary Plan), 2-4 (Vaughan Mills Secondary Plan), and 2.5-6.5 (Promenade Centre Secondary Plan). Vaughan Mills and Promenade Centre are well-served by public transit as they have bus terminals and are on rapid transit routes. The Subject Lands are solely serviced by York Region Transit Route 12, which only operates during rush hour on weekdays.

The findings noted from the review of VOP 2010 above are informational to assist Council in determining the merit of the proposal.

A CIHA Order would override parts of Zoning By-law 001-2021.

In the case of a conflict with Zoning By-law 001-2021 (the 'Zoning By-law'), the zoning imposed by a CIHA Order would prevail to the extent of the conflict. In areas where there is no conflict, the Zoning By-law continues to apply.

The Development is not permitted by the current zone category for the Subject Lands. Under the Zoning By-law the Subject Lands are zoned "Service Commercial Zone SC", subject to site-specific exception 14.752. The zone principally permits automobile service uses and other uses suitable for the travelling public. Exception 14.752 permits additional service and retail uses: dry cleaning/clothing establishment, car establishment, funeral services, hardware store, motor vehicle sales pet food outlet, pharmacy, and retail service.

The Owner is requesting a "High-Rise Mixed-Use Zone HMU" with site-specific provisions as identified in the draft CIHA Order in Attachment 12 of this report to permit the Development. Some of the commercial uses permitted within the SC Zone are permitted within the HMU Zone. Approximately 304 m² of at-grade commercial use is proposed in the Development.

The Development Planning Department has reviewed the proposal. Should Council endorse the CIHA Order request, the required zone provisions to permit the Development are identified in Attachment 12.

The Development proposes no parking for the commercial use(s) whereas 11 spaces are required; staff do not support this request. There should be space for the employees and customers that live outside of the Subject Lands to park as public transit service is infrequent and limited. Development Engineering, in its comments contained within Attachment 8, concurs with maintaining the minimum parking requirement.

The Owner proposes to add 'block townhouse dwelling', 'outdoor patio', and 'privately owned public space' ('POPS') to the list of permitted uses in the CIHA Order request. The requested HMU Zone does not permit block townhouses, nor do the conceptual plans contemplate this use or density. Staff do not support the inclusion of the townhouse use. The requested outdoor patio and POPS uses are included within the definition of urban square, which is a permitted use within the HMU Zone. Therefore, staff support the inclusion of the urban square term as an all-encompassing term for the proposed outdoor patio and POPS uses.

The Owner requests consideration of a 0 m tower step-back be entertained whereas 3 m is required within the HMU Zone. Urban Design Division has raised significant concern with the compatibility of the built form in relation to the surrounding low-rise uses, and the lack of stepping to facilitate a transition and reduce wind tunneling effects.

For this reason, staff is not supportive of any alteration to the minimum tower step-back provision.

Approximately 5.02 m² of amenity area per dwelling unit is required by the Zoning By-law, whereas 4 m² (2 m² indoors and 2 m² outdoors) is proposed, a shortfall of 1,398 m² at the current density. The site is within an employment area, which does not contain nor is in proximity to public spaces. As the intent of a CIHA is to encourage community benefits above and beyond that typically required of a traditional *Planning Act* application process and to expedite priority developments, staff is not supportive of the proposed amenity area reduction.

Should the Minister of MMAH issue a CIHA Order in response to the Council resolution only the Minister may make further amendments to the CIHA Order.

The Planning Act allows for the CIHA Order to contain conditions that can only be cleared and/or removed by MMAH.

Under Section 34.1(13) of the *Planning Act*, the Minister of MMAH may impose conditions on the CIHA Order. The conditions can only be cleared and/or removed by the Minister. To ensure the orderly development of the Subject Lands the City has proposed conditions, which may be referred to in Appendix B of Attachment 12, to be included with the CIHA Order request. The Minister of MMAH is solely responsible for lifting the condition. It is anticipated that MMAH will liaise with the appropriate party requesting the condition to ensure the concerns are satisfactorily addressed before having the Minister clear it. Please refer to Attachment 11 for a detailed summary outlining the rationale for each condition.

Community benefits above and beyond the Planning Act requirements are to be provided as part of the CIHA Order request, to the satisfaction of the City.

The City of Vaughan considers contribution to community benefits for CIHA Order requests on a case-by-case basis. On March 21st, 2023, Council adopted to receive the February 28, 2023, report which outlines key priorities that are intended to meet the City's objectives for creating complete communities. These priorities are to be considered and/or assist in securing benefits above and beyond what is required through the standard approval process of an Official Plan and Zoning By-law Application.

The Development proposed on the Subject Lands will contain the following additional community benefit:

- A minimum of 5% of the total residential dwelling units shall be reserved for Affordable Housing.

The definition of 'Affordable Housing' is referenced in the draft CIHA Order and is tied to the definition within YROP 2022. The 'Affordable Housing' will be finalized and secured through a future agreement to be registered on the property. A condition to this effect is listed in Appendix B of Attachment 9.

Community Benefits Charge ('CBC') is applicable and will be collected at Building Permit Stage.

The Development meets the criteria for CBC being 5 or more storeys and 10 or more units. The City passed the CBC By-law on September 14, 2022, which is therefore the applicable mechanism used to collect community benefits.

Operational Impact

Development Planning Department

Through the last regional MCR, the Subject Lands progressed through an employment land conversion and was subsequently not included in an employment area. According to YROP 2022, the Subject Lands are designated "Community Area", but are not within an area identified for intensification. Residential towers are well-suited within identified Intensification Areas where services and infrastructure are planned/available.

The Development is a step towards meeting the City's objectives of creating a complete community by taking underutilized employment lands and providing a variety of housing options, including affordable housing and commercial space within proximity of each other.

Staff will continue to work with the Owner in advancing the Development forward upon direction from Council. The building footprint, site plan layout and parking arrangement are conceptual and will be subject to further change as the application progresses. The level of intensity planned for the Subject Lands requires a detailed and strategic design that is both transit and pedestrian oriented. The provisions required to facilitate this vision will be incorporated into the draft CIHA Order as conditions identified in Attachment 11 and Attachment 12, Appendix B.

The CIHA Order for 661 and 681 Chrislea Road will be precedent setting for an area that is comprised of employment uses along with some commercial uses. Developing broader long-term land use policies along the Langstaff Road corridor should therefore be explored if demand for further employment conversions is contemplated or considered within proximity to the Subject Lands. Such review should consider land-use compatibility, safety and planned or required infrastructure improvements. Staff recognizes however that such an initiative is outside the scope of this specific application.

Departmental and External Agency Comments

This Application was also circulated to other applicable City departments and external agencies for comment. The following City departments and external agencies have provided their comments in Attachment 8:

- Urban Design Division
- Development Engineering
- Fire and Rescue Service
- Building Standards Department
- Parks Infrastructure Planning and Development

- Real Estate

The comments provided by the above-noted City Departments and external agencies will be addressed through draft CIHA Order conditions shown in Attachments 11 and 12 of this report. Some condition requests are not included in the attachments as they deal with concerns that do not affect the principle of development and are best satisfied at the subsequent Development Application stage. CIHA Order conditions may only be imposed, managed, and cleared by MMAH.

The following City departments and external agencies responded with no comments or concerns:

- Cultural Heritage Division
- Environmental Services
- Canada Post
- Financial Planning & Development Finance
- Rogers
- Enbridge
- York Catholic District School Board
- Alectra Utilities

Financial Impact

There are no requirements for new funding associated with this report.

Broader Regional Impacts/Considerations

York Region

York Region has reviewed the Application and provided their comments as shown in Attachment 9.

YROP 2022 policies coordinate and set the stage for more detailed planning by local municipalities. The Application proposes to increase the maximum permitted density on a site-by-site basis. The site is surrounded by employment uses and would create an isolated community without access to schools, community facilities, walkable destinations, etc., which does not constitute comprehensive planning. A CIHA Order should not be used to by-pass a comprehensive planning process and policies that consider the surrounding context, good planning principles, and create desirable, complete neighbourhoods. Site-specific increases in height, densities and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur.

If Council elects to proceed with the CIHA Order request, York Region has provided conditions to be included in the draft Order as shown in Attachment 12.

The Toronto and Region Conservation Authority ('TRCA') has the following comments:

The TRCA has reviewed the Application and has provided its comments in Attachment 10.

A small eastern portion of the Subject Lands are within the TRCA's Regulated Area. The proposed works are located outside of the Regulated Area. As such, TRCA's planning and regulatory interests are not impacted.

Conclusion

The Development Planning Department has reviewed the CIHA Application. Under Section 34.1 of the *Planning Act*, CIHA proposals are exempt from demonstrating consistency with the PPS, and conformity to the Growth Plan, YROP 2022 and VOP 2010. The Development Planning Department believes in maintaining a comprehensive and orderly approach to planning. Through the evaluation of the proposal, Development Planning recommends Council include Attachments 11 and 12 in its resolution and submission package to MMAH should it choose to endorse CIHA application File CIHA.23.002.

Should Council not endorse the CIHA Order request, file CIHA.23.002 shall be received for information and the Zoning By-law remains the solely applicable zoning document for the Subject Lands. This decision would direct staff to cease the processing of the CIHA Order request and close the file.

For more information, please contact David Harding, Senior Planner, at extension 8409.

Attachments

1. Context, Location, and Zoning Map
2. Conceptual Site Plan
3. Conceptual Landscape Plan
4. Conceptual Building Elevations - North and East
5. Conceptual Building Elevations - South and West
6. Conceptual Perspective Rendering - Southwest
7. Conceptual Perspective Rendering - Southeast
8. City Departments and External Agencies Comments
9. York Region Comments
10. Toronto and Region Conservation Authority Comments
11. Community Infrastructure & Housing Accelerator (CIHA) Order Conditions Rationale
12. Draft Community Infrastructure & Housing Accelerator (CIHA) Order
13. Owner Letter of Commitment

Prepared by

David Harding, Senior Planner, ext. 8409

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Nancy Tuckett, Director of Development Planning, ext. 8529

Approved by

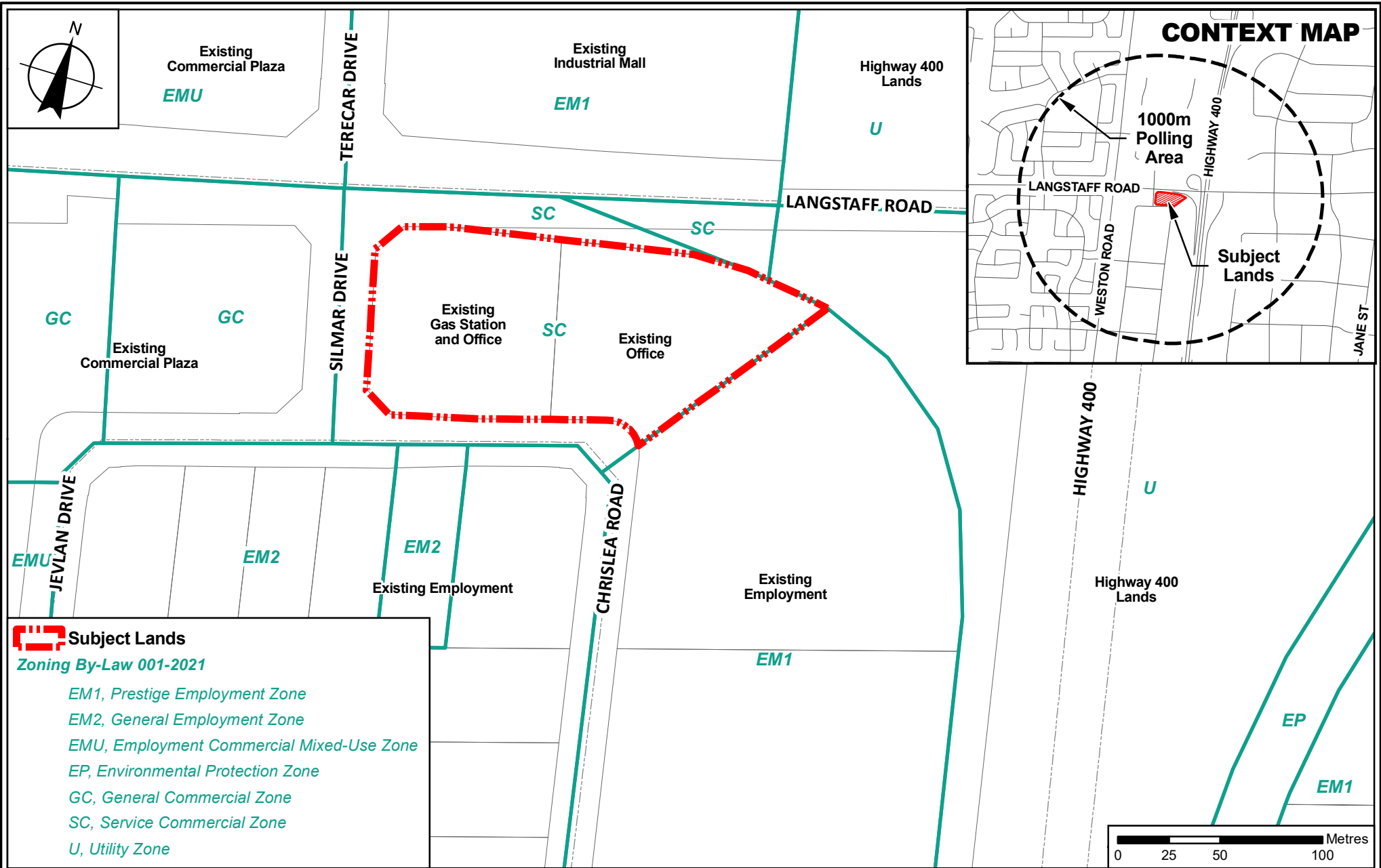


Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager



Context, Location, and Zoning Map

Location:
 661 and 681 Chrislea Road
 Lots 33 and 34 Plan 65M-2588
 Part of Lot 10, Concession 5

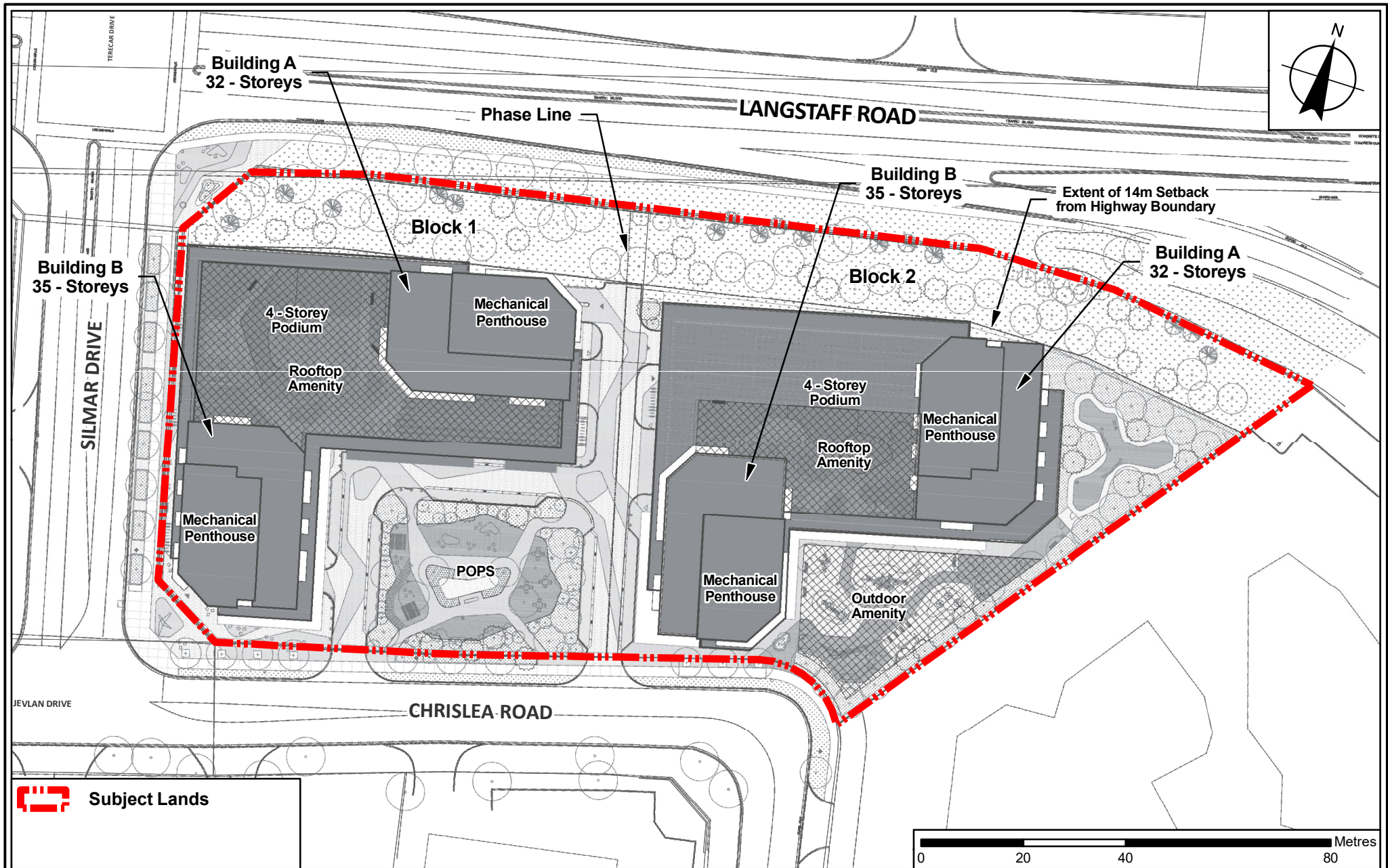
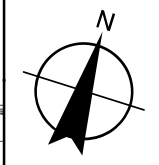
Applicant:
 Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



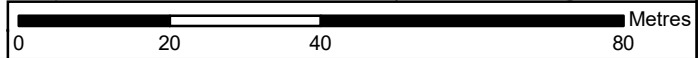
Attachment

File: CIHA.23.002
 Related Files:
 OP.23.011 and Z.23.020

Date:
 December 5, 2023



 Subject Lands



Conceptual Site Plan

Location:
661 and 681 Chrislea Road
Lots 33 and 34 Plan 65M-2588
Part of Lot 10, Concession 5

Applicant:
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.

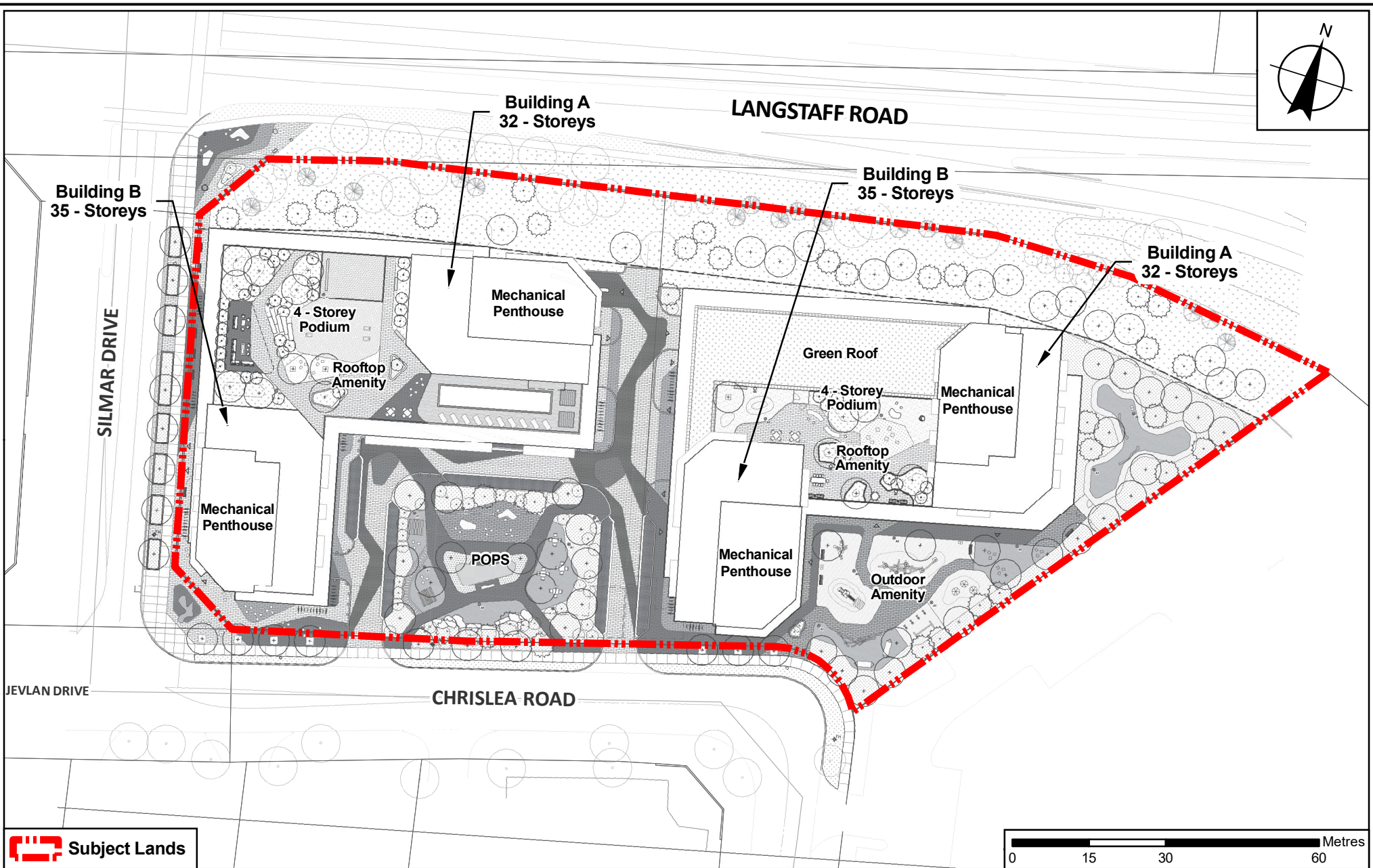
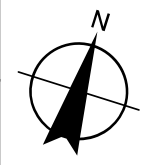


Attachment

File: CIHA.23.002
Related Files:
OP.23.011 and Z.23.020

Date:
December 5, 2023

2



Conceptual Landscape Plan

Location:
661 and 681 Chrislea Road
Lots 33 and 34 Plan 65M-2588
Part of Lot 10, Concession 5

Applicant:
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.

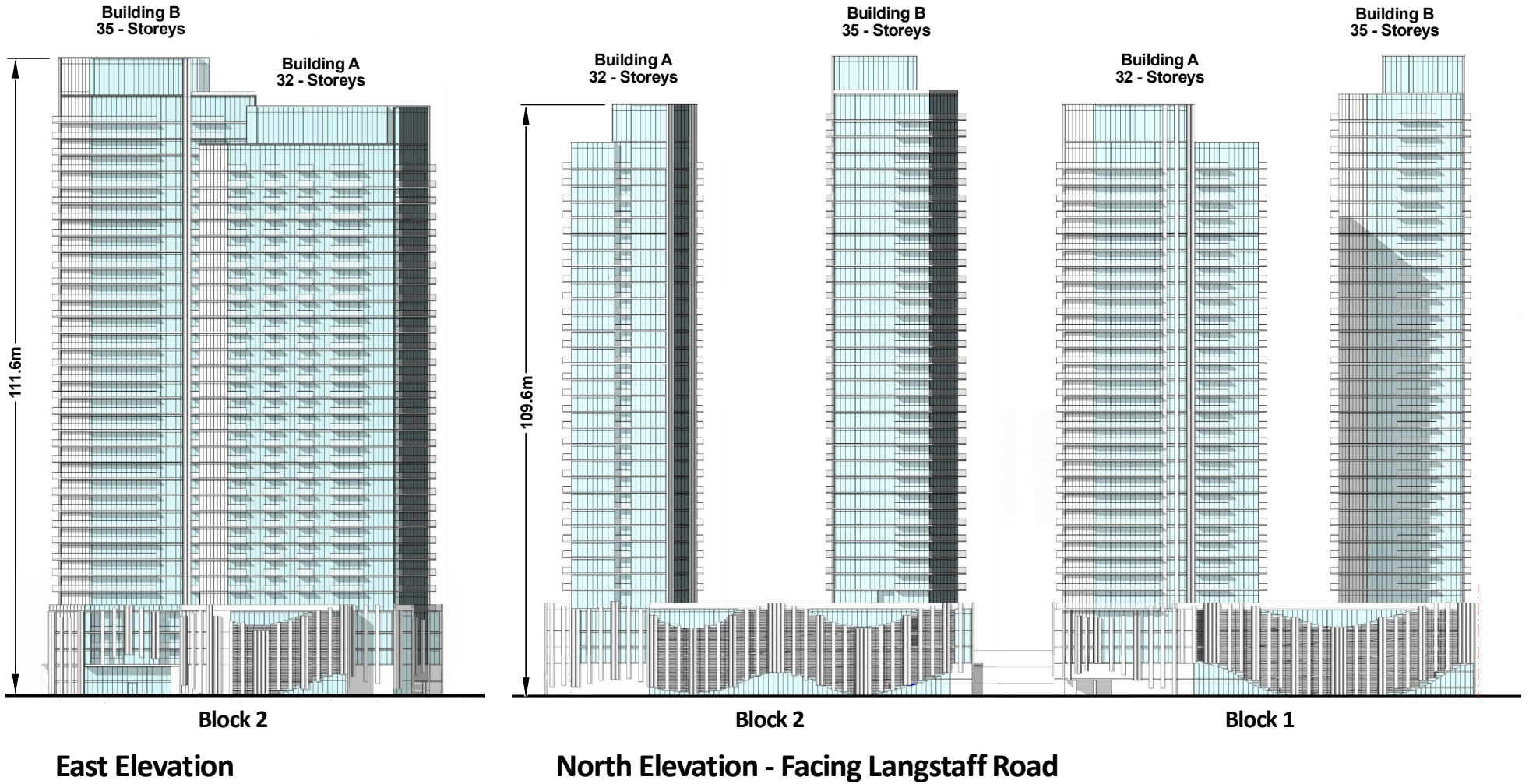


Attachment

File: CIHA.23.002
Related Files:
OP.23.011 and Z.23.020

Date:
December 5, 2023

3



Conceptual Building Elevations - North and East

Location:
 661 and 681 Chrislea Road
 Lots 33 and 34 Plan 65M-2588
 Part of Lot 10, Concession 5

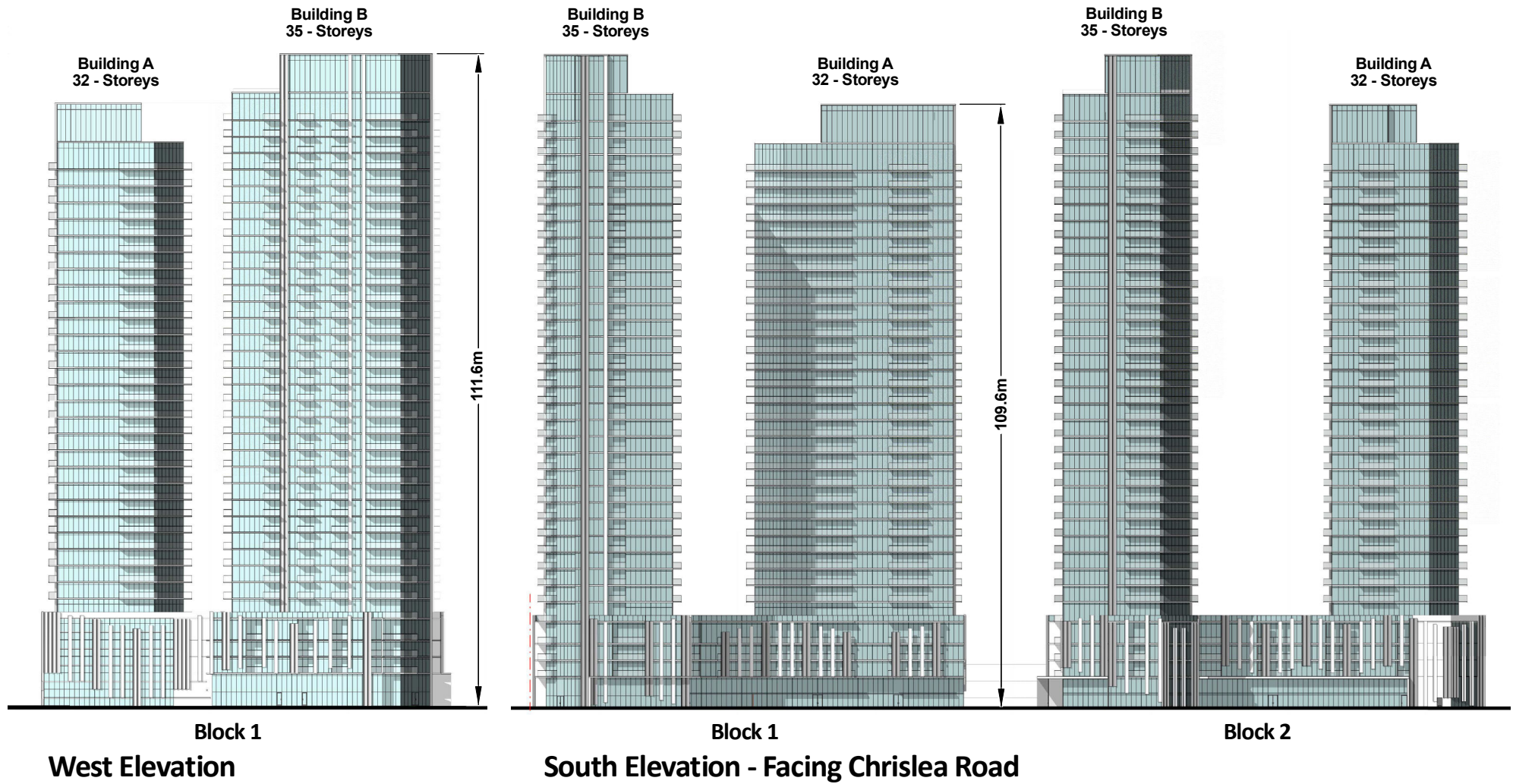
Applicant:
 Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



Attachment

File: CIHA.23.002
Related Files:
 OP.23.011 and Z.23.020

Date:
 December 5, 2023



Conceptual Building Elevations - South and West

Location:
661 and 681 Chrislea Road
Lots 33 and 34 Plan 65M-2588
Part of Lot 10, Concession 5

Applicant:
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



Attachment

File: CIHA.23.002
Related Files:
OP.23.011 and Z.23.020

Date:
December 5, 2023

5



View Looking North - East

Conceptual Perspective Rendering - Southwest

Location:
661 and 681 Chrislea Road
Lots 33 and 34 Plan 65M-2588
Part of Lot 10, Concession 5

Applicant:
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



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Attachment

File: CIHA.23.002
Related Files:
OP.23.011 and Z.23.020

Date:
December 5, 2023

6



Conceptual Perspective Rendering - Southeast

Location:
661 and 681 Chrislea Road
Lots 33 and 34 Plan 65M-2588
Part of Lot 10, Concession 5

Applicant:
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



217

Attachment

File: CIHA.23.002
Related Files:
OP.23.011 and Z.23.020

Date:
December 5, 2023

7

DATE: November 16, 2023

TO: David Harding
Development Planning Department

FROM: Matt Pascoe
Development Engineering Department

RE: **Steven McIntyre**
c/o Malone Given Parsons
661 & 681 Chrislea Road
Development Engineering Comments (Submission 2)
Application File: CIHA.23.002 (OP.23.011 & Z.23.020)
Related File(s):

The Development Engineering (DE) Department has received the subject Official Plan Amendment, Zoning By-law Amendment through the Community Infrastructure and Housing Accelerator (CIHA) process, (herein referred to as the 'Planning Applications') to facilitate and expedite the proposed development.

The following documents were reviewed and formed the basis of the engineering submission:

- Functional Servicing & Preliminary Stormwater Management Report (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Environmental Noise Feasibility Study (prepared by HGC Engineering Inc. dated July 31 2023)
- Phase 1 Environmental Site Assessment (Prepared by S2S Environmental Inc., dated June 23, 2023)
- Transportation Demand Management Study (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Transportation Impact Study (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Architectural Plans by Arcadis Architects (Canada) Inc. (July 31, 2023)
- Draft CIHA (October 2023)
- First Submission Comment Matrix by Malone Given Parsons (October 2023)

Based upon the review of the supporting engineering submission, DE has no objection to the Planning Applications subject to the Owner addressing the conditions and comments for the Official Plan Amendment and Zoning By-law Amendment, detailed below and attached herein.

The Owner shall obtain, as applicable, all necessary approvals/permits from the Regional Municipality of York to their sole satisfaction, prior to issuance of approval as the Subject Lands are regulated by the respective agencies.

DEVELOPMENT ENGINEERING DEPARTMENT CONDITIONS

The Development Engineering Department recommends that the Holding Symbol "(H)" shall not be removed from the Subject Lands until the following conditions are addressed:

1. The Owner must provide the updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
2. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
3. For Vaughan Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the subject lands.
4. The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.
5. The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all improvements that were identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
6. The Owner shall ensure the locations of the long-term bicycle parking spaces are located per the Comprehensive Zoning By-Law 001-2021. Long term bicycle parking shall be within the ground floor area, on the storey above the ground floor area or on the first or second storey below grade
7. The Owner shall provide parking for the Retail use meeting the minimum parking space requirement for Retail uses of 3 spaces/100m² or repurpose the proposed 300m² Retail use to Ancillary Retail use by rearranging the proposed 300m² of retail into separate units with a maximum 185m² GFA for any Ancillary Retail.

WATER SERVICING

The Subject Lands are situated within Pressure District 6 (PD 6) of the York Water Supply System. The site is currently serviced by the existing 300 mm diameter watermain located on Chrislea Road to the south of the Site. The Subject Lands are proposed to be serviced by a connection to the existing 300 mm diameter watermain on Chrislea Road. A 200 mm diameter PVC watermain that splits into a 150 mm diameter domestic service at the property line is proposed.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed water servicing strategy.

SANITARY SERVICING

The subject site is to be serviced using a 200 mm diameter PVC sanitary service connection to the existing 200 mm diameter sanitary sewer on Chrislea Road. The proposed sanitary sewer connection includes a property line manhole located within the P1 level of the building. The proposed building sanitary connection, and internal plumbing shall be installed per mechanical details and specifications. A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department. Any infrastructure improvements will be based on the conclusions and recommendations of the final Functional Servicing Strategy Report.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed sanitary servicing strategy.

STORM SERVICING

The Existing Site is a commercial development that generally drains towards Chrislea Road. The proposed development will feature separate storm service connections and stormwater tanks for each block. The storm storage tanks will convey controlled stormwater via an orifice tube at the storm control manhole located near the property line to the municipal storm sewer. The orifice tubes have been designed to convey the allowable site release rate. Water quality control for the stormwater flows from the site is provided via an Oil Grit Separator (OGS). The OGS is located upstream of the proposed underground stormwater chambers for both blocks. Oil Grit Separators remove pollutants from stormwater and snowmelt runoff to help with quality control. In existing conditions there are no water quality provisions, therefore, the addition of the OGS in proposed conditions are a substantial improvement.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed SWM strategy.

NOISE IMPACT STUDY

The Owner submitted a Noise Study to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Study recommended further study be conducted once the building design has been finalized to inform on the specific noise mitigation measures that will be required. The results of this assessment indicate that noise impacts from the identified noise sources will not result in any excesses with respect to minimum-hour traffic noise or exclusionary minimum sound limits, and thus the standard MECP criteria for a Class I urban site are expected to be met. Predicted sound levels at some of the outdoor amenity terraces exceed MECP guidelines, and mitigation is recommended to reduce the predicted sound levels. The projected levels are expected exceed the allowable threshold for terraces that are closest and/or most exposed to Highway 400. The final Noise Study must be approved to the satisfaction of the DE.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the proposed noise mitigation strategy.

ENVIRONMENTAL ENGINEERING

Environmental Engineering reviewed the submitted Phase 1 ESA report. Based on a review of the surrounding land uses, the City will require the applicant to submit an Air Quality and Odor Impact study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways. The submitted Phase I ESA report was written with the intent that the site is remaining commercial. Given the proposed residential development, the City will require revised Phase One and Two ESA reports, conforming to O. Reg. 153/04 standards, and assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks (MECP) standards are present. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template. Based on the proposed development, the applicant will be required to obtain a MECP Record of Site Condition (RSC) filed on the environmental site registry confirming that the entire development site is suitable for residential use.

SERVICING ALLOCATION

Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol ("H") will be required on the Zoning for the above noted development application and the availability of Regional servicing capacity will be assessed at the site plan approval stage.

TRANSPORTATION ENGINEERING

Development Transportation Engineering (DTE) has reviewed the submitted Transportation Impact Study. The proposal introduces an acceptable volume of traffic to the immediate transportation network with no considerable impacts to adjacent regional intersections. There are two full-moves accesses proposed on Chrislea Road along the site's southern boundary. Staff have concerns with the location of the second proposed access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to the parking garage and proposed lay-by parking spaces along the driveway.

A total of 7 levels of parking are proposed with two ramp accesses, including 5 levels above ground and 3 levels underground, to accommodate a 0.8 resident parking rate per unit and 0.2 visitor parking rate, total of 1210 residential and 304 visitor parking spaces. There are currently no visitor parking spaces proposed for the retail uses. Staff will require a parking justification study to support the reduction in parking rate. The Development proposes two Type C and two Type D loading spaces, meeting the Comprehensive Zoning By-Law 001-2021 (CZBL 001-2021) requirements. The number of bicycle parking spaces proposed meet CZBL 001-2021 requirements; however, Staff have concerns with the bike rooms locations within P3 of the parking garage.

The Transportation Impact Study identifies no traffic signals are warranted at any study intersections, however a traffic signal at the intersection of Jevlan Drive/Chrislea Road and Silmar Drive is recommended as a part of full build out of the proposed development. Additionally, an option to provide a 25-m eastbound auxiliary left-turn lane at the second entrance is explored, however staff have concerns due to the sightline issues at Access #2.

DTE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the application

*** PLEASE PROVIDE A RESPONSE LETTER OR MATRIX ADDRESSING ALL COMMENTS PROVIDED BY THIS DEPARTMENT. IN ADDITION, PLEASE HIGHLIGHT ANY CHANGES MADE TO THE REPORTS AND DRAWINGS THAT HAVE NOT BEEN REQUESTED BY OUR DEPARTMENT. ***

Should you wish to discuss the comments listed herein, please contact me at extension 3631.

Thank you,

Matt Pascoe, P.Eng.
905.832.8585 ext. 3631
matt.pascoe@vaughan.ca

Attachments: Comment Response Matrix

cc: Ary Rezvanifar
Natalie Cece
Samar Saadi Nejad

ATTACHMENT A



Application Number(s):		CIHA.23.002		Planning Contact:		David Harding	
Related City File:		OP.23.011, Z.23.020					
Owner:		Battcorp Holdings (Vaughan) Ltd. and Battcorp Holdings II (Vaughan) Ltd.		Engineering Contact:		Matt Pascoe	
Address:		661 & 681 Chrislea Road		Date:		November 16, 2023	
Circulation No. & Date:		Circ. No. 2, October 25, 2023		Circulation No.:		2	
Drawing/ Report	Comment #	City's comments 1st submission	Applicant's Response 1st submission	City's comments 2nd submission	Applicant's Response 2nd submission		
Development Engineering (DE) Review							
1. General Comments	1.1.	The Development Engineering Department shall approve the final grading plan, servicing plan (including interim and ultimate strategies), erosion and sediment control plan, Functional Servicing and Stormwater Management Report, Geotechnical Investigation Report and Transportation Impact Study;	Noted	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.2.	Engineering Stamp to be applied to all civil plans.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.3.	The Owner shall obtain all necessary approvals from the Region of York and submit them to Development Engineering department prior to final approval of the plan.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.4.	The Owner will be required to make an application for excavation and shoring that is required for the development and enter into an agreement and/or permit as required by the City, including an Encroachment Agreement/permit and payment of the associated fees.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.5.	Prior to the discharge groundwater accumulating or collected on private lands into the City's storm sewer system, the Owner shall obtain a Discharge Permit from the City, Environmental Services Department. Note that discharging groundwater into sanitary sewer is not permitted, the discharge should be directed	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			

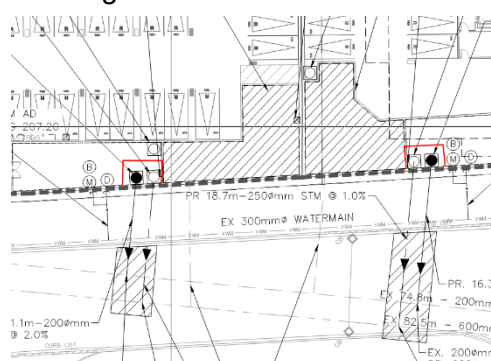
ATTACHMENT A

		to the storm sewer, meeting all bylaw parameters with treatment provided if needed.			
1.6.		The Owner shall install all works to carry out the Private Water Discharge (“Discharge and Related Works”) in accordance with the terms and conditions of the Permanent Discharge Approval, all to the City of Vaughan’s satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.7.		Prior to registration of any Plan of Condominium on the Lands, the Owner shall ensure that the Discharge Approval is in full force and effect and that the Discharge and Related Works are in good standing in accordance with the terms and conditions of the Discharge Approval and operating to the City of Vaughan’s satisfaction.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.8.		Immediately following registration of the Plan of Condominium for the last condominium of the development (where more than one condominium corporations are to exist), the Owner shall apply to Vaughan to transfer the Discharge Approval(s) to the applicable Condominium Corporation such that the Condominium Corporation shall assume and become responsible for the Discharge Approval and the Discharge Related Works. The Owner’s application to transfer the Discharge Approval to the Condominium Corporation shall include a report prepared and sealed by a professional geoscientist licensed in the Province of Ontario, attesting that all Private Water Discharge comply with the requirements of the Discharge Approval issued by Vaughan. The Owner may be required to add or modify the Discharge and Related Works to Vaughan’s satisfaction, all at its sole cost and expense.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.9.		The Owner’s permission to Private Water Discharge from the Lands into Vaughan’s storm sewer system is subject to all terms and conditions of this Agreement, the Discharge Approval, Vaughan’s Sewer Use By-law 130-2022, as amended or superseded, and all applicable laws and regulations.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.10.		Fees related to Discharge Approval renewals shall apply in accordance with the City’s Sewer Use By-law 130-2022, as amended or superseded.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	

ATTACHMENT A

	1.11.	Show development application numbers on all drawings and reports.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													
	1.12.	Additional comments may be provided with future submissions	Noted	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													
2. Functional Servicing Report	2.1.	Post-development flow rates discharged to the City of Vaughan's storm sewer system from the Lands, including Private Water Discharge, shall not exceed the allowable flow rates discharged to the Vaughan's storm sewer system as approved by Development Engineering and per the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to the City of Vaughan's satisfaction, all at the Owner's sole cost and expense.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													
	2.2.	<p>Fire flow demands shall generally be in accordance with Table 1-18 and shall not be less than those calculated according to the latest published requirements of the Water Supply for Public Fire Protection, Fire Underwriters Survey.</p> <table border="1" data-bbox="522 977 1087 1189"> <caption align="center">Table 1-18 Fire Flow Demand</caption> <thead> <tr> <th>Land Use</th> <th>Fire Flow</th> </tr> </thead> <tbody> <tr> <td>Single Family & Semi-Detached</td> <td>7,000 L/min or 117 L/s</td> </tr> <tr> <td>Townhouses</td> <td>9,000 L/min or 150 L/s</td> </tr> <tr> <td>Institutional</td> <td>15,000 L/min or 250 L/s</td> </tr> <tr> <td>Industrial/Commercial</td> <td>25,000 L/min or 417 L/s</td> </tr> <tr> <td>Multi-Unit Apartment Buildings</td> <td>19,000 L/min or 317 L/s</td> </tr> </tbody> </table> <p>The Fire Flow Test results shall be extrapolated to determine if there is sufficient pressure to meet the fire flow requirements based on the chart above. Please confirm that:</p>	Land Use	Fire Flow	Single Family & Semi-Detached	7,000 L/min or 117 L/s	Townhouses	9,000 L/min or 150 L/s	Institutional	15,000 L/min or 250 L/s	Industrial/Commercial	25,000 L/min or 417 L/s	Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	Land Use	Fire Flow															
	Single Family & Semi-Detached	7,000 L/min or 117 L/s															
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Industrial/Commercial	25,000 L/min or 417 L/s																
Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s																
2.3.	The minimum pressure during the maximum hourly demand (2,233.8 L/min) under static condition shall be 275 kPa (40 psi).	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														
2.4.	The minimum pressure when the system is tested for fire flow demand, plus maximum day rate or maximum hour rate whichever greater (21,233.0 L/min) shall be 140 kPa (20 psi).	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														
2.5.	The Functional Servicing Report provided in support of the above noted applications does not provide sufficient information with respect to wastewater (existing and proposed sewage flows, downstream analysis, etc.)	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														
	2.6.	The FSR should include grading section.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													

ATTACHMENT A

	2.7.	All existing unused services shall be properly decommissioned.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	2.8.		To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
3. Servicing Drawing	3.1.	The Servicing Plans should show the groundwater sampling port, groundwater discharge pipe, flow meter, discharge point etc.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.2.	The dewatering flow shall be controlled. Ensure that the groundwater discharge volumes are incorporated into the sizing of the stormwater management tank. The total flow (controlled (to include the dewatering discharge) +uncontrolled) to be less than the allowable release rate.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.3.	Any building above the height of 84m, in accordance with the Ontario Building Code, the proposed structure shall be served by two fire lines	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.4.	Control Manholes for sanitary and storm sewers shall be outside of the limit of parking lot building foundation. 	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.5.	Un-used services are not to be abandoned. Un-used services are to be decommissioned per City standards.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.6.		To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	4. Grading Drawing	4.1.	Show driveway access width (at the property line).	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.
4.2.		Entrance driveways shall be constructed with heavy duty asphalt paving from back edge of the municipal curb or edge of pavement to the property line (area to be highlighted on the drawing) in accordance with the following specifications: a. 50mm compacted depth of HL3 asphalt - top course b. 75mm compacted depth of HL8 asphalt - binder course c. 150mm compacted depth of 20mm diameter crusher run limestone - granular	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	

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		base d. 300mm compacted depth of 50mm diameter crusher run limestone - granular base			
	4.3.	Existing municipal sidewalk through the driveway shall be removed and replaced with 200mm thick sidewalk as per STD DWG R-128	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	4.4.	Cross sections of the swale at the north property limit should be provided at detailed design.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	4.5.	The owner shall provide detailed reports at the detailed design stage and site plan stage.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
5. Hydrogeological Report	5.1.	No Hydrogeological report was submitted with the CIHA application. A report outlining the required construction and permanent dewatering is required at detailed design. The following comments in this section are advisory.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.2.	Per Sewer Use By-law No. 130-2022, the City does not allow any discharge to sanitary sewer system; and any discharge to City's storm sewer shall conform to the City's water quality requirements of the Sewer By-law.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.3.	Include permanent groundwater flow or private water discharge that may discharge into a municipal sewer, in the design sheets or the future stormwater management facilities.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.4.	Any exceedances noted for Total Suspended Solids, Total Kjeldahl Nitrogen and Chloroform when compared to the City of Vaughan Storm Sewer discharge permissible limits, groundwater treatment will be required should discharge from short-term and long-term dewatering operations be directed to City Storm Systems.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.5.	A layout of groundwater/private water discharge facilities will be required for any groundwater discharge. The layout must include the location of the groundwater/private water discharge meter, sampling port, any required treatment facilities and discharging point. Refer to City's standard drawings Dwg. W-115, W-116, and W-117	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
6. Geotechnical Report	6.1.	The owner shall provide detailed reports at the detailed design stage and site plan stage.	noted	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
7. Noise Report	7.1.	For the other outdoor amenity areas, with the most exposure to Highway 400, represented	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	

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		by prediction locations R1, R3 and R4, barriers between 3 and 4 m in height would be required to reduce sound levels to within 60 dBA, which may not be feasible. Additional consideration could be given in detail design to reduce noise within the amenity area and not just within seating areas.			
	7.2.	A final report with a detailed assessment that can inform specific mitigation measures will be required at the site plan stage prior to the issuance of final approval from DE.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
8. Environmental Engineering	8.1.	Based on a review of the surrounding land uses, the City will require the applicant to submit an Air quality and Odour Impact study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways.	As per the "Submission Requirements for CIHA" Checklist, an Air Quality Assessment Report is required as part of the subsequent Site Plan process. A Holding Provision has been included in the draft CIHA identifying that those reports deferred to the Site Plan process (including the Air Quality Assessment Report) must be prepared to the satisfaction of the City prior to the lands being developed.	It is recommended that this be submitted and resolved at this stage to ensure there are no major impacts and that the proposed land use is compatible with existing land uses.	
	8.2.	The submitted Phase I ESA report was written with the intent that the site is remaining commercial. Given the proposed residential development, the City will require revised Phase One and Two ESA reports, conforming to O. Reg. 153/04 standards, and assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks (MECP) standards are present. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template (attached).	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	8.3.	Based on the proposed development, the applicant will be required to obtain a MECP Record of Site Condition (RSC) filed on the environmental site registry confirming that the entire development site is suitable for residential use. This RSC can be a requirement of the future site plan application review process.	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	8.4.	Items 1 and 2 should be completed at this time prior to the development applications proceeding to the COW	To be addressed at the subsequent Site Plan stage	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
9. IPCAM	9.1.	Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity	Noted, this holding provision has been included in the revised CIHA.	noted	

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	<p>Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol (“H”) will be required on the Zoning for the above noted development application and the availability of regional servicing capacity will be assessed at the site plan approval stage.</p> <p>Therefore, a Holding Symbol (“H”) shall be placed on the Lands as follows:</p> <p>THAT the Holding Symbol (“H”) shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following condition(s) are satisfied:</p> <p>Vaughan Council adopts a resolution allocating sewage and water supply capacity in accordance with the City’s approved Servicing Capacity Distribution Policy assigning capacity to the subject lands.</p>			
<p>9.2.</p>	<p>City of Vaughan – Integrated Urban Water Master Plan (IUW-MP) Class Environmental Assessment Study</p> <p>The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City’s Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Weston and 7 Secondary Plan Area through this on-going Master Plan update. Although the above noted site is not located within the Weston and 7 Secondary Plan Area, its expected wastewater peak flows directly affect downstream servicing capacity within the Weston and 7 Secondary Plan Area and beyond. The expected completion date for the IUW-MP Class EA is Q4-2023, and specific infrastructure upgrades for the Weston and 7 Secondary Plan Area will be identified in the FSSR. All external related water distribution system and wastewater servicing improvements shall conform to the conclusions and recommendations of the City’s ongoing Integrated Urban Water Master Plan.</p> <p>Therefore, the following preliminary condition applies:</p>	<p>Condition of Approval - Noted.</p>	<p>noted</p>	

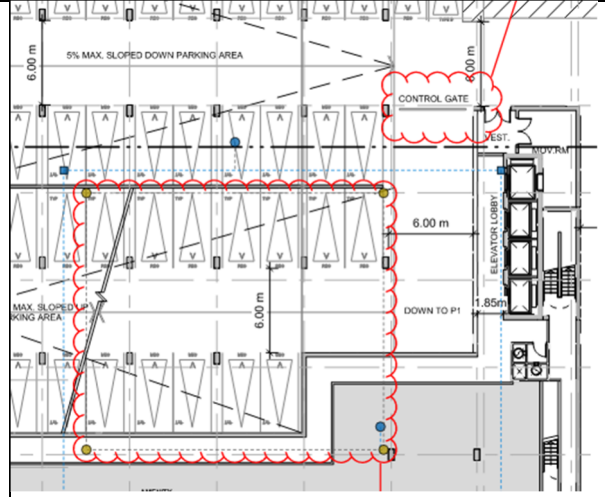
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		<i>The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Weston and 7 Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.</i>			
10. Transportation Engineering	10.1.	<u>Conditions</u> The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.	Condition of Approval - Noted.		
	10.2.	The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all improvements that were identified in the revised Transportation Impact Study and all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.	Condition of Approval - Noted.		
	10.3.			New Condition: The Owner shall ensure the locations of the long-term bicycle parking spaces are located per the Comprehensive Zoning By-Law 001-2021. Long term bicycle parking shall be within the ground floor area, on the storey above the ground floor area or on the first or second storey below grade	
	10.4.			New Condition: The Owner shall provide parking for the Retail use meeting the minimum parking space requirement for Retail uses of 3 spaces/100m ² or repurpose the proposed 300m ² Retail use to Ancillary Retail use by rearranging the proposed 300m ² of retail into separate units with a maximum 185m ² GFA for any Ancillary Retail.	
	10.5.	<u>General Comments</u> Please provide a visual sightline analysis to ensure there is sufficient sightline for the east access (Access #2). The TIS states there is 70m available	To be addressed at the subsequent Site Plan stage	As the location of the driveway accesses are critical to the building footprint, it is strongly recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	

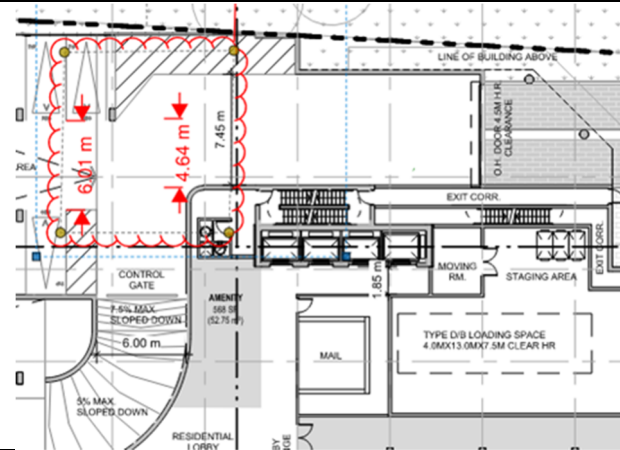
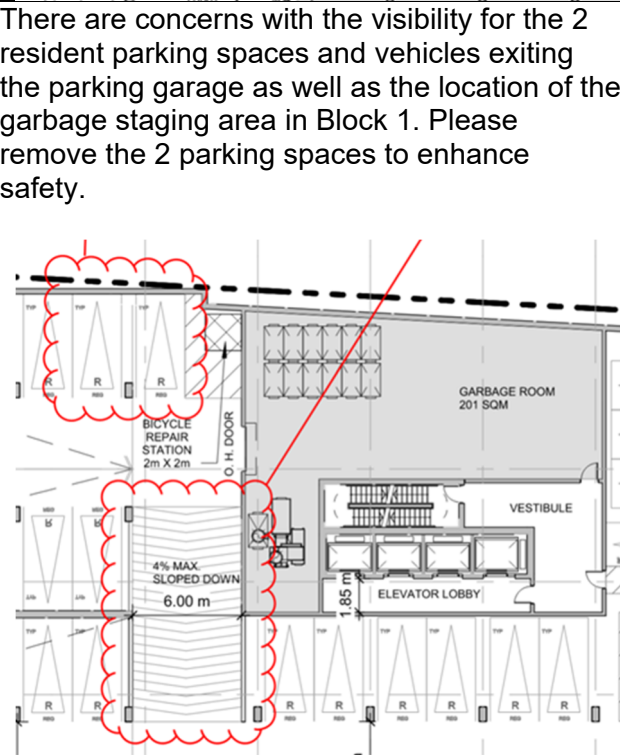
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	<p>however, upon staff review, there is only 60m of sightline due to the trees at the 90-degree bend, and as the TMC shows approximately 20% of p.m. peak traffic eastbound are trucks, it is anticipated the stopping sightline requirement will be greater than the 65m stated in the analysis. Additionally, it is forecasted that during the p.m. peak hour, 272 vehicles will make the EBL at the east access and a 25m left-turn lane had been recommended. With the high volumes and lack of sufficient sightline provided for the east access, Staff recommend the Applicant to consider revisions to Access #2.</p>			
10.6.	<p>Please provide a functional design of Chrislea Road, including all existing and proposed Pavement Marking and Signage plans. This should include any proposed improvements to implement the recommended signalization at Jevlan Drive/Chrislea Road and Silmar Drive for the full buildout of the development and proposed auxiliary left-turn lane. Please note, design and implementation of the required infrastructure improvements will be the responsibility of the Owner and shall be reflected in appropriate agreement(s) with the City of Vaughan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>The distance between the intersections of Langstaff Road and Silmar Drive and Jevlan Drive/Chrislea Road and Silmar Drive is approximately 100m. Per York Region Access Guidelines, signalized intersection spacing minimum requirements for 60km/h design speed is 215m. City Staff do not recommend unwarranted signalization of this intersection and any proposed intersection upgrades will require circulation to and approval from the Region.</p>	
10.7.	<p>The lay-by parking spaces along both access driveways should be provided a minimum 9m clear throat length due to the conflicting area at the entrance to the site that may potentially overflow back onto Chrislea Road. Please revise the clear throat length for both access driveways.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Provide a minimum 9m clear throat length at the driveway accesses due to the conflicting area at the entrance to the site that may potentially overflow back onto Chrislea Road. This removes some parking spaces proposed please confirm if these parking spaces are for the visitor parking supply.</p>	
10.8.	<p>Per the City's Comprehensive Zoning By-law, long-term bicycle parking spaces shall not be located below P2 and above Level 2 of the building. Currently, some long-term bicycle parking spaces are located within Levels P3. Please revise.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>The location for long-term bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is recommended that this be resolved at this stage to ensure there are no major impacts or changes to the parking layout and supply to the proposed development in subsequent phases.</p>	
10.9.	<p>Please clarify the layout of the parking garage floors in Block 2, the footprint of each level does not match. The parking spaces on the ground floor and mezzanine do not appear to match.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout and organization of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
10.10.	<p>Please provide clarification on Block 2 ground floor parking. It appears there are visitor parking spaces located past the control arm and along the ramp to P1.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	

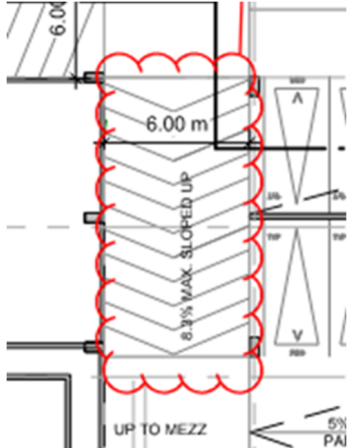
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<p>10.11.</p>	<p><u>Site Plan</u> Provide CZBL 001-2021 parking requirements for the proposed retail development within the Site Plan Statistics. Only the proposed HMU resident and resident visitor rates are shown. The development is currently located in an Other Zone and therefore such requirements much be shown.</p>	<p>A parking rate of 0 parking spaces for retail uses is proposed within the revised CIHA.</p>	<p>As the site proposes one Retail use of 302m², Staff recommend repurposing the Retail use to Ancillary Retail by rearranging the proposed 300m² of retail into 2 separate units of 150m² each. Ancillary Retail use does not require any visitor parking spaces under the CZBL 001-2021. Else, the minimum parking requirement for Retail uses of 3 spaces/100m² shall be provided.</p>	
<p>10.12.</p>	<p>Per CZBL 001-2021, parallel parking spaces on the ends must be 2.5m width x 7.3m length.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Dimensions of these parallel parking spaces may result in changes to the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
<p>10.13.</p>	<p>Scale is missing on the site plan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Please provide a scale on the plans for Staff review of the curb radii and driveway width.</p>	
<p>10.14.</p>	<p>Curb radii and driveway width are missing on the site plan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Curb radii measures at 6.0m and driveway width measures at 6.5m. Please revise to meet City Standards: the driveway curb radii to 7.6m and driveway width to 9m or provide maneuvering diagrams to confirm feasibility for garbage trucks and loading.</p>	
<p>10.15.</p>	<p>Please show all ramp transition lengths and slopes on the site plan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
<p>10.16.</p>	<p>Please show maneuvering diagram for vehicles emerging from the ramp from P1 and turning right out to the exit of the parking garage and there is sufficient space for vehicles entering the parking garage simultaneously.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Staff highly recommend providing the maneuvering diagrams at this stage to ensure there are no impacts or changes required to the number of parking spaces proposed if the layout of the parking garage must be revised due to constrained turning movements.</p>	

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<p>10.17. There are concerns with the visibility for the 2 resident parking spaces and vehicles exiting the parking garage as well as the location of the garbage staging area in Block 1. Please remove the 2 parking spaces to enhance safety.</p>		<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
<p>10.18. Please revise vehicle ramp slope for Block 2 from ground floor to mezzanine. Grade differential shall be a maximum 7.5% transition slope over 3.65m. Provide ramp slope and length on site plan.</p>		<p>To be addressed at the subsequent Site Plan stage</p>	<p>Grade differential shall be a maximum 7.5% transition slope over 3.65m. Provide ramp slope and length on site plan as this may impact the building height or layout.</p>	

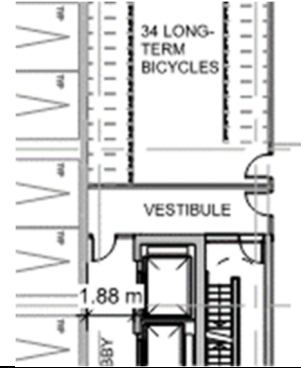
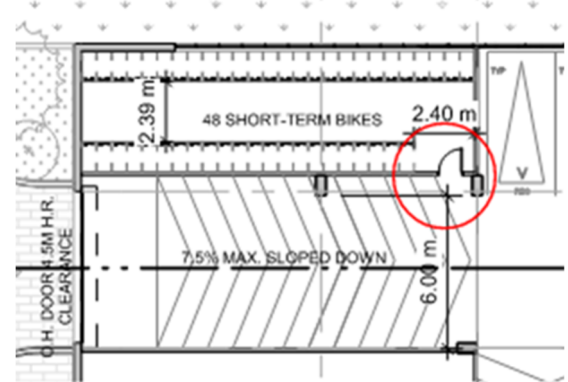
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10.19.	Please provide a vehicle maneuvering diagram for the garbage staging and relocation from the garbage rooms in the parking garage to the ground floor.	To be addressed at the subsequent Site Plan stage	Please ensure maneuvering diagram are provided at Site Plan stage to confirm feasibility of garbage staging. Please note where snow storage will be located or if it will be removed off site.	
10.20.	Please show snow storage that is 2% of the lot or include a note that snow will be removed off site.			
10.21.	<p><u>Transportation Impact Study</u></p> <p>Overall, the parking rate is proposed at the HMU rate 0.8 parking spaces per unit, whereas the current parking requirements if for an Other Zone. Staff will require parking justification study as the site is in an Employment Use area with the TIS stating only 1 of the 2 transit routes operating 7 days a week. Staff cannot support the proposed resident rate without adequate justification. Please provide a parking justification study following the City of Vaughan Parking Study Guideline.</p>	Vehicular Parking Requirements have been included within the revised CIHA included with this resubmission. 0.8 parking spaces per unit and 0.2 visitor parking spaces per unit are proposed. In addition, a parking rate of 0 parking spaces for retail uses is proposed.	As the site proposes one Retail use of 302m ² , Staff recommend rearranging the proposed 300m ² of retail into 2 separate units of 150m ² each, to have the proposed retail use be categorized under Ancillary Retail use, which does not require any visitor parking spaces under the CZBL 001-2021.	
10.22.	TIS Table 17 shows traffic signal was not warranted for the intersection of Jevlan Drive/Chrislea Road and Silmar Drive (within 11% of being warranted). The analysis recommends implementation at the intersection as part of full buildout of the proposed development. Please note, design and implementation of the required infrastructure improvements will be the responsibility of the Owner and shall be reflected in appropriate agreement(s) with the City of Vaughan.	To be addressed at the subsequent Site Plan stage	As the traffic signal at the intersection of Jevlan Drive/Chrislea Road is only approximately 100m from the intersection of Langstaff Road and Silmar Drive, and is not warranted, Staff do not recommend the implementation of unwarranted signalizations and any proposed intersection upgrades will require circulation to and approval from the Region. Please evaluate feasibility of other improvements such as implementation of a WBR turn lane at the intersection instead to reduce the forecasted delay.	
10.23.	There are a few roadways missing in Section 2 Road Network Table 3, 5. Please include information about Greenpark Boulevard/Crestmount Boulevard, Westcreek Drive/Creditview Road, and Portage Parkway.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	

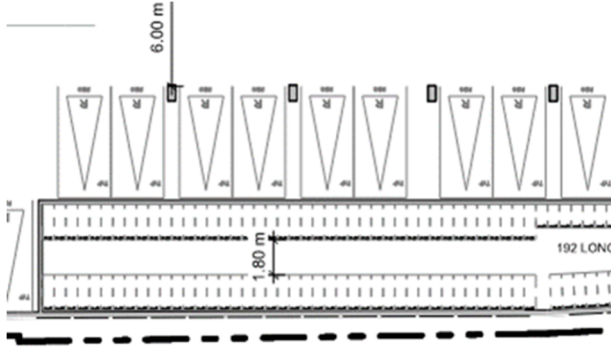
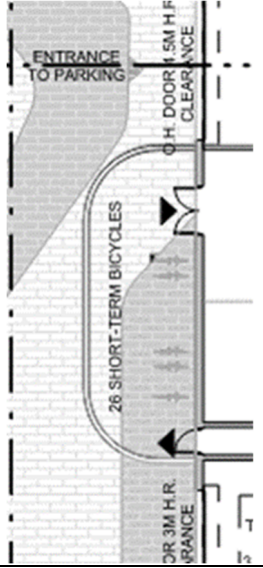
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10.24.	Please ensure all provided summary tables for traffic operations are showing accurate information. For 2031 Future Total Conditions, the intersection of Silmar Drive and Jevlan Drive/Chrislea Road under stop control, the A.m. peak critical V/C ratio should be the WB movement with ratio of 0.66.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.
10.25.	Please confirm the TSP for the intersection of Chrislea Road and Portage Parkway. The TSP shown in the Appendix appears to be for the intersection of Chrislea and Applewood.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.
10.26.	Please ensure Figures 11.1 to 11.3 in the Appendix are appropriately named – they are all titled 'Site Traffic Volumes'.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.
10.27.	Please show locations of control gate arms in the maneuvering diagrams to ensure sufficient turnaround area is provided. Please remove the 2 resident parking spaces that are located adjacent to the control arm on Floor 2 of Block 1 as there will be maneuverability issues.	To be addressed at the subsequent Site Plan stage	As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.
10.28.	<u>Active Transportation Comments</u> In-boulevard pedestrian and cycling facilities will be required along Silmar Drive and Chrislea Drive per the recommendations of the Pedestrian & Bicycle Master Plan (2020). Please coordinate with the City of Vaughan Infrastructure Planning & Corporate Asset Management Department for design details and provide update to Transportation Engineering staff.	To be addressed at the subsequent Site Plan stage	As the requirement for in-boulevard pedestrian and cycling facilities may impact the proposed driveway accesses, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.
10.29.	Provide detailed design of internal private roads that include but not limited to active transportation facilities, pavement markings, crossing treatments, signage, etc.	To be addressed at the subsequent Site Plan stage	It is recommended that detailed design of the internal private roads are provided at this stage to resolve any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation.
10.30.	Please provide a pavement marking & signage plan that shows treatment of the on-site pedestrian facilities and signage/wayfinding for cyclists to/from bicycle parking areas. This includes all on-site traffic control measures on ground level, site access, and parking levels. The pavement marking & signage plan should also include safety measures for the interaction between pedestrians/cyclists/drivers and the proposed loading space(s).	As per the "Submission Requirements for CIHA" Checklist, a Pavement Marking & Signage Plan is required as part of the subsequent Site Plan process. A Holding Provision has been included in the draft CIHA identifying that those reports deferred to the Site Plan process (including a Pavement Marking & Signage Plan) must be prepared to the satisfaction of the City prior to the lands being developed	It is recommended that Pavement Marking and Signage Plans are provided at this stage to resolve and provide any safety measures to address any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation.
10.31.	Provide a Pedestrian and Bicycle Circulation Plan.	Refer to the response for Comment #10.28. The proposed Holding Provision includes the	It is recommended that Pavement Marking and Signage Plans are provided at this stage to resolve and provide any

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			Pedestrian and Bicycle Circulation Plan .	safety measures to address any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation.	
10.32.	Provide pick-up and Drop-off area inside the property limit near principal pedestrian entrances.		To be addressed at the subsequent Site Plan stage	Please clarify the location for the pick-up and drop off area as these may impact the proposed visitor parking supply.	
10.33.	Access doors to all bike rooms should be situated in a safe place with convenient accesses to elevators. Please provide dedicated bicycle elevator(s) with standard dimensions for cyclists.		To be addressed at the subsequent Site Plan stage	Included as Condition - As the location for bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	
10.34.	Relocate access door to the Vestibule below. 		To be addressed at the subsequent Site Plan stage		
10.35.	Access door cannot be located on a vehicle ramp because of safety reasons. Please revise. 		To be addressed at the subsequent Site Plan stage		
10.36.	All bike rooms should have direct access to an elevator allocated to cyclists. There is an instance that bike room is further away from the elevators. Please explore alternative options.			Included as Condition - As the location for long-term bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is highly recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	

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<p>10.37.</p>	<p>There are safety concerns with the location of short-term bike racks in between loading zone and vehicle parking entrance. Please explore alternative options.</p> 		<p>As the relocation for these short-term bicycle parking may impact the proposed bicycle parking supply, which is a Zoning matter, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
<p>10.38.</p>	<p>Provide dimensions and detail for bicycle parking spaces. Clarify if the long-term spaces will be horizontal, vertical or stacked spaces.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As dimensions of the bicycle parking spaces are a Zoning matter, please provide details regarding the bicycle parking spaces.</p>	
<p>10.39.</p>	<p>Provide the locations of bike repair stations on the site plan drawings.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Please address at Site Plan Stage.</p>	
<p>10.40.</p>	<p><u>TDM Comments</u> The comments below are primarily advisory comments that will be required at the SPA stage. However, given the intensity of the proposed development, the following TDM comments should be addressed to ensure ample opportunities will be provided to future users of the site to engage in alternative modes of transportation:</p>			
<p>10.41.</p>	<p>Please provide the costs associated with bicycle parking spaces and bike repair stations.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Please address at Site Plan Stage.</p>	

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	10.42.	It is required to unbundle unit sales from parking sales. A letter of commitment should be provided by the applicant/owner that the sales will be unbundled. Please add this measure to the TDM Checklist	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
	10.43.	Applicant to coordinate with York Region if above and beyond of what is provided through Region is required for the subject development.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
	10.44.	The location of car-share spaces should also be provided on the site plan. More information regarding the agreement with a provider will be required.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
	10.45.	Per the recommendations of the TDM Plan, a Letter of Credit should be provided to the City that covers the costs associated with TDM measures as identified in the Transportation Mobility Plan report including the costs for two (2) follow-up travel surveys (\$5,000) as part of TDM monitoring plan.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	

Date: October 31, 2023

To: David Harding, Senior Planner, Development Planning

From: Michael Tranquada, Senior Urban Designer, Development Planning
Chrisa Assimopoulos, Urban Designer, Development Planning

Cc: Shahrzad Davoudi- Strike, Manager of Urban Design and Cultural Heritage

Re: **Development Application Urban Design Comments**

File No: CIHA.23.002

Agent: Steven McIntyre, c/o Malone Given Parsons

Owner: Battcorp Holdings (Vaughan) Ltd. And Battcorp Holdings II (Vaughan) Ltd.

Location: 661 & 681 Chrislea Road

Urban Design Staff have reviewed the 2nd circulation of the proposed development concept for the above-mentioned site, circulated on October 25, 2023, and provide the following comments:

Please refer to the original comments that were provided by Urban Design on September 7th. The comments have not been addressed and should be resolved at the OP and zoning stage of the application, and should be addressed in advance of the site plan stage to be consistent with our typical review process. The comments have been provided again below for reference.

General Note and Requirements:

1. Provide Urban Design and Sustainability Guidelines.
2. Sustainability Performance and Summary Letter is to be provided.
3. Provide a pedestrian and bicycle circulation plan.

To clarify our request for the information regarding the above noted materials (Items 1-3), it is mentioned in the Planning Opinion Report that the intent is to create and “contribute to a lively and complete community” and to be “supportive of the intended transit expansion planned for the surrounding area”. To confirm and review how this intent can be quantified and evaluated, staff require the necessary drawings/maps capturing active transportation measures, the strategies to be implemented and the reports identifying specific sustainability measures that will be put in place for this community to be a complete community.

4. Please ensure the noted scales on the title sheets of the drawings are provided.
5. Make sure the required MTO setbacks are all depicted on the corresponding plans and are compliant.
6. Make sure the boundaries of the TRCA-regulated area and the required setbacks are depicted on all corresponding plans.
7. The pedestrian wind study (Desktop Analysis) as per the City’s [Terms of Reference for Wind Study](#) is to be provided at the site plan stage as per the agreement with City management.

8. The Arborist Report and Tree Inventory and Preservation Plan for all trees within the subject property or within 6m of the property boundary, is to be provided at the site plan stage as per the agreement with City management.
9. It has been agreed by City management that this application will only need to go to the Design Review Panel at the site plan stage.

Massing and Site Layout

10. The proposed 35 and 30-storey residential towers are incompatible with the existing low-rise prestige employment lands and do not provide sufficient transition to the surrounding context. As per the Official Plan S.9.1.2.1(b) and based on the intended justification for the new development, it should be located and organized to frame and support the public realm and fit harmoniously into the surrounding environment and provide appropriate transitions. The proposed high-rise residential towers should be located only along the Langstaff corridor, and then provide an appropriate mid-rise built form transition to the low-rise commercial/industrial lands to the west on Silmar Drive and south on Chrislea Road. Further consideration should also be given to stepping the buildings down to provide a more appropriate transition along the site edges.
11. The building interface along Langstaff Road is restricted by the MTO 14 m setback providing a weak connection to the main arterial road, and the location of the second block is isolated by Highway 400 and the onramp along the east edge of the site. If intensification for this area is to be supported, it would be more appropriate to locate this type of development closer to the intersection of Langstaff and Weston Road, where it would have a stronger community connection to the existing residential neighborhood, local services, and would fit better in the public realm.
12. Urban Design staff require that the drawing scale be provided on all drawings. It appears the tower floorplate is approximately 800 square metres, however, the scale of the drawings has not been provided to help verify this information. Staff request the floorplate area be provided on the drawings to confirm the towers are compliant with the Official Plan regarding tower floorplate size and do not exceed 850 sq.m. (for any portion of the massing above 12 storeys).
13. The overall design of the block should be designed to maximize and consolidate the proposed POPS/amenity space. Urban Design staff suggest flipping the orientation of Block 2 and consolidating the building amenity in the centre of the combined blocks. This will allow the applicant to maximize this area to better utilize the space for appropriate programming and improving the overall quality of amenity space for residents. The towers will need to be reorganized to maintain the 25m separation distance, and in combination with comment #11, the midrise buildings can be used along the south and west edge of the site, where they have the strongest proximity to the existing low-rise development.
14. There is a lack of services and infrastructure available for residents given the location of the proposed development. The nearest park and school are a 20-minute walk and do not conform with the intent of the City's policies, guidelines, and the Official Plan's direction to build Complete Communities. Therefore, it is highly recommended that the size of the interior court amenity

space should be a minimum size of 0.2 hectares to meet the City's minimum requirements for POPS and to maximize the amount of outdoor amenity space for residents.

15. The proposed parking for this development should be placed underground to be compliant with the Official Plan, S.9.1.2.9.d If any parking is provided above grade as structured parking, it should be wrapped with active uses (See OP S.9.1.2.9.g).
16. The proposed at grade setbacks ranging from 0m to 2m are not appropriate and need to be increased to provide a minimum 3m setback along Chrislea Road, Silmar Drive, and appropriate setback along the MTO boundary. Additional consideration should be given to the proposed at grade uses and their relationship along the street edge. Providing a stronger pedestrian connection to Langstaff given the MTO boundary should be given greater attention.
17. Urban Design defers to the Park's Planning Department to determine if the proposed POPS will be acceptable. As noted in comment #14, POPS is required to be a minimum size of 0.2 hectares. As requested, consolidating the proposed at grade POPS and amenity will help to create a more appropriate size outdoor amenity POPS for a residential development. Staff reserve additional comments on the design once the comments noted in this review have been addressed.
18. Strengthen the connections between the site and Langstaff Road and provide direct access linking the public sidewalks and any paths to the POPS, residential lobbies, and amenity areas. Ensure all sidewalks have a prominent presence along public streets. Approval for sidewalks through the MTO lands will need to be coordinated with the MTO.
19. The proposed loading for the retail/commercial space near the corner of Chrislea Drive and Silmar Drive should be positioned further away from the corner and public realm. In consideration of the proposed block reconfiguration, the driveway location should be positioned to allow service access and to provide less interference with the amenity and building lobbies, while maximizing the POPS area. It may be more appropriate to locate the retail along Silmar Drive with the loading pushed further back into the building, or to find a way to consolidate it with the other building garbage and loading areas.
20. In response to the overall context, street hierarchy, and to provide better microclimate conditions, it is recommended that the redistribution of the blocks be collectively organized to create a large centralized POPS area that will be framed by the buildings podiums and used to help shield the site from the most impactful noise levels and winds. Consideration will need to be given to the proposed rooftop amenity spaces that lack protection from the predominate northwesterly winds and sound transfer from the Langstaff Road and Highway 400. With modifications to the block layouts and tower locations, it would be more beneficial to position the amenity spaces closer to southern edge to maximize light and use the towers to help shield additional wind and noise at this level. Staff reserve further commenting on the revised site layout once changes have been made to the site design.

Landscape

1. Based on the proposed rooftop uses, it would be beneficial to provide access for the residents to both amenity spaces given the differing and specific program. For example, residents will most likely want access to the outdoor pool, dog park, etc.

2. Referring to the comments regarding the setbacks, staff recommend designing the development's public interface to be more urban in character. Consider how the uses will inform the public realm and POPS, and how these spaces might be better activated by the specific program proposed.
3. Ensure that 1.2 m soil depth is provided for tree planting over a slab; please make sure that it is clearly shown on the building and landscape sections.
4. Please coordinate with the Engineering Department to ensure the City's standard sidewalk widths and other facilities, such as bike lanes, are reflected on the plans.
5. Note that planting outside the private boundary should be directly coordinated with the Forestry Department.

Noise Report

6. Please confirm if the noise conditions for the proposed at grade POPS and amenity area have been examined as part of the study. Please include that information in the report.

Michael Tranquada, M.Arch, OAA, MRAIC

Senior Urban Designer, Development Planning Department
T. 905-832-8585 ext.8254
E: michael.tranquada@vaughan.ca

Date: November 7, 2023

To: David Harding, Senior Planner, Development Planning

From: Aimee Pugao, Senior Planner, Parks Infrastructure Planning and Development

CC: Michael Habib, Manager of Parks and Open Space Planning, Parks Infrastructure Planning and Development
Diana Guida and Tania Dowhaniuk, Parks Planner I, Parks Infrastructure Planning and Development

RE: **Files:** CIHA.23.002 Related Files: OP.23.011 & Z.23.020
Related Files: PAC.23.030
Agent: Steven McIntyre c/o Malone Given Parsons
Owner: Battcorp Holdings (Vaughan) Ltd. and Battcorp Holdings II (Vaughan) Ltd.
Location: 661 & 681 Chrislea Road
(Planning Block 30)

Parks Infrastructure Planning and Development (PIPD) staff are in receipt of a request for comments, dated October 25, 2023, for the 2nd circulation of a Community Infrastructure and Housing Accelerator CIHA.23.002 for 661 & 681 Chrislea Road, in Planning Block 30. PIPD staff had an opportunity to review the submitted documentation and offer the following comments:

PIPD comment:

- 1. Proposed POPS:** PIPD staff acknowledge a 0.13 ha POPS is proposed on the subject lands. In order to receive parkland dedication credit, POPS must meet the provisions in the Parkland Dedication by-law 168-2022 which includes but not limited to adherence to the Vaughan Official Plan Section 7.3.2.6, the minimum size of 0.2 ha and the Citywide Urban Design Guidelines (Performance Standard No. 6.2.8).

The proposed POPS in its current state, does not satisfy the above. Therefore, at this time PIPD staff recommend it should not be creditable as parkland conveyance. PIPD staff are open to further conversations should revisions be made to the proposed POPS, including but not limited to: increasing size, public road frontage, providing connectivity, and improving opportunity for public programming. If revisions are not met to the satisfaction of the City, PIPD recommend the proposed POPS be revised as amenity space. Urban Design staff shall review and provide comments as required.

PIPD Condition of Site Plan:

- 2.** To meet dedication requirements under the Planning Act, the VOP 2010 (Section 7.3.3 Parkland Dedication) and current Parkland Dedication By-Law and amendments, payment-in-lieu of parkland will be applicable at the time of building permit, discounting any public parkland dedicated to the City. Real Estate Services staff shall review and provide comments as required.

PIPD staff note the following materials are required* as a condition for the future Site Plan process:

- Detailed Facility Fit Study;
- Pedestrian Level Wind Study (SP); and
- Arborist Report with Tree Inventory and Preservation Plan.

*Materials required if the applicant is seeking creditable POPS is proposed within the subject development.

If you have any questions, please feel free to contact the undersigned.

Thank you,



Aimee Pugao

Senior Planner, Parks and Open Space Planning
Parks Infrastructure Planning and Development
905-303-2069, ext. 8936 | aimee.pugao@vaughan.ca

O:\Parks Development\PD Parks Planning\Block 30\CIHA.23.002 (OP.23.011 & Z.23.020) - 661 & 681 Chrislea Road\2nd Circulation

DATE: November 7, 2023
TO: David Harding, Development Planning Department
DA FILE No.: **CIHA. 23.002 - 2nd Circulation**
Related Files: **Z.23.020 and PAC.23.030**
APPLICANT: Battcorp Holdings (Vaughan) and Battcorp Holdings II (Vaughan) Ltd.
PROPERTY 661 and 681 Chrislea Road – Blocks 1 & 2
LOCATION:

Documents Reviewed:

DWG#	Drawing Title/Document	Rev#	Date
A000	Cover Page	1	2023-07-31
A001	Context Plan & Statistics	1	2023-07-31
A100	Site Plan	1	2023-07-31
A101	P2 & P3 Floor Plans	1	2023-07-31
A102	P1 Floor Plan	1	2023-07-31
A103	Ground Floor Plan	1	2023-07-31
A104	Mezzanine	1	2023-07-31
A105	2 nd Floor Plan	1	2023-07-31
A106	3 rd Floor Plan	1	2023-07-31
A107	4 th Floor Plan	1	2023-07-31
A108	5 th Floor Plan	1	2023-07-31
A109	Typical Tower Floor Plan	1	2023-07-31
A201	North Elevation	1	2023-07-31
A202	South Elevation	1	2023-07-31
A203	East Elevation	1	2023-07-31
A204	West Elevation	1	2023-07-31
A301	Building Cross-Sections	1	2023-07-31
A301	Building Cross-Sections	1	2023-07-31
A301	Building Cross-Sections	1	2023-07-31
A401	Aerial View	1	2023-07-31
A402	Perspectives	1	2023-07-31
	Draft CIHA Zoning Order		November XX, 2023
	Parcel Abstract - Lot 34, Plan 65M2588		

Comments associated with Zoning By-law 001-2021, as amended:

Zoning Designation:

The subject lands are currently zoned Service Commercial Zone, subject to site-specific Exception 14.752 under By-law 001-2021 as amended. Zoning review of the lands has been conducted based on the Draft CIHA Zoning Order provided and the requirements of the HMU, High-Rise Mixed-Use Zone.

Four residential towers split between two 4 storey podiums, consisting of two 35 storey towers and two 32 storey towers (Blocks 1 and 2), split between two 4 storey podiums, consisting of a total of 1488 residential units, a 1300 m2 privately owned public space, 301.82 m2 of at-grade future commercial uses in the building in Block 1, and two outdoor amenity areas are proposed.

Comments:

Please note the following comments are based the information provided within the documents listed above.

1. A holding provision applies with respect to the development of Block 1 and Block 2. [Draft CIHA Zoning Order]
2. Proposed front yard of 1.5 m to the podium for Block 2 does not meet the minimum requirement of 5 m. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
3. Proposed front yard of 7.0 m for Block 1 does not appear to be measured to the wall at the ground floor. A minimum front yard of 5 m is required. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
4. Proposed front yard of 4.0 m to the podium for Block 1 at the sight triangle abutting Silmar Drive and Chrislea Road does not meet the minimum requirement of 5 m. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
5. Proposed rear yard of 0.0 m does not meet the minimum requirement of 7.5 m. [Table 8-3] A minimum rear yard of 0.0 m is proposed in the CIHA draft bylaw.
6. Proposed exterior side yard of 4.0 m to the podium for Block 1 at the sight triangle abutting Silmar Drive and Chrislea Road does not meet the minimum requirement of 5 m. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
7. Proposed exterior side yard to the podium for Block 1 at the sight triangle abutting Silmar Drive and Langstaff Road has not been dimensioned. A minimum exterior yard of 5 m is required. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.

8. Proposed exterior side yard of 2.0 m to the podium for Block 1 does not meet the minimum requirement of 5 m. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
9. Proposed height of 111.60 m exceeds the maximum permitted height of 88 m. [Table 8-3]. A maximum height of 120 m is proposed in CIHA draft bylaw.
10. Proposed minimum ground floor height of 3.0 m does not meet the minimum requirement of 4.5 m. [Table 8-3] A minimum ground floor height of 120 m is proposed in the CIHA draft bylaw.
11. Proposed tower step-back of 0 m does not meet the minimum requirement of 3 m. [Table 8-3] A tower step-back 0 m is proposed in the CIHA draft bylaw.
12. Proposed tower separation of 25 m does not meet the minimum requirement of 30 m. [Table 8-3] A minimum tower separation of 25 m is proposed in the CIHA draft bylaw.
13. Not all tower setbacks from the rear and interior side lot lines for each Block are dimensioned on the Site Plan. A minimum tower setback from any rear lot line and interior side lot line of 12.5 m is required. It appears that the CIHA draft bylaw requires a provision to address any deficiencies.
14. Proposed landscape strip widths of 2.0 m abutting Silmar Drive and 1.5 m abutting Chrislea Road do not meet the minimum required width of 5 m abutting a street line. [Table 8-3] Landscape strip widths of 2.0 m abutting Silmar Drive and 1.5 m abutting Chrislea Road are proposed in the CIHA draft bylaw.
15. Bicycle racks are shown on the Site Plan and Landscape Site Plan Layout drawings in the minimum required 2.0 m landscape strip abutting Silmar Drive for Block 1 and are not permitted in the required landscape strip. [Section 3.0, Definition of Landscape] A minimum landscape strip of 2 m abutting Silmar Drive is proposed in the CIHA draft bylaw. An exception has also been included in the draft bylaw to allow Short Term Bicycle Parking Spaces within the required landscaping strip. In addition, an exception is proposed to require Short Term Bicycle Parking Spaces to be setback at least 0.6 m from a lot line. Setback dimensions must be provided on a revised Site Plan for future circulations.
16. Proposed location of long-term bicycle parking spaces as shown in the P3 Floor Plan for Block 1 and Block 2, and noted in Site Statistics that are required for a dwelling unit do not meet the requirement. A long-term bicycle parking space is required to be located within the ground floor area, on the storey above the ground floor area or on the first or second storey located below grade. [Section 6.5.4.2] In the Comments Response Matrix, the Applicant advises that drawings will be revised at the subsequent Site Plan stage to reflect required bicycle parking requirements.
17. Setback dimensions for short term bicycle parking spaces located in the yard between the building and Silmar Drive for Block 1 are not dimensioned on the Site Plan. Where a short-term space is located in a yard, it shall be permitted to be located in a required yard (however, not in a required landscape strip) and shall have a minimum setback of 0.6 m from the nearest lot line. [6.5.5.2a] An exception has been included in the draft bylaw to

allow Short Term Bicycle Parking Spaces within the required landscaping strip. In addition, an exception is proposed to require Short Term Bicycle Parking Spaces to be setback at least 0.6 m from a lot line. Setback dimensions must be provided on a revised Site Plan for future circulations.

18. Additional comments may be forthcoming with respect to Short Term Bicycle Parking Spaces. I am not able to locate and count all of the short-term bicycle parking spaces and therefore cannot complete a thorough review of the requirements. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
19. Proposed aisle and driveway widths that provide access to the loading spaces that are located within both Blocks/buildings are not dimensioned on the Site Plan or the Ground Floor Plan. The minimum width of an aisle or driveway providing access to a loading space within a building and having two directions of traffic shall be 6 m. [6.11.3 1a] A width of 5.9 m was shown on the Ground Floor Landscape Layout Plan leading to Block 1 for 1st Circulation review, which does not meet the requirement. Dimensions for aisle and driveway widths providing access to internal loading spaces on a revised Site Plan for Block 1 and Block 2 are required. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required driveway widths.
20. Proposed setback of the below grade parking structure abutting a streetline for Block 1 and Block 2 (Chrislea Rd and Silmar Drive) does not appear to be dimensioned on the Site Plan or parking level plans. A below grade parking structure shall be setback a minimum of 1.8 m from a street line. [5.15.2 a] The Applicant proposes an exception for below grade parking structures to be setback a minimum of 0.0 m from a street line in the CIHA draft bylaw. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
21. Proposed amenity area of 2 m² per dwelling unit and outdoor amenity area of 2 m² per dwelling unit for an apartment dwelling unit do not meet the minimum requirements as described in Subsection 4.3 Amenity Area Requirements. The Applicant proposes a minimum amenity area of 2 m² per dwelling unit and a minimum outdoor amenity area of 2 m² per dwelling unit in the CIHA draft bylaw.
22. A minimum of 1506 m² indoor amenity area is required for Block 1. A minimum of 1470 m² indoor amenity area is required for Block 2. Site Statistics do not appear to be allocated per Block. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
23. A minimum of 1506 m² outdoor amenity area is required for Block 1. A minimum of 1470 m² outdoor amenity area is required for Block 2. Site Statistics do not appear to be allocated per Block. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
24. Proposed total of 582 residential parking spaces for Block 1 does not meet the minimum requirement. A minimum of 603 residential parking spaces are required. [Table 6-2] A vehicular parking standard of 0.8 spaces per residential unit is proposed in the CIHA draft bylaw.

25. A total of zero (0) retail parking spaces are provided for **Block 1**, which proposes 301.82 m² of retail gross floor area. A minimum of 11 retail parking spaces are required. [Table 6-2] The CIHA draft bylaw proposes that no parking spaces be required for retail uses.
26. Proposed total of 14 Barrier Free parking spaces for **Block 1** does not meet the minimum requirement of 18 barrier free parking spaces (7 shall be Type A, 7 shall be Type B), based on total number of required parking. [Table 6-4, 2a]. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
27. Proposed mix of 10 Type A and 4 Type B Barrier Free parking spaces for **Block 1** does not meet the requirement noted above. [Table 6-4, 2a] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
28. Proposed mix of 4 Type A and 14 Type B Barrier Free parking spaces for **Block 2** does not meet the requirement. 8 barrier free spaces shall be Type A, 8 barrier free spaces shall Type B, and the last one may be a Type B (total 17 required). [Table 6-4, 2a] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
29. Driveway widths leading to parking entrances are not dimensioned on the Site Plan. In all zones other than a Residential Zone, a driveway access that is mutually shared between two abutting lots shall have a minimum combined driveway width of 7.5 m. [6.6.3.3] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required driveway widths.
30. The proposed location of the buildings in **Block 1** and **Block 2** are not within required build-to-zone. The build-to zone shall apply to a minimum of 50% of the street frontage for **Block 1** and the build-to zone shall apply to a minimum of 60% of the street frontage for **Block 2**.

Specifically:

Block 1 build-to-zone abutting Silmar Drive minimum 5 m and maximum 10 m for 50% of the building abutting the street line at the ground floor is not met. (2m setback proposed).

Block 1 abutting Chrislea a setback dimension from the front lot line to the ground floor is required.

Block 2 build-to-zone abutting Chrislea Rd minimum 5 m and maximum 10 m for 60% of the building abutting the street line at the ground floor is not met. (1.5 m setback proposed).

In the CIHA draft bylaw, the Applicant proposes that the minimum build-to zone requirement shall not apply to the proposed development.

31. Applicant to please provide all statistics for each Block individually for future circulations, as the buildings are proposed to be constructed on two separate parcels of land.
32. A portion of the subject lands appear to be located within the regulatory limits of the Toronto Region and Conservation Authority.

Please ensure that all Zoning issues are adequately addressed prior to re-submission of Site Plan drawings, and that all subsequent submissions are accompanied by a covering letter indicating the proposed changes. Additional comments may be forthcoming. If you have any questions or concerns, I may be contacted at the extension below.

Please note the drawings submitted for Building Permit shall match identically with the final approved Development Approval drawings including page numbers, revision numbers and revision dates. Any discrepancies may require further approval through the Development Planning Department.

Regards,

Catherine Saluri
Plans Examiner I (Zoning)
Building Standards Department
Ext. 8310

From: [Abanoub Abadeer](#)
To: [David Harding](#)
Cc: [Abanoub Abadeer](#)
Subject: Development Planning Application # 23 130463 000 00 DOPA - Fire Review comments
Date: Thursday, October 26, 2023 2:52:32 PM

Good day,

Please find the comments from Fire Review:

1. Water supply for firefighting, including hydrants, municipal or private shall be identified in the plans and code requirements to be installed and operational prior to construction of building.
2. Hydrants shall be unobstructed and ready for use at all times.
3. Access roadways shall be maintained and suitable for large heavy vehicles.
4. Roads shall be complete to a minimum base coat of asphalt capable of carrying emergency vehicle loading prior to construction of buildings.
5. Temporary Municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
6. Ensure designated firebreaks are identified on permit drawings
7. Based on site drawing the private roadway is a fire route and parking on the street is prohibited.
8. Fire Route to be posted prior to construction and in accordance with OBC 2012. (ensure the signs are approved with the by-law 1-96 is on the sign).
9. Information not provided in review package addressing Fire Route Requirements.
10. width of the roadway
11. Is parking permitted
 - o Is the fire route posted as per by-laws
 - o General concerns of vehicle parking on the roads which would reduce the width below the minimum code requirements for fire route.

Kind regards,

AMANDA



Residential – Hi-Density
(greater than 5 storeys & 10 residential units)

DATE: 8/17/2023
TO: DEVELOPMENT PLANNING
ATTENTION: DAVID HARDING
SUBJECT: REQUEST FOR COMMENTS
FILE #: CIHA.23.002, RELATED FILES: OP.23.011, Z.23.020 AND PAC.23.030, 661 & 681 CHRISLEA ROAD
APPLICANT: BATTICORP HOLDINGS (VAUGHAN) LTD. AND BATTICORP HOLDINGS II (VAUGHAN) LTD.

Comment:
(see below)

No Comment:

“For high-density residential development, the Owner shall, prior to the issuance of a Building Permit, convey land at the rate of 1 ha per 600 net residential units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 1000 net residential units, or at a fixed unit rate, at Vaughan’s discretion, in accordance with the *Planning Act* and the City of Vaughan Parkland Dedication By-law.

Prior to the issuance of a Building Permit, the Owner shall pay to the City of Vaughan by way of certified cheque a community benefits charge equivalent to 4% of the value of the subject lands in accordance with Section 37 of the *Planning Act* and the City’s Community Benefits Charge By-law. The Owner shall submit an appraisal of the subject lands, pursuant to City’s Community Benefits Charge By-law, prepared by an accredited appraiser for approval by the Vaughan Real Estate Department, and the approved appraisal shall form the basis of the calculation of the community benefits charge payment.”

Paul Salerno

Paul Salerno
Director of Real Estate
(Ext.8473)

Attachment 9



Corporate Services

November 14, 2023

David Harding RPP, MCIP
Senior Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear David Harding:

**Re: Community Infrastructure and Housing Accelerator (CIHA)
Battcorp Holdings (Vaughan) Ltd.
661 & 681 Chrislea Road
City File Nos.: CIHA.23.002, OP.23.011 and Z.23.020
York Region File Nos.: LOPA.23.V.0049**

This is in response to your first and second circulation and request for comments for the Community Infrastructure and Housing Accelerator (CIHA) application.

The 1.64 ha subject site is located on the southside of Langstaff Road, between Weston Road and Highway 400 and is currently occupied by a gas station and a variety of commercial and retail uses, including a corner store, a café, office spaces, and the Reinhard College of Music & School of Worship. The proposed development consists of 1,488 apartment units and 304 m² of ground floor commercial uses, in four towers (two 32 storeys and two 35 storeys). Proposed are 1,514 parking spaces in an eight-level parking garage (four-levels aboveground and four-levels underground). The overall built density is 6.34 FSI.

Vaughan Official Plan

According to the applicant's Planning Justification report, prepared by Malone Given Parsons Ltd., dated August 2023, the subject lands are currently designated "Prestige Employment" by the 2010 Vaughan Official Plan.

Conformity with the 2022 York Region Official Plan

The 2022 York Region Official Plan (ROP) contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation,

public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities.

The Regional Official Plan prescribes an urban structure based on an intensification matrix whereby Regional Centres and Corridors are intended to accommodate the highest concentration of intensification, followed by GO transit train stations, bus terminals and subway stations and further down the matrix, Local Centres and Corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within all intensification areas.

Site-specific increases in height, densities, and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The local and Region's transportation and water and wastewater master plans are based on approved Official Plans and Secondary Plans. It is in the Region's interest to ensure adequate road and water and wastewater service capacity is available to accommodate the ultimate planned population and jobs. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur.

Through the last Municipal Comprehensive Review, the subject lands progressed through an employment land conversion and was subsequently not included in an employment area. According to the 2022 York Region Official Plan (YROP), the subject lands are designated Community Area, but not within an area identified for intensification. The Community Area permits a wide range of urban uses, including residential, population-related employment and community services.

The subject OPA proposes to increase the maximum permitted density on a site-by-site basis, which does not constitute comprehensive planning. According to ROP policy 2.3.2, "*communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.*" The proposed development continues a development pattern that exceeds planned growth, which may have an impact on the Region's planned transportation and water and wastewater networks. The ROP specifies, "*That intensification be directed in accordance with the Regional hierarchy to utilize land efficiently and sustainably that is commensurate with available hard and soft services and existing infrastructure, while having regard for the local context.*"

Another important planning policy direction for intensification areas is the creation of pedestrian oriented, 15-minute complete communities. The provision of retail and personal service establishments within close walkable proximity helps reduce the dependence of automobile trips. ROP policy 4.4.9 states, "*To direct a significant amount of mixed-uses, including street-related commercial, to strategic growth areas.*" The proposed development's 304 m² of ground floor commercial space is only 0.3% of the total 104,044 m² of gross floor area.

The ROP also encourages larger family sized units for intensification projects (Policy 4.4.8). The proposed development has 1,222 one-bedroom units. This represents 82% of the total residential units. The applicant is encouraged to provide a greater proportion of family sized units.

Community Infrastructure and Housing Accelerator

The City of Vaughan should consider the following matters before making a decision on the proposal:

1. Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2. Introducing new residential uses on the subject lands could:
 - a) destabilize surrounding existing employment uses, creating potential compatibility issues, and
 - b) place upward pressure on land values, discouraging the establishment of new employment businesses.

CIHA Orders should not be used to by-pass a comprehensive planning process and applicable policies that considers surrounding context, good planning principles and creating desirable, complete neighbourhoods.

The subject lands are not located within a planned intensification area

York Region staff fully supports every effort to accelerate building more housing units based on good planning principles. The City of Vaughan has a number of planned community areas to accommodate residential intensification.

The Vaughan Metropolitan Centre Secondary Plan areas planned to accommodate a potential population of 118,000 in approximately 67,000 residential units. This is Vaughan's primary intensification area. The focus is to direct residential intensification to this Regional Centre/Urban Growth Centre. Consideration should be given to the cumulative impacts on available servicing and transportation capacity to accommodate growth in the VMC.

An example of an appropriate use of the Community Infrastructure and Housing Accelerator Order would be to advance a mixed-use project in one of Vaughan's planned intensification areas. The OPA proposes to add a new residential use on lands surrounded by an employment area, isolated from existing residential neighbourhoods. The subject lands are not currently within a residential community area, making it difficult to contribute to and create a healthy and complete community.

Departmental Comments

Below is a summary of comments received from Regional Departments.

Transportation

Transportation Planning staff require the following conditions be included in the CIHA Order.

1. Provide a Transportation Impact Study consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.
2. Provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
3. Provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metre from the centerline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
4. The owner shall enter into an agreement with the Region to provide “above and beyond” transit initiatives, such as adult YRT Monthly PRESTO cards for each residential unit, for a period of three months.
5. Consult with MTO regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm right-of-way requirements for Highway 400 ramps.

Development Engineering and Sustainable mobility

Comments and conditions will be provided at subsequent development applications.

Water and Wastewater Servicing

Environmental Services Infrastructure Asset Management (IAM) staff have reviewed the first and second submission in conjunction with the Functional Servicing Report (FSR) prepared by C.F. Crozier & Associates, dated July 2023.

Servicing Allocation

1. Residential development in the City of Vaughan requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:
 - West Vaughan Wastewater Servicing project - 2028 anticipated completion

- Other projects as may be identified in future studies

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

2. As identified at the pre-consultation stage, the subject development is seeking to develop the site at a higher density than planned for in the Region's 2022 Water and Wastewater Master Plan. As such, the potential impact of proposed growth in this area (and developments in upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, etc.

The applicant is advised that at this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.

Municipal Servicing

3. The FSR indicates that water and wastewater servicing for the proposed development is planned to be provided through connections to existing 300mm watermain and 200mm sanitary sewer on Chrislea Road, respectively. The FSR notes that hydrant testing undertaken in May 2023 indicated that the water infrastructure system is expected to support the required level of service at the proposed development, including fire flows. Wastewater flows from the site are tributary to the Region's Humber Sewage Pumping Station.
4. The FSR notes that upgrades are needed to the downstream sanitary sewer system in the Weston 7 Secondary Plan area, to which the subject site is tributary. It is not clear whether the City's draft Integrated Urban Water Plan and the infrastructure upgrades identified in the IUWP have considered the servicing needs of the subject site. Prior to final approval of the development, external downstream upgrades needed to facilitate the development must be confirmed in coordination with the City.
5. It is IAM's understanding that an updated FSR with a finalized sanitary servicing strategy shall be provided to the Region for review and record.

Dewatering

6. Details on proposed dewatering activities and effluent management/discharge have not been identified in the submission materials

7. The Owner is advised temporary discharge to the municipal sanitary sewer system will only be considered when no other alternatives are feasible. Should no alternatives be available, the Owner is advised that construction dewatering discharge to the local municipal or Regional sanitary system requires a separate approval in accordance with Sewer Use By-law No. 2011-15. See <http://www.york.ca/seweruse> for additional information.
8. The Region does not support permanent discharge of groundwater to the sanitary system. Please incorporate in the design accordingly.

IAM requires the following conditions be included in the CIHA Order:

1. Prior to final approval, the Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the proposed development.
 - a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
2. The Owner shall agree in a development agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
3. Prior to final approval, the Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.

Condition for pending site plan application:

1. Prior to final approval, the Owner shall provide an electronic set of the final engineering drawings showing the water and wastewater infrastructure for the proposed development to Development Services and the Infrastructure Asset Management branch for record.

Water Resources

Water Resources Branch of the Public Works Department does not have any objections/concerns subject to the following comments with the CIHA application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.

Area of Concern:

Water Resources would like to note the site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical

implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewerusebylaw@york.ca for a dewatering permit, if required.

Summary

The proposed development consists of 1,488 apartment units and 304 m² of ground floor commercial uses, in four towers (two 32 storeys and two 35 storeys). Proposed are 1,514 parking spaces in an eight-level parking garage (four-levels aboveground and four-levels underground). The overall built density is 6.34 FSI.

The applicant has requested the City of Vaughan to endorse the use of a Provincial Community Infrastructure and Housing Accelerator (CIHA) Order. York Region Development Planning staff do not support the use of a CIHA Order on the subject lands to permit the proposed development. A comprehensive planning exercise of the larger non-employment lands should determine the appropriate amount and type of development commensurate with required hard and soft infrastructure and services. Complete communities are not created with an isolated island of high density residential, surrounded by an employment area and adjacent to a 400-series Highway.

Should you have any questions or require further information regarding our comments, please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524, or by email at Augustine.Ko@york.ca.

Sincerely,



On behalf of
Karen Whitney, MCIP, RPP
Director, Development Services

AK/

Attachment 10

From: [Stephen Bohan](#)
To: [David Harding](#)
Subject: [External] RE: Request for Comment - 1st Submission – CIHA.23.002 (OP.23.011 & Z.23.020) for 661 & 681 Chrislea Road.
Date: Tuesday, August 8, 2023 1:52:15 PM
Attachments: [image003.png](#)
[image004.png](#)

Hi David,

Further to our comments on the PAC submission, a small portion of the subject lands is within TRCA's Regulated Area. Based on a review of the of circulated materials, the proposed works continue to be located outside of TRCA's Regulated Area. As such, TRCA's planning and regulatory interests would not be impacted.

Source Water Protection

The property is located within an area subject to the Source Protection Plan (SPP). The SPP under the Clean Water Act, 2006, developed for the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region, took effect on December 31, 2015. The proposed works are in a vulnerable area referred to as a Wellhead Protection Area – Q2 (WHPA-Q2).

The site is located within an area of the WHPA-Q2 that has been identified as being down-gradient of municipal wells. As such, the project is exempt from the REC-1 part 2 policy.

Development of the site is still subject to the REC-1 part 1 policy of the CTC SPP. In accordance with the REC-1 part 1 policy, new development is required to implement best management practices, such as Low Impact Development (LID), with the goal of maintaining predevelopment recharge.

The circulated functional servicing and stormwater report includes details related to water balance criteria based on retention of the first 5 mm of a rainfall event (i.e., surface water quantity controls), not average annual rainfall, which is the criteria of the CTC SPP. There is also a note in the report identifying that retention and water re-use method details will be provided at detailed design.

TRCA staff defer to the City of Vaughan as the Planning Approval Authority to confirm if the proponent is implementing best management practices for maintaining recharge per the REC-1 part 1 policy.

Regards,

Stephen Bohan

Senior Planner

Development Planning and Permits | Development and Engineering Services
Toronto and Region Conservation Authority (TRCA)

T: [437-880-1944](tel:437-880-1944)

E: stephen.bohan@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca

ATTACHMENT 11
**Draft Community Infrastructure Housing Accelerator (CIHA) Order Conditions
Rationale**
661 and 681 Chrislea Road, City of Vaughan file CIHA.23.002

Item No. In Draft CIHA Order	Proposed Condition	Rationale
Development Engineering Department Conditions		
1(a)(i)	The Owner shall provide an updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the lands on the map set out in Schedule A can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.	A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage.
1(a)(ii)	The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.	The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Weston and 7 Secondary Plan Area through this on-going Master Plan update. The Subject Lands' wastewater peak flows are expected to directly affect downstream servicing capacity within the Weston and 7 Secondary Plan Area and beyond.
1(a)(iii)	For City Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the lands on the map set out in Schedule A.	There is limited available city-wide servicing capacity. However, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to municipalities.
1(a)(iv)	The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering	Staff have concerns with the location of the second proposed access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to

	comments prior to the final approval of the application, to the satisfaction of the City.	the parking garage and proposed lay-by parking spaces along the driveway.
1(a)(v)	The Owner shall enter into a Development Agreement with the City, if required, to design and construct at no cost to the City all improvements identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.	There are two full-moves accesses proposed on Chrislea Road. Staff have concerns with the location of the east access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to the parking garage and proposed lay-by parking spaces along the driveway. The Transportation Impact Study identifies no traffic signals are warranted at any study intersections, however a traffic signal at the intersection of Jevlan Drive/Chrislea Road and Silmar Drive is recommended as a part of full build out of the proposed development. Additionally, an option to provide a 25-m eastbound auxiliary left-turn lane at the second entrance is explored, however staff have concerns due to the sightline issues at Access #2.
1(a)(vi)	The Owner shall provide an updated Functional Servicing Report to the satisfaction of the Development Engineering Department.	Implements 1(a)(v)
1(a)(vii)	The Owner shall provide a Noise Impact Study and Air Quality and Odor Impact Study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways to the satisfaction of the Development Engineering Department.	Needed to assess any potential adverse effects on the proposed sensitive land use from the adjacent industrial land uses and transportation right of ways. These items should not be deferred to a subsequent stage of development.
1(a)(viii)	The Owner shall provide revised Phase One and Two Environmental Site Assessment ('ESA') reports, conforming to O. Reg. 153/04 standards assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks ('MECP') standards are present, to the satisfaction of the Development Engineering Department. The ESA reports shall be accompanied with a reliance letter	The submitted Phase I ESA report was written with the intent that the site is remaining as a commercial use, which has less stringent requirements.

	from the environmental consultant in accordance with the City's template.	
Development Planning Department Conditions		
1(b)(i)	The Owner shall enter into an agreement with the City to provide a minimum of 5% of the total number of residential units as affordable housing units as defined by the York Region Official Plan 2022.	To be eligible for a CIHA Order, the Development requires a substantial community benefit above what the <i>Planning Act</i> requires of a traditional application.
1(b)(ii)	<p>i. The Owner shall enter into an agreement with the City to submit the following materials as part of the future Site Plan application process:</p> <ol style="list-style-type: none"> 1. Detailed Facility Fit Study 2. Pedestrian Level Wind Study 3. Arborist Report and Tree Inventory Plan 4. Pedestrian and Bicycle Circulation Plan 5. Revised/Final Noise Impact Study 6. Geotechnical Report 7. Hydrogeological Report 8. Land Use Compatibility Study 9. Water Balance Assessment Report 10. Stormwater Management Report 11. Prior to final site plan approval, an electronic set of final engineering drawings showing the water and wastewater infrastructure for the proposed development to York Region's Development Services and the Infrastructure Asset Management Branch for record. 	Documentation that would typically be required in order to establish the principal of development, is to be deferred to the Site Plan application stage in order to expedite the proposal.
Regional Municipality of York ('York Region') Conditions		
2(a)(i)	The Owner shall provide a Transportation Impact Study consistent with the format and recommendations of the Region's <i>Transportation Mobility Plan Guidelines for Development Applications</i> (November 2016) to the satisfaction of the Region. The TIS shall include assessment of other modes of transportation such as transit and active transportation internal and external to the site in the future total conditions.	Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2(a)(ii)	The Owner shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with the Region's <i>Transportation Mobility Plan Guidelines for Development Applications</i> (November 2016) to the satisfaction of the Region. The	Important planning policy direction for intensification areas is the creation of pedestrian oriented, 15-minute complete communities. The site is not within a planned intensification area.

	TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the Owner to implement TDM recommendations.	Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2(a)(iii)	The Owner shall provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metres from the centreline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersection/access will also be conveyed to the Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Region's solicitor.	Maintenance of regional road network to respond to future anticipated transportation needs.
2(a)(iv)	The Owner shall enter into an agreement with the Region to provide "above and beyond" transit services, such as YRT Monthly PRESTO cards, for each residential unit, to the satisfaction of the Region, for a period of three months.	The proposed development creates an isolated residential neighbourhood within an employment area. Measures are required to assist in easing resident barriers to transportation access.
2(a)(v)	The Owner shall consult with the Ministry of Transportation (MTO) regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm to the Region's satisfaction MTO's requirements for Highway 400 ramps.	The Subject Lands abut a Highway 400 onramp.
2(b)(i)(1)	A copy of the Council resolution confirming that the City has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed.	To confirm that water and wastewater services are available to the Subject Lands and have been allocated service by the City.
2(b)(i)(2)	The Owner shall agree in a development agreement that they shall save harmless the City and the Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.	To confirm that water and wastewater services are available to the Subject Lands and have been allocated service by the City.
2(b)(i)(3)	The Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.	To confirm that water and wastewater services are available to the Subject Lands and have been allocated service by the City.

ATTACHMENT 12

ORDER

With respect to the City of Vaughan, Regional Municipality of York's CIHA Order XXX-XXX

Subsection 34.1(9) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

1. I hereby order pursuant to clause 34.1(9)(a) of the *Planning Act*, further to a request from the Council of the City of Vaughan set out in a resolution dated December XXXX, 2023, that:
 - a. The zoning requirements attached as Appendix C apply to the lands in the City of Vaughan, Regional Municipality of York, set out in Appendix C.
 - b. Pursuant to subsection 34.1(12) of the *Planning Act*, the following do not apply to any Site Plan Application, Draft Plan of Subdivision Application, and Draft Plan of Condominium Application:
 - i. A policy statement issued under subsection 3(1) of the *Planning Act*,
 - ii. A Provincial Plan; and
 - iii. An Official Plan; and
 - c. Appendices A, B, and C, attached to this Order, form part of this Order.
2. This Order comes into force on the day this order is made.

APPENDIX A

With respect to the City of Vaughan, Regional Municipality of York Subsection 34.1(9) of the *Planning Act*

Definitions

1. In this Order,

"Affordable" shall have the same meaning as in the *York Region Official Plan 2022*, and may also be referred to as 'Affordable Housing' or 'Affordable Housing Units' for the purpose of this CIHA Order.

"CIHA Order Conditions" means the requirements listed in Appendix B to this Order, pursuant to subsection 34.1(13) of the *Planning Act* that shall be satisfied prior to the Minister of Municipal Affairs and Housing making the Order.

"Lands" or "Subject Lands" shall mean the lands outlined in red on the map attached to the Order as set out in Appendix C.

"Order" means the order made by the Minister of Municipal Affairs and Housing pursuant to clause 34.1(9) (a) of the *Planning Act* with respect to the City of Vaughan, Regional Municipality of York.

"Zoning By-law" means Zoning By-Law No. 001-2021 of the City of Vaughan.

Application

2. This Order applies to lands in the City of Vaughan in the Regional Municipality of York, in the Province of Ontario, being the lands outlined in red on the map attached to the Order as Appendix C.

Zoning By-law

3. That Zoning By-law 001-2021 of the City of Vaughan, as amended from time to time and in its entirety applies to the lands shown on the map set out in Appendix C of this Order, and subject to the exceptions noted below.

High-Rise Mixed-Use Zone (HMU)

4. Every use of land and every erection, location or use of any building or structure is prohibited on the lands identified as "High-Rise Mixed-Use Zone (HMU)" on the map referred to in Appendix C of this Order except for:

Permitted Uses:

- (a) uses permitted under Table 8-2, High-Rise Mixed-Use Zone (HMU) inclusive of all listed additional requirements, of the Zoning By-law, save and except note 4;
- (b) Park

Lot and Building Requirements:

- (a) The requirements listed under Table 8-3, High-Rise Mixed-Use Zone (HMU) along with all listed additional requirements, of the Zoning By-law;
- (b) Maximum number of dwelling units – 1,488

- (c) Minimum setback to Silmar Drive – 3 metres
- (d) Minimum setback to Chrislea Road – 3 metres
- (e) Minimum Rear Yard – 0 metres
- (f) Minimum setback to Langstaff Road/Ministry of Transportation Lands – 14 metres
- (g) Maximum Height – 112 metres
- (h) Minimum Ground Floor Height – 3 metres
- (i) Minimum Tower Separation – 25 metres
- (j) Where an Interior or Rear Lot Line is internal to the lands shown on the map set out in Appendix C, the Minimum Tower Setback shall be 9 metres
- (k) The Minimum Build-To Zone shall not apply.
- (l) Minimum Landscape Strip abutting Silmar Drive – 3 metres
- (m) Minimum Landscape Strip abutting Chrislea – 3 metres

Special Provisions

- 5.** In addition to the uses and requirements listed above, the following provisions shall apply:
- (a) A Minimum of 5% of the total number of residential units shall be Affordable Housing units.
 - (b) Minimum gfa of Commercial uses across all lands shown on the map set out in Appendix C – 304 m²
 - (c) Maximum gfa across all lands shown on the map set out in Appendix C – 104044 m²
 - (d) The minimum setback of a below-grade parking structure from a street line may be 0 m
 - (e) A Short-term Bicycle Parking Space may be located within a required Landscape Strip.
 - (f) Minimum Required Resident Parking Spaces per dwelling unit – 0.8
 - (g) Surface parking in the form of a parallel parking space is permitted in an interior side yard and exterior side yard.

Terms of Use

- 6.** (1) Every use of land and every erection, location, and use of any building or structure shall be in accordance with this Order.
- (2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.
- (3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.
- (4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

APPENDIX B

CIHA Order Conditions

1. The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or the City of Vaughan (the 'City'):
 - a. Development Engineering Department
 - i. The Owner shall provide an updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the lands on the map set out in Appendix C can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
 - ii. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Weston and Highway 7 Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
 - iii. For City Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the lands on the map set out in Appendix C.
 - iv. The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.
 - v. The Owner shall enter into an Agreement with the City, if required, to design and construct at no cost to the City all improvements identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
 - vi. The Owner shall provide an updated Functional Servicing Report to the satisfaction of the Development Engineering Department.
 - vii. The Owner shall provide a Noise Impact Study and Air Quality and Odor Impact Study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways to the satisfaction of the Development Engineering Department.
 - viii. The Owner shall provide revised Phase One and Two Environmental Site Assessment ('ESA') reports, conforming to O. Reg. 153/04 standards assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks ('MECP') standards are present, to the satisfaction of the Development Engineering Department. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template.

b. Development Planning Department

- i. The Owner shall enter into an agreement with the City to provide a minimum of 5% of the total number of residential dwelling units as affordable housing units as defined by the York Region Official Plan 2022.
- ii. The Owner shall enter into an agreement with the City to submit the following materials as part of the future Site Plan application process:
 1. Detailed Facility Fit Study
 2. Pedestrian Level Wind Study
 3. Arborist Report and Tree Inventory Plan
 4. Pedestrian and Bicycle Circulation Plan
 5. Revised/Final Noise Impact Study
 6. Geotechnical Report
 7. Hydrogeological Report
 8. Land Use Compatibility Study
 9. Water Balance Assessment Report
 10. Stormwater Management Report
 11. Prior to final site plan approval, an electronic set of the final engineering drawings showing the water and wastewater infrastructure for the proposed development to York Region's Development Services and the Infrastructure Asset Management Branch for record.

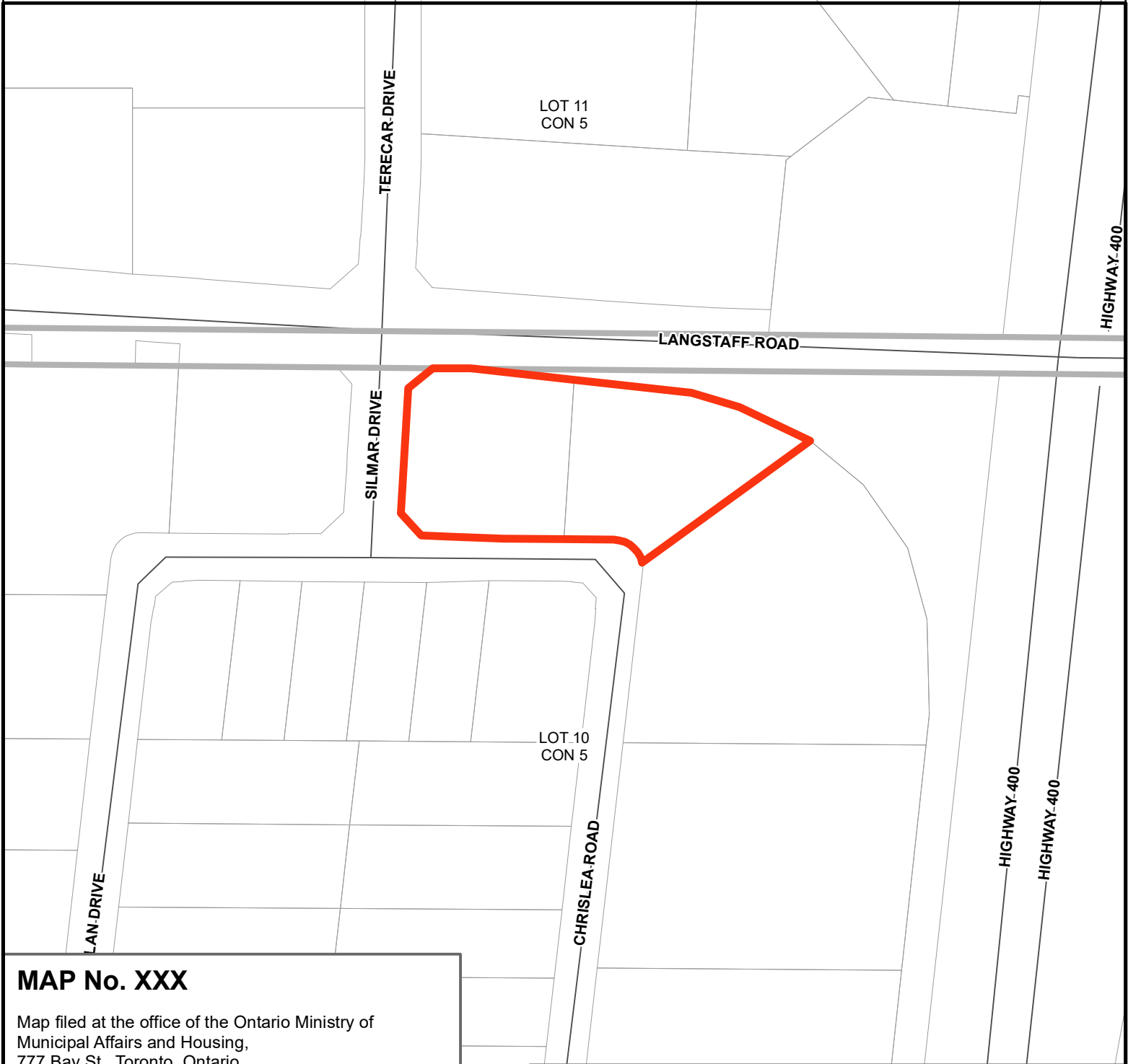
2. The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or the Regional Municipality of York (the 'Region'):

a. Transportation Planning Department

- i. The Owner shall provide a Transportation Impact Study consistent with the format and recommendations of the Region's *Transportation Mobility Plan Guidelines for Development Applications* (November 2016) to the satisfaction of the Region. The TIS shall include assessment of other modes of transportation such as transit and active transportation internal and external to the site in the future total conditions.
- ii. The Owner shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with the Region's *Transportation Mobility Plan Guidelines for Development Applications* (November 2016) to the satisfaction of the Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the Owner to implement TDM recommendations.
- iii. The Owner shall provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metres from the centreline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersection/access will also be conveyed to the Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Region's solicitor.

- iv. The Owner shall enter into an agreement with the Region to provide “above and beyond” transit services, such as YRT Monthly PRESTO cards, for each residential unit, to the satisfaction of the Region, for a period of three months.
 - v. The Owner shall consult with the Ministry of Transportation (‘MTO’) regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm to the Region’s satisfaction MTO’s requirements for Highway 400 ramps.
- b. Environmental Services Infrastructure Asset Management (IAM)**
- i. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the lands shown on Appendix C of this Order have been allocated by the City:
 - 1. A copy of the Council resolution confirming that the City has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed.
 - 2. The Owner shall agree in a Development Agreement that they shall save harmless the City and the Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
 - 3. The Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.

Appendix C Part of Lot 10, Concession 5, City of Vaughan, Regional Municipality of York



MAP No. XXX

Map filed at the office of the Ontario Ministry of
Municipal Affairs and Housing,
777 Bay St., Toronto, Ontario,





Planning Act

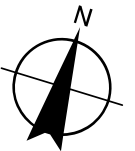
Ontario Regulation: XXX/24

Date:

Original Signed By: **Minister of Municipal Affairs
and Housing**

Legend

-  Lands Subject to CIHA Order
-  Roads
-  Parcel Boundary
-  Lot & Concession



Attachment 13



300 North Queen Street, Suite 101,
Etobicoke, Ontario M9C 5K4

Best Phone is: 416-400-1967
Bhorosko@horoskoplanninglaw.com

July 13, 2023.

By Email:

Attn: Ms. Wendy Law, Deputy City Manager, City Solicitor/Chief Legal Officer
City of Vaughan Legal Department
City of Vaughan
Vaughan, Ontario

Dear Ms. W. Law:

**RE: Battcorp Holdings (Vaughan) Ltd. – 661 and 681 Chrislea Road
Commitment of Studies Required at Site Plan**

We act as legal counsel to Battcorp Holdings (Vaughan) Ltd. And Battcorp II Holdings (Vaughan) Ltd., hereinafter collectively “Battcorp”. Battcorp is the owner of properties located at 661 and 681 Chrislea Road (the “Battcorp. lands”). Our client has submitted, through their planning consultants MGP (“MGP”) Planning Consultants, a Pre-Application Consultation (“PAC”) Request to the City of Vaughan and in order to proceed for a Community Infrastructure and Housing Accelerator (“CIHA”) Tool process.

The CIHA process is intended to respond to the need for a greater supply of housing in the province and to expedite the approvals process therein. As part of this current approval process it has been contemplated that certain studies would be deferred to a later stage of approval, but before any site preparation or construction begins. The City of Vaughan has requested a clear commitment by Battcorp as to the further studies which are required to be completed to the satisfaction of the City of Vaughan.

Our client's planning consultants have on May 4, 2023 submitted in writing (see attached) to the City details of studies to be carried out and confirmation on behalf of Battcorp as to commitments related to this application.

The purpose of this letter prepared by Horosko Planning Law today (the "HPL letter") is to :

1. Reinforce and confirm the commitments made in the July 4, 2023 MGP letter,
2. Provide a further commitment/confirmation from legal counsel on behalf of Battcorp, and,
3. To Provide an additional written commitment from Battcorp as to the contents, understanding and commitments being made as part of the current process.

The July 4, 2023 MGP letter forms the basis of the Battcorp commitment as further reiterated herein. In response to this submission, we understand that an additional request was made that Battcorp further confirm their commitment to carry out further studies to be provided at the time of Site Plan Approval before securing final municipal approvals for redevelopment of the Battcorp lands. We have reviewed the commitments made in that letter with the development team and Battcorp and can confirm that they are understood and that Battcorp is herein committing to carrying out their satisfactory completion.

We are also incorporating into this HPL letter a further written commitment below from each of the two Battcorp companies that they acknowledge, understand and agree with the contents of both the MGP July 4, 2023 letter and the HPL July 12, 2023 letter.

In particular, it is understand that any Zoning for the Battcorp lands arising from the current CIHA application will include a Holding Provision requiring that all identified studies are completed to the satisfaction of the City of Vaughan before the Hold is removed. Furthermore, should any of the future studies/assessments/consultations reveal that the Battcorp lands are not suited for the proposed development, neither the City of Vaughan nor its staff will be held responsible for the losses/costs as a result.

We trust that this is now satisfactory to move the CIHA application forward.

Yours truly,

HOROSKO PLANNING LAW

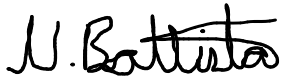
A handwritten signature in blue ink, appearing to read "T. Jay Hill", is written over the printed name of the law firm.

Barry A. Horosko, BES, JD.

- cc. Battcorp Holdings (Vaughan) Ltd.
Battcorp II Holding (Vaughan) Ltd.
D. Given, MGP Planning Consultants
Vince Musacchio, City of Vaughan
Haiqing Xu, City of Vaughan
- Encl. copy of MGP July 4, 2023 letter and list of studies

To the City of Vaughan:

We acknowledge and agree with the contents and commitments made on behalf of Battcorp in the July 4, 2023 MGP letter and the HPL letter above:



A.S.O., Battcorp Holdings (Vaughan) Ltd.



A.S.O., Battcorp II Holdings (Vaughan) Ltd.

July 4, 2023

MGP File: 23-3254

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

via email: haiqing.xu@vaughan.ca

Attention: Mr. Haiqing Xu
Deputy City Manager, Planning & Growth Management

Dear Mr. Xu:

RE: Battcorp Holdings (Vaughan) Ltd. – 661 & 681 Chrislea Road
Commitment of Studies Required at Site Plan

Malone Given Parsons Ltd. are the Planners representing Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. (Battcorp) for their two properties located at 661 & 681 Chrislea Road (Subject Lands). Malone Given Parsons Ltd. submitted a Pre-Application Consultation (PAC) Request to the City in the beginning of May 2023, applying for the Community Infrastructure and Housing Accelerator (CIHA) Tool process.

The intent of the CIHA process is to accelerate the approval process for certain development proposals that would otherwise require a comprehensive review. These developments can include market-based housing.

After submitting the PAC request, we worked with you to prepare a CIHA Process checklist identifying at what stage application requirements would be submitted. The CIHA Process checklist was split into two phases; 1) items required as part of the CIHA process, and 2) items that can be deferred to the Site Plan process.

We received the Pre-Application Consultation Checklist on June 28, 2023. In the Checklist, there were items identified as required as part of the CIHA process that were not identified as such in CIHA Process checklist.

Based on this discrepancy, and our conversation earlier today, I understand that there are concerns from some internal departments regarding materials that should be required as part of the CIHA process. Please take this letter as a commitment from the property owner that in addition to the previously agreed upon items within the CIHA Process checklist, the following items will be completed as part of the subsequent Site Plan process:

- Land Use Compatibility Study
- Downstream Analysis

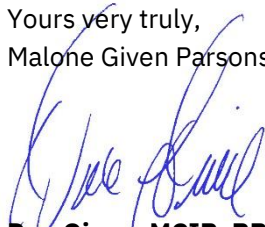
- Arborist Report with Tree Inventory
- Pedestrian Level Wind Study
- Design Review Panel Meeting
- Geotechnical/Soil Report
- Hydrogeological Report

As well, it was not clear within the PAC Checklist if City staff were requiring the following items as part of the CIHA process. We would like to confirm that the following items will also be completed as part of the subsequent Site Plan process:

- Community Services and Facilities Study
- Park and Open Space Master Plan and Detail Facility Fit Study

As has already been mentioned, the intent of the CIHA process is to accelerate the approval process for certain development proposals, including market-based housing. Through the CIHA Checklist that we prepared in coordination with yourself, our intent was to expedite the approval process by eliminating the requirement for Official Plan Amendment and proceeding with an accelerated Zoning By-law Amendment process, in order to deliver housing faster. As part of a CIHA Order, there are provisions which allow for conditions to be placed on an approval. These conditions can be imposed to ensure that certain studies, assessments, consultations and other necessary due diligence associated with a proposed development subject to a CIHA order would be adequately addressed before construction or site alteration can begin. We will be proposing within the CIHA order for the Subject Lands, that the items identified within the CIHA Process checklist shall be included as studies required to be provided/adequately addressed prior to construction or site alteration beginning. This would be included as a Condition.

Yours very truly,
Malone Given Parsons Ltd.



Don Given, MCIP, RPP

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): 2

TITLE: NCAP NICOLA (HWY 27) LTD.

OFFICIAL PLAN AMENDMENT FILE OP.17.016

ZONING BY-LAW AMENDMENT FILE Z.17.046

7242 HIGHWAY 27

VICINITY OF HIGHWAY 27 AND HIGHWAY 407

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole on applications to redesignate and rezone the subject lands as shown on Attachment 1, to permit the development of two 1-storey multi-unit industrial buildings with a total gross floor area of 8,145.23 m² following the realignment of Toronto RV Road, as shown on Attachments 2 to 6.

Report Highlights

- The Owner proposes the development of two, 1-storey multi-unit industrial buildings and the realignment of Toronto RV road.
- Official Plan and Zoning By-law Amendments are required to permit the proposed development.
- The Development Planning Department supports the proposal as outlined in this report.

Recommendations

1. THAT Official Plan Amendment File OP.17.016 (NCAP NICOLA (HWY 27) LTD.), BE APPROVED to amend VOP 2010, Schedule 1 - "Urban Structure" to redesignate a portion of the subject lands from "Natural Areas and Countryside"

to “Employment Areas”, and to amend Volume 2, Site-Specific Policy 13.3, 7242 Highway 27, by deleting the site-specific policy in its entirety.

2. THAT Zoning By-law Amendment File Z.17.046 (NCAP NICOLA (HWY 27) LTD.), BE APPROVED to amend Zoning By-law 001-2021 to rezone the Subject Lands from “OS2 Private Open Space Zone” (‘OS2 Zone’) subject to site-specific exception 14.1101 and “EM1 Prestige Employment Zone” (‘EM1 Zone’), as shown on Attachment 1, to “EM1(H) Prestige Employment Zone” with the Holding Symbol “(H)” in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Attachment 7.
3. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are addressed to the satisfaction of the City:
 - a. The Owner shall enter into a Development Agreement with the City for the design and construction of municipal works external to the Subject Lands required to support the proposed development, to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
 - b. The Owner will be required to realign Toronto R.V. Road and construct the roadway in the ultimate conditions consistent with the City’s Design Criteria, all to the satisfaction of the City. The Owner shall convey these lands to the City, free of all costs and encumbrances.

Background

Location: 7242 Highway 27 (the ‘Subject Lands’). The Subject Lands and the surrounding land uses are shown on Attachment 1.

The Ontario Municipal Board (‘OMB’), now known as the Ontario Land Tribunal (‘OLT’), partially approved Site-Specific Policy 13.3 in Volume 2 of VOP 2010.

On December 2, 2013, the OMB partially approved Volume 2 of Vaughan Official Plan 2010 (VOP 2010), Site-Specific Policies, which included a previous OMB decision (Order No. 1696) for the Subject Lands as Site-Specific Policy 13.3.

Official Plan and Zoning By-law Amendment Applications have been submitted to permit the proposed development.

The Owner has submitted Official Plan and Zoning By-law Amendment Applications (the ‘Applications’) for the Subject Lands to permit the proposed development of two, 1-storey multi-unit industrial buildings with a total gross floor area of 8,145.23 m² with 125

surface parking spaces, and to realign Toronto RV Road (the 'Development'), as shown on Attachments 2 to 6.

Related Site Development Application DA.23.035, has been submitted. In accordance with the Bill 109 amendments to the *Planning Act*, the approval of Site Development Applications has been delegated to the Deputy City Manager of Planning and Growth Management or delegate.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol.

- *Date of Notice (Circulated 150 m from Subject Lands as shown on Attachment 1): May 6, 2022*
- *Location of Notice Sign: Toronto RV Road and Highway 27*
- *Date of Public Meeting: May 30, 2022 (date ratified by Council June 28, 2022)*
- *Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: November 21, 2023*

Public Comments were received.

The following is a summary of the comments provided and received to date. The comments are organized by theme as follows:

Minimum Landscape buffer

- concerns of privacy and maintaining a sufficient buffer between the abutting Cemetery and the Development
- the minimum required landscape buffer should be provided

Access, Traffic and Intersection Improvements

- the Development should include improvements to the intersection of Toronto RV Road and Highway 27
- concerns that the Development may compromise the existing accesses to the abutting Queen of Heaven Catholic Cemetery

These comments are addressed throughout this report.

Previous Reports/Authority

Previous reports related to the Applications and Subject Lands can be found at the following links:

Importanne Marketing Inc., Public Hearing Report
[June 5, 2018 Committee of the Whole \(Public Hearing\) \(Item 1, Report 22\)](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement and conforms to the Growth Plan, YROP 2010, and YROP 2022.

Provincial Policy Statement, 2020 ('PPS')

Section 1.3.1 of the PPS requires that Planning authorities shall promote economic development and competitiveness by providing for: an appropriate mix and range of employment, and broader mixed uses to meet long-term needs [1.3.1 a)]; opportunities for a diversified economic base including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses [1.3.1. b)]; and facilitating the conditions for economic investment including seeking to address potential barriers to investment [1.3.1 c)].

The Applications propose to maintain the existing “Prestige Employment” land use designation in Vaughan Official Plan 2010 ('VOP 2010') and, following the realignment of Toronto RV Road, the consolidated parcel of land will facilitate an industrial development on the Subject Lands. Staff are satisfied that the Development is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

Section 2.2.5 of the Growth Plan sets out the policies for Employment. Section 2.2.5.1 states that economic development and competitiveness in the Greater Golden Horseshoe will be promoted by: making efficient use of existing employment areas and vacant and underutilized employment lands; and ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth.

The Applications implement the “Prestige Employment” land use designation in VOP 2010 and will facilitate a more comprehensive industrial development, through the consolidation of development parcels and the realignment of Toronto RV Road, in an appropriate location for such uses. The Applications conform to the Growth Plan.

York Region Official Plan 2010 ('YROP 2010') and York Region Official Plan 2022 ('YROP 2022')

The YROP 2010 designates the Subject Lands “Urban Area”, which permits a wide range of residential, commercial, industrial, and institutional uses. To encourage and accommodate economic activities, section 4.1.5 states that local municipalities, in

working with York Region, create a business-friendly environment that includes a diverse range, size and mix of available employment lands.

The YROP 2022 designates the Subject Lands “Urban Area” on Map 1 – “Regional Structure” and “Community Area” on Map 1A – “Land Use Designations”. Section 4.2.1 states that “Community Areas” are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs will be located, and that employment opportunities are also encouraged.

The YROP 2022 replaces the YROP 2010 with respect to applications not deemed to be complete as of the YROP 2022 date of approval (Transition Policy 7.4.13). As the Applications were deemed complete prior to the approval of YROP 2022, the YROP 2010 remains as the in-force Regional Official Plan against which conformity of the Applications is measured; however, the Development conforms to YROP 2022 as outlined above.

The Development, which conforms to YROP 2010 and YROP 2022, provides for a compatible industrial development with the surrounding land uses, and a more efficient use of lands to facilitate the Development.

Amendments to VOP 2010 are required to permit the Development.

VOP 2010 sets out the municipality’s general planning goals and policies that guide future land use. The Subject Lands are identified in VOP 2010 as follows:

- “Natural Areas and Countryside” and “Employment Areas” on Schedule 1 – “Urban Structure” of VOP 2010
- “Prestige Employment” on Schedule 13 – Land Use of VOP 2010
- Area subject to site-specific plan 13.3 on Schedule 14c – Areas Subject to Site Specific Plans of VOP 2010

The Subject Lands are located within the “Prestige Employment” designation, which permits industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings, with no outside storage permitted.

The Owner submitted Official Plan Amendment File OP.17.016 to facilitate the Development. The Application proposes to redesignate a portion of the lands from “Natural Areas and Countryside” to “Employment Areas” and delete site-specific policy 13.13 in its entirety.

The Development Planning Department can support the proposed amendments for the following reasons:

- The “Employment Areas” designation is consistent with and appropriate for the “Prestige Employment” land use designation for the Subject Lands on Schedule 13;
- There are no natural features present on the Subject Lands, and the Environmental Planning division of the Policy Planning and Special Program Department and the Toronto and Region Conservation Authority (‘TRCA’) have advised that they have no comments or objections to the Applications.
- The site-specific plan 13.13 establishes development criteria for a previous development proposal that is no longer contemplated on the Subject Lands;
- The road improvements required by site-specific plan 13.13 will be facilitated through the site development application and required development agreement and therefore the section in its entirety is no longer required; and
- The Development conforms to the Prestige Employment land use designation policies, and no site-specific amendments are required.

Amendments to Zoning By-law 001-2021 are required to permit the Development.

Zoning:

- “OS2 Zone subject to site-specific exception 14.1101 and “EM1 Zone by Zoning By-law 001-2021
- The OS2 Zone does not permit the Development
- The Owner proposes to rezone the Subject Lands to “EM1(H)” together with the site-specific zoning exceptions in Attachment 7 to permit the Development.

The Development Planning Department can support the zoning exceptions identified in Attachment 7 on a site-specific basis for the following reasons:

- The Development is consistent with the policies of the PPS and conforms to the Growth Plan, YROP 2010 and YROP 2022.
- The site-specific development standards will enable the development of employment uses on the Subject Lands with an appropriate size and form for the employment area.
- The realignment of Toronto RV Road will include upgrades to its intersection with Highway 27 and will not compromise access to a public road for surrounding properties.
- An enhanced and heavily planted buffer is proposed along the west rear lot line, abutting the existing cemetery, where the reduced landscape buffer width is proposed.

Minor modifications may be made to the zoning exceptions identified in Attachment 7 prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

A Holding Symbol “(H)” is recommended for the Subject Lands to satisfy the conditions of the City.

A Holding Symbol “(H)” is recommended to be placed on the proposed zoning for the Subject Lands to address the outstanding issues discussed throughout this report. The Holding Symbol “(H)” shall not be removed from the Subject Lands, or any portion thereof, until the conditions included in the Recommendation section of this report are addressed to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

The Development is required to achieve the minimum Sustainability Threshold Score through the Site Development Application.

The Development does not achieve the minimum overall Sustainability Performance Metrics (SPM) score. The Owner shall achieve the minimum threshold SPM score prior to the execution of the Site Plan Agreement.

Financial Impact

There are no financial requirements for new funding associated with this report.

Operational Impact

The Development Engineering (‘DE’) Department supports the Development, subject to conditions.

The DE Department has provided the following comments:

Municipal Servicing – Water

The Subject Lands are situated within a Pressure District (PD5) of the York Water Supply System. There exists one watermain on Toronto RV Road connected to the PD5 system. The Subject Lands are proposed to be serviced by a new water service connection to the proposed watermain along the realigned Toronto RV Road. The proposed service connection is sufficient to provide adequate pressures and flows for domestic and firefighting purposes.

DE requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed water servicing strategy.

Municipal Servicing – Sanitary

Based on an investigation conducted by the Owner's engineering consultant, as identified in the Functional Servicing and Stormwater Management Report by Design Works Engineering, dated October 13, 2023, there are no local sanitary sewers located within the right-of-way ('ROW') of Toronto RV Road. The closest sanitary manhole is located north of the Subject Land in the ROW of Toronto R.V. Road, servicing the existing Cemetery lands and the existing properties on the east side Regional Road 27.

The sanitary sewer flows north towards the Regional sanitary main south of Royal Croup Crescent. The Owner proposes to extend the sanitary sewer north of the Development and along the proposed Toronto RV Road to service the Development. As per the City's criteria, a sanitary connection will be installed to discharge sanitary flow to the proposed sanitary sewer along the realigned Toronto RV Road. A sanitary control manhole will be installed on the northeast corner of the Subject Lands as the proposed service connection will be servicing more than one unit.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed sanitary servicing strategy.

Municipal Servicing – Stormwater

The Development would mitigate storm flow by collecting stormwater through catchbasins that will be discharged to the 450mm diameter culvert located at the southeast corner of the Subject Lands. Stormwater from the Development will drain to the underground storage tank via on-site catch basins and storm sewers. The tank will then drain to a private pump station required to pump out stormwater through an Oil Grit Separator to the proposed City drainage system under the realigned Toronto RV Road.

As per City's standard, employing a pump to discharge the entire site is not an approach supported by the City. Instead, the DE Department requests that stormwater be collected and discharged through gravity-driven methods from the Subject Lands. Additionally, the Owner has indicated that the Development does not meet the City's requirements for stormwater quality control. Additional measures must be taken to meet city standards for stormwater management on site, and the final stormwater management design will be reviewed and approved through the Site Development Application.

DE requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed SWM strategy.

Noise Impact Study

The Owner submitted a Noise Study by YCA Engineering Limited, dated June 2023, to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Noise Study recommends upgraded building central air conditioning, and noise warning clauses to be included in all Offers of Purchase and Sale or Lease and registered on title to make future occupants aware of potential noise situations.

DE requires the Owner to address outstanding comments and conditions through the Site Development Application to support an approval of the proposed noise mitigation strategy.

Environmental Engineering

The Owner has submitted a Phase One Environmental Site Assessment ('ESA') Report by Bruce A. Brown Associates Limited, dated July 29, 2021, which has been reviewed to the satisfaction of the Environmental Engineering Division. The ESA report indicates that two out-of-service underground storage tanks ('UST's) were discovered during construction activities at the Subject Lands, requiring UST removals and remediation of soil and groundwater to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks ('MECP') document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended).

The Owner is required to submit a complete copy of the Record of Site Condition (RSC) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Development, prior to the lands being conveyed to the City.

Transportation Engineering

A Traffic Impact Study ('TIS') by GHD, dated June 28, 2023, was submitted in support of the Applications for the Development. Access to the Development is proposed via three full-move driveways on the proposed re-aligned Toronto RV Road. The TIS concludes that traffic volumes generated by the Development represent a small component of total traffic passing through the intersection during the peak hours and that the proposed driveways are expected to operate with an excellent level of service safely and efficiently for motorists, pedestrians and bicycle connectivity.

DE concurs with the conclusions of the TIS; however, the study also requires review and approval by the Region of York and the Ministry of Transportation.

DE has no objection to the realignment of Toronto R.V. Road to facilitate the Development. The existing rural cross section will be upgraded to an urbanized cross section, and therefore improve the service level to a local road including waste and snow removal, while facilitating the development of the Subject Lands.

The Owner will be required to construct the road in the ultimate condition consistent with the City's Design Criteria and convey the land to the City free of all cost and encumbrances, all to the satisfaction of the City. A Holding Symbol condition to this effect is included in the recommendations section of this Report.

Cash-in-Lieu of the dedication of parkland is required.

The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands, in accordance with the *Planning Act* and the City of Vaughan Parkland Dedication By-law. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Real Estate Department, and the approved appraisal shall form the basis of calculation of the cash-in-lieu payment. For valuation purposes, the appraisal may consider the Subject Lands to be unserviced.

The Forestry Operations Division of the Parks, Forestry and Horticulture Operations Department has no objection to the Applications.

The Forestry Operations Division has advised that they have no objections to the approval of the Applications and that a Private Property Tree Removal & Protection Permit, tree protection fencing/hoarding, and two replacement trees to satisfy tree compensation requirements are required in accordance with City By-law 052-2018.

Other internal City departments, external agencies and various utilities have no objection to the Development.

The Development Finance, Parks Infrastructure Planning and Development Department, Policy Planning and Special Programs, Waste Management division of Environmental Services, Alectra Utilities, Bell, Canada Post, and Enbridge have no objections to the Development, and outstanding comments will be addressed through the Site Development Application.

The By-law & Compliance, Licensing & Permit Services, Emergency Planning and Fire & Rescue Services, Hydro One Networks Inc., and Rogers have no objections to the Development.

Broader Regional Impacts/Considerations

Regional Municipality of York

York Region has determined the proposed amendment is a matter of local significance and does not adversely affect Regional planning policies or interest. York Region, on April 20, 2022, exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

York Region has no comments with respect to Zoning By-law Amendment File Z.17.046 and has provided technical comments to be addressed through the Site Development Application.

The Ministry of Transportation ('MTO') has no objection to the approval of the Applications.

MTO has no objections to the Applications and has advised that the Toronto RV Road realignment must maintain the two existing access to the cemetery. The Subject Lands are within the MTO permit control area and an MTO permit will be required.

TRCA has no objection to the Applications.

TRCA has advised that they have no interests or concerns with the Applications.

Conclusion

The Development Planning Department is satisfied the Applications are consistent with the PPS, conform with the Growth Plan, YROP 2010, YROP 2022 and VOP 2010, and are appropriate for the development of the Subject Lands. The Development is considered appropriate and compatible with existing and planned surrounding land uses. Accordingly, the Development Planning Department can recommend approval of the Applications, subject to the recommendations in this report.

For more information, please contact: Casandra Krysko, Senior Planner, Development Planning Department, ext. 8003.

Attachments

1. Context and Location Map
2. Site Plan and Proposed Zoning
3. Landscape Plan
4. Building 'A' Elevations
5. Building 'B' Elevations
6. Overall Building Perspective Rendering
7. Zoning By-law 001-2021 Table 1

Prepared by

Casandra Krysko, Senior Planner, ext. 8003

Mark Antoine, Senior Manager of Development Planning, ext. 8212

Nancy Tuckett, Director of Development Planning, ext. 8529

Approved by

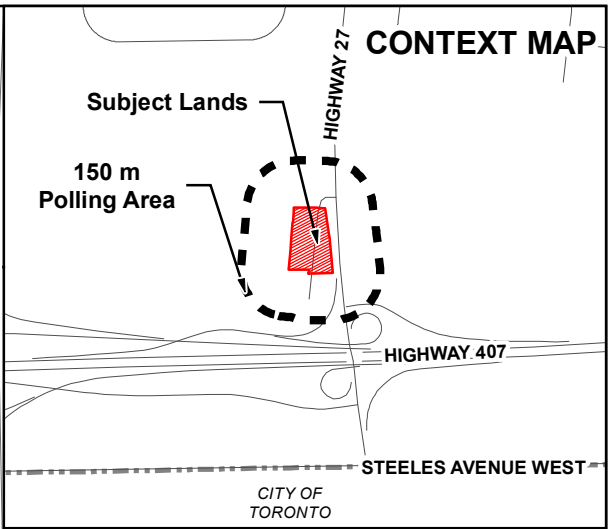
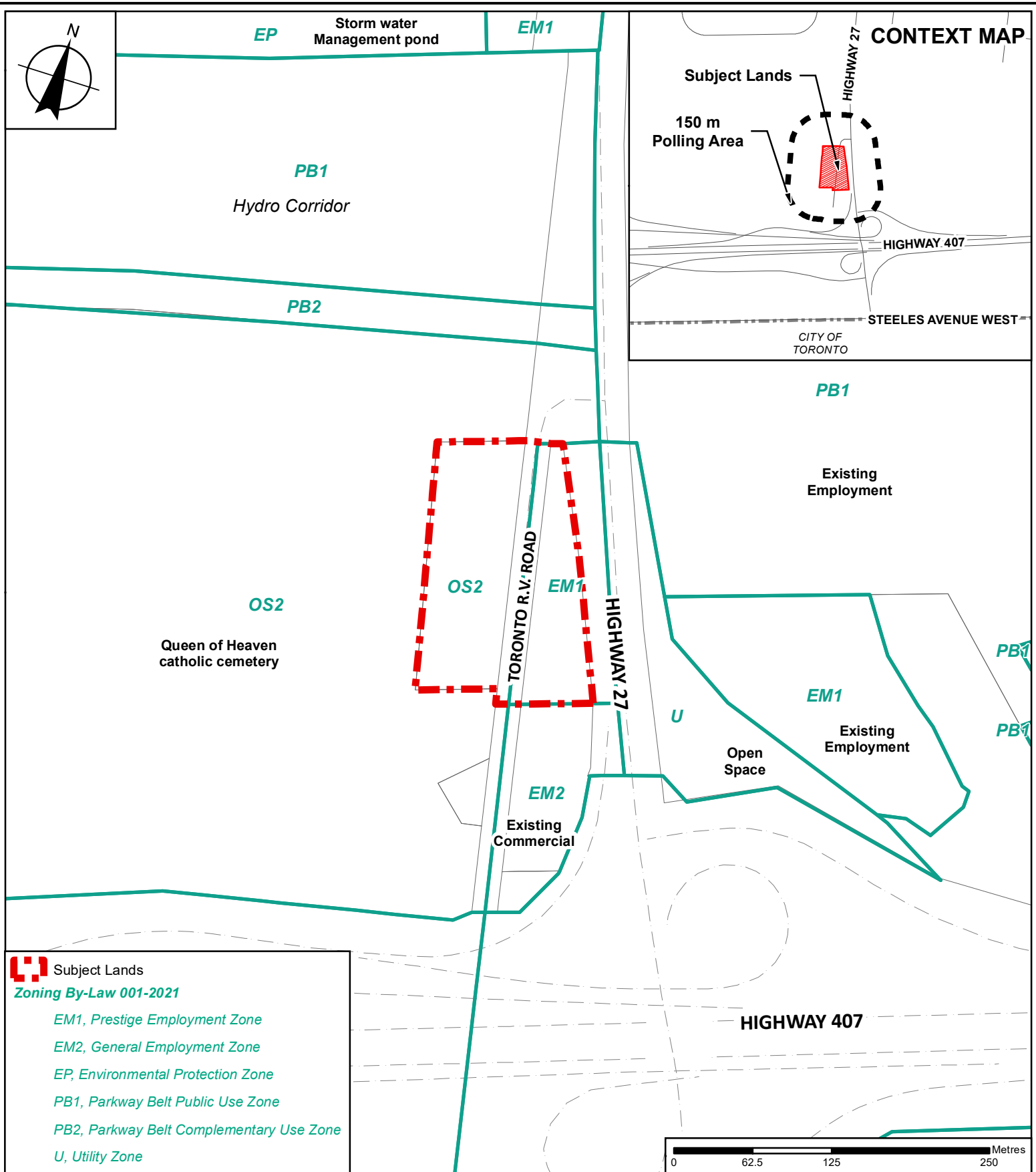


Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager



Context and Location Map

LOCATION: 7242 Highway 27
Part of Lot 2, Concessions 8 and 9

APPLICANT:
NCAP Nicola (Hwy 27) Ltd.



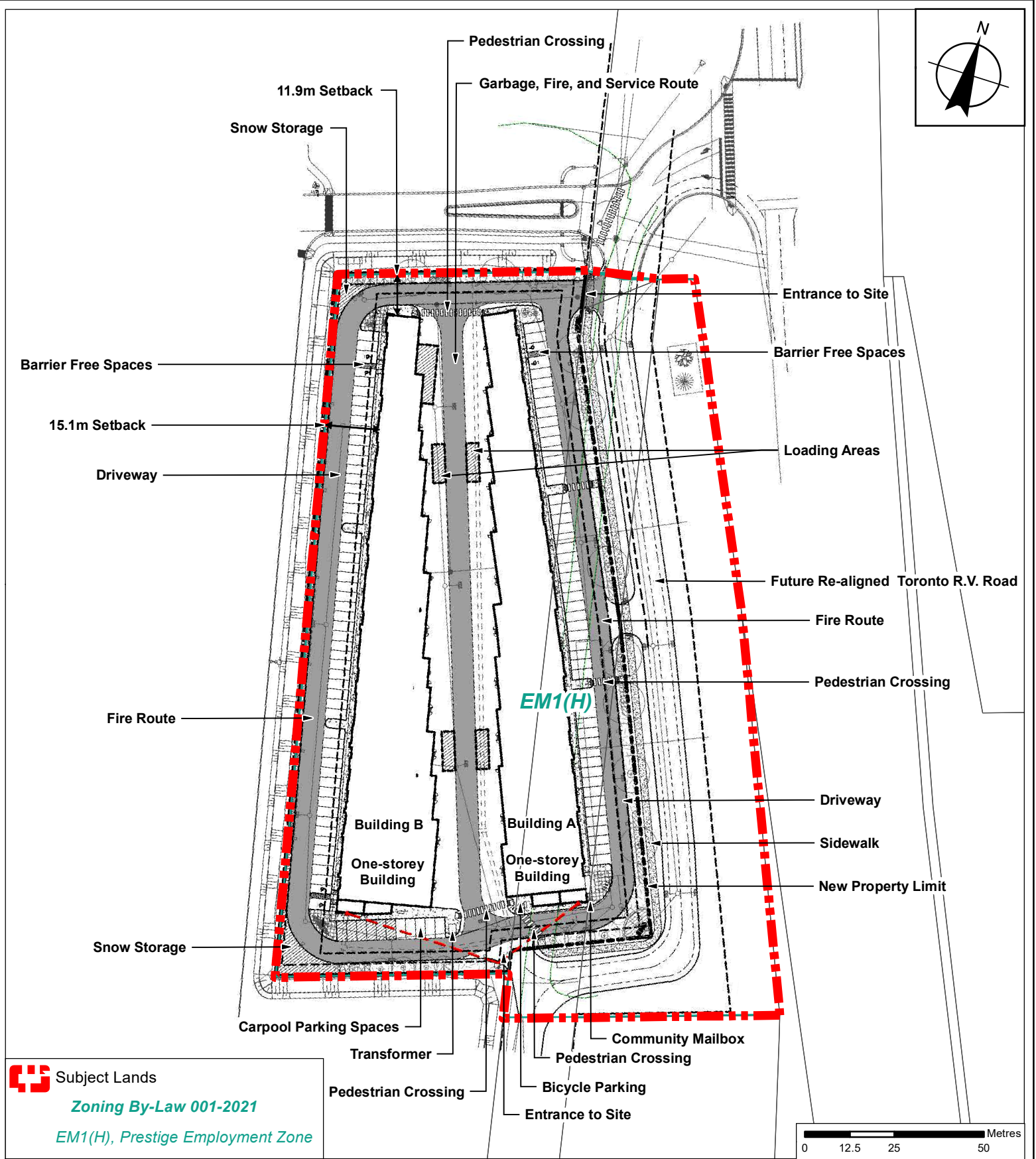
Attachment

FILES:
OP.17.016 and Z.17.046

RELATED FILE:
DA.23.035

DATE:
December 5, 2023

1



Site Plan and Proposed Zoning

LOCATION: 7242 Highway 27
 Part of Lot 2, Concessions 8 and 9

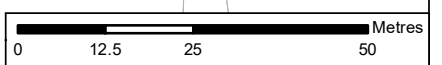
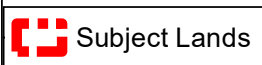
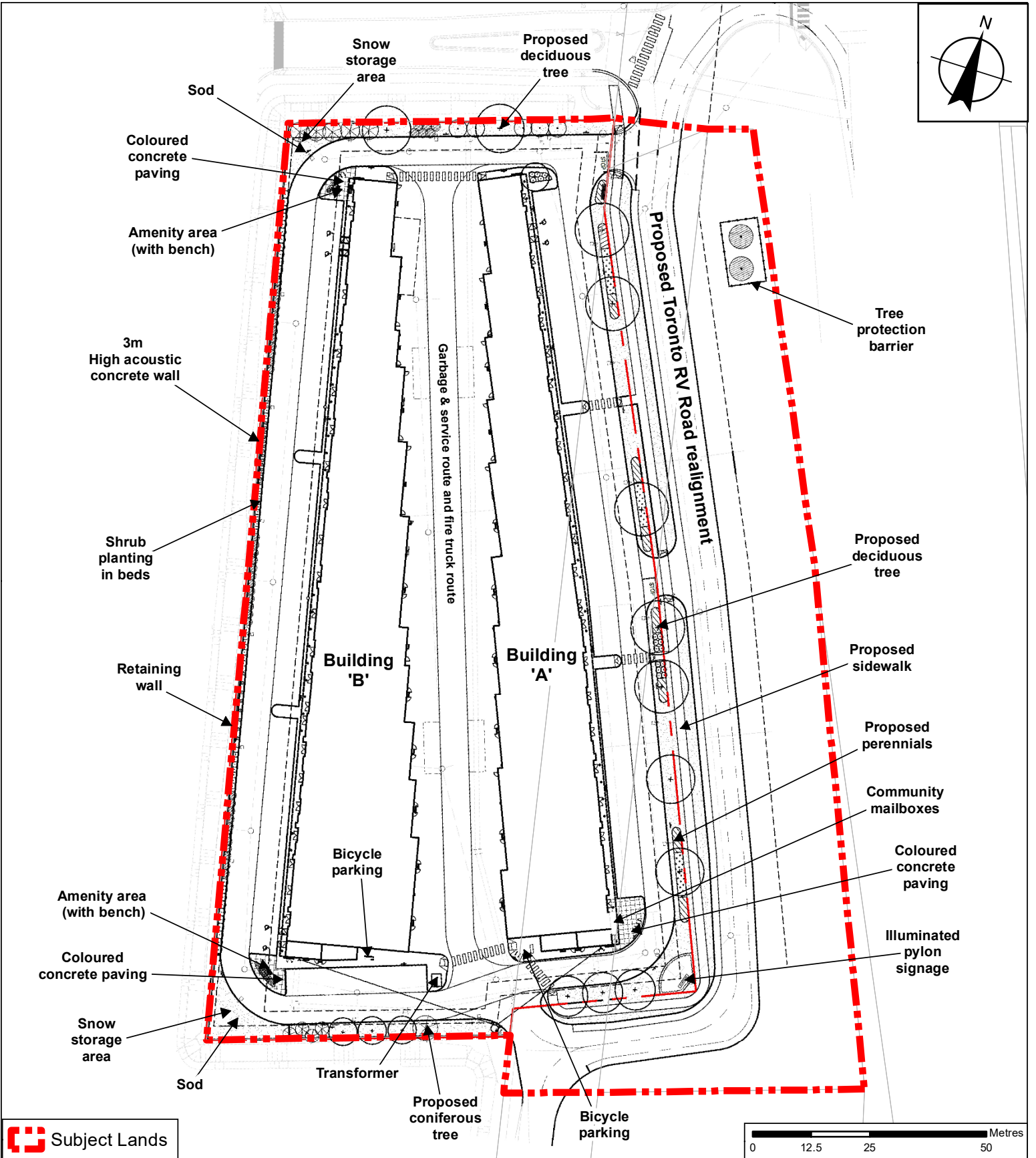
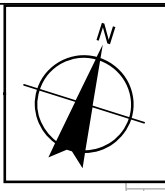
APPLICANT:
 NCAP Nicola (Hwy 27) Ltd.



Attachment

FILES:
 OP.17.016 and Z.17.046
RELATED FILE:
 DA.23.035
DATE:
 December 5, 2023

2



Landscape Plan

LOCATION: 7242 Highway 27
Part of Lot 2, Concessions 8 and 9

APPLICANT:
NCAP Nicola (Hwy 27) Ltd.

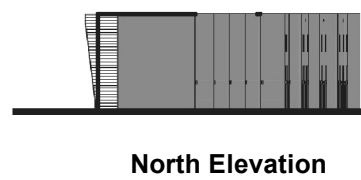
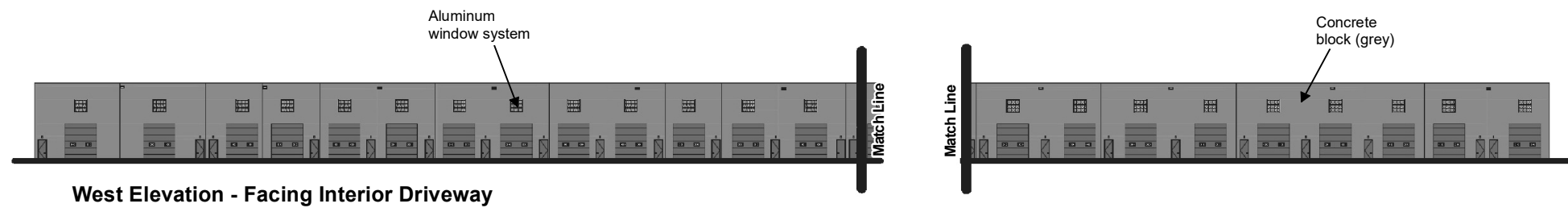
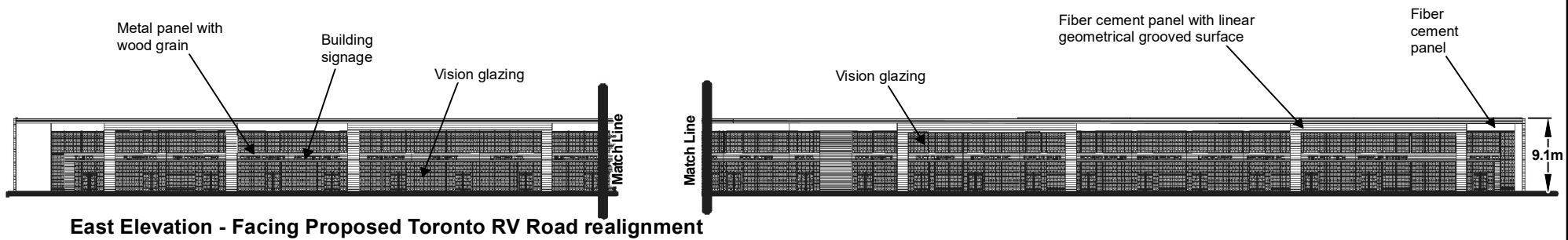


Attachment

FILES:
OP.17.016 and Z.17.046
RELATED FILE: DA.23.035

DATE: December 5, 2023

3



Not to Scale

Building 'A' Elevations

LOCATION:
7242 Highway 27
Part of Lot 2, Concessions 8 and 9

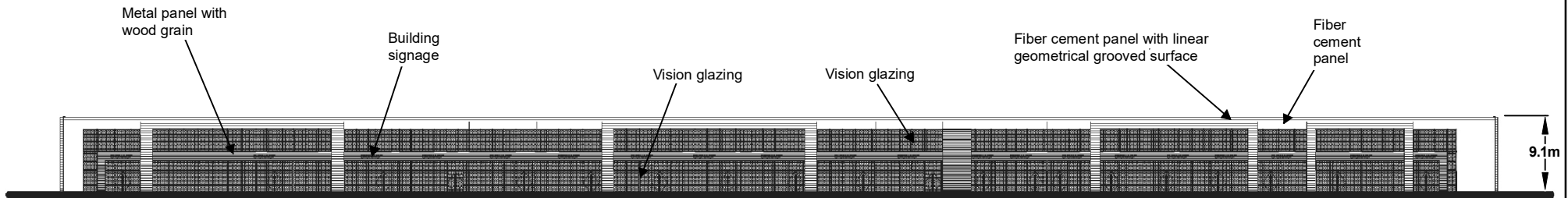
APPLICANT:
NCAP Nicola (Hwy 27) Ltd.



Attachment

FILES:
OP.17.016 and Z.17.046
RELATED FILE:
DA.23.035
DATE: December 5, 2023

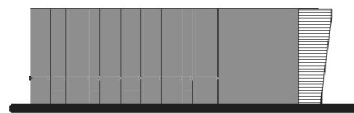
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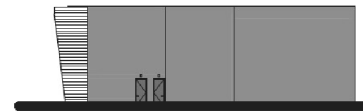
West (Front) Elevation



East Elevation - Facing Interior Driveway



North Elevation



South Elevation

Building 'B' Elevations

LOCATION:
7242 Highway 27
Part of Lot 2, Concessions 8 and 9

APPLICANT:
NCAP Nicola (Hwy 27) Ltd.



Attachment

FILES:
OP.17.016 and Z.17.046
RELATED FILE:
DA.23.035
DATE: December 5, 2023



Overall Building Perspective Rendering

LOCATION:
7242 Highway 27
Part of Lot 2, Concession 8 and 9

APPLICANT:
NCAP Nicola (Hwy 27) Ltd.



305

Attachment

FILES:
OP.17.016 and Z.17.046
RELATED FILE: DA.23.035

DATE:
December 5, 2023

6

**Attachment 7 –
Proposed Zoning Exceptions to Zoning By-law 001-2021, File Z.17.046**

Table 1:

	Zoning By-law 001-2021 Standard	EM1 Prestige Employment Area Zone Requirement	Proposed Exceptions to the EM1 Prestige Employment Area Zone Requirement
a.	Permitted Uses	Industrial Mall is not listed as a permitted use	Add Industrial Mall as an additional permitted use
b.	Definition of Industrial Mall	Means a building or a group of buildings designed, developed, and managed as a unit by a single owner or tenant, or by a group of owners or tenants.	Means a building or a group of buildings designed, developed, and managed as a unit by a single owner or tenant, or by a group of owners or tenants, and with the following uses: <ul style="list-style-type: none"> - All of the uses permitted within the EM1 Zone in accordance with Section 11.2.1; - Contractor’s Establishment, with no outside storage; - Business Service*; and - Service and Repair Shop* <p>*The total gross floor area for these uses shall be limited to a maximum of 20% of the gross floor area of all uses on the lot.</p>
c.	Minimum Landscape Strip abutting an Open Space Zone	4.5 m	1.5 m
d.	Minimum Setback of any Building or Structure to an Open Space Zone	20 m	11 m to the North and South interior side lot line, and West rear lot line
e.	Landscape Calculation	5% of the entire lot area	0.08% of the entire lot area

	Zoning By-law 001-2021 Standard	EM1 Prestige Employment Area Zone Requirement	Proposed Exceptions to the EM1 Prestige Employment Area Zone Requirement
f.	Short-term Bicycle Parking Space Setback	3 m from a parking area	0.5 m from a parking area
g.	General Provisions for Long-term Bicycle Parking Spaces	A long-term bicycle parking space shall be located wholly within the building where the principal use is located and for which the bicycle parking space is required.	A long-term bicycle parking space may be located wholly within the building where the principal use is located and for which the bicycle parking space is required, or wholly contained within a structure exterior to the building.

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

**TITLE: YORK REGION 2023 SERVICING CAPACITY ASSIGNMENT
AND ALLOCATION OF SERVICING CAPACITY DISTRIBUTION
REPORT**

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

This Report is to provide a summary of the Regional Municipality of York's (York Region) new servicing capacity assignment for the City, as approved by York Region Council on November 23, 2023. With the assignment of the new Regional servicing capacity, Staff are also requesting approval to formally allocate municipal servicing for those development applications that were previously approved with a Holding Symbol ("H"), because servicing capacity was not available for these developments at the time.

Report Highlights

- York Region's latest Servicing Capacity Assignment Report for its nine municipalities has been approved by Regional Council on November 23, 2023.
- Vaughan was formally assigned servicing capacity of 43,375 persons equivalent, of which 14,538 persons equivalent is available to be utilized city-wide.
- This latest Regional Servicing Capacity Assignment for Vaughan is a 2-year timeframe with the next assignment anticipated to be in 2025.
- Staff seek formal approval to allocate Servicing Capacity to previously approved development applications with a Holding Symbol ("H").

Recommendations

1. THAT Council receive York Region's 2023 Servicing Capacity Assignment Report prepared by the Commissioner of Public Works, Commissioner of Corporate Services and Chief Planner, dated November 9, 2023, and approved by Regional Council on November 23, 2023.
2. THAT the City accept York Region's 2-year servicing capacity assignment of 43,375 persons equivalent, of which 14,538 persons equivalent is available to be utilized city-wide, while 28,837 persons equivalent must be reserved for Block 27's full build-out.
3. THAT Committee of Adjustment file numbers A052/23, B023/22, B001/23 and development application file numbers DA.11.113, DA.15.078, DA.20.044, DA.20.058, DA.20.060, DA.22.051, and 19T-20V008 be ALLOCATED servicing capacity from the York Durham Sewage System/York Water System for a total of 2,948 persons equivalent.
4. THAT the following servicing capacity (in persons equivalent) be RESERVED for future development accordingly:
 - a. 13,716 persons equivalent for distribution to active and future development applications city-wide (excluding the Kleinburg Water Resource Recovery Facility service area) which are tributary to the York Durham Sewage System / York Water System, after 2023 reconciliation and allocation of development planning applications;
 - b. 28,837 persons equivalent for distribution to future development applications in Block 27 specifically, pursuant to York Region's Block 27 Prepaid Development Charge Credit / Reimbursement Agreement, dated December 1, 2020, and the City's Block 27 Water and Wastewater Servicing Capacity Allocation Agreement, dated January 12, 2023; and
 - c. 2,864 persons equivalent for distribution to active and future development applications for the area tributary to the Kleinburg Water Resource Recovery Facility / York Water System.
5. THAT City staff continue to track and review the City's available regional servicing capacity and bring forward annual update reports to a Committee of the Whole meeting in Q1 of each year.
6. THAT a copy of this report be forwarded to York Region and to the Building Industry and Land Development Association (BILD) – York Chapter.

Background

York Region supplies bulk water through large trunk transmission mains to local area municipalities for daily consumption and fire protection. York Region is also responsible for providing trunk wastewater conveyance and treatment for local area municipalities. Accordingly, York Region establishes limits on sewage and water servicing capacity to accommodate the needs of each of the nine local area municipalities within the Region. Limits are set based on the overall availability and capacity of the Regional infrastructure network. Each local municipality is then responsible to allocate the regional sewage and water servicing capacity to individual land development applications, considering the availability and capacity of local infrastructure. To efficiently manage the distribution of the limited Regional capacity, the City developed a formal Allocation of Servicing Capacity Policy that was approved by Council on December 17, 2019.

York Region typically assigns servicing capacity to the local municipalities on a 3-to-4-year cycle, based on historical growth rates and future growth projections. Regional servicing capacity is reviewed on an annual basis by York Region with the objective of sustaining short-term demand, meeting long-term growth forecasts, and addressing market trends.

York Region's last water and wastewater capacity assignment to Vaughan was a little over 4 years ago on September 12, 2019. This last regional servicing capacity was fully allocated to development applications and utilized by the City at the end of April 2023. As a result, a Holding Symbol ("H") has been applied to all development applications approved since then, with removal conditional upon the City being able to allocate regional servicing capacity for the proposed development.

Previous Reports/Authority

The City's Allocation of Servicing Capacity Policy approved by Council on December 17, 2019: <https://www.vaughan.ca/sites/default/files/08.C.01%20-%20Allocation%20of%20Servicing%20Capacity.pdf?file-verify=1700489739439>

The City's report on York Region's last water and wastewater capacity assignment presented to the Committee of the Whole, dated December 10, 2019, and part of the [Allocation of Servicing Capacity Annual Distribution and Update Report](#).

Analysis and Options

York Region’s latest servicing capacity assignment to Vaughan

York Region’s latest servicing capacity assignment as approved by Regional Council on November 23 and presented in their Committee of the Whole report on November 9, 2023 (Attachment 1) was 43,375 persons equivalent, of which:

- 14,538 persons equivalent is available to be utilized city-wide; and
- 28,837 persons equivalent must be reserved for Block 27’s full build-out specifically, pursuant to York Region’s Block 27 Prepaid Development Charge Credit / Reimbursement Agreement and the City’s Block 27 Water and Wastewater Servicing Capacity Allocation Agreement.

In addition to York Region’s latest servicing capacity assignment, regional staff have identified a shorter 2-year timeframe between servicing capacity assignments to local municipalities to reflect on any incremental capacity needs as a result of growth forecast changes, market trends, and progress on York Durham Sewage System infrastructure. As such, the next regional capacity assignment to Vaughan is anticipated to be in 2025.

Allocation of Regional Servicing Capacity for 2023 Development Applications

With the latest York Region Servicing Capacity approved for Vaughan, staff are requesting Council approval to allocate servicing capacity for the following development applications that were approved after April 2023, when the City’s regional servicing capacity from the last assignment was exhausted:

2023 Committee of Adjustment Applications

In 2023, two (2) Consent Applications and one (1) Variance Application were approved by the Committee of Adjustment and a total of 231 persons equivalent are recommended to be formally allocated by Council in this Report, as follows:

Consent Application Number	Municipal Address	Number of Units and Unit Type	Approval Date
B023/22	100 Treelawn Boulevard	1 single-family unit	February 23, 2023
B001/23	209 Crestwood Road	1 single-family unit	July 13, 2023
A052/23 (Related File DA.21.031)	RP B3S Holdings Inc.	101 Residential Apartment Units	Notice of Decision (August 3, 2023)
Total:		231 persons equivalent	

2023 Development Planning Applications with a Holding Symbol (“H”)

Since April 2023, seven (7) Development Applications were approved by Council with a Holding Symbol (“H”), with removal conditional upon regional servicing allocation. Staff recommend these applications be formally allocated by Council in this Report for a total of 2,717 persons equivalent, as follows:

Development Application Number	Owner	Number of Units and Unit Type	Approval Date
DA.11.113	Ozner Corporation (South) Inc.	379 Apartment Units	OLT Approved on December 20, 2022
DA.15.078	Countrywide Homes (Woodend Place) Inc.	10 Townhouse Units (Additional Units Required)	LPAT Approved on December 20, 2018
DA.20.044	2777100 Ontario Inc.	10 Semi-Detached Units	May 16, 2023
DA.20.058	2706640 Ontario Inc.	4 Semi-Detached Units plus 56 Apartment Units	May 30, 2023
DA.20.060	Dulcina Investments Inc.	342 Apartment Units	May 30, 2023
19T-20V008	Block 18 Properties Inc. and Block 18 (Rutherford) Inc.	273 Townhouse Units	May 30, 2023
DA.22.051	Rom-Grand Kipling Two Limited	28 Townhouse Units	Delegated Authority
Total:		2,717 persons equivalent	

2023 Reconciled City-Wide Regional Servicing Capacity

In 2023, four (4) previously approved development applications with servicing allocation were either revised or determined to be over-allocated. The allocated services from these applications for a total of 3,495 persons equivalent have been reconciled and added back to the overall city-wide servicing capacity reserve, in accordance with the City’s Allocation Policy. The details of the four development applications that were reconciled are as follows:

Development Application File Number	Original Approval	Over-allocation/Revision	Reconciled Servicing Capacity (persons equivalent)
DA.13.021	1,162 Apartment Units	1,162 Apartment Units	2,568 persons equivalent
DA.19.024		One (1) Single-Family Unit	4 persons equivalent
DA.20.022	397 Apartment Units 877 persons equivalent	877 persons equivalent	877 persons equivalent
DA.22.051	15 TH Units – 46 persons equivalent	46 persons equivalent	46 persons equivalent
Total:			3,495 persons equivalent

Kleinburg Water Resource Recovery Facility Service Area Capacity Assignment Summary

In York Region’s November 23, 2023 assignment, there was no additional servicing capacity issued to the Kleinburg Water Resource Recovery Facility service area.

Future capacity needs for the Kleinburg-Nashville service area will be subject to policies impacting future expansion opportunities for the Kleinburg Water Resource Recovery Facility and will be considered through the Municipal Comprehensive Review (MCR) and the Regional Water and Wastewater Master Plan Update.

Total Remaining City-Wide Regional Servicing Capacity (excluding the Kleinburg Water Resource Recovery Facility service area)

The following is a summary of the total remaining City-wide regional servicing capacity assignment, as of December 5, 2023, should the recommendations in this report be approved and adopted by Council (excluding the Kleinburg Water Resource Recovery Facility service area):

1. Excludes Block 27 specific servicing capacity assignment of 28,837 persons equivalent pursuant to York Region’s Block 27 Prepaid Development Charge Credit / Reimbursement Agreement and the City’s Block 27 Water and Wastewater Servicing Capacity Allocation Agreement

Allocation Milestone	Amount Allocated (Persons Equivalent)
Regional Servicing Capacity Assignment to Vaughan on November 23, 2023 (for utilization City-wide)	+14,538 ^[1]
Vaughan's Regional Servicing Capacity balance at the end of 2022	+3,411
Vaughan's Regional Servicing Capacity allocated to Development Applications (January to April 2023)	-4,780
Development Applications to be Allocated in this Report (May to October 2023)	-2,717
Vaughan's 2023 Approved Committee of Adjustment Applications to be Allocated in this Report	-231
Vaughan's Reconciled Servicing Capacity 2023	+3,495
Total Remaining City of Vaughan Unrestricted Servicing Capacity available for City-Wide Utilization until 2025 (excludes Block 27)	13,716

Financial Impact

None.

Operational Impact

In February 2023, York Region staff initiated consultation with the City's Policy Planning and Special Programs & the Development Planning Departments to determine the appropriate regional servicing allocation assignment for Vaughan. The City's planning staff had estimated that the annual registration population for Vaughan was 29,481 persons equivalent per year based on our current trends and the anticipated servicing capacity that would be required as a result of the increase in complex high-rise type development applications. Vaughan's servicing capacity assignment from York Region is currently 14,358 persons equivalent for the next 2-years and was calculated using annual growth projections (2023-2026) based on York Region's historic registration tracking of Vaughan's allocated servicing capacity.

At our current pace of allocating regional servicing capacity to development applications, it is anticipated that the City's current assignment will likely be utilized within the next two years. As a result, once the remaining regional servicing capacity

assignment has been fully utilized, subsequent development applications (at the zoning approval stage) will require a Holding Symbol (“H”), with removal conditional upon future regional servicing allocation when it becomes available upon the next York Region capacity assignment. The use of a Holding Symbol (“H”) prevents the issuance of a full building permit and requires the applicant to bring forth a report to a future Council meeting to lift the Holding Symbol (“H”) when the conditions are satisfied thereby resulting in additional staff time to process and prepare Holding Symbol (“H”) reports and delays in the development approval process.

Broader Regional Impacts/Considerations

With Council’s commitment to the Municipal Housing Target and Municipal Housing Pledge, More Homes Built Faster Act to facilitate the construction of 42,000 new homes in Vaughan by 2031; the Province’s increased growth targets across eight of nine municipalities in York Region to 150,000 units to 2031; and the recently signed \$59 million Housing Accelerator Agreement between the City and the Federal Government that will fast-track the construction of 1,700 residential units over the next 3 years and 40,000 residential units over the next 10 years, it is evident that the City’s future needs for regional servicing capacity will only become more critical in the coming years.

Even though York Region’s latest Servicing Capacity assignment timeframe has been shortened to a 2-year period to ensure a more accurate assessment of each municipality’s needs, given the City’s commitment to building more homes, City staff and York Region have agreed to initiate discussions on further servicing capacity needs when half of the current remaining City-wide regional servicing capacity has been reached to discuss options to maintain available regional servicing capacity until the next York Region assignment in 2025.

Conclusion

York Region’s 2023 Servicing Capacity Assignment Report for its nine municipalities was approved by Regional Council on November 23, 2023, and provided Vaughan 14,538 persons equivalent City-wide and 28,837 persons equivalent specific servicing capacity assignment for the full build-out of Block 27. With the latest regional servicing capacity assignment, staff are requesting approval to allocate servicing for 2023 development planning applications that were approved with the Holding Symbol (“H”), with removal conditional upon regional servicing allocation.

Following the reconciliation and allocation of regional servicing capacity to 2023 development planning applications with a Holding Symbol (“H”), the City will have 13,716 persons equivalent in regional servicing capacity in our reserves for use up to

2025, at which time it is anticipated the next regional servicing capacity assignment will be provided by York Region.

Given the City's commitment to building more homes, City staff and York Region have agreed to initiate discussions on further servicing capacity needs when half of the current remaining City-wide regional servicing capacity has been reached.

For more information, please contact: Frank Suppa, Director, Development Engineering, ext. 8255.

Attachments

1. York Region – Report of the Commissioner of Public Works, Commissioner of Corporate Services and Chief Planner – 2023 Servicing Capacity Assignment – Dated November 09, 2023, as approved by Regional Council on November 23, 2023.

Prepared by

Tony Artuso, Water/Wastewater Lead, ext. 8396

Andy Lee, Manager, Development Services and Environmental Engineering, ext. 8711

Approved by



Vince Musacchio, Deputy City Manager,
Infrastructure Development

Reviewed by



Nick Spensieri, City Manager



A The Regional Municipality of York

Committee of the Whole
Environmental Services

November 9, 2023

FOR DECISION

**Report of the Commissioner of Public Works, Commissioner of Corporate Services and
Chief Planner
2023 Servicing Capacity Assignment**

1. Recommendations

1. Council authorize assignment of new water and wastewater servicing capacity of 88,740 persons to local municipalities to support forecasted development towards Provincial housing pledges with a commitment for another capacity assignment within two years.
2. The Regional Clerk circulate this report to the local municipalities and the Ministry of the Environment, Conservation and Parks and the Ministry of Municipal Affairs and Housing.

2. Purpose

This report seeks Council approval to assign new servicing capacity of 88,740 persons to support continued development in the near-term and provides an outlook of the next capacity assignment scheduled for 2025 for the York Durham Sewage System (YDSS) and standalone water resource recovery facilities.

Key Points:

- This capacity assignment will facilitate growth of 242,279 persons in local municipalities serviced by the YDSS and includes advancement of 11,171 persons to municipalities waiting on Phase 1 of the North YDSS Expansion as a result of the *Supporting Growth and Housing in York and Durham Regions Act, 2022*
- The amount and distribution of this capacity assignment were determined using short-term growth forecasts finalized in consultation with local municipalities

- The next capacity assignment will be in 2025 to reflect any incremental capacity needed as a result of growth forecast changes and progress on YDSS infrastructure
- Over \$4.5 billion of Regional water and wastewater infrastructure is planned to be built over the next 30 years to support continued growth across the Region
- Local municipalities were consulted throughout this process to optimize distribution of servicing capacity to meet short-term growth needs, in consideration of new housing targets and to ensure consistent practices in managing available capacity

3. Background

Since 2005, a phased water and wastewater capacity assignment process has facilitated growth to over 1.3 million people

Phasing capacity enables the Region and local municipalities to effectively manage shared water and wastewater systems and align capacity with current housing market trends. Assigned capacity provides certainty for new homeowners and businesses that Regional servicing will be in-place prior to occupancy. Through the [June 23, 2005](#) Council approved Water and Wastewater Capacity and Servicing Assignment Protocol, the Region and local municipalities aspire to provide a minimum of four to five years of water and wastewater servicing capacity with each capacity assignment. This protocol has directed multi-year capacity assignments throughout time totaling 1,311,473 persons as of the 2021 capacity assignment. Details are shown in Appendix A.

Population forecasts have evolved significantly through Provincial commitment to build more homes faster

As part of the *More Homes Built Faster Act, 2022*, the Province has set specific 2031 housing targets for larger municipalities. Municipalities that pledge to meet these targets and are successful will have access to a new \$1.2 billion *Building Faster Fund*. An eligible municipality would receive no funding if it were below 80% of its annual assigned target but would receive up to 100% of allocated funding if it is on track to meet its target and could receive potential bonus funding. These pledges will advance existing longer-term forecasts in municipal land use plans and may trigger the need for additional municipal infrastructure. Eight of nine municipalities in York Region were requested to pledge.

The Province is advancing housing through a variety of tools including Minister's Zoning Orders (MZO), Community Infrastructure and Housing Accelerator, increased flexibility for expansion of community boundaries and conversion of employment lands. All these changes require new assumptions for planning when residents and businesses need Regional water and wastewater services.

Between 2022 and 2031, servicing to support 150,000 homes is required to meet new 2031 Provincial housing targets across the Region

As recently as August 21, 2023, the Province introduced new increased growth targets across eight of nine municipalities in York Region as reported to Council on [September 7, 2023](#). These targets now total 150,000 units by 2031.

York Region and local municipalities are currently revising growth and infrastructure plans, as well as financial implications, in response to these recent changes. At this time, new infrastructure plans and cost implications have not been finalized and cannot be fully accounted for in this capacity assignment. Once the Region and local municipalities assess these growth forecasts, servicing and cost implications, future assignments will provide additional required capacity.

4. Analysis

With this 2023 assignment, local municipalities serviced by the YDSS have 242,279 persons of capacity available to support growth towards meeting housing targets

At the end of 2022, 153,539 persons of assigned capacity remained available across the eight local municipalities serviced fully or partially by the YDSS. To support development needs in the YDSS sewershed, staff recommend an additional assignment of 88,740 persons servicing capacity to local municipalities, as shown in Table 1. This will bring the total available capacity to 242,279 persons which is equivalent to roughly 80,000 new residential homes or more than half of the Provincial housing target. Georgina and portions of other local municipalities are serviced by standalone systems and are discussed later in this report.

This capacity assignment includes an allotment from the YDSS Reserve to those municipalities (Aurora, East Gwillimbury and Newmarket) awaiting implementation of the North YDSS Expansion in accordance with the Province's direction.

Table 1
Proposed New Capacity Assignment (In Persons)

Local Municipality	Available Capacity at Year End 2022 ^[1]	Capacity Assignment ^[2]	Total Available for Growth	Pre-target Forecasted Annual Growth Rate	Estimated Years of Forecasted Growth	Provincial Housing Targets Annual Growth Rate	Estimated Years of Provincial Target Growth
Aurora	7,156	2,071 ^{[3],[4]}	9,227	1,012	9	2,628	4
East Gwillimbury	10,860	1,333 ^[3]	12,193	1,922	6	1,210	10
Georgina	7,339	-	7,339	873	8	1,858	4
King	6,427	-	6,427	1,054	6	-	-
Markham ^[4]	43,847	17,584	61,431	8,792	7	15,563	4
Newmarket	5,751	7,767 ^{[3],[5]}	13,518	1,132	12	3,796	4
Richmond Hill ^[6]	36,004	10,734	46,738	5,367	9	9,220	5
Vaughan	37,715	43,375 ^[7]	81,090	7,269	11	14,350	6
Whitchurch-Stouffville (Stouffville)	5,779	5,876	11,655	1,665	7	1,981	6
TOTAL – YDSS^[8]	153,539	88,740	242,279	28,213	9	-	-
TOTAL	160,878	88,740	249,618	29,086	9	50,606	5

1. Data shown for available capacity to end of 2022 includes Regional assignments up to November 2023 under the development-related inflow and infiltration reduction programs (SIP/SDIP/LEED and Triparty I&I Reduction Agreements)
2. Capacity allocation subject to completion of ongoing capital projects to address servicing needs within local watersheds and sewersheds as outlined in Appendix B.
3. 1,333 persons capacity assigned to each municipality from YDSS Reserve.
4. 738 persons of this capacity dependent on completion of North YDSS Expansion - Phase 1 trigger project scheduled for 2026-2028.
5. 6,433 persons of this capacity dependent on completion of North YDSS Expansion - Phase 1 trigger project scheduled for 2026-2028.
6. Completion of Langstaff Collector addresses servicing needs in Pomona Creek Service Area as outlined in Appendix B.
7. 28,837 persons of this capacity dependent on completion of Northeast Vaughan Water and Wastewater Servicing – Phase 1 trigger project scheduled for 2025, and Block 27 agreement remaining in effect.
8. Excludes Georgina as it is not serviced by the YDSS and includes King

This 2023 capacity assignment includes 7,171 persons of capacity for Aurora and Newmarket contingent on completion of Phase 1 of the North YDSS Expansion

In November 2022, the Province enacted *More Homes Built Faster Act, 2022* and the associated *Supporting Growth and Housing in York and Durham Regions Act, 2022* which mandates York and Durham Regions to expedite delivery of the York Region Sewage Works Project to support accelerated growth and housing in the Regions. It effectively replaced the Upper York Sewage Solutions project with a Lake Ontario solution which requires three projects; proposed North YDSS Expansion, South YDSS Expansion and YDSS Primary System Expansion (including Duffin Creek Plant). The first project, outlined in the Direct Purchase of North YDSS Expansion Phase 1 Delivery Services Report, also on this agenda, includes improvements, expansion and extension of the YDSS to convey sewage from the northern municipalities to Duffin Creek Plant. With studies and design work still underway, the balance of capacity from implementing Phase 1 of the North YDSS Expansion will be assigned in the next capacity assignment in 2025. By that time, a better understanding of implications for Aurora, East Gwillimbury and Newmarket will be available.

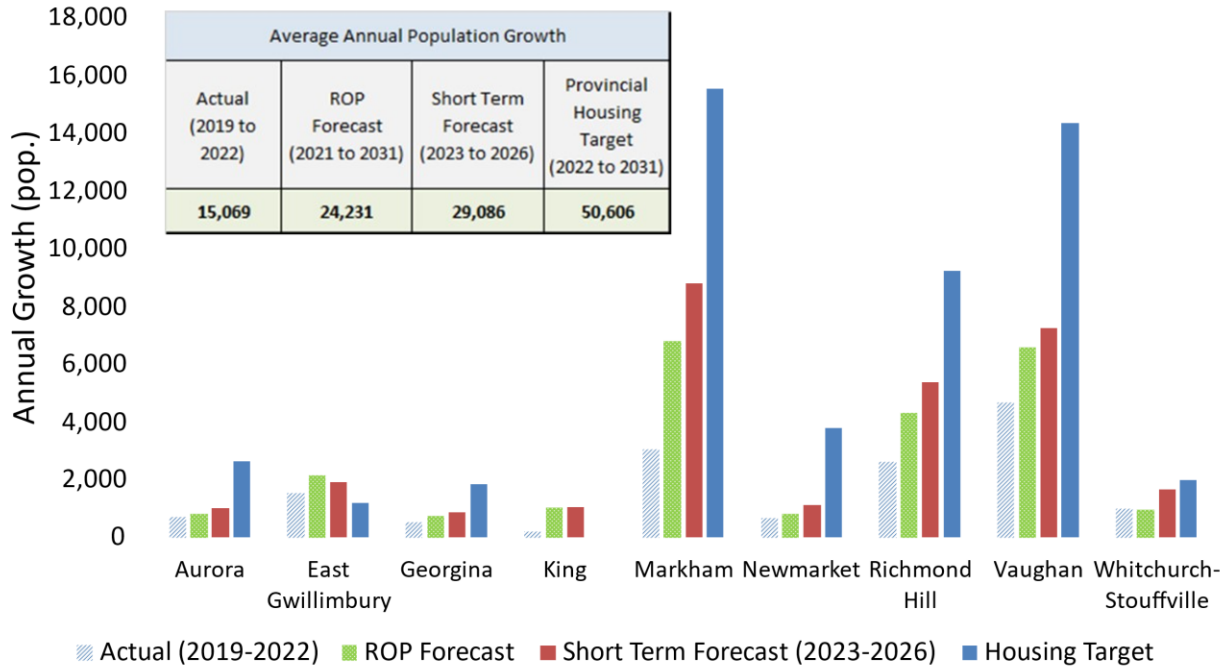
Housing targets assume an unprecedented increase in development across the Region

As planning and timing of long-term growth continue to evolve with the changing development landscape, market trends and future housing completions are incorporated into short-term forecasts to support capacity assignment. Short-term forecasted growth rates accommodate some growth approved through Minister's Zoning Orders and development in Transit Oriented Communities. New housing targets exceed current forecasts and staff need time to assess impacts on current infrastructure plans. As demonstrated in Figure 1, while annual short-term forecasted growth rates have been updated to reflect higher than recent annual housing completions and Regional Official Plan forecasts, they are well below the new Provincial housing targets for most of the local municipalities.

During the period from 2019 to 2022, actual housing completions across York Region were equivalent to an average of about 15,000 persons per year, close to 70% of the forecasted rate for this period. For the period from 2023 to 2026, the forecasted annual average growth across the Region is 29,086 persons per year; twice the historical average annual growth rate, yet nearly 22,000 persons per year short of the Provincial housing target.

Figure 1

Forecasted and Actual (2019-2022) Housing Completions by Local Municipality



Source: CMHC Completions (GTA Housing Now) and York Region Short-Term Forecasts

2023 capacity assignment provides at least six years of growth against Regional short-term forecasts and four or more years of servicing allocation at Provincial pledge growth rates

As shown in Table 1, the total assigned capacity of 242,279 persons in the YDSS supports at least six years of growth for each local municipality at short-term forecasted growth rates. When considered against ambitious provincial housing target rates, enough capacity is being assigned to support at least four years of servicing allocation, for development, however, some capacity in Aurora and Newmarket will be contingent on completion of Phase 1 of the North YDSS Expansion.

Significant fiscal room for the next generation of infrastructure projects could be realized if all developments were registered and built

This assignment will support development until the next Regional capacity assignment in 2025. Although timely construction and occupancy of homes is expected to ensure financial sustainability by development charges being collected to pay for debt to deliver infrastructure, there are some lagging planning approvals. Current Regional YorkTrax data indicates over 35% of draft approved development applications have not registered after three years, representing a significant portion of development charges to be collected. As the Region incurs significant debt to upfront finance water and wastewater infrastructure, generally well in advance of actual

housing completions, any delays in timing of new homes impedes the Region's ability to build more infrastructure. If all assigned existing capacity was built, the Region's fiscal debt for the already constructed enabling infrastructure would be eliminated, which would allow fiscal room to build new infrastructure to support growth.

York Region continues to invest over \$4.5 billion in water and wastewater projects over the next three decades to expand capacity for local municipality growth needs

As approved by Council, the 2022 Water and Wastewater Master Plan outlines over \$4.5 billion in infrastructure to support growth needs for the next three decades. With the growing need for more homes, the development community is seeking to advance Regional infrastructure projects to open up capacity sooner.

Completion of planned trigger projects will increase service capacity for growth

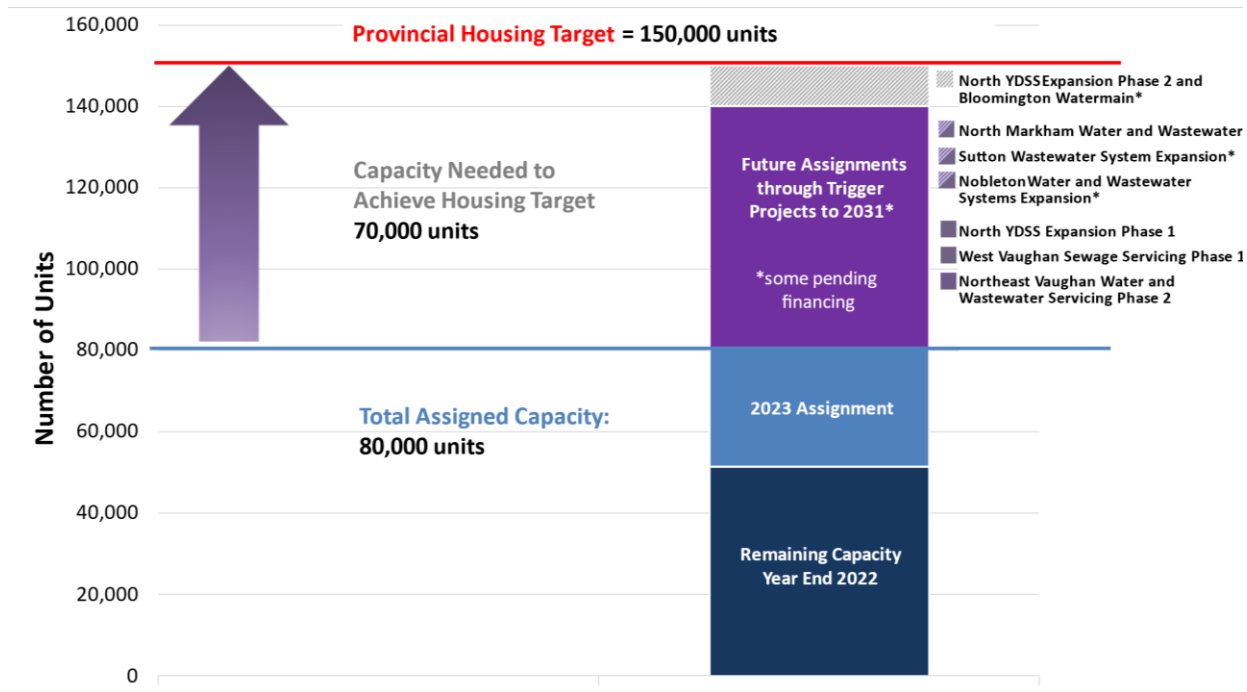
In the near term, several water and wastewater infrastructure projects, shown in Appendix C, are planned to significantly expand servicing capacity by 2041 in eight local municipalities. These projects are referenced herein as trigger projects, as they are defined in the Master Plan and open up capacity for growth. They include planned works that enable servicing for Newmarket, Aurora, East Gwillimbury, Northeast and West Vaughan, King City, and North Markham areas, in addition to expansion of the Nobleton and Sutton standalone systems.

Future capacity assignments will be based on these trigger projects subject to confirmation of funding and timing. In some cases, accelerated delivery of these projects may be negotiated through formal agreements with the local municipalities and the development community. Given certainty on funding and timing of trigger projects, the Region can then assign the associated capacity to the local municipalities, to keep development moving through the planning process. Once a project nears completion, capacity can be released, and development can proceed to registration. This approach will be undertaken for emerging work for the North YDSS Expansion.

Total available capacity with this assignment is 242,279 persons, equivalent to roughly 80,000 new homes and more than half of the Provincial housing target

Figure 2 provides an overview of the total Provincial housing targets across the Region, assigned capacity in the YDSS plus standalone systems and the balance required to meet these targets. Staff will report back in the next assignment which will consider additional servicing capacity based on funding gaps being addressed for new infrastructure. Given the funding gap and link to achieving Provincial targets, the Province would benefit from providing a funding contribution to the capital program.

Figure 2
Capacity Needed to Meet Provincial Housing Targets by 2031



Total assignment to Vaughan includes 28,837 persons pursuant to the Block 27 Development Charge Credit Agreement for the Northeast Vaughan trigger project

28,837 persons is included in Vaughan’s total capacity assignment to exclusively support continued development of Block 27 in Northeast Vaughan. This assignment is pursuant to the Block 27 Prepaid Development Charge Credit / Reimbursement Agreement, dated December 1, 2020. This capacity assignment facilitates draft approval of development applications in the Block 27 Lands in accordance with the approved Block 27 Secondary Plan. Registration of these developments can proceed following completion of the Phase 1 Northeast Vaughan Wastewater and Water Servicing Works trigger project, expected in 2025.

Interim borrowing from the YDSS Reserve supports continued growth until implementation of the North YDSS Expansion

As mentioned earlier in this report, the capacity assignment contemplates full use of the YDSS Reserve by municipalities impacted by the Province’s delay in approving the Region’s former UYSS Project. . Continuing to use capacity from the YDSS Reserve will enable Council to support near term growth in the three municipalities requiring the North YDSS Expansion infrastructure project..

Standalone systems have 17,913 persons of servicing capacity to support development that is ready to build

There is 17,913 persons unregistered capacity in the Region's standalone system communities. This is sufficient to support immediate community development needs and significantly contributes towards meeting Provincial housing targets in the Region, recognizing that the 12,960 persons unregistered in Georgina includes roughly 5,600 persons designated for Industrial, Commercial, Institutional developments. Capital projects have been initiated to address additional servicing capacity needs identified in the communities of Mount Albert, Nobleton and Sutton. A summary of unregistered capacity, draft approved or reserved capacity and available uncommitted capacity remaining at each facility is shown in Appendix D.

The Region will continue to monitor capacity consumption in these communities and review capital plans to ensure adequate servicing is available for approved growth in the near-term. While optimization studies of existing facilities are ongoing, future capacity needs will be considered through the Region's annual review of its growth and infrastructure plans.

The changing development landscape and ongoing infrastructure planning warrants more frequent capacity assignments to better meet servicing needs

Historically, capacity assignments happen every four to five years, with interim needs addressed as required or as infrastructure is completed. To increase the Region and local municipalities' ability to respond to rapidly changing development needs, staff are adopting a more agile capacity assignment with increased frequency to adapt to rapidly evolving development. Together, local municipalities and the Region are reassessing growth areas and related infrastructure plans to consider Provincial housing targets, the Province's decision on Upper York, and other legislative changes to allow development to advance more rapidly.

The next Regional capacity assignment is scheduled for 2025

Staff will provide Council with the next multi-year capacity assignment report in 2025. This is in keeping with the proposed agile assignment approach and allows the Region to provide capacity where and when it is needed. This 2025 assignment will consider updated servicing needs and infrastructure planning, status of trigger projects, remaining unused capacity and implications for the Fiscal Strategy.

5. Financial Considerations

Over \$1B additional water and wastewater infrastructure required in place of Water Reclamation Centre to meet *Supporting Housing and Growth in York and Durham Regions Act*

The province has directed York Region to deliver a southern YDSS solution to support growth in Aurora, East Gwillimbury and Newmarket. By doing so, it replaces the original planned water

and wastewater infrastructure with over \$1B in additional infrastructure, with these expenditures happening earlier in the planning horizon. Originally, phasing of the Water Reclamation Centre allowed for additional treatment trains to be constructed at intervals over a 30-year period. With the new North YDSS Expansion, phasing of sewer pipes is not feasible or practical, resulting in full costs to be expended through initial construction phases. Aurora, East Gwillimbury and Newmarket will have capacity assignment for four years against the Provincial target rate requiring North YDSS Expansion Phase 1 to be completed by 2027. Achieving the targeted rate beyond four years toward 2031 requires acceleration of Phase 2 of the North YDSS Expansion, which is not currently funded.

Nearly \$240 million in water and wastewater capital projects needed earlier in the 10-year capital plan to meet provincial housing targets

To support local municipalities in achieving their housing pledges, water and wastewater infrastructure would need to be delivered earlier than the approved Regional plans. Figure 2 summarizes anticipated capacity assignments through planned infrastructure to 2031, and earlier delivery of approximately \$240 million in infrastructure to meet Provincial housing targets.

Additional infrastructure upgrades beyond those identified in Figure 2 may also be triggered depending on location and magnitude of growth. To support new growth with a transportation network that is capable of all modes of travel, advancement of \$845M in roads and transit capital funding is needed. A large portion, \$472M, is associated with the Region's portion of BRT funding and would be contingent on obtaining full construction funding from senior levels of government. With reduced Development Charge collections resulting from Bill 23 as discussed in the [June 15, 2023](#) Council report, alternative funding sources including those provided by project-specific developer financing agreements may be required to deliver these projects.

6. Local Impact

All nine local municipalities were consulted on the 2023 Capacity Assignment

Short-term forecasts developed for this 2023 capacity assignment report were based on YorkTrax development application data and finalized through consultation with local municipal planning staff. Region staff presented and discussed analysis and key recommendations with local municipal staff, Planning Commissioners and Directors. Local municipal staff were informed of the proposed assignment, remaining multi-year capacity to service growth in their communities and outlook on future assignment. Local staff are aware the next multi-year servicing capacity assignment report is scheduled for 2025 and this assignment will further support local municipalities in meeting Provincial housing targets. Continued data sharing from all local municipalities into the YorkTrax system is an important element to assess progress and inform the next capacity assignment.

Active and complete sharing of development application data is fundamental to successful implementation of more frequent capacity assignments

More frequent capacity assignment is reliant on more frequent and complete data sharing between the local municipalities and York Region. This approach will rely on enhanced collaboration between Regional and local municipal planning and development engineering staff to coordinate growth needs with infrastructure delivery.

An increased capacity assignment frequency will require the following components:

- Annual short-term forecasting exercise using a centralized source of development information (YorkTrax)
- Increased and frequent analysis to assess residual capacity based on evolving infrastructure plans and implementation timelines
- Reassessment of capacity needs based on short-term market trends and forecasts
- Baseline assignment providing minimum of five years of capacity
- Preview of future capacity assignments tied to completion of trigger capital projects

York Region is best able to support servicing needs of its local municipalities when available capacity data is accurate and up-to-date. Local municipal staff can leverage available tools and more fully integrate them into planning processes to support close management of available capacity. This enables the Region to understand current status of assigned capacity, assess it against short-term development needs for each municipality (especially in light of changing growth forecasts) and evaluate where new capacity assignment is needed in the Region's shared system. This proactive approach means the Region can better assign capacity in alignment with timing needs of the local municipalities.

Other tools include 'use it or redistribute it' policies and application of holding zones where required. Review of existing local municipal 'use it or lose it' policies is warranted to ensure the tool is practical and effectively allows the municipality to reallocate capacity to ensure developments are ready to build and can proceed to the building permit stage.

The Region is working with local municipalities to automate planning data exchange through YorkTrax

On [April 13, 2023](#), staff updated Council on the Region's planning application modernization project to improve the development review and approval process across the Region. This project received funding through the Provincial Streamline Development Approval Fund to develop data standards, expand data exchange between municipalities and leverage technology to improve customer experience. In response to York Regions request for local commitment, Chief Administrative Officers from all nine local municipalities have indicated their support for this initiative. Each has identified a representative for their municipality to lead local

municipal coordination efforts. Planning data exchange is essential to support the flow of critical data needed to support real-time data analytics at all levels of government. Timely, accurate and complete development application data are needed to support a more agile approach to capacity assignment.

7. Conclusion

This 2023 capacity assignment will facilitate growth of 242,279 persons in local municipalities serviced by the YDSS, including advancement of 11,171 persons to municipalities waiting on the North YDSS Expansion resulting from the *Supporting Growth and Housing in York and Durham Regions Act, 2022*. The assignment is based on short-term capacity needs assessed through consultation with local municipalities, with the strategy of issuing another capacity assignment in 2025 to manage growth forecast changes.

For more information on this report, please contact Wendy Kemp, Director, Infrastructure Asset Management at 1-877-464-9675 ext. 75141 or Sandra Malcic, Director, Long Range Planning at 1-877-464-9675 ext. 75274. Accessible formats or communication supports are available upon request.

Recommended by:



Paul Freeman, MCIP, RPP
Chief Planner



Mike Rabeau, P.Eng.
General Manager, Capital Infrastructure Services



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Dave Szeptycki
Acting Commissioner of Public Works



Approved for Submission: **Erin Mahoney**
Chief Administrative Officer

October 20, 2023
#15758563

Appendix A – Servicing Capacity Overview
Appendix B – Area Specific Constraints
Appendix C – Trigger Projects
Appendix D – Standalone Systems Capacity

Overview of Servicing Capacity Assignment and Reserves as of Q4 2022

Service Area or Component	Population
Assigned Capacity to Local Municipalities	
York Durham Sewage System Service Area	1,201,128
Stand-Alone Sewage Systems (including Georgina)	87,199
Incentive Programs	9,118*
Developer Funded Inflow and Infiltration Program	14,028**
Total Servicing Capacity Assignment	1,311,473
Regional Reserves	
YDSS Reserve	4,000
Non-Profit Housing Reserve	5,009
Rental Housing Reserve	4,000
Total Servicing Capacity Assignment and Reserve	1,324,482

* Subject to meeting program requirements (e.g. water conservation, wastewater flow reduction, and conformity reporting)

** Includes capacity assigned to Aurora, Markham, Newmarket, Richmond Hill and Vaughan for works completed per Developer-funded Inflow and Infiltration Reduction agreements

Ongoing Capital Projects Addressing Area Specific Constraints

Local Municipality	Constrained Service Area	Project Addressing Area Specific Constraints	Current Status	Expected Commissioning Date	Notes
Aurora East Gwillimbury Newmarket	Aurora East Gwillimbury Newmarket	Henderson Sewage Pumping Station	Construction Completed	2023	Completion allows release of 500 persons remaining from 2018 assignment plus 1,000 persons assigned in centres and corridors. This also allows payback of 4,000 persons capacity borrowed from YDSS reserve
Markham Richmond Hill	Pomona Creek Service Area	Richmond Hill/Langstaff Gateway Regional Centre Servicing Project	Construction Completed	2023	Langstaff Collector addresses constraint Central Collector residual capacity of 20,000 persons to be split 50:50 There is adequate capacity in the Region's water system to service the noted TOC and secondary plan lands. Design work is underway to establish new system connections and revenue meters needed to service the developments.
Keswick	Keswick Pumping Station Sewershed	Keswick Sewage Pumping Station upgrades	Detailed Design	2024	Approved development can proceed. Applications without draft plan or site plan approval will be restricted for occupancy. Commercial development applications will be considered on a case by case basis.
Vaughan	Northeast Vaughan Area Wastewater: Jane Rutherford Sewersheds	Northeast Vaughan Water and Wastewater Servicing Project – Phase 1	Detailed Design	2025	Prior to completion of Phase 1, development can proceed provided total allocation in Jane Rutherford Sewershed does not exceed 48,000 persons from 2016 onward. Accounting for 40,000 persons in the south, Blocks 27, 34, 35 and 41 have a servicing capacity limit of 8,000 persons (up to

					2,000 persons is available in the North Maple Collector).
	Northeast Vaughan Area Water: Pressure Districts 8 and 9	Northeast Vaughan Water and Wastewater Servicing Project – Phase 2	Detailed Design	2028	Phase 1 works will limit capacity to 15,000 residential persons (plus 9,000 persons employment) for Pressure Districts 8 and 9; however, an additional 10,000 persons capacity is available in Pressure District 8 provided a connection to northeast Vaughan is made to the existing PD8 system at Keele and Teston.
East Gwillimbury	Mount Albert	Mount Albert Water and Wastewater System Upgrades	Detailed Design	2029	Prior to completion, development can proceed provided total allocation does not exceed 217 persons

Outlook for Trigger Projects

Trigger Project	Service Area	Municipalities	Expected Completion	Notes
York Durham Sewage System (YDSS)				
North YDSS Expansion - Phase 1	Aurora East Gwillimbury Newmarket	Aurora East Gwillimbury Newmarket	2026 to 2028	In conceptual design, timing, and associated capacity to be confirmed through detailed design 2023 assignment advances 7,171 persons, remainder to be determined through future Council report
North YDSS Expansion - Phase 2 and Bloomington Watermain	Aurora East Gwillimbury Newmarket	Aurora East Gwillimbury Newmarket	2031	New project with timing and associated capacity subject to funding and Council approval
Northeast Vaughan Water and Wastewater Servicing - Phase 2	Vaughan	Vaughan	2028	Timing associated with ongoing works
West Vaughan Sewage Servicing - Phase 1	Humber Sewage Pumping Station Sewershed	Vaughan	2028	Timing based on 2022 Master Plan Development can proceed provided total allocation does not exceed 20,000 persons from 2016 onward.
King City Sewage Pumping Station Upgrade – Phase 1	King City	King	Post 2028	Timing dependent on completion of Yonge St trunk sewer twinning component of North YDSS Expansion – Phase 1
North Markham Water and Wastewater Servicing	Portions of Future Urban Area Whitchurch-Stouffville	Markham Whitchurch-Stouffville	2032 to 2041	In discussions with local municipalities and developers Timing based on 2022 Master Plan Construction may be advanced through funding agreement Associated capacity assignment and split to be determined through future Council report
Stand-alone Systems				
Nobleton Water and Wastewater Servicing	Nobleton	King	2033	In detailed design, timing based on 2022 Master Plan Construction may be advanced through funding agreement
Sutton Wastewater System Expansion	Sutton	Georgina	2032 to 2041	In detailed design, timing based on 2022 Master Plan Construction may be advanced through funding agreement

Servicing Capacity in Stand-alone Systems

Stand-alone Facility	Approved Capacity (persons)	Capacity Used to Year End 2022 (persons)	Total Unregistered Capacity Available at Year End 2022 (persons)	Draft Approved / Reserved Capacity (persons)	Available Uncommitted Capacity at Year End 2022 (persons)
East Gwillimbury					
Holland Landing	4,300	4,221	0 ⁽¹⁾	0	0
Mount Albert	7,350 ⁽²⁾	5,783	1,567	490	1,077
Georgina					
Keswick	49,000 ⁽³⁾	37,254	11,746	5,771	5,976
Sutton	7,500	6,286	1,214	859	355
King Township					
Nobleton	6,750 ⁽⁴⁾	6,599	151	2,343	-
Schomberg	3,444	2,935	509	158	351
Vaughan					
Kleinburg	7,505	4,779	2,726	315	2,410
Total Stand-alone	85,849	67,857	17,913	9,936	10,169

1. Remaining 79 persons capacity is not available as Holland Landing Lagoons are currently at full utilization and cannot support additional connected population
2. Includes 1,350 persons assigned capacity to become available on completion of upgrades to the Mount Albert water and wastewater systems from phase 1
3. The approved capacity of 49,000 persons in Keswick includes both residential and employment populations, with Georgina allocating based on both types of land use. Local Council has reserved 5,621 persons for the Keswick Business Park and other ICI developments (per numbers in Report No.DS-2020-0038, May 5, 2021).
4. Includes 160 persons capacity recovered through Township inflow and infiltration reduction initiatives

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: MEMORANDUM OF UNDERSTANDING WITH TORONTO AND REGION CONSERVATION AUTHORITY FOR MUNICIPALLY REQUESTED PROGRAMS AND SERVICES

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek Council approval to enter into a Memorandum of Understanding (MOU) with Toronto and Region Conservation Authority (TRCA) to provide a framework for undertaking municipally requested programs and services on an as-needed basis.

Report Highlights

- In response to recent amendments to the *Conservation Authorities Act*, conservation authorities are required to execute framework MOUs with municipalities for the provision of non-mandatory programs and services.
- The TRCA requires an MOU with the City to continue to be considered as a potential provider of non-mandatory programs and services.
- The City is not obligated to sign an MOU with TRCA, and no financial commitments will be included in the MOU.
- The MOU will also not include services related to planning and development applications.
- Having a framework MOU in place will allow the City to continue accessing TRCA programs and services on an as-needed basis; the City will maintain the discretion to decide when to retain their programs and services.
- Several other municipalities have recently approved or executed framework MOUs with TRCA for non-mandatory programs and services.

Recommendations

1. That the Mayor and Clerk be authorized to execute a framework Memorandum of Understanding with the Toronto and Region Conservation Authority (TRCA), in a form satisfactory to Legal Services, to enable the City of Vaughan to access municipally requested programs and services from the TRCA.

Background

Conservation Authorities in the Province of Ontario are working to execute MOUs with municipalities for non-mandatory services by January 1, 2024.

The *Conservation Authorities Act* (CA Act) has been amended to provide clarity and transparency surrounding programs and services that conservation authorities provide and their governance and operations. Amendments were undertaken through the *Building Better Communities and Conserving Watersheds Act, 2017* (Bill 139), the *More Homes, More Choice Act, 2019* (Bill 108), the *Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020* (Bill 229), and the *Build More Homes Faster Act, 2022* (Bill 23). The intent of these amendments is to increase transparency of the working relationships between conservation authorities and municipalities.

Under the CA Act, the TRCA has certain mandatory programs and services that it must provide. The TRCA also has non-mandatory programs and services that it is permitted to provide. That is, the TRCA is permitted to enter into MOU's or agreements to provide municipal programs and services for a municipality in the TRCA's area of jurisdiction.

As a result of these amendments, conservation authorities are working to execute MOUs with participating municipalities by January 1, 2024 to govern municipally requested non-mandatory programs and services. Staff are proposing to enter into a framework MOU at this time, which will set broad parameters for how the City engages the TRCA to perform non-mandatory programs and services for the City. The City and TRCA may then sign agreements on a project-by-project basis, which will set out the details of each engagement.

Any MOU signed by the City for non-mandatory programs and services will not include services related to planning and development applications.

Previous Reports/Authority

N/A

Analysis and Options

Staff have identified several key considerations and benefits for entering into a framework MOU with TRCA for non-mandatory programs and services.

A list of non-mandatory programs and services that the City has engaged with TRCA previously includes, but is not limited to: flood management, erosion control, restoration and regeneration, forest management, greenspace management, trail planning and development, education and outreach programs, and community engagement.

Considerations for entering into a framework agreement with TRCA for non-mandatory programs and services include:

- Project Complexity - where work is required to be undertaken in complex and/or environmentally sensitive areas including valley lands, areas with ecological sensitivities or with species at risk; and areas prone to erosion and slope instability.
- City interests in TRCA-owned Lands - where the City has identified projects that will take place or require access to TRCA lands, including those under management agreement, or where a hazard is present on municipal lands but work must be carried out on TRCA lands.
- Project Monitoring and Warranties - where the City and TRCA enter into a partnership together on a project or program and such partnerships are tied to a system of follow-up maintenance, monitoring, assessment and evaluation following implementation of the project. Such partnerships exceed the services and timelines of what a private contractor would undertake and provide additional risk mitigation benefits to the City.
- Project Funding and Collaboration Opportunities - where TRCA can contribute funds to a project or leverage opportunities from other programming partners (e.g. Province, Region of York and other grant opportunities) to coordinate integrated and potentially larger scale solutions than what might not be possible otherwise.
- Delivery of Specialized Services - where TRCA offers highly unique or specialized existing services or programs that align with municipal needs, such as managing specialized consultants that require first-hand knowledge and experience in the area of expertise.

- Leverage Existing Environmental Programs - where TRCA offers existing environmental programming for various audiences and the City can partner with TRCA to have those programs offered to support or enhance City of Vaughan programs and services.

Having a framework MOU in place will allow the TRCA to continue to be considered for non-mandatory services requested by the City on an as-needed basis.

The proposed framework MOU with TRCA sets out high-level terms governing the delivery of programs and services by TRCA. The MOU requires the City to follow procurement and purchasing policy when accessing TRCA services and does not obligate the City to utilize TRCA services during the term of the agreement.

It is recommended that Council approve entering into an MOU with TRCA to help the City keep its options open for the delivery of environmentally related programs and services.

Financial Impact

There are no financial obligations associated with execution of the proposed MOU. Implementation of non-mandatory programs and services with the TRCA will continue to be completed on an as-needed basis, for projects and services to be provided within approved sources of funding or brought forward separately for Council approval.

Operational Impact

The Senior Leadership Team Executive have been consulted in the preparation of this report to ensure alignment with department operating objectives. Having a framework MOU in place with TRCA will support implementation of planned and approved City programs and services.

Broader Regional Impacts/Considerations

The City of Markham, Town of Richmond Hill, King Township and Town of Whitchurch-Stouffville have each recently approved or executed framework MOU's with TRCA for non-mandatory programs and services. York Region has recently approved entering into a participating municipality MOU with TRCA.

Conclusion

Conservation Authorities in Ontario are required to execute framework MOU's with municipalities for non-mandatory programs and services (excluding planning services)

as a result of recent amendments to the *Conservation Authorities Act*. The City is not obligated to enter into an agreement with the TRCA. The TRCA requires an MOU with the City to be considered as a provider of non-mandatory programs and services. It is recommended that Council approve entering into an MOU with TRCA to help the City keep its options open for the delivery of environmentally related programs and services.

For more information, please contact: Jamie Bronsema, Director, Parks Infrastructure Planning & Development, ext. 8858

Attachments

N/A

Prepared by

Jamie Bronsema, Director, Parks Infrastructure Planning and Development, ext. 8858
Rebecca Hall-McGuire, Legal Counsel, Municipal & Environmental, ext. 8475

Approved by



Vince Musacchio, Deputy City Manager
Infrastructure Development

Reviewed by



Nick Spensieri, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): 2

TITLE: HUMBER TRAIL DESIGN AND PERMIT APPROVALS - BOYD CONSERVATION PARK TO LANGSTAFF ROAD

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek Council approval to retain Toronto and Region Conservation Authority (TRCA) to provide design and permit approval services for development of a new section of the Humber Trail from Boyd Conservation Park to Langstaff Road.

Report Highlights

- The 2021 Humber Trail Feasibility Study recommends design and construction of a 1.4km section of the Humber Trail from Boyd Conservation Park to Langstaff Road, a key segment of the Vaughan Super Trail.
- This portion of trail will provide improved pedestrian access from Woodbridge to the south, and a connection to the existing William Granger Greenway that extends north of Boyd Conservation Park into Kleinburg.
- The City has received a \$50,000 grant through the federal Infrastructure and Communities Active Transportation Fund – Planning Stream towards the design phase of this project.
- This section of the Humber Trail is located entirely on lands owned and operated by TRCA and is within the regulated area.
- TRCA has the expertise needed to complete the required detailed design studies and the ability to streamline permit and approval processes by delivering this portion of the project.
- Following completion of design and permit approvals, the City will issue a tender for trail construction and lead the delivery phase of this project.

Recommendations

1. THAT the City engage Toronto and Region Conservation Authority under a single-source contract for the design and permit approvals phase of the Humber Trail development project from Boyd Conservation Park to Langstaff Road with an upset limit of \$342,100 plus applicable taxes;
2. THAT staff be authorized to take any steps, including executing agreements in a form satisfactory to Legal Services, to deliver Capital Project PK-6373-19.

Background

Previous studies identified key gaps along the Humber Trail as a priority for implementation, including the connection between Boyd Conservation Park and Langstaff Road

The 2018 Active Together Master Plan (ATMP) sets out a vision for a healthier and more active community. Recommendations in the ATMP identify “that implementation of the City’s proposed recreational trail network – including the Vaughan Super Trail – is reflected as a high priority through the proper allocation of capital and maintenance funding and resources.” Implementation of the Vaughan Super Trail continues to be a Term of Council priority initiative with completion of this project identified as a priority for implementation.

The 2020 Pedestrian and Bicycle Master Plan recommends closing gaps along key city-wide trails, including key sections of the Humber Trail.

The Humber Trail Feasibility Study, endorsed by Council in November 2021, recommends completion of the Vaughan Super Trail from Boyd Conservation Park to Langstaff Road as one of the priority locations for implementation, as it would extend a key regional trail northward through the William Granger Greenway to Kleinburg and provide a key connection and bridge crossing over the Humber River to Langstaff Road.

Previous Reports/Authority

[Humber Trail Feasibility Study \(2021\)](#)

[Pedestrian and Bicycle Master Plan \(2020\)](#)

Analysis and Options

Approved capital funding is available for the completion of trail development for this section of the Humber Trail between Boyd Conservation Park and Langstaff Road including \$50,000 federal grant funding for trail design.

Capital Project PK-6373-19 Vaughan Super Trail Program has been established to support the planning, design and construction of priority trail projects city-wide. Approved capital funding is available for the design and construction of this section of trail from Boyd Conservation Park to Langstaff Road.

The City was also the successful recipient of a \$50,000 grant through the federal Infrastructure and Communities Active Transportation Fund – Planning Stream, which includes a deadline for design completion before March 31, 2026.

The scope of work for delivery of the entire project includes the design and construction of 1.4km of granular trail, corten steel pedestrian bridge over the Humber River, trail signage, benches, landscape planting and environmental restoration works. Construction will predominantly take place within active areas of Boyd Conservation Park and will require environmental works associated with the Humber River valley. The existing concrete bowstring bridge, which is owned and maintained by TRCA, is not included in the scope of work for this project.

A Single Source procurement is justified in accordance with the City's 15.C.03 Corporate Procurement Policy.

The City's updated Council-adopted Corporate Procurement Policy 15.C.03 came into effect on July 1, 2023. A Single Source Procurement is one where other supplier(s) are available, however, there are valid and sufficient reasons for selecting one supplier in particular. The Corporate Procurement Policy 15.C.03 provides criteria which must be met in order to procure via Single Source Procurement. Given the need for standardization and compatibility with previously acquired services, and the special knowledge, skills and expertise required, it is the Director of Procurement Services' determination that this justifies the use of Single Source Procurement in this case. The Corporate Procurement Policy further provides the City protection in that a Single Source Procurement must be undertaken to obtain best value for the City. Given the anticipated amount of the award, Council must first approve proceeding via Single Source Procurement.

TRCA has the expertise needed to complete the required detailed design studies and the ability to streamline permit and approval processes by delivering this portion of the project.

It is proposed that TRCA be engaged to complete the detailed design and tender package preparation for this project based on their operations and management of the Boyd Conservation Park site and Humber River valley in this area. TRCA has extensive knowledge of the project site and have completed several background studies that will be used to support the detailed design and permit approvals process. The TRCA has also identified opportunities for them to fund and deliver additional restoration works and riverbank planting which can help reduce the City's overall project costs.

The City partnered with TRCA to complete the 2021 Humber Trail Feasibility Study, and TRCA is familiar with the following existing studies:

- Natural heritage & fisheries
- Cultural heritage
- Fluvial geomorphology and hydrology
- Geotechnical slope stability assessment
- East Humber River Geomorphic Assessment and Erosion Risk Assessment

TRCA has direct experience working within Species-at-Risk habitat and existing relationships and processes established with Regulatory Agencies.

The TRCA is responsible to screen proposed projects for Species-at-Risk and has identified that the Humber Trail project area is habitat for endangered species (Red Side Dace, Butternut). TRCA staff also participate in regular working meetings with the Ministry of Environment Conservation and Parks and Department of Fisheries and Oceans. Retaining TRCA will provide an overall benefit to the City by having them lead negotiating and obtaining all required permitting and approvals for detailed design, helping to reduce permitting review timelines.

Retaining TRCA for design and permit approval services will allow the project to meet required grant funding timelines for completion and will set the stage for the City to lead procurement and contract administration of construction services.

With TRCA's background knowledge of the site, and role as property owner and Regulatory Agency, they can immediately initiate design upon contract execution, and deliver the project within the established deadlines.

The scope of work for the design and permit approvals phase of this project includes project management services for TRCA staff and required subconsultants to complete the following:

1. Background data collection and reporting
2. Detailed tree inventory and natural heritage data collection
3. Stage 1 and 2 archaeological assessment
4. Indigenous consultation

5. Species-at-risk screening
6. Public lands act screening
7. Design development drawings, engineering and specifications
8. Permit approvals

A TRCA permit will be required for the final design. By having TRCA lead the project management services for the detailed design process, a simplified internal review and approval process would be used for the project, rather than the more formal external consultant submission and review process.

The design and permit approvals phase of the project will be completed by 2025 followed by procurement for construction which is anticipated to begin in 2026.

Timing and next steps:

- Execute Agreement with TRCA for Design and Permit Approvals (Q1 2024)
- Initiate Studies and Preliminary Design (Q2 2024)
- Finalize Design and Procurement Documents (Q1 2025)
- Secure Permits and Approvals (Q2 2025)

To ensure the success of project delivery while minimizing risks to the City, staff will negotiate the terms and conditions of a single-source contract with TRCA, including critical milestone dates, deliverables, payment terms, and change order procedures, which will establish a clear set of expectations. The Agreement with TRCA will be used as a baseline to monitor performance standards.

Financial Impact

The design and permit approvals phase of this project will be funded within the existing approved Capital Project PK-6373-19 Vaughan Super Trail Development. The balance of funding required for trail construction is identified within the current capital budget and forecasts and any additional funding requirements, if needed, will be submitted for consideration in future budget processes.

The \$50,000 grant funding received from the federal Ministry of Intergovernmental Affairs, Infrastructure and Communities Active Transportation Fund – Planning Stream has been added to the capital project account and will be used to offset approved capital funding for the design of the project.

The following table illustrates the estimated costs and proposed funding sources for this project:

TRCA Fee Proposal for design and permit approvals	\$261,000
Allowance for additional studies if required	\$50,000
10% Contingency	\$31,100
3% Administration Fee	\$11,313
Labour Recovery	\$35,000
Total Estimated Project Cost	\$388,413
Project Design Funding PK-6373-19	\$338,413
Infrastructure Grant Funding	\$50,000
Total Project Funding	\$388,413

The proposed single-source contract for the TRCA to provide design and permit approvals will include a total upset limit of \$342,100 (\$261,000 fee + \$50,000 additional studies allowance + \$31,100 contingency amount). The 3% Administration Fee and Labour Recovery amounts are City of Vaughan internal recoveries.

Operational Impact

This section of trail is fully located on TRCA-owned and managed lands and will become TRCA responsibility to maintain similar to the existing management arrangement for the existing sections of William Granger Greenway at Boyd Conservation Park. All future capital assets replacements would be the responsibility of TRCA.

Broader Regional Impacts/Considerations

The Boyd Conservation Park to Langstaff Road trail connection forms part of the City-wide Vaughan Super Trail, which is an important recreational amenity. This trail connection will establish an important link to the larger regional trail network within the Humber River watershed and will afford the potential for users to enjoy and experience the unique natural and cultural heritage attributes along the Humber River including the cultural history of the Carrying Place Trail (part of the existing William Granger Greenway).

The trail connection contributes to the Regional and Provincial trail and active transportation strategies outlined through the TRCA Trail Strategy for the Greater Toronto Region (2019), York Regional Transportation Master Plan, York Region Pedestrian and Cycling Master Plan (2008), Ontario's Cycling Tourism Plan: Tour by Bike, Natural Environment Trail Strategy, and Toronto Ravine Strategy and the City Pedestrian and Bike Master Plan (2020).

Conclusion

Staff are seeking Council approval to retain TRCA to provide design and permit approval services for development of a new section of Humber Trail from Boyd Conservation Park to Langstaff Road. TRCA has extensive knowledge of the project site and have completed several background studies that will be used to support the detailed design and permit approvals process. Following completion of design and permit approvals in 2025 the City will issue a tender for trail construction and lead the delivery phase of this project starting in 2026.

For more information, please contact: Jamie Bronsema, Director, Parks Infrastructure Planning and Development, ext. 8858.

Attachments

1. Humber Trail Map – Boyd Conservation Park to Langstaff Road
2. Humber Trail Cross-Sections

Prepared by

Alexis Moxley, Project Manager, ext. 8272

Walter Fischer, Manager, Parks Delivery, ext. 8861

Jamie Bronsema, Director, Parks Infrastructure Planning and Development, ext. 8858

Approved by



Vince Musacchio, DCM
Infrastructure Development

Reviewed by



Nick Spensieri, City Manager



Humber Trail Map

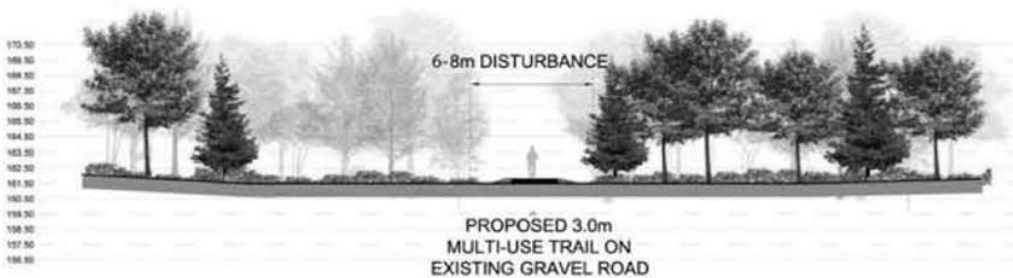
Boyd Conservation Park to Langstaff Road



SECTION A



SECTION B



SECTION C

Humber Trail Cross-Sections

Boyd Conservation Park to Langstaff Road

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: **TRANSITIONING OVERSIGHT OF TOWING INDUSTRY TO THE PROVINCE**

FROM:

Gus Michaels, Deputy City Manager, Community Services

ACTION: DECISION

Purpose

Staff seek to remove tow truck licensing regulations from the City's Licensing By-law and the associated fees from the City's Fees and Charges By-law to reflect new provincial oversight of this industry.

Report Highlights

- In June 2021, the Ontario government passed the *Towing and Storage Safety and Enforcement Act*, which establishes a provincial oversight framework for the towing and vehicle storage sector, replacing municipal regimes, to be fully implemented as of January 1, 2024.
- Due to the new provincial oversight, staff recommend removing towing regulations from the Licensing By-law 122-2022, as amended, and associated fees from Fees and Charges By-law 010-2023, or its successor by-law.

Recommendations

1. THAT the City's Licensing By-law 122-2022, as amended, be amended by repealing licensing provisions for tow truck brokerages, tow truck owners and tow truck drivers and otherwise deleting associated definitions and references to tow trucks in other sections that were included for the purposes of regulating the towing business;
2. THAT the City's Fees and Charges By-law 010-2023, or its successor by-law, be amended by repealing licensing fees for tow truck brokerages, owners and

drivers as well as any other fees relating to the tow truck industry, such as fees for tow authorization books;

3. THAT the corresponding amendments in Attachment 1 be implemented in a form satisfactory to Legal Services.

Background

Currently, the City regulates towing businesses operating in Vaughan through the City's Licensing By-law 122-2022, by issuing three types of licences: tow truck brokerages, tow truck owners and tow truck drivers.

After comprehensive engagement and consultations with industry stakeholders and municipalities including the City of Vaughan, in June 2021, the Ontario government passed the *Towing and Storage Safety and Enforcement Act* (TSSEA) to establish a framework to transition municipal oversight of the towing and vehicle storage sectors to the province. In June 2023, through the approval of *Bill 91, Less Red Tape, Stronger Economy Act, 2023*, the *Towing and Storage Safety and Enforcement Act* was amended to grant the province authority to implement a licensing program to regulate towing and vehicle storage industry in Ontario. These changes came into force on July 1, 2023, along with appropriate amendments to the *Municipal Act* and the *Highway Traffic Act*. Accordingly, as of January 1, 2024, the province will oversee all aspects of tow truck licensing regulations, including certification requirements for tow truck and vehicle storage facility operators and related enforcement. The changes to provincial legislation effectively eliminate the authority for the municipality to license or in any manner regulate towing and vehicle storage businesses.

To replace municipal licences, in July 2023, the province introduced and began accepting applications for three certificate types: tow operator (a person or company that offers towing services), tow truck driver, and vehicle storage operator. The certificate fee has been waived until July 2024. Tow operators and vehicle storage operators are required to have a provincial certificate to operate by January 1, 2024, whereas tow truck drivers have until July 1, 2024, to apply for their certificate.

Tow truck brokerages, owners and drivers are still required to maintain a valid City of Vaughan licence until December 31, 2023. Accordingly, since TSSEA came into force on July 1, 2023, the City of Vaughan has been charging prorated fees from tow truck brokerages, tow truck owners and tow trucks drivers.

Previous Reports/Authority

- [Licensing By-law](#) (approved by Council on June 28, 2022)
- [Fees and Charges By-law](#) (approved by Council on February 8, 2023)
- [Towing and Storage Safety and Enforcement Act, 2021](#)

- [Bill 91, Less Red Tape, Stronger Economy Act, 2023](#)

Analysis and Options

Due to the abovementioned changes and transitioning to provincial oversight of the towing industry, staff are proposing a number of amendments to the City's by-laws, including:

- 1) repealing licensing regulations for tow truck brokerages, tow truck owners and tow truck drivers and otherwise deleting associated definitions and references to tow truck business-related activities in other sections that were included for the purposes of regulating the towing business through the City's Licensing By-law 122-2022.
- 2) repealing licensing fees, from Fees and Charges By-law 010-2023, or its successor by-law, for tow truck brokerages, owners and drivers as well as any other fees relating to the tow truck industry, such as fees for tow authorization books.

The City will continue to exercise its authority to license and regulate the tow industry, including investigation and enforcement activities until December 31, 2023, after which oversight of the industry will become the responsibility of the province. Staff are preparing for this transition by seeking Council approval of the amendments to the City's Licensing By-law to align with the requirements of the TSSEA. Licensing requirements and regulatory provisions for tow truck brokerages, tow truck owners and tow truck drivers and associated fees will be removed from City's by-laws.

Financial Impact

The decision of the province to remove the City's ability to license the towing industry will result in a downward adjustment to the City's budgeted licensing revenue of \$269,000. This impact has been reflected in the proposed 2024 budget. The actual loss of revenue will be significantly less, as tow business related revenues have been lower than budget in the last few years due to COVID and the anticipated transition to provincial oversight. Actual forgone revenue is expected to be about half of budgeted revenue.

Operational Impact

In the course of preparation of this report, BCLPS consulted with other City departments, including Legal Services and Financial Planning and Development Finance.

Broader Regional Impacts/Considerations

There are no specific broader impacts or regional considerations beyond those already discussed in this report.

Conclusion

As of January 1, 2024, municipalities across Ontario will no longer have the authority to license tow truck drivers, operators and public garages that exclusively receive or store towed vehicles, thereby making any municipal regulations redundant and unenforceable. Proposed transitional measures and technical amendments to City by-laws outlined in this report would support and enable the transition to the provincial oversight of the towing and vehicle storage sectors.

For more information, please contact: Susan Kelly, Chief Licensing Officer and Director of By-law and Compliance, Licensing and Permit Services, ext. 8952

Attachments

1. By-law Amendments

Prepared by

Kristina Palayeva, Regulatory Business Analyst, ext. 8721

Approved by



Gus Michaels, Deputy City Manager,
Community Services

Reviewed by



Nick Spensieri, City Manager

Proposed Amendments

Business Licensing By-law:

1. Repeal the following definitions from the Business Licensing By-law: “Collision Scene”, “Drop Fee”, “Gross Vehicle Weight Rate”, “Hirer”, “Mechanic”, “Off-Road Recovery”, “Tow Bar”, “Tow Sling”, “Towed Vehicle”, “Tow Truck”, “Tow Truck Broker”, “Tow Truck Brokerage”, “Tow Truck Driver”, “Tow Truck Owner”, “Underlift”, “Wheel Lift” and “Wrecker Body”.
2. Amend the definition of “Offer” and/or “Solicit” in the Business Licensing By-law by repealing any references to tow trucks.
3. Amend the definition of “Services” in the Business Licensing By-law by repealing any references to tow trucks services.
4. Repeal section 4.0(5) of the Business Licensing By-law, which refers to the Tow Zone Pilot Program.
5. Repeal Part 29.0 “Tow Trucks” from the Business Licensing By-law.
6. Repeal all references to tow truck brokerages, tow truck owners and tow truck drivers from the Schedule A “Classes of Business Licences” of the Business Licensing By-law.
7. Repeal all references to tow truck brokerages, tow truck owners and tow truck drivers from the Schedule F “Threshold Policy for Licences” of the Business Licensing By-law.

Fees and Charges By-law:

1. Repeal the following licensing fees from the Fees and Charges By-law: Tow Truck Authorization Book, Tow Truck Brokerage, Tow Truck Owner and Tow Truck Driver.

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: FORTIFICATION OF LAND BY-LAW

FROM:

Gus Michaels, Deputy City Manager, Community Services

ACTION: DECISION

Purpose

Staff seek to repeal and replace the Fortification of Land By-law 328-2003 in accordance with the approved consolidation format, and to incorporate several amendments to further enhance the safety of residents.

Report Highlights

- In line with the City of Vaughan By-law Strategy, the City is continuing to consolidate and review all regulatory by-laws on a cyclical basis to create more accessible and transparent regulations.
- Through research and analysis of Vaughan's needs, along with a review of fortification regulations in different municipalities, staff have identified a need to improve and update the current Fortification of Land By-law by making amendments that would include the revision of definitions, the repeal of applications for excessive fortification exemptions, and the repeal of provisions regarding video surveillance.
- To promote more effective and expeditious compliance with the Fortification of Land By-law, staff are also recommending that the By-law that replaces it be designated under the City's Administrative Monetary Penalties By-law 063-2019, as amended, and that penalties of \$500 for failing to comply with an order be established.

Recommendations

1. THAT the City's Fortification of Land By-law 328-2003 be amended to strengthen enforcement provisions by adding the By-law as a designated by-law under the Administrative Monetary Penalties By-law, with non-compliance under the By-law being liable to a monetary penalty of \$500 for every offence;
2. THAT the City's Fortification of Land By-law 328-2003 be amended by repealing applications for exemptions from the by-law and provisions in relation to video surveillance;
3. THAT the City's Administrative Monetary Penalties By-law 063-2019 be amended by designating the new Fortification of Land By-law under administrative monetary penalties program; and
4. THAT the City's Fortification of Land By-law 328-2003 be repealed and replaced to reflect the consolidated by-law format with no other material changes to the By-law, except those in these recommendations, and that the by-law be in a form satisfactory to Legal Services.

Background

Currently, the City of Vaughan is undergoing a process of creating new by-laws and reviewing its existing ones. The By-law and Compliance, Licensing and Permit Services Department has been reviewing, amending and consolidating nearly 50 regulatory by-laws, among which is the Fortification of Land By-law 328-2003.

The current Fortification of Land By-law was introduced on September 22, 2003. As per the By-law Strategy, all by-laws need to be in the same format and have common general sections. Also, most City regulatory by-laws are currently under the City's Administrative Monetary Penalties By-law, allowing enforcement officers to be able to issue administrative monetary penalties.

Previous Reports/Authority

- [Fortification By-law](#) (approved by Council on September 22, 2003)
- [Administrative Monetary Penalties By-law](#) (approved by Council on May 1, 2019)

Analysis and Options

Jurisdictional Comparison

BCLPS has conducted a cross-jurisdictional scan, comparing fortification regulations in regard to video surveillance in ten municipalities, including Vaughan, Toronto, Mississauga, Burlington, Hamilton, Markham, Brampton, Niagara Falls, London and Oakville. Toronto, Markham, Oakville and Niagara Falls do not regulate video surveillance in their by-laws. City of Toronto also has a report and online guidance

document explaining the reasons for not regulating this. They state that, while the cities have the authority to restrict or prohibit surveillance cameras from recording beyond the property owned or occupied by an individual, not only is it very challenging to restrict the camera's field of view due to the proximity of properties, but also that enforcing these regulations would be time and resource intensive, as enforcement personnel would need to submit an application to a Justice of the Peace and obtain a search warrant to review the footage and determine whether the camera is in fact properly situated. Out of the remaining municipalities that have provisions on video surveillance in their by-laws, two municipalities (London and Brampton) either do not accept complaints on video surveillance at all or direct such complaints to Police. Only one municipality along with Vaughan (Hamilton) state in its by-law that its officers conduct progressive enforcement and may request access to live footage or screen shots of surveillance cameras.

On the basis of the cross-jurisdictional scan and internal review and discussions, staff are proposing to repeal and replace Fortification of Land By-law 328-2003 to ensure that all regulatory By-laws have similar language, and are standardized, transparent and accessible for citizens. Also, staff recommend designating the by-law that will repeal and replace Fortification of Land By-law 328-2003 under the City's Administrative Monetary Penalties By-law 063-2019, as amended. In addition, staff are proposing a number of amendments to the Fortification of Land By-law which will be evident in the new by-law, including:

- 1) introducing new general sections, in accordance with the City's approved by-law format, including short title, applicability and scope, fines, severability, transition, conflict with other by-laws, and force and effect;
- 2) updating definitions in the current By-law, so they are in line with those found in other by-laws;
- 3) repealing the ability for persons to apply for exemptions from excessive fortification provisions in the By-law. During consultations with Enforcement Services, Vaughan Fire and Rescue Services, and Building Standards, none of those departments remembered any exemption applications ever being received and do not see any reason to provide such exemptions, as permitted exceptions are already covered in the By-law;
- 4) repealing of any provisions in relation to video surveillance in the By-law, as per the request from Enforcement Services and approval of Legal Services. The reason to remove cameras and any recording devices completely from the By-Law is that the original intent of the By-Law is to ensure the safety of emergency personnel responding to emergencies by ensuring unrestricted access onto properties and buildings. Enforcement staff stated that there are challenges with by-law enforcement of video surveillance complaints, as in the majority of

occasions Officers have to rely on voluntary consent to view a camera's recordings. Otherwise, rarely is there sufficient evidence to obtain warrants to access cameras. Additionally, this provision often contradicts with the Police's mandate for obtaining evidence, as residents often advise they were told by the Police to erect cameras, so they can capture any criminal activity whether it's on their own, public or neighbors' property.

Financial Impact

There is no financial impact to the City's budget as a result of the recommendations of this report.

Operational Impact

During the review of the Fortification By-law, and in the course of preparation of this report, BCLPS consulted with other City departments, including Building Standards, Vaughan Fire and Rescue Services, and Legal Services.

Broader Regional Impacts/Considerations

There are no specific broader impacts or regional considerations beyond those already discussed in this report.

Conclusion

In accordance with City of Vaughan By-law Strategy, and in order to obtain greater efficiency in the administration of fortification of land regulations in the City, it is deemed expedient to update and reformat the City's Fortification of Land By-law by repealing and replacing it. Also, it is recommended to amend outdated definitions, repeal application for exemptions on excessive fortification and repeal any provisions in relation to video surveillance in the By-law. To promote more effective and expeditious compliance with the by-law that will repeal and replace the Fortification of Land By-law, staff are recommending that the By-law be designated under the City's Administrative Monetary Penalties By-law, and that penalties of \$500 for failing to comply with an order be established.

For more information, please contact: Susan Kelly, Chief Licensing Officer and Director of By-law and Compliance, Licensing and Permit Services, ext. 8952.

Attachments

N/A

Prepared by

Kristina Palayeva, Regulatory Business Analyst, ext. 8721

Approved by



Gus Michaels, Deputy City Manager,
Community Services

Reviewed by



Nick Spensieri, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: ENFORCEMENT ON UNKEMPT LAWNS ON PRIVATE PROPERTY AND ON GRAFITTI, ILLEGAL POSTERS AND SIGNS, AND LITTER ON AND AROUND PUBLIC INFRASTRUCTURE

FROM:

Gus Michaels, Deputy City Manager, Community Services

ACTION: DECISION

Purpose

Through this report, staff provide an overview of the City's current approach to handling complaints about graffiti, signs, and litter, in and around utility junction boxes and community mailboxes, and long grass and weeds on both public property and private property. In addition, staff also outline a plan for improving the effectiveness of enforcement as it relates to these issues, including recommendations to give effect thereto.

Report Highlights

- To provide an overview of the current enforcement approach and existing service levels provided when responding to complaints respecting debris, litter, and signage in/on and around utility junction boxes and community mailboxes, as well as complaints relating to long grass and weeds on public property (boulevards and in the vicinity of mailboxes and utilities) and private property.
- To outline how staff intend to streamline processes and focus resources to enhance enforcement and achieve more timely compliance.
- To amend the Long Grass and Weeds By-law to provide relief to large properties under a development application.

Recommendations

1. THAT the following fees and penalty amounts be authorized to support the additional resources required to implement the proposed enhancements:
 - (a) a re-inspection fee of \$150 in all applicable regulatory by-laws;
 - (b) an increase in the administrative monetary penalty amount, for long grass and weeds, from \$250 to \$350, for a first offence;
 - (c) a remedial work administrative fee of \$300, in addition to any direct costs incurred in the remediation action undertaken by the City under any of its applicable regulatory by-laws;
 - (d) an increase in the administrative monetary penalty amount, for the placing of, or allowing to place, signs on infrastructure, from \$400 to \$500; and
 - (e) a doubling of the administrative monetary penalty amount for repeat offenders of the Long Grass and Weeds, Dumping and Graffiti By-laws.
2. THAT the Long Grass and Weeds By-law, as amended, be further amended to exempt properties that are larger than 50 hectares and are under a development application from being required to maintain grass and weeds under a height of 20 centimetres, but that despite such exemption, owners of such properties be required to maintain a three (3) metre buffer area from any lot line adjacent to a residential property within which grass and weeds cannot exceed 20 centimetres.
3. THAT all amending by-laws to give effect to the above recommendations be in a manner satisfactory to Legal Services.

Background

At the September 12, 2023, Committee of the Whole meeting, staff were requested to report back to Council on:

- the options, costs, and scenarios for maintaining utility junction boxes and community mailboxes free from litter, graffiti, signs, and other debris;
- enforcing by-laws with respect to the maintenance of unkempt lawns on residential properties, especially corner lots; and
- effectively and safely maintaining the boulevard to mitigate the unsightly growth of weeds on City infrastructure, including concrete medians, curbs, sidewalks, and roads.

Staff were requested to provide options in advance of the 2024 budget meetings. Options with respect to the removal of poster and sticker signs and the maintenance of infrastructure are addressed in a communication from Public Works, under separate cover. In addition, as a result of a number of recent complaints and a consequent review of by-laws in other municipalities, staff also considered how larger properties under development applications should be regulated under the City's Long Grass and Weeds By-law.

Prior to 2023, grass complaints were handled under the Property Standards By-law, through which the process for handling complaints was procedurally more onerous, due

to the service methods, appeal options, and the remediation processes required under the *Building Code Act*. In 2022, the City created a stand-alone Long Grass and Weeds By-law under the authority of the *Municipal Act*. This has streamlined the process and allowed Enforcement Services to deal more expeditiously and effectively with long grass complaints. However, the number of calls received by By-law and Compliance, Licensing and Permit Services (“BCLPS”) respecting long grass, over the past 18 months, has also increased substantially, with 1,159 long grass and weeds calls received in 2022, making up more than 10% of all by-law (non-animal control) related calls. The bar graph, below, shows the number of case files per month for 2022 and 2023, Aside from January and February of 2022, which were still very much affected by the aftermath of the COVID-19 state of emergency, the number of total by-law case files can be seen to be considerably higher between May and September.



In addition, the number of long grass and weeds calls in 2023 also experienced a significant increase, as a percentage of total calls, over 2022. One likely reason for the significant spike in the number of these complaints is awareness by the public of the new by-law (whereas long grass provisions were previously less conspicuously found under the Property Standards By-law). Another is the effective education and awareness campaigns by the City’s Corporate and Strategic Communications (“CSC”) Department with respect to maintaining one’s property and how to bring forward a concern or make a complaint. Although Enforcement Services has improved in its ability to address long grass issues through its new by-law, the significantly higher number of calls over the summer months, when other property-related calls are also spiking, has

continued to outstrip the Department's ability to keep pace. BCLPS is reviewing internal operational processes to ensure optimum efficiency.

What Happens When a Complaint is Received?

Enforcement Services receives and responds to complaints related to grass and weeds, on public and private property, litter and debris, signage, and graffiti. Anonymous complaints are generally not accepted or responded to, unless there is an identified health or safety concern (see [LS-001 Policy](#)). Residents may make a by-law-related complaint by email, at bylaw@vaughan.ca, by phone at 905-832-2281, or in person, Monday-Friday at City Hall during regular business hours.

When a complaint about long grass is received, information, including location, nature of the complaint, and complainant contact information, is recorded, and a case file is opened and assigned to an area officer for investigation and actioning.

An officer then attends the subject property, reviews the property conditions, and confirms whether a violation exists. If a violation is found, the initial action is to educate the property owners on their obligations. This is followed up by a time to comply, and/or orders issued with a timeframe to complete an action. If voluntary compliance is not achieved, and if the violation remains, the Officer will arrange to have the grass cut, with the costs being recovered in a manner like taxes. In addition, the Officer may issue a penalty notice for non-compliance.

Enforcement of By-laws Related to Property Maintenance

Both the [Property Standards By-law](#) and the [Long Grass and Weeds By-law](#) provide standards for private properties to ensure they are safe, nuisance-free and do not contribute to conditions that promote pest infestations or other conditions that detract from a healthy community. The Long Grass and Weeds By-law addresses long grass and weeds on both private and public property (boulevards), requiring property owners not to allow grass to exceed twenty (20) centimeters (approximately eight (8) inches) in height on both their property and on any adjacent boulevards. As such, Officers can issue notices and penalties for non-compliance under either requirement.

Long Grass and Weeds and the Enforcement Process

Long grass calls (i.e. inquires and complaints) tend to begin in earnest in the spring and continue into early fall. This is also the time over which the number of other property-related calls tend to spike, including complaints related to property standards, fences, and encroachments. The demand on Officers for response to calls, updates, and inquiries is considerably high, and matters are prioritized first on the basis of the risk they pose to health, safety and security. During times of high demand, this means that long grass and weed calls are often relegated to a lower priority, with the final result

being less timely resolution for these complaints. The increased demands for service have been further exacerbated in the last few years as a result of other key pressures and established priorities that draw on resources. These additional demands have included but are not limited to short-term rental enforcement (which did not exist in any significant way prior to 2022) and dealing with illegal uses on agricultural lands (for which there has been a redeployment of a dedicated full-time resource). BCLPS continues to find process improvements to manage demands, but must do so with due regard for public health and safety first. It is this prioritization that has been a key driver in turn-around time to achieving compliance.

Staff are exploring potential opportunities to streamline processes and create efficiencies that will ultimately enhance customer service by shortening the length of time from intake of complaint to final grass cutting. At the same time, staff are considering measures to ensure that the cost of enforcement and remediation is adequately off-set through fees and penalties. In addition, due to the seasonal spike of long grass and weeds complaints, staff will continue to assess and balance demands versus resources to ensure the greater public interest is served.

Communication and Public Education

In instances where a property has been identified as having long grass and weeds year over year, staff have issued courtesy notices early in the season to proactively remind owners of their obligations, and in this way gain voluntary compliance and ultimately avoid new complaints and the related need for further commitment of resources. Staff believe that these efforts have had mixed results and will work with enhancements to existing case management systems to better support service delivery and response times.

CSC leverages all its channels to educate residents about their responsibilities as they relate to property standards, from media outreach and social media to mobile signs and website content. In the past year alone, CSC has released thirty-six public service announcements and other public communications respecting long grass, waste, dumping and graffiti.

In addition, staff are reviewing the BCLPS webpages to optimally communicate where to report various issues, with direct links to the responsible entities, such as Canada Post or the various utility companies. Messaging will also include what the municipality will do in these instances, setting out the process, and clearly articulating service levels.

Regulations and Enforcement of Signs and Graffiti in the City

The Sign By-law regulates the display of signs in the city and outlines rules and requirements for the legal placement of signs. The [Anti-Graffiti By-law](#), outlines property owners' obligations with respect to graffiti. Poster and sticker type signs are prohibited

and are often found on mailboxes, utility boxes, streetlights, and signs. These types of sticker and poster signs are often challenging to remove due to their hazardous locations (e.g., on infrastructure located on traffic medians and often at more than arm's length height) and because removal often requires significant effort and can result in damage to the infrastructure. When installed on a mail or utility box, the City does not undertake removal in order to avoid any risks or liabilities; however, the City will document, track and report to Canada Post regarding their mailboxes and to utility companies regarding their infrastructure, to initiate removal.

Ultimately, the removal of posters, stickers and graffiti is a combined effort between BCLPS, PFHO, Transportation Services (both at the municipal and regional levels), utility providers, and Canada Post. So, while City departments each receive, track, and respond to complaints, signage and graffiti found on Canada Post or utility company (predominantly Alectra) assets are communicated to those entities for actioning (i.e., removal).

Parking & Sign Enforcement Officers track complaints about bag signs, and poster/stickers. Officers will remove such signs if it is safe to do so and under circumstances that will not result in damage to sensitive infrastructure, such as that owned by utility companies. Details of the infraction and sign removal are recorded, including date removed, sign location, and advertisement details. In many cases, files are closed at this stage, but where there are viable leads that can be pursued and may include sufficient information to identify the perpetrator, further investigations may be carried out to try to locate the business entity or person responsible for the placement of the sign, and to determine whether the offending business or person requires a municipal business licence. Officers have a number of enforcement tools at their disposal to deal with offending persons or businesses, including administrative monetary penalties, provincial offence charges, and remedial orders. Unfortunately, it is often difficult to track down offending businesses and/or individuals, as many of them are transient and not associated with a recognized business, location or identifiable entity that can be pursued. Staff are currently exploring technology-based solutions that may assist to better identify more prolific offenders, allowing for a greater focus on enforcement efforts.

Regulation of Litter Around Mailboxes and Utility Boxes

Litter on the boulevards, whether it is found on regional or municipal road allowance, determines the roles and responsibilities for cleanup. Litter in and around a mailbox is the responsibility of Canada Post. When dealing with litter on the road allowance, BCLPS often has limited ability to carry out effective enforcement, as there are usually no witnesses to the offence and evidence that may otherwise identify offenders is rare. As such, the most appropriate way of handling litter complaints is to ensure prompt removal, reserving initiation of investigations to circumstances that provide sufficient information to allow for it. In addition to the attention from the City's enforcement

department, staff maintain open lines of communication with Canada Post and utility companies that include referrals requesting remedial response and clean-up of litter, debris, and posters on their assets. Members of the public, upon finding a defaced mailbox or litter around a mailbox, may also contact Canada Post by email, at: gtastreetfurnituremaintenance@canadapost.postescanada.ca or may call Customer Service at 1-866-607-6301 or via online chat at <https://www.canadapost-postescanada.ca>, and provide Canada Post with the location of the vandalized box. Response time tends to vary with demand and is outside of the control of the City.

Under the City's Dumping By-law, individuals who litter or who do not keep their properties, or the boulevards adjacent to their properties, clear of litter, waste and debris may be subject to penalties or fines ranging from \$500 to \$50,000 for each offence. The City can also issue orders to property owners, requiring them to clear their properties from of all litter, waste, and debris. Failure to comply with an order may result in the City undertaking the work to have the waste and debris removed at the owner's expense, and/or may include related by-law charges.

Previous Reports/Authority

- [Property Standards By-law](#)
- [Long Grass and Weeds By-law](#)
- [Dumping By-law](#)
- [Sign By-law](#)
- [Anti-Graffiti By-law](#)

Analysis and Options

The existing service levels for responding to and handling complaints related to signs, litter and lawn maintenance on both private and public property, as well as enforcement processes on poster and sticker signs, are currently under review. Staff have so far identified a number of opportunities to improve the timeliness and effectiveness of enforcement, including process improvements and possible additional resources. Staff have also considered offsetting revenue sources, such as the introduction of new cost-recovery fees and escalated penalties.

Long grass and weed process & enhancements.

The current process from complaint intake to compliance is often not efficient, involving multiple site visits, protracted compliance windows, and extended communication with complainants. With the growing number of non-compliant properties, timely enforcement has become more challenging and even untenable at times. Thus, with the objective of reducing overall lead time, from the time the complaint is initiated to the time

compliance is gained and the file is closed, there are some areas identified where processes can be streamlined to achieve enhanced service levels.

New Revenue Streams to Fund Process Enhancements

Given the elevated levels of property-related complaints, especially with regards to long grass and weeds, and the ongoing designation of new by-laws under AMPs, including Property Standards and the Long Grass and Weeds By-laws, staff believe that revenue generated by the issuance of penalty notices, along with the fees being recommended in this report, can offset most, if not all, of any additional resources needed to better address long grass and other property-related issues. While process changes are being implemented to streamline and enhance service levels, the introduction of re-inspection fees and remediation administration fees will ensure costs are recovered when dealing with recalcitrant property owners.

Staff anticipate that streamlining and cost recovery measures alone will not likely be enough to deter what appears to be a general increase in inadequate property maintenance, that in turn drives the higher volume of long-grass and weeds calls. As such, staff believe that in addition to the above, implementation of the following measures will support more compliant public behaviour:

- (1) Creating a greater deterrent by increasing AMP amounts for long grass and weeds and poster/sticker signs;
- (2) Establishing higher AMP amounts for repeat offenders, to double down on the deterrent; and
- (3) Continuing to collaborate with Corporate and Strategic Communications to increase public awareness and education.

Finally, staff have also been considering amending regulations to account for sizeable properties under development applications. Many other GTA municipalities provide some level of relief to large vacant properties. At the same time, staff recognize that it is important to balance this with the need to ensure that conditions on properties do not create undue risks. As such, staff are proposing that vacant properties over 50 hectares in size, and that are under a development application, be permitted to only maintain a three-metre-wide buffer zone, from every lot line adjacent to residential properties, in accordance with the by-law requirement of 20 centimetres. Over the course of the 2024 season, staff will monitor the impact of these regulatory changes and, if necessary, bring back to Council any recommendations with additional provisions or amendments.

Financial Impact

The financial impact to enhance the enforcement of by-laws related to property maintenance currently remains under review and is not expected to impact the current 2024 operating budget submission. Staff conducted a sensitivity analysis on the

revenues that could be expected from the introduction of the fees and penalties being recommended. The analysis takes into consideration a potential range for the number of violations as well as a variable rate of compliance. At a mid-level number of infractions (determined to be 600) and a mid-level of voluntary compliance (determined at 70%), staff expect incremental revenue of approximately \$83,700. This amount will assist in better offsetting related operating costs.

Staff will monitor actual revenues through 2024 and assess any resource needs to continue to meet the growing enforcement demands. Permanent future needs will be considered through the appropriate annual budget process.

Operational Impact

This report was prepared in consultation with Parks, Forestry and Horticultural Operations, Transportation Services, Corporate and Strategic Communications, Legal Services, and Financial Planning and Development Finance.

Broader Regional Impacts/Considerations

There are no broader regional impacts as a result of the recommendations of this report.

Conclusion

BCLPS' existing approach to complaints of graffiti, poster signs, litter, in and around utility junction boxes and community mailboxes, and long grass and weeds on public and private property and infrastructure, has been challenged by quickly growing demands. Staff are currently working on implementing process enhancements and are recommending a series of fees and increases to penalties to better off-set operational expenses and provide quicker and more effective resolution to identified violations. Finally, staff are also recommending adjustments to current standards that include some relief to large properties under development, further ensuring reasonable and balanced standards by which properties are to be maintained while continuing to protect public health and safety and generally promote the greater public interest. The impact of these standards shall be monitored and assessed, with any further recommendations being brought forward to Council after the end of the 2024 season.

For more information, please contact:

Susan Kelly, Director, By-law & Compliance, Licensing & Permit Services, ext. 8952.

Attachments

N/A

Prepared by

Nancy Cronsberry, Manager, Enforcement Services, ext. 8361.

Approved by



Gus Michaels, Deputy City Manager,
Community Services

Reviewed by



Nick Spensieri, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): 3

TITLE: LAWFORD ROAD AND SEDGEWICK PLACE AREA TRAFFIC REVIEW

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: FOR INFORMATION

Purpose

To report on the key findings of the Lawford Road and Sedgewick Place Area Traffic Review, as directed by Council on September 28, 2022.

Report Highlights

- On September 28, 2022, Council directed staff to advance the development of an Area Traffic Review (including community engagement) for Sedgewick Place and the surrounding road network.
- As part of the Area Traffic Review, staff completed studies to assess vehicle speeds, traffic volume, and identified vulnerable road user concerns to improve traffic flow along both local and regional roads during school pick-up and drop-off hours.
- The results recommended traffic related treatments to reduce vehicle operating speeds, reduce school-related congestion, and implement measures to encourage active and sustainable travel, including pedestrian and cycling facilities.
- The plan aims to improve road safety, accessibility, and mobility for all users.
- During the study process, community involvement and education were crucial in advancing the recommendations. They included collaboration with York Region, York Region Transit, the York Region Catholic District School Board, the York Region District School Board, and school administration.

Recommendations

1. That this report be received; and
2. That the City Clerk forward a copy of this report to the Regional Municipality of York, York Regional Police, York Region Public District School Board, York Region Catholic District School Board, and Student Transportation Services of York Region.

Background

Council directed staff to undertake an Area Traffic Review for Sedgewick Place and the surrounding road network.

In 2018, the residents of Sedgewick Place expressed concerns about vehicular speeding on Sedgewick Place and the surrounding road network, resulting in several traffic measures to improve traffic operations. These measures included:

- Installation of radar message boards as part of the City's speed compliance program.
- The Installation of a "pedestrian ahead" warning sign on Sedgewick Place.
- The Installation of larger stop signs at the intersection of Chatfield Drive and Sedgewick Place.
- Increased enforcement by York Regional Police to address speeding concerns on Sedgewick Place.

Speed management measures were also implemented along Lawford Road to support active school travel and sustainable transportation. These measures were installed as part of the City's Active School Travel (AST) pilot program to promote active school travel for students at Johnny Lombardi Public School, Guardian Angels Catholic Elementary School, and Tommy Douglas Secondary School. As part of this program, staff installed in-road flexi-signs, radar message boards, and edge line painting to improve pedestrian safety in and around school zones. Overall, these measures encouraged students to engage in healthy, active, and sustainable travel options.

In 2022, residents expressed concerns about high traffic volumes and potential traffic infiltration on Sedgewick Place. In response, Council directed staff to conduct updated studies and present additional options for consideration. They also provided direction to engage with the community to better understand their concerns and provide feedback on the recommendations.

An independent consultant was selected to undertake an Area Traffic Review.

The City retained CIMA+ as an independent consultant to conduct an Area Traffic Review. Major traffic generators in the neighbourhood include Johnny Lombardi Public

School, Guardian Angel Catholic Elementary School, Tommy Douglas Secondary School and Chatfield District Park.

The Lawford Road neighbourhood has a 40 km/h area speed limit. Lawford Road consists entirely of unsignalized intersections, except for one roundabout located at the intersection of Chatfield Drive and Lawford Road. Access to the neighbourhood is provided via Weston Road to the east and Major Mackenzie Road to the south. A study area map is included in Attachment 1.

A critical component of the study was engaging community residents in the Lawford Road area for public input.

During the study process, the Corporate and Strategic Communications department used various engagement methods to keep Vaughan residents informed about the study and to encourage participation, including those residing in the Lawford Road community. The department utilized various communication tools, such as project webpages, public service announcements, council communication packages, engagement newsletters, direct mail, social media, digital graphics, and mobile signs. The community provided input through two public engagement events, held in June 2023 and September 2023, and two online surveys.

Of the two public engagement events that were held, the first took place online and shared information about the review of the existing conditions, community surveys, and gathered community feedback on potential solutions. The second public engagement event was held in-person at Tommy Douglas Secondary School to allow for interactive feedback through information boards around the room and gathered feedback on study findings, traffic management tools, and recommendations.

Residents were also invited to complete two online surveys to provide their feedback on community issues, their vision for the corridor within the Lawford neighborhood, traffic management tools, and solutions. Top issues identified by the community included traffic congestion in the neighbourhood, speed management, school pick-up and drop-off, and staggered bell times for the three schools along Lawford Road. Traffic management tools and solutions centered around traffic calming management tools, school related countermeasures, the need for pedestrian facilities, and cycling facilities.

A focus group meeting was held in August 2022 to present preliminary recommendations for the neighbourhood. School board members, school administration, and parent council members from the three schools attended. Key points raised included the need for parking enforcement and encouraging parents to park in safe locations, traffic management tools, staggering school bell times, and encouraging active and alternative modes of transportation. The comments were considered in the development of the plan.

In total, 534 individuals were involved in these engagement efforts. These public engagement efforts successfully involved the community and gathered their input. Common concerns and suggestions were identified and plans for the study area were developed with community concerns in mind.

In addition, two stakeholder meetings were held with the City of Vaughan, York Region Transportation, York Regional Police, and the York Regional District School Board. The purpose of the first meeting was to introduce the study, share information about the review of the existing conditions and community survey, and gather feedback about the study to shape potential study solutions. Stakeholders provided their input regarding the study findings and recommended traffic management tools and solutions to inform and shape the implementation strategy.

Previous Reports/Authority

Sedgewick Place and Neighbourhood Area Traffic Review, Extract from Council Meeting of September 28, 2022 (Item 17, Report No. 36)

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=120498>

MoveSmart Mobility Management Strategy:

<https://www.vaughan.ca/about-city-vaughan/projects-and-initiatives/transportation-projects/movesmart-mobility-management-strategy>

[Speed Limit Policy](#)

Vaughan Official Plan:

[City of Vaughan Official Plan 2010 | City of Vaughan](#)

Pedestrian and Cycling Master Plan:

[Pedestrian and Bicycle Master Plan | City of Vaughan](#)

Analysis and Options

The following are the Lawford Road and Sedgewick Place Area Traffic Review findings.

There is little evidence of traffic infiltration into the study area.

The findings of the origin-destination study, which analyzed traffic conditions and patterns in the neighborhood, suggest that there is limited evidence to support traffic infiltration into the Lawford Road study area from adjacent regional roads. Moreover, there is no evidence of traffic using Sedgewick Place as a shortcut by traffic outside of the study area. The vehicles noted traveling on Sedgewick Place are from the neighbourhood.

The study recommends installing "local traffic only" signs and centerline flexible signs to manage traffic through the street and address speeding concerns, considering the high

traffic volume recorded on Sedgwick Place. Additionally, traffic monitoring is suggested after the completion of any new development.

Traffic operations issues are centered around speeding, school related congestion, and the need for pedestrian and cycling facilities.

A review of the speed studies indicates higher operating speed (higher than 50km/h) occur on portions of Chatfield Drive, Stanton Avenue and Poetry Drive and speed management measures are recommended.

Arrival and dismissal bell times at three schools along Lawford Road occur at about the same time, resulting in significant congestion along Lawford Road during the time periods of 7:45am to 8:10am and 2:15pm to 2:45pm. Unsafe school pick up and drop off activities are noted at the three schools and aggressive driver behaviours and disobeying traffic controls are noted.

High pedestrian traffic is noted at several uncontrolled crossings. Several crossings meet the minimum pedestrian volume threshold to warrant a pedestrian crossover according to Provincial guidelines (Ontario Traffic Manual Book 15). There is lack of trail connection between the Lawford Neighbourhood Park and the two elementary schools (Johnny Lombardi Public School and Guardian Angels Catholic School).

With major destinations such as schools and parks along Lawford Road, and to align with the City's Pedestrian and Bicycle Master Plan, providing cycling facilities to promote active and sustainable travel is desirable to reduce car travel and to ensure travellers have alternative options.

Traffic-related treatments are recommended to reduce operating speeds, reduce-school related congestion, and to provide pedestrian and cycling facilities.

A number of traffic treatments have been identified to address the traffic operation issues outlined in Table 1.

Table 1: Identified Needs and Recommended treatments.

Identified Need	Recommended treatments
A need to reduce the operating speeds on Chatfield Drive, Stanton Avenue, and Poetry Drive.	<ul style="list-style-type: none"> • Narrow travel lanes with edge line and center line markings, tightening the radius at the corner of Chatfield Drive and Poetry Drive. • Install radar message boards. • Place additional flex signs on Poetry Drive.
A need to manage school related congestion	<ul style="list-style-type: none"> • Continue to work with the school administration and school boards to explore shifting bell times at one or two schools. • Encourage Active School Travel at Johnny Lombardi, Guardian Angels, and Tommy Douglas to reduce vehicle congestion. • Providing/improving pedestrian and cycling facilities to provide travel options.
A need to discourage unsafe pick up and drop off activities at the three schools	<ul style="list-style-type: none"> • Reinforce existing no stopping bylaws, through flexible signs to discourage stopping in undesirable locations. • Install flexible signs along with bollards and pavement stencils (on Stanton Avenue in front of Johnny Lombardi Public School and Chatfield Drive in front of Guardian Angels Catholic School).
A need to provide/improve pedestrian facilities	<ul style="list-style-type: none"> • Install pedestrian crossovers at key warranted locations in the neighbourhood in consideration of pedestrian and traffic movements and the lack of a nearby dedicated controlled crossing. • Evaluate the feasibility of providing a dedicated path from the existing park path and the two schools. This requires collaboration with the school administration, school boards, and the City.
An opportunity to provide/improve cycling facilities	<ul style="list-style-type: none"> • Determine the most appropriate cycling facilities for Poetry Drive, Stanton Avenue, and Chatfield Drive through functional and detailed designs that accommodate all ages and abilities. Determine the most appropriate cycling facilities for Lawford Road, considering the presence of the two parks and three schools and the availability of land (owned by the two school boards and the City).

The proposed recommendations and more detailed illustrations of these treatments are provided in Attachment 2.

The plan encourages sustainable and active travel, improves road safety, improves connectivity and accessibility, supports mobility for all road users, and supports mobility for all age groups.

Implementation Timelines

An implementation plan identifying short-term ‘quick wins’, medium-term and long-term improvements have been identified for the treatments as shown in Table 2.

- Short-term – any recommendations that do not require significant modifications to existing infrastructure. These treatments are generally implemented through existing City programs and contracts (such as pavement markings or signs) and are therefore accommodated through the department’s annual budgets.
- Medium-term and Long-term – any recommendations that may require the involvement of other authorities, additional analysis or design will be implemented in the medium and long term. These measures may be considered by staff through upcoming programs and will take longer to implement. Due to higher costs or planning implications, these measures will require approval from applicable City departments as part of their annual allocation of budgets.

Table 2 – Recommended Treatments

Short-Term (Quick-Wins)	Medium Term	Long Term
<ul style="list-style-type: none"> • Edge line and centre line treatment on Poetry Drive, Chatfield Drive, Stanton Avenue and Lawford Road. • Other pavement marking improvements including modifications to lane markings at Lawford Road and Farooq Boulevard intersection. • Reinforce No Stopping restrictions near schools (review through the Safer School Zone Plan). • Flex signs and pavement markings stencils. • Radar message boards. • Continue communication and public awareness 	<ul style="list-style-type: none"> • Feasibility, design, and implementation of pedestrian crossovers. • Curb radius reduction at Poetry Drive and Chatfield Drive • Evaluate cycling facility on Lawford Road through functional and detailed designs. • Assess the feasibility of a direct path connection to schools from the existing park. 	<ul style="list-style-type: none"> • Evaluate cycling facilities for Poetry Drive, Chatfield Drive and Stanton Avenue.

Financial Impact

The preliminary cost estimate for the proposed recommendations is provided in Table 3. The cost for Lawford Road, Poetry Drive, Chatfield Drive and Stanton Avenue cycling facilities will need to be further evaluated based on the functional and detailed design studies.

Table 3 – Preliminary Cost Estimates

Short-term Improvements Estimated Costs	Medium Term Improvements Estimated Costs	Long Term Improvements Estimated Costs
\$32,000	\$3.2M to \$3.7M	\$1.5M to \$2.0M

A detailed cost breakdown of the proposed improvements is provided in Attachment 3.

Cost estimates for the proposed recommendations will continue to be further refined as projects progress. Staff will develop a work plan to implement the short-term measures. Funding for implementation will be requested through the annual budget approval process. Regardless of the implementation timeframe identified, all implementations will be subject to budget approval. Staff will also continue to explore opportunities, partnerships, and alternative funding source to help support the implementation. Subject to budget approval, the short-term treatments will be implemented in summer 2024. Medium and long-term improvements will be brought forward in future budget approval processes. Staff will assess the best method in advancing the improvements during the annual budget approval process and will align all future improvements with the capital project planning process. The on-going cost to maintain the pavement markings, signage, and infrastructure will be incorporated in future Operating Budgets through the budget process.

Operational Impact

To ensure a comprehensive and well-informed decision-making process, consultation with various city departments and agencies have taken place during the course of the study. Staff from City departments participating in the discussions included Waste Management, Road Operations, Infrastructure Planning, and Corporate Asset Management (IPCAM), Parks Infrastructure Planning and Engineering, Emergency Services, Development Engineering, Infrastructure Delivery, the Project Management Office (PMO), and Bylaw and Compliance, Licensing and Permit Services.

Staff will work with internal City departments, including but not limited to Development Engineering to monitor the development activity in the neighbourhood.

Staff will work with IPCAM, Parks Infrastructure Planning and Engineering and PMO to plan and program the treatments identified in the medium-term and long term. Design and construction will be completed by the Infrastructure Delivery department.

Broader Regional Impacts/Considerations

Partnership with external stakeholders is a key to the success of the implementation.

Implementing the recommendations outlined in this study will require ongoing collaboration between the York Region District School Board, the York Region Catholic District School Board, Student Transportation Services of York Region, and York Region.

To alleviate traffic congestion during arrival and dismissal periods, City staff have requested that the two School Boards and Student Transportation Services of York Region explore the possibility of adjusting bell times at the three schools, as these time periods coincide. The school board and transportation services have raised concerns about the feasibility of adjusting bell times due to tight schedules, the need for additional buses, and before/after school childcare. With the opening of the new Kleinburg Nashville Elementary School in 2024, the enrollment at Johnny Lombardi Public School is expected to substantially decrease. The school board anticipates this will reduce vehicle volumes in the area and staff will monitor these impacts in the Fall of 2024. The school board has indicated that they are open to conducting an assessment changing of bell times including for the schools in this area.

The successful implementation of the dedicated path from the park and the two schools will require collaboration and partnership with the school administration and the two school boards.

Continued communication with partners and the community to raise awareness of the importance of safeguarding vulnerable road users is critical. Expanding public education regarding the importance of adhering to the rules of the road and to encourage behavioural changes to achieve safety for the community are important elements. Road safety is a shared responsibility requiring all parties to come together to make our roads and communities safer.

City staff have requested that York Region should continue to monitor traffic conditions at the four Regional intersections that border the neighbourhood to ensure that traffic is flowing efficiently into and out of the neighbourhood. The four intersections are noted below:

- Major Mackenzie Drive and Poetry Drive
- Major Mackenzie Drive and Lawford Road
- Weston Road and Chatfield Drive
- Weston Road and Stanton Avenue

Conclusion

These recommendations have been developed with the aim of promoting sustainable and active travel, such as walking, cycling, and public transportation, while also enhancing road safety for all residents and visitors of the neighborhood. Additionally, the recommendations seek to improve connectivity and accessibility, and support mobility for all age groups and road users. The goal is to create a welcoming and inclusive neighbourhood that is safe and accessible for everyone.

For more information, please contact Peter Pilateris, Director of Transportation and Fleet Management Services, ext. 6141.

Attachments

1. Lawford Road Area Study Map
2. Lawford Road Area Traffic Study Executive Summary
3. Detailed cost breakdown of the proposed improvements

Prepared by

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Margie Chung, Manager, Traffic Engineering, extension 6173

In Consultation with

Dorothy Kowpark, Program Manager, Active and Sustainable Transportation

Nancy Cronsberry, Manager, Bylaw Enforcement Services

Approved by



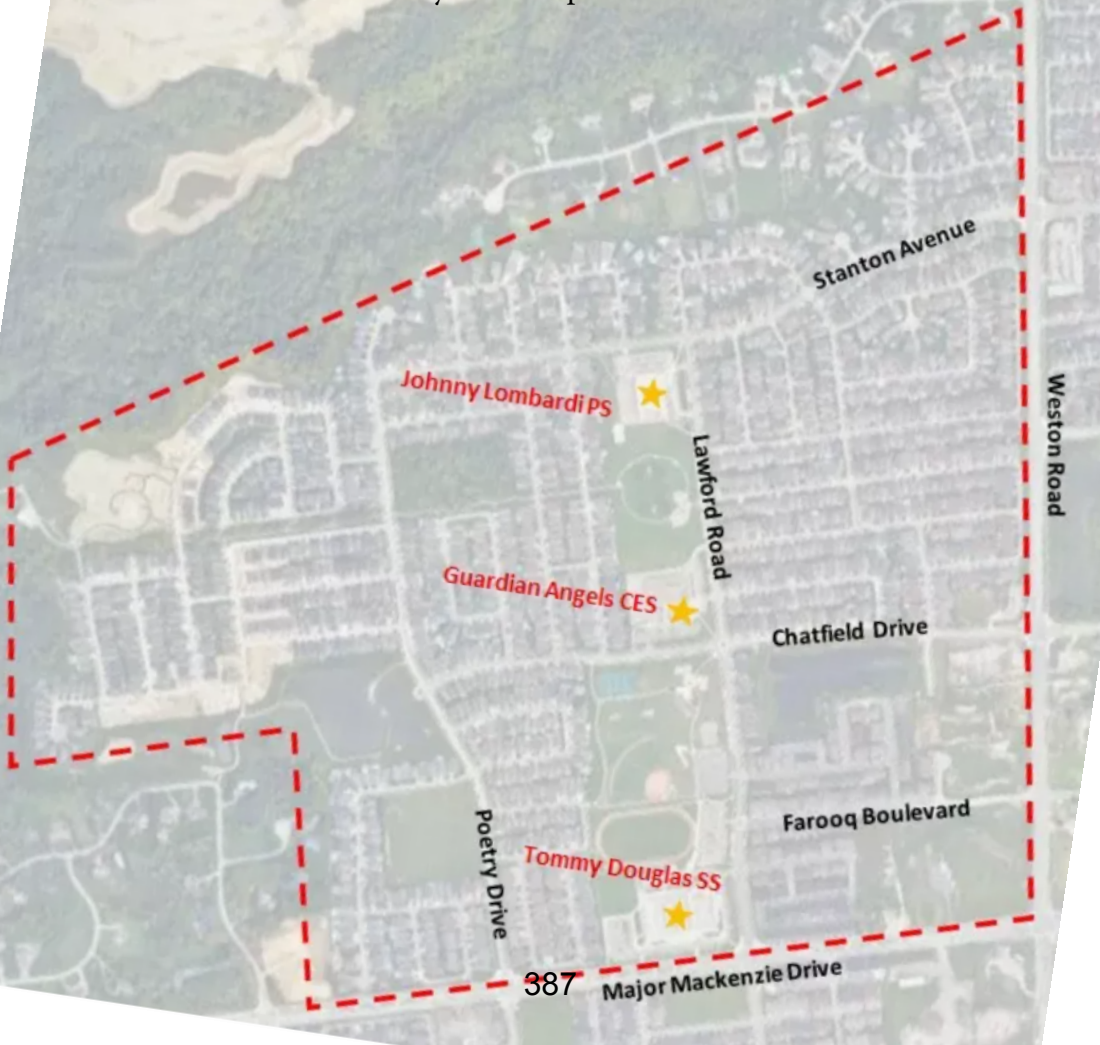
Zoran Postic, Deputy City Manager
Public Works

Reviewed by



Nick Spensieri, City Manager

Attachment No. 1 - Study Area Map



Johnny Lombardi PS



Guardian Angels CES



Tommy Douglas SS



Stanton Avenue

Weston Road

Lawford Road

Chatfield Drive

Farooq Boulevard

Poetry Drive

Major Mackenzie Drive

387

Attachment No. 2

Lawford Road Area

Neighbourhood Traffic study

Executive Summary

Study Area

The Lawford Road area neighbourhood Traffic Study was conducted in a relatively new residential subdivision located in the southern half of Block 40 of Ward 3. Major traffic generators include Johnny Lombardi Public School, Guardian Angel Catholic Elementary School, Tommy Douglas Secondary School and Chatfield District Park. The Lawford Road Neighbourhood is classified as a 40 km/h block under the City's Speed Limit Policy. The study area is shown in **Figure E-1**.

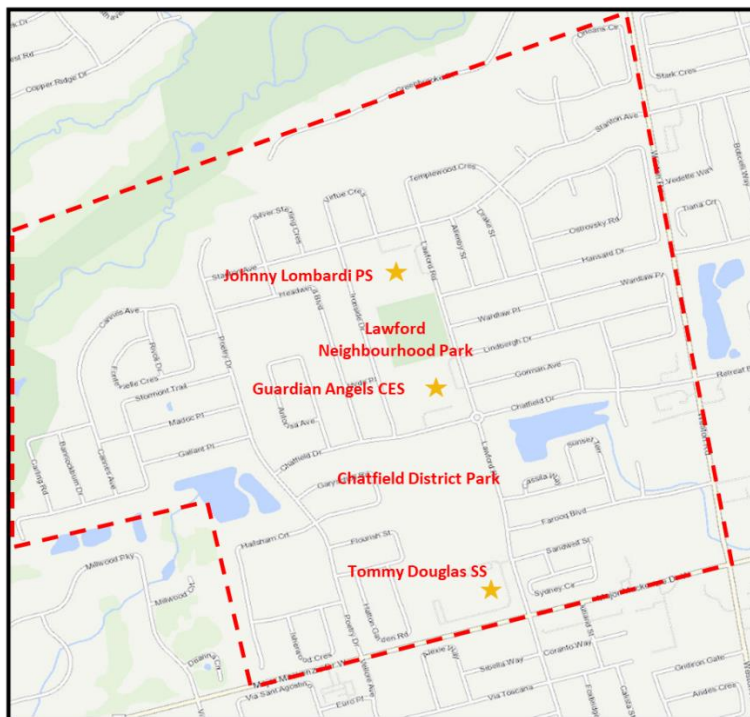


Figure E-1 Study Area

The Lawford Road neighbourhood contains all unsignalized intersections and one roundabout at Chatfield Drive and Lawford Road. Access to the neighbourhood is provided via Weston Road to the east and Major Mackenzie Road to the south. The

Regional intersections along the boundary of the neighbourhood are signalized and are as follows:

- Major Mackenzie Drive and Poetry Drive
- Major Mackenzie Drive and Lawford Road
- Weston Road and Chatfield Drive
- Weston Road and Stanton Avenue

The Lawford area has several traffic calming measures in place, including medians, bump-outs, and curb extensions. The neighbourhood is designated as a 40 km/h speed zone, and there are sidewalks along both sides of collector roads. The City has also installed flex post signs, bollards, and Slow School Zone pavement stencils near schools, as well as radar message boards and Slow Down Vaughan lawn signs for residents. Cycling routes are proposed for Poetry Drive in 2028 and Stanton Avenue in 2030.

Office Review

In 2018, residents in the area identified concerns with the traffic volume on Sedgewick Place. City traffic staff conducted a review and implemented mitigation measures to manage traffic better and improve safety. A follow-up review was to be conducted, which is the purpose of this report.

The City also proposed consultation with the York Region District School Board, the York Catholic District School Board, and the Student Transportation Services of York Region due to the bell times at the three schools occurring at the same time, creating significant congestion on Lawford Road during the period leading up to and immediately following the arrival and dismissal bells.

A significant amount of background data was reviewed for this study, consisting of collision data, ATR data (volume and speed), turning movement counts, origin-destination survey, parking data and a review of traffic impact studies in the area. This data was used to characterize traffic conditions in the neighbourhood and determine the potential need for changes to traffic control and/or pedestrian and cycling facilities. The following was noted:

- There is no evidence of an issue with traffic infiltration into the Lawford Road study area from adjacent Regional roads, nor is there any evidence of traffic using Sedgewick Place as a shortcut by traffic outside of the area bounded by Chatfield Drive, Lawford Road, Stanton Avenue and Weston Road. The higher levels of traffic on Sedgewick Place are indicative of it being the only outlet from

the aforementioned area to the north of Chatfield Drive and east of Lawford Road.

- There is a high number of on-street parking in conjunction with the three schools, particularly Tommy Douglas Public School, where vehicles were noted as parking illegally on both sides of Lawford Road; the remaining collector roads (Chatfield Drive, Poetry Drive and Stanton Avenue) have relatively low demand for parking.
- Future development is planned in the southeast portion of the neighbourhood; a review of the traffic impact studies' recommendations indicates that the planned development should be accommodated within the existing road network without requiring any physical changes to the roadway however signal timing adjustments will be required at the four signalized intersections bordering the neighbourhood.
- A review of speeds indicates that portions of Chatfield Drive, Stanton Avenue and Poetry Drive satisfy warrants to implement mitigative measures and horizontal measures could be considered.
- No additional locations were identified for crossing guards.
- No locations (based on traffic) are warranted for an all-way Stop control.
- No locations are warranted for a traffic signal.
- Several locations are warranted for a pedestrian crossover based on pedestrian crossing volumes or pedestrian desire lines, traffic volumes and the absence of a nearby controlled crossing location – these are:
 - Stanton Avenue and Virtue Crescent (west leg)/Ironsides Drive
 - Lawford Road and Lindbergh Drive (with the supervised crossing at Gorman Drive being relocated to this location)
 - Lawford Road and Chatfield Drive (roundabout)
 - Trail Crossings at Poetry Drive, Headwind Boulevard, and Ironsides Drive
- A cycling facility has been proposed on the four collector roads aligned with the City's bicycle and pedestrian master plan. There is an opportunity to provide an in-boulevard cycling facility (multi-use pathway or cycle track) on Lawford Road.
- An analysis of intersection operations indicates that all locations operate at an acceptable level of service, although there are brief periods of significant congestion in conjunction with the AM and PM peak hours lasting no more than approximately 15 minutes.

Overall Study Area Observations

The following summarizes overall study area observations:

- Significant congestion was observed in conjunction with the bell times at the three schools
- Road width varies between 9.0 – 13.0 m, in wider sections presumably allowing for parking on both sides of the roadway. In wider sections, excessive width encourages higher operating speeds.
- Lane marking inconsistencies noted at Lawford Road and Farooq Boulevard
- Limited sightlines for traffic exiting Parisienne Road onto Stanton Avenue
- Unsafe arrival and dismissal activities noted (parking and/or stopping in unsafe locations or violating signs or City bylaws)
- Opportunities to improve signs, pavement markings, and curb cuts to assist pedestrians and cyclists in the neighbourhood

Consultation Summary

Throughout the project, CIMA met with stakeholders and members of the public. Concerning the stakeholders, CIMA with the City project team had two agency meetings with stakeholders representing various internal City departments and selected external partners (Region of York, York Regional Police, York Transit), had a meeting with school board officials and transportation services and met with a focus group consisting of school board officials, principals and parent council members from the three schools. CIMA staff and the City project team also had two public engagement sessions, one in June 2023 that was virtual and one in September 2023 that was in person. In the initial meeting, the consultant team provided the results of the preliminary findings and problem identification to the public. Public input and comments were also received. The second public engagement provided the opportunity to report the study recommendations and gain further feedback from the public. Two separate online surveys were conducted during each public engagement. **Table E-1** summarizes the public and stakeholder engagement events and common themes that were identified.

Table E-1 – Public and Stakeholder Engagement Events and Common Themes

Event	Key Themes and Findings
Agency Meeting #1 – June 13 th	<ul style="list-style-type: none"> • Regional plans for the surrounding road network, feasibility of changing bell times, plans for new schools, feasibility of providing a direct connection to the schools from Lawford Neighbourhood Park and request for pedestrian crossovers.

Event	Key Themes and Findings
Online Survey #1 – June 1 to June 22nd	<ul style="list-style-type: none"> • High participation rate (13%); 381 individuals completed the survey • Common concerns with traffic were speeding, unsafe behaviours associated with pick up and drop off and aggressive driving • Desire for the neighbourhood to be safe for pedestrians, cyclists, transit users and motorists
Public Engagement Session #1 – June 15th	<ul style="list-style-type: none"> • Traffic congestion in the neighbourhood • Issues with signs and pavement markings • School pick-up and drop-off • Concerns with illegal parking • Traffic calming • Additional school crossing guards • Future pedestrian and cycling facilities • Future developments • Staggering the bell times for the three schools along Lawford Road • Concerns with illegal parking
Meeting with Region of York School Board and Transportation Services – July 19th	<ul style="list-style-type: none"> • Issues with changing bell times • New school to open in Kleinberg which should reduce enrollment at Johnny Lombardi Public School
Focus Group Meeting	<ul style="list-style-type: none"> • Need for enforcement of stopping prohibitions • Infrastructure for storing bicycles and scooters at schools • Educating the public on the benefits of cycling • Understanding traffic infiltration on Sedgewick Place, noted as not being an issue • Issues with changing the bell times • Encouraging parents to park in safe locations when dropping off their children
Online Survey #2 – August 1 to September 11	<ul style="list-style-type: none"> • Lower participation rate (5%); 172 individuals completed the survey • Higher priority should be given to traffic calming and traffic management treatments (with exception of one-way streets)
Public Engagement Session #2 – September 19	<ul style="list-style-type: none"> • Overall strong public sentiment for the staggering of bell times for the three schools to help disperse the simultaneous peaking in traffic • Concern with reduction in parking spaces as a result of cycling facilities on street • Support for pedestrian crossovers • Need for education for kids on cycling on crosswalks/crossing the street • Traffic congestion in the neighbourhood and on Stanton Drive and Chatfield Drive turning onto Weston Road • Educating parents on where they can park • Traffic calming

Event	Key Themes and Findings
	<ul style="list-style-type: none"> • Education on roundabouts

Identified Issues and Corresponding Recommendations

Based on the review of the study area and its characteristics, the office review (review of traffic conditions, collision history, field investigation and public consultation findings (first and second round of engagement), the following key broad issues and corresponding treatments were identified within the Lawford Road Neighbourhood.

- **A need to manage school-related congestion** through making a formal inquiry with the school boards into shifting bell times at one or two of the three schools and further encouraging active school travel.
- **A need to reduce operating speeds** by reducing the width of the travel lanes using edge line and centre line markings, tightening the radius at the corner of Chatfield Drive and Poetry Drive, radar message boards, and additional flex post sign installations on Poetry Drive.
- **A need to provide/improve pedestrian facilities** by installing pedestrian crossovers at key locations in the neighbourhood in consideration of pedestrian and traffic movements, pedestrian desire lines and the lack of a nearby dedicated controlled crossing and evaluating the feasibility of providing a dedicated path from the existing park path and the two schools
- **An opportunity to provide/improve cycling facilities** by investigating the feasibility of implementing dedicated cycling facilities in consideration of cross section (which varies between 9.0 – 13.0 metres), parking usage and adjacent residential development, parking aprons and adjacent infrastructure and investigate the feasibility of installing an in-boulevard cycling facility on the west side of Lawford Road, given the presence of the two parks and three schools and the availability of land (owned by the two school boards and the City)
- **A need to discourage unsafe pick-up and drop-off activities at the three schools** by encouraging active transportation as part of the Safer School Zone Strategy, reinforcing existing no-stopping bylaws, implementing stopping restrictions in undesirable locations, use of flex post signs if required to discourage further stopping restrictions in undesirable locations and flex post signs along the median with bollards and pavement stencils (on Stanton Avenue in front of Johnny Lombardi Public School and Chatfield Drive in front of Guardian Angels Catholic School)

Additional minor treatments were identified throughout the neighbourhood and specifically at the three schools.

These treatments are multi-faceted and if implemented together they will have the following benefits, as illustrated in **Figure E-2**.



Figure E-2 Benefits of treatments

An implementation plan, illustrated in **Figure E-3**, identifying short-term ‘quick wins’ and medium-term and long-term time frames for the treatments.

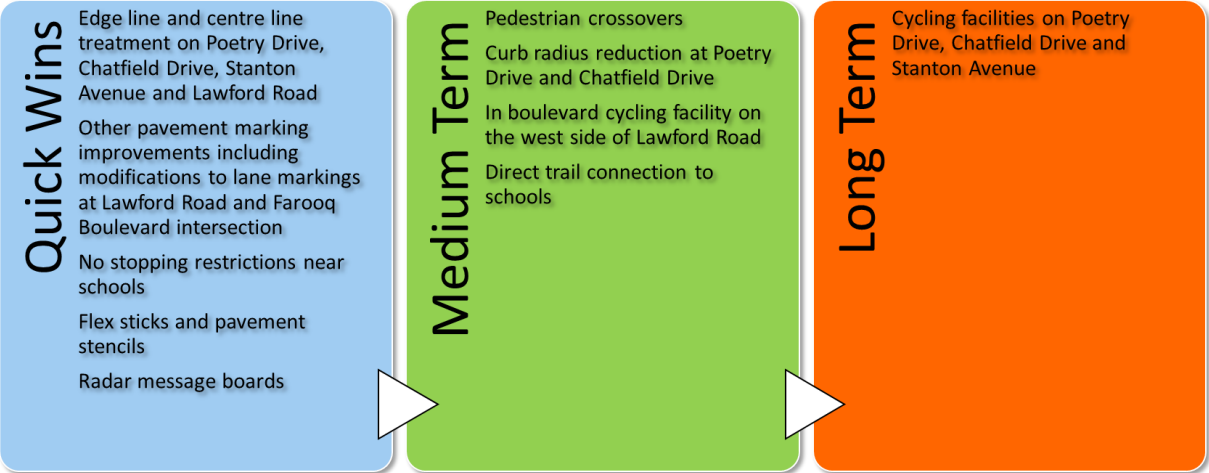


Figure E-3 Implementation Plan

Maps Of Improvements

Figure E-4 shows the traffic calming measures proposed (the number on the map corresponds to the number listed below). Traffic calming measures included:

1. Painted edge lines and centre lines
2. Curb radius reductions (flex signs)/remove median
3. Radar message boards
4. Flex signs, bollards and painted stencils (SLOW SCHOOL ZONE) added near schools
5. Local traffic only signs



Figure E-4 Proposed Traffic Calming Measures for short-term

Figure E-5 shows the pedestrian improvements proposed (the number on the map corresponds to the number listed below). Pedestrian improvements included pedestrian crossovers at locations 1 – 4 and to investigate the feasibility of a park path direct connection to the schools (shown as a dashed red line).

1. Stanton Avenue and Ironside Drive (west leg)
2. Trail crossings (Poetry Drive, Headwind Boulevard and Ironside Drive)
3. Lindbergh Drive (south leg) – relocate supervised crossing location at Gorman Drive to this location
4. All four entry legs to roundabout at Chatfield Drive and Lawson Drive

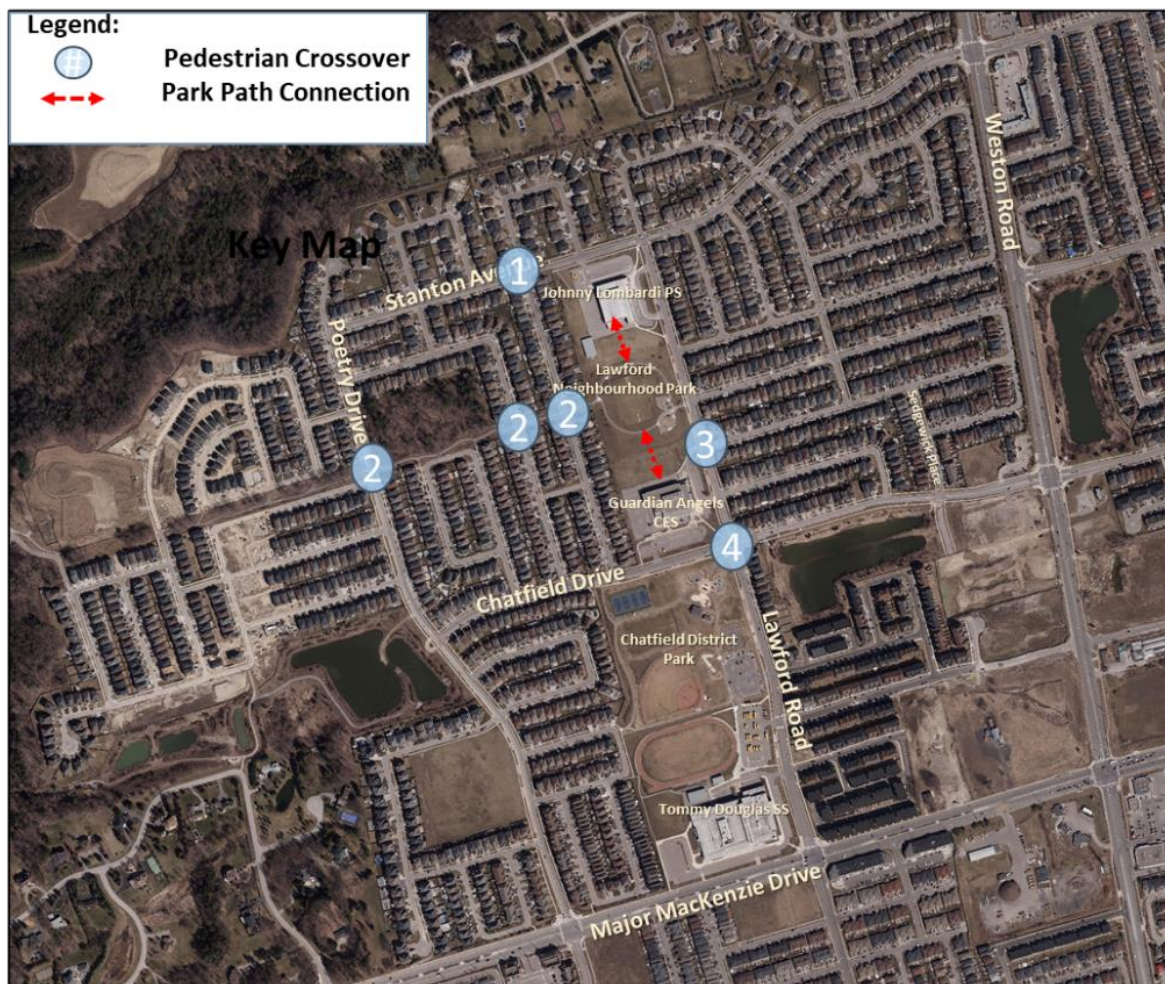


Figure E-5 Proposed Pedestrian Improvements for Medium term.

Note: Feasibility and design study will be conducted as part of the implementation phase. These studies will confirm the type of facility and costs. Operations and maintenance will need to be considered.

The direct path connection between the two schools and park requires coordination and partnership with the school boards and school administration. Operations and maintenance will need to be considered.

Figure E-6 shows the existing recreation trail, existing Regional cycling route, proposed future City cycling routes and a proposed in boulevard cycling facility along Lawford Road. A feasibility and design study will be required for the proposed cycling routes.

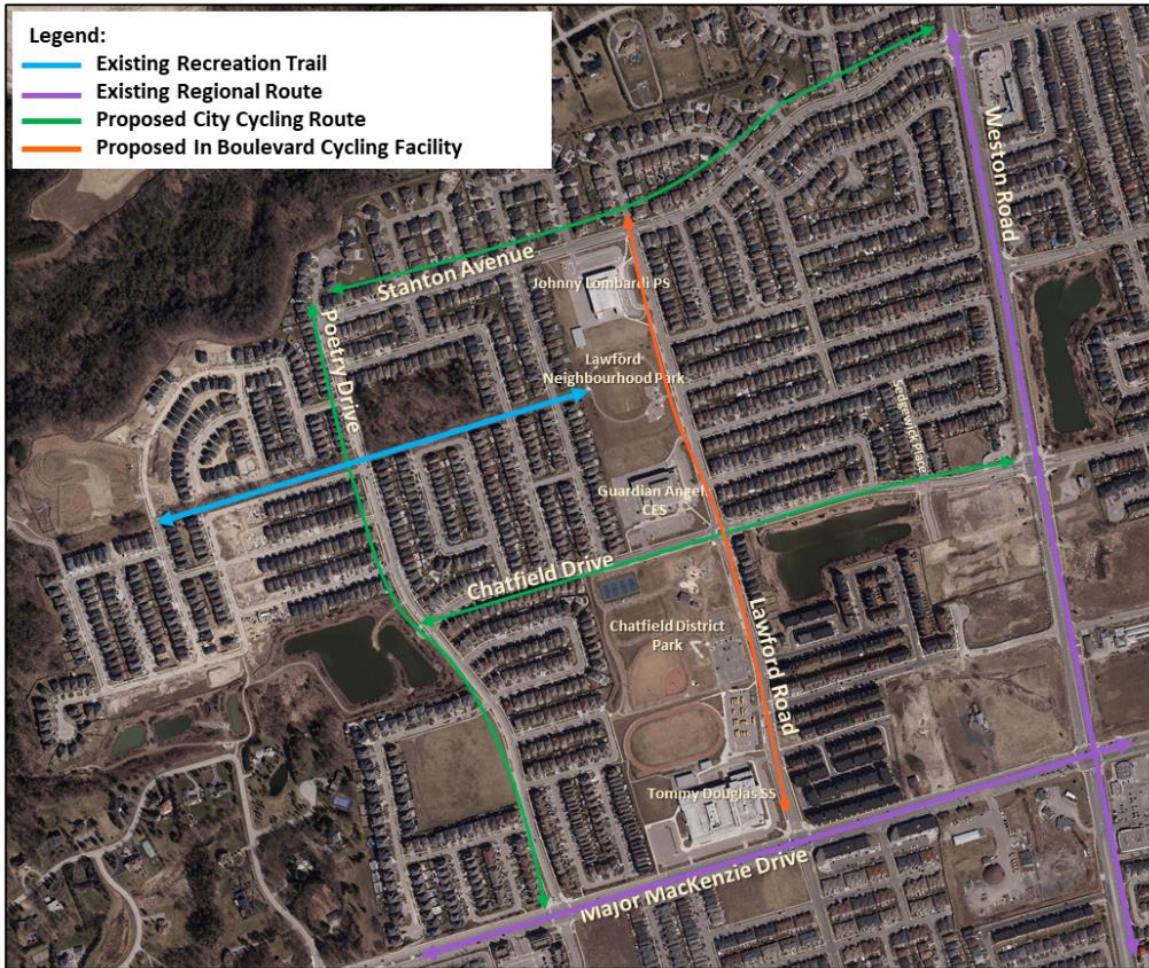


Figure E-6 Existing and Proposed Cycling Facilities for medium and long term.

Note: Feasibility and design study will be conducted as part of the implementation phase. These studies will confirm the type of facility and costs. Operations and maintenance will need to be considered.

Attachment No. 3 – Preliminary Cost Estimates in details

Preliminary Cost Estimates

Type of Measures	Estimated Costs
Short-Term Improvements (1-3 Years) *	
Pavement Markings: <ul style="list-style-type: none"> • Edgeline and Centre line on Poetry Drive, Chatfield Drive, Stanton Avenue and Lawford Road • Other pavement markings improvements including special stencils, lane modifications at Lawford Road and Farooq Blvd. 	\$13,000
Signage: flexi-signs, traffic signs, parking signs, speed boards at various locations	\$18,000
Education and awareness – parking brochure, roundabout education, safe driving	\$1,000
Total Estimated Costs for Short-Term Improvements *Subject to budget approval, short term improvements will commence in 2024.	\$32,000
Medium-Term Improvements (3 to 5 years)	
Pedestrian Crossovers (PXO): Feasibility, design, and implementation <ul style="list-style-type: none"> • Chatfield Drive at Lawford Road (roundabout) (PXO Type D) \$52,000 • Trail crossing at Poetry Drive, Headwind Blvd, Ironside Drive (PXO Type D) \$40,000 • Stanton Avenue at Ironside Drive (PXO Type B/C) \$75,000 • Lawford Road at Lindbergh Drive (PXO Type B/C) \$75,000 <i>Note: The PXO for Stanton Avenue at Ironside Drive and Lawford Road at Linbergh Drive to coordinate with the design study for the cycling facility on Lawford Road and Stanton Avenue.</i>	
Evaluate Cycling facility on Lawford Road through functional and detailed designs: <ul style="list-style-type: none"> • Functional Study \$50,000 • Detailed Design \$200,000 • Construction \$2.5M-\$3.0M 	
Assess the feasibility of providing a dedicated path (about 250m) from the existing park and the two schools: <ul style="list-style-type: none"> • Feasibility study and Design \$50,000 • Construction \$125,000 <i>Note: Require Collaboration and partnership between the city, the two schools and school boards for implementation</i>	
Total Estimated Cost for Medium-Term Improvements	\$3.2M to \$3.7M
Long-Term Improvements (5+ Years)	
Evaluate the feasibility for Cycling facilities on Poetry Drive, Chatfield Drive, and Stanton Avenue: <ul style="list-style-type: none"> • Functional Study \$75,000 • Detailed Design \$400,000 • Construction (5+ years) \$1.0M - \$1.5M 	
Total Estimated Cost for Long-Term Improvements	\$1.5M to \$2.0M

Note: All improvements subject to budget approval process and capital project planning

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

**TITLE: DIGITAL BILLBOARD REVENUE PROGRAM – PHASE 2
COMMUNITY ENGAGEMENT RESULTS AND PHASE 3
PROPOSAL**

FROM:

Nick Spensieri, City Manager

ACTION: DECISION

Purpose

To report back on the results of the industry and public consultation regarding the four locations identified to proceed to Phase 2 of the Digital Billboard Program, and to present the results of the Phase 3 RFI to develop a short list of additional locations and the potential to monetize existing inventory.

Report Highlights

- The stakeholder engagement and public consultation processes are complete, and the findings are attached.
- Due to the positive response of the four (4) sites identified in Phase 2 of the Digital Billboard Program staff are ready to proceed to RFP.
- An additional four (4) large-format digital billboard locations have been identified as part of Phase 3 and have been evaluated by the internal working group as recommended by the industry for consideration.
- There is potential to revitalize and/or monetize existing billboards via contractual amendments to both RCC Media Inc. and Market Lane Holdings Inc. /TRCA current agreements.

Recommendations

1. THAT Council receives the feedback from the stakeholder and public consultation, and authorizes the City to proceed to RFP and subsequently enter into a land-lease agreement for the following four (4) sites in Phase 2, in a form satisfactory to Legal Services, to permit the proposed installation of the digital billboards:
 - a. Maple Reservoir Park, 10670 Keele St (Ward 1)
 - b. Al Palladini Community Centre, 9201 Islington Ave (Ward 2)
 - c. Rainbow Creek Park, 5450 Highway 7 (Ward 2)
 - d. Jean Augustine District Park, 101 Westmount Ave (Ward 5).

2. THAT in addition, Council authorizes the City to proceed to RFP and subsequently enter into a land-lease agreement for the following four (4) sites identified by the industry via RFI, in a form satisfactory to Legal Services, to permit the proposed installation of the digital billboards:
 - a. Sonoma Heights Community Park, 100 Sunset Ridge (Ward 2)
 - b. Woodbridge Yard, 4630 Langstaff Rd (Ward 2)
 - c. Vaughan Grove Sports Park, 7401 Martin Grove Rd (Ward 2)
 - d. Maple Nature Reserve, 10401 Dufferin St (Ward 4).

3. THAT staff be authorized to negotiate terms and conditions of the land-lease agreement(s) with the successful vendor(s) of the City's request for proposals procurement process, with respect to the eight (8) sites identified in Recommendations 1 and 2 herein, and that the billboards must comply to the City's Sign By-law 140-2018, as amended, with the following exemptions from Section 15:
 - a. Locations not in the Employment Area
 - b. Locations not zoned Industrial or Commercial, or in a Utility Corridor
 - c. Jean Augustine District Park only – within 100m of lands zoned residential and more than 2 ground signs on the Bathurst St frontage.

4. THAT Council delegate signing authority to the City Manager to award a term of Contract that exceeds ten (10) years, execute the land-lease agreements referred to in Recommendations 1 and 2, and any amendments related to those land-lease agreements, as the City Manager deems necessary, and to the satisfaction of Legal Services.

5. THAT Council directs staff to renegotiate, where possible, the current RCC Media Inc. Dynamic Digital Sign Network Agreement, and the Market Lane Holdings Inc. License Agreement and corresponding TRCA land management agreement, to update and monetize the existing billboards, and to report back to Council with the results of the renegotiation and to request further direction no later than the end of Q2 2024.

Background

Economic Development supports City-Wide alternative revenue generation.

The Alternative Revenue-Generating program within the Strategic Economic Initiatives business unit in Economic Development focuses on three priority areas: city-wide grant support, revenue-generating asset development, and internal program development.

Phase 1: Council approved three (3) Digital Billboards that went live on January 1, 2022, with a minimum of \$6,075,000 cumulative revenue over 15 years.

The three sites that began operation in January 2022 are as follows:

1. Joint Operations Centre, 2800 Rutherford Road
2. Highway 7 and Keele Street
3. Bathurst Street and Queen Filomena Drive

Phase 2: Staff obtained conditional approval on four (4) additional sites subject to proceed after Phase 1 is complete and pending public consultation.

Public engagement was conducted on the following four sites:

1. Maple Reservoir Park, 10588 Keele St
2. Al Palladini Community Centre, 9201 Islington Ave
3. Rainbow Creek Park, 5450 Highway 7
4. Bathurst District Park, 101 Westmount Blvd

Economic Development in partnership with the City's Stakeholder and Community Engagement team selected Maximum City, through a competitive process through the City's Vendor of Record for engagement consultants, to facilitate and report back on a stakeholder and public engagement process in support of the Phase 2 digital billboard sites.

The approach to public consultation was based on thorough stakeholder mapping for each location and included outreach to Members of Council, internal City departments, local residents, other stakeholders (including York Region and York Regional Police, among others), technical/industry experts, and local ratepayer associations. The project team's objective throughout the consultation process was to ensure the final research and recommendations considered all factors, thereby aligning with and reflecting the

communities' needs while thoughtfully weighing expert analysis, environmental considerations, economic benefits, and industry trends.

Public consultation tactics included one-on-one interviews and discussions, site visits, four in-person open houses, a public online Q and A forum, and a comprehensive direct-mail notice to selected postal codes surrounding each billboard location and covering a generous radius to ensure comprehensive outreach to the community.

Crafting a compelling and fulsome narrative was also a pivotal piece of the consultation strategy, extending beyond an immediate focus on digital billboards to offer residents a comprehensive understanding of alternative revenue generation. Recognizing the importance of context, educational efforts also included the City's budget and narrowed in on the various alternative revenue streams already activated. By weaving a narrative that extends beyond billboards, the project team sought to enlighten residents about the broader spectrum of initiatives contributing to the City's fiscal resilience. This narrative not only detailed the process of implementing digital billboards but also underscored the tangible benefits derived from these diversified revenue streams, illustrating the positive impact on the community, and reinforcing the City's commitment to financial innovation and maintaining one of the lowest property tax rates in the GTA.

A detailed engagement summary report detailing the input and insights collected can be found in Attachment 2.

Phase 3a: Additional revenue-generating digital billboard locations.

Simultaneously, as staff worked with the public consultation consultant on Phase 2, Phase 3 was initiated by issuing a Request for Information (RFI) for new locations as part of the industry consultation process. The RFI was issued in March 2023 and there were six responses from industry representatives. The purpose of the request for information was to allow the industry to not only share information and feedback on the four sites going to public consultation but also asked the industry if there were any additional site locations within the parameters of the City's Sign By-Law on city-owned land that we should take into further consideration. Overall, the responses were positive citing minor concerns regarding utility connections and tree removal which will be taken into consideration during the RFP process and mitigated accordingly.

Phase 3b: Updating and potentially monetizing the City's existing inventory.

In 2015, the City of Vaughan entered into a fifteen-year Dynamic Digital Sign Network Agreement with RCC Media Inc. (2015-2030) that includes ten (10) 4x7 digital signs that

were provided to the City for community messaging, eight (8) CN railway overpasses with Vaughan's corporate logo beside a digital screen for third-party advertising, and seven (7) double-sided large format digital billboards that also include city messaging and third-party advertising.

Currently, none of the sign locations within the RCC Media Inc. Agreement generate revenue for the City of Vaughan. The digital signs were provided to the City and the bridges and digital billboards are on private property therefore provide in-kind value for city messaging but no additional revenue.

Previous Council direction (June 16, 2020, Committee of the Whole) has been given to staff to increase the size of the digital signs and at the time, the work was quoted at upwards of one million dollars. With the authority to explore monetizing the existing inventory by permitting RCC Media Inc. to sell third-party advertising, the charge to the City will be nil and the revenue generated will allow RCC Media Inc. to recuperate their capital investment while benefiting the City via revenue-share agreement with the city.

Previous Reports/Authority

[Digital Billboard Revenue Program, CW \(1\) Feb 7, 2023](#)

[Billboard Revenue Update, CW \(2\) June 8, 2021](#)

[Dynamic Digital Signs at City Facilities, CW \(Working Session\), May 21, 2014](#)

Analysis and Options

Phase 2: Using Phase 1 as a precedent, the four sites that recently went to public consultation have the potential to generate approximately \$8 million in unencumbered revenue over the next 15 years.

The industry and stakeholder feedback were overall positive with each of the four sites evaluated for suitability for a digital billboard. Through the industry consultation process, some challenges were identified related to tree removal to clear sight lines, access to power from nearby utilities and low traffic in certain areas that will impact revenue potential. Through the RFP procurement process, staff will address those concerns and the awarded vendor will be responsible for mitigating the impact on the city's property and seek all necessary approvals to begin construction.

Phase 3a could see an additional four (4) locations.

The RFI not only asked digital sign companies to provide technical feedback on various elements of Phase 2, per site but also to identify additional sites for construction to inform Phase 3a.

As a result, staff created an internal Digital Billboard Working Group made up of various departments that meet quarterly and play a key role in selecting the potential sites that are ultimately put forward for recommendation to Council. Their institutional knowledge, technical expertise and review of potential sites ensure the best areas within the City are identified for ideal placement that will not interfere with current and future City operations. The feedback they provide along with the information collected in the RFI will provide a framework for the RFP to ensure the successful sign vendor is aware of any special considerations for each site as well as the necessity to work and consult with City staff during the planning and implementation stages of each phase of the project.

The Working Group has completed their review of Phase 3a and staff are seeking Council approval to proceed to engage Legal, Procurement and Financial Services to issue an RFP for the following four (4) additional sites:

- Sonoma Heights Community Park, 100 Sunset Ridge (Ward 2)
- Woodbridge Yard, 4630 Langstaff Rd (Ward 2)
- Vaughan Grove Sports Park, 7401 Martin Grove Rd (Ward 2)
- Maple Nature Reserve, 10401 Dufferin St (Ward 1)

Given that a third party will be constructing the digital billboards and projecting the content, any exemptions to the sign by-law will be subject to conditions set out by the City in the proposed agreement that will be entered into with the successful vendor to the City's request for proposal. Staff are of the opinion that the agreement should keep with the purpose and intent of the sign by-law with certain exemptions as per recommendation #4 to Council and Council direction.

Phase 3b examines the possibility of monetizing existing inventory.

There were ten (10) blue signs provided to the City in our existing agreement along with eight bridge locations of which only five (5) are installed and seven billboard locations of which six (6) are in place. This leaves unused inventory promised to RCC media at the onset of our agreement and outdated existing inventory therefore the need to improve the visibility and functionality of the signage is critical at this time. Staff recommend that Council give authority to renegotiate the existing agreement and explore ways to upgrade and monetize the partnership.

Financial Impact

Phase 1 revenue has been allocated to reimburse the Innovation Reserve from which the office was founded in Economic Development, less the annual operating costs of one full-time employee (FTE). If approved, the eight new locations in Phase 2 and 3a have the potential to generate approximately \$16 million in unencumbered revenue over the next 15 years through the annual budget process.

Operational Impact

Various departments have been consulted given the impact this project has on the corporation. After the success of Phase 1, Economic Development formed a Digital Billboard Working Group made up of the following departments to vet potential future locations, provide their technical expertise and identify challenges and opportunities for each potential new location recommended by the industry for consideration:

- Buildings Standards – to review proposed locations to meet the Sign Bylaw
- Bylaw and Compliance, Licensing and Permit Services – to review locations as they pertain to Sign Bylaw
- Real Estate – to identify site ownership, future development, and regional implications.
- Parks Infrastructure Planning and Development – to identify the potential impact on surrounding areas and future development.
- Parks, Forestry, and Horticulture Operations – to identify the impact on operations and advise on tree removal procedures if required.
- Development Planning – to advise on urban design process and approvals as well as future planning and development.
- Corporate and Strategic Communications – to be informed regarding the expansion of the digital sign network as an additional communication channel and advised on technical matters, display and programming issues.
- Infrastructure Planning and Corporate Asset Management – to be consulted on matters of transportation, safety, and road allowances.
- Recreation Services – to inform the city-messaging and advertising content.

Broader Regional Impacts/Considerations

York Region has jurisdiction over regional roads and was consulted during the industry consultation phase of this project as it relates to the location of the four sites in Phase 2 (see Attachment 2, Maximum City). In addition to the Region, other key stakeholders such as Alectra, York Regional Police, York Region Catholic and Public-School Boards, the TRCA and partners in the digital billboard industry were consulted for their feedback which is captured in the consultant's report attached. Of note, all road construction requirements shall be part of the approval process during the implementation phase of the work however the Region of York respects local municipal decisions to place

advertising signs on City property.

Conclusion

Digital billboards represent a viable, unencumbered revenue stream for the City of Vaughan that alleviates the burden on the tax base. With the approval of an additional eight locations, more than \$16 million may be allocated to City programs and services over the next 15 years through the annual budget process.

For more information, please contact Cristina Prinzo at Cristina.prinzo@vaughan.ca or Raphael Costa Raphael.costa@vaughan.ca.

Attachments

1. Public Q&A Summary, *Stakeholder and Community Engagement, October 2023*
2. Stakeholder and Public Engagement Report, *Maximum City, November 2023*
3. Digital Billboard Presentation, *Economic Development, November 2023*

Prepared by

Cristina Prinzo, Program Manager, Municipal Partnerships and Corporate Initiatives

Approved by

A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a horizontal line extending to the right.

Nick Spensieri, City Manager

Attachment 1

Public Q and A forum on the City's online citizen engagement platform

Summary

In an effort to foster transparency and public engagement, the City of Vaughan established a dedicated Q and A forum to provide residents with an open platform to pose questions and receive public responses from the City project team. The Q and A forum was a key component of the digital billboards public consultation process, aiming to address inquiries, offer clarifications and ensure residents had access to comprehensive information, including maps of the potential sites. From Oct. 1 to Nov. 1, a total of 14 questions were submitted. A comprehensive direct-mail notice was distributed to selected postal codes surrounding each billboard location and covering a generous radius. This outreach not only aimed to inform residents about the project, but also to encourage active community participation through a couple feedback channels, including this online Q and A platform, where everyone could conveniently post their questions.

The following report provides a consolidated overview of the key themes of the questions received, as well as a list of the questions themselves and the responses provided. The diverse inquiries reflect the community's interest not only in the proposed digital billboards but also in broader discussions around alternative revenue generation and community involvement.

Key themes

The Q and A forum on the City's online citizen engagement platform, [Have Your Say](#), was predominantly set up to receive question about the proposed digital billboards; however, feedback was overwhelmingly constructive and demonstrated public interest in alternative revenue generation strategies. Overall, the questions and feedback received showcase the public's willingness to explore alternative revenue sources, suggesting a general receptiveness to innovative financial solutions beyond the immediate topic of digital billboards. Notably, the following themes emerged:

- 1. Interest in alternative revenue streams:** The majority of questions expressed curiosity and interest in diverse revenue-generation ideas beyond digital billboards.

2. **Creative revenue proposals:** Suggestions included naming rights, retail spaces in community centres, lotteries, auctions and user fees, showcasing the public's creative idea range when it comes to revenue-generating possibilities.
3. **Memorial contributions and naming opportunities:** Residents proposed innovative ways to contribute, such as memorial items, naming streets, and planting trees (some of which the City is already doing), reflecting a desire for community involvement.
4. **Concerns about visual impact:** While a minimal number of questions (one) expressed concerns about visual pollution of the proposed digital billboards, the majority of feedback focused on broader revenue strategies.
5. **Diverse perspectives:** The questions and feedback received reflect diverse perspectives, highlighting that residents are open to discussions on various revenue initiatives and not singularly fixated on the specifics of digital billboards.

Questions and answers

Q: Does the City have any land that they could develop for commercial leasing?

A: No. At this time, all the City's holdings have been acquired for future public use. No commercial leasing opportunities are being explored.

Q: Has the City given any thought to including some retail spaces within our community centres/ other public buildings (Tim Hortons, Starbucks, etc.) to help off-set operating/other costs?

A: Yes. The City currently has facilities that include retail spaces that generate revenue, such as City Hall and Sports Village. Future opportunities that complement City programming and user experience can be explored. Businesses are encouraged to register as vendors on the City's [Bids and Tenders page](#) to be notified of future opportunity listings. Alternatively, you can submit proposals anytime by emailing procurement@vaughan.ca.

Q: How about a City of Vaughan lottery?

A: Although the City of Vaughan is a qualified donee according to the Canadian Revenue Agency (an organization/municipality that can issue official donation receipts for gifts it receives from individuals and corporations), the City is not permitted to conduct charitable gaming events, including lotteries, to generate revenue from the public for City events, programs or services, under the regulations of the Alcohol and Gaming Commission of Ontario.

Q: What about a City of Vaughan Auction where businesses/ services can be donated to the City and people could bid on them? You could set the minimum starting price. Could be a new espresso machine to a new condo or house?

A: Any in-kind donations made to the City – whether solicited or unsolicited – in support of food banks, toy drives or animal shelter donations, for example, are accepted when appropriate and allocated to a specific program, event or charity.

Q: Create a memorial items list for residents who would like to plant a tree(s), a bench, donate to civic art/ streetscaping, donate to a capital project (put a brick on the wall in a community centre - this is similar to what they did at Pier 1 in Halifax). etc. in memory of someone.

A: In addition to the Incoming Sponsorship and Donation Policy that outlines programs and events available for sponsorship or accepting donations, the City also has a Naming of [City Parks, Open Spaces, Community Facilities and other Municipal Buildings and Properties Policy](#) (PDF) that outlines how residents can submit a name designation in honour of an individual or group for a bench, public park, street, facility, building or property. Through the City's Parks, Forestry and Horticulture Operations department's [Green Guardians](#) environmental stewardship program, [Corporate Tree Planting](#) events and [Tree and Bench Dedications](#) generate alternative revenue for the City.

Donations of public art or art inventoried in the City's Corporate Art Collection, along with donations of cultural property, including, but not limited to, Vaughan Archives, fall outside of the scope of revenue generation and within an arts and heritage mandate of the City.

Q: I am opposed to adding any more sign pollution to our already visually polluted neighborhoods - especially digital billboards. They are visually distracting, create light pollution, add to greenhouse gas emissions (unnecessary waste of electricity). On top of that it does not seem like they generate all that much revenue (\$133k/yr/sign). I would rather pay \$2 more on my property taxes than be bombarded with more visual pollution when I leave my house! How can I voice my displeasure with this idea besides having to attend the community center meeting? Suggest you set up an on-line voting option where residents can vote on the idea.

A: The City's [Sign By-law 140-2018](#) (PDF) has requirements that regulate how signs like digital billboards can operate and includes restrictions to deter visual distraction. Per the by-law, the digital billboards the City has in operation display static copy (content that remains still as a fixed image for a set period of time). Each message is displayed

for 10 seconds at a time, allowing for passing traffic to see only one at a time, on average, with seamless transitions.

The City's Sign By-law also includes measures to reduce light pollution. The digital billboards currently in operation are equipped with LED technology, including modern brightness controls and configured with dual redundant photocells, which are capable of sensing ambient light and intuitively managing the output brightness even in the event of a hardware failure. The current digital billboards, and any future ones, must strictly conform to all relevant codes and regulations. For more information, read the [Digital Billboard FAQ document](#) (PDF).

We can assure you that your comment will be included in the public record alongside feedback collected at the Open Houses. The City of Vaughan is working with an external engagement consultant to collect all the feedback received during the public consultation phase. Public feedback will be captured in a report to Council with suggested recommendations on how to proceed. Vaughan Council will make the final decision informed by this report. If you wish to remain updated on the progress of the program, you can also sign up to receive [email updates](#).

Q: Create more commercial opportunities within larger parks to allow specific retail/ services to operate and generate revenue for the City.

A: The City doesn't currently have commercial retail services in our parks and open spaces. However, staff are exploring commercial opportunities, where space allows, to generate revenue in larger parks. The City will post these opportunities on the [Bids and Tenders page](#) when available. Businesses are encouraged to register as vendors to be notified when such opportunities arise. Alternatively, you can submit proposals anytime by emailing procurement@vaughan.ca.

Q: Is the discussion specifically on the proposed digital billboards or are you also seeking public opinion on additional alternative funding ideas?

A: Both! We are seeking public feedback on alternative revenue generation initiatives, including the proposed digital billboards, and welcome additional alternative funding ideas.

Q: What about giving residents/ businesses the ability to name a new street for a set fee?

The City has a [Street Naming Policy](#) (PDF), which includes Street Naming Procedures outlining how new streets are named. Per the policy, "the gifting or auctioning of a street name is permitted, provided the proposed street name satisfies the Street Naming

Procedures for approval.” The policy doesn’t outline a set fee or provide specific guidance on how the money collected may be used to generate alternative revenue for City programs and services.

Q: Does the City have a dedicated full time grant specialist whose is responsible to search and apply for every available grant for all of the Departments in order to increase City funding? Many non-profit companies have this position.

A: Yes, the City has a dedicated full-time program manager working within the Economic Development department’s Strategic Economic Initiatives unit, who actively searches and applies for available grant, donation and sponsorship opportunities to support various City departments. This program manager plays a crucial role in identifying and pursuing alternative revenue generation initiatives that align with Vaughan’s objectives and priorities, helping to secure additional resources to support the community's needs. The program manager also oversees the City’s innovative digital billboard advertising contracts.

Q: Could we allow businesses to paint ugly bridge structures for a period of time with their log. Woodbridge Avenue has that ugly rail bridge?

A: The City is currently in a few outdoor advertising agreements that provide in-kind City messaging on railway overpasses throughout Vaughan. Through these agreements, these railway bridges are refurbished, and a digital billboard is installed on both faces to provide the City with free advertising space for City-related messaging. Although these bridge projects do not generate alternative revenue, they do beautify the neighbourhood and provide the City with additional communications channels.

Painting bridge structures would require additional costs to the City and would fall under the commissioning protocols of the Vaughan City-Wide Public Art Program. Per the City’s protocols, business logos do not qualify as public art. Opportunities are being explored to expand mural installations under the jurisdiction of the Public Art Program to creatively enhance the sightlines of bridge infrastructure where feasible, however this would not be an alternative revenue generation program.

Q: Consider user fees for defined individuals/ groups using city's facilities to help offset future buildings and parks rehabilitation.

A: User fees and service charges are paid by residents and businesses when accessing certain services, such as recreation programs or the issuance of permits. This includes programs and camps the City’s Recreation Services department offers each year and facilities and rental spaces available for permits. Growth-related infrastructure and services, including future building and park rehabilitation, are supported by growth planning and development-related fees.

The 2023 budget includes total revenues of \$355 million, of which \$236.2 million are from taxation. The remaining \$118.8 million of the City's revenues come from user fees, reserve (i.e. savings) transfers, investments, grants and other sources. The City continues to review user fees regularly to ensure they cover the cost of providing services while being comparable to neighbouring municipalities.

Q: Would selling the naming rights to city buildings for a specified period of time bring in any monies?

A: Yes. Naming City buildings and assets is part of the alternative revenue model the City has developed to help alleviate pressures off the tax base. In fact, the City of Vaughan secured a \$50,000 sponsorship from Saputo to help offset the costs of refurbishing tennis courts located at Torii Park – now known as Saputo Tennis Courts.

The City of Vaughan is currently working on an update to its Incoming Sponsorship and Donation Policy that includes naming rights to City buildings and the spaces within them. All naming of City facilities and the terms upon which that naming occurs will be presented to Council for approval, and final agreements are negotiated with the City Manager and City Solicitor.

Q: Would it be possible for some land close to or in the conservation area near Kortright to be available for monthly/annually rent (as is in Montreal in a park near the stadium) -a win-win situation where the city makes money without increasing the taxes and some citizens could experiment with a little organic farming-so necessary and relevant for all of us-as families (an opportunity to teach the little ones how to grow from scratch), to socialize, to spend time in air virtually free of pollution, as seniors-to prevent isolation and provide the chance to improve and preserve mobility and flexibility with an aim to lead a healthier life (think reducing the costs with medication, hospitalization, the burden on the caregivers). Of course, this is just an example of a location-it can be replicated wherever fertile land could be offered for renting.

A: The City of Vaughan currently has a [Community Gardens program](#) and there is one location where residents can rent a plot of their own - Sugarbush in Thornhill. At the moment, there is only that one location with that governance structure and no fee to rent so this program is not a revenue source for Vaughan. We are currently working to expand the number of community gardens in each Ward and are open to the potential to fundraise as part of this beloved municipal offering. Thank you for providing an example of how this is done in Montreal we will pass that along to the appropriate staff to investigate further.



City of Vaughan Digital Billboard Program Phase 2

Final Engagement Report
November 2023

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Executive Summary

This report captures the results of the stakeholder and community engagement process conducted for the City of Vaughan's Phase 2 Digital Billboard Program. Eight (8) different stakeholder groups and the general public were consulted both in person and online, reaching approximately 85 participants in the summer and fall of 2023. The consultation approach focused on best practices of meeting people where they are through various methods and using an evidence-based approach to inform and listen.

In summary, stakeholders and the public expressed the following:

- Appreciation for being consulted early in the process through the various modes offered.
- Support for alternative revenue-generating tools that do not raise taxes, including the expansion of the Digital Billboard Program.
- Faith in the City's existing by-laws and processes to mitigate public safety or nuisance concerns regarding the billboards' size, location, and content.
- Some concern around site-specific issues, which are addressed in the individual site summaries and Mitigation Methods below.

Table 1: Concerns and Mitigation Methods

Concern		Mitigation
1.	Content of advertising (primarily a school board concern due to proximity to minors)	The City of Vaughan has an advertisement content policy in place along with procedures for staff to follow when a complaint of content of third-party ads on City property is brought forward. All City messaging is approved by staff before going live.
2.	Size, sightline obstruction (primarily a resident concern)	The City of Vaughan has a Sign By-law that limits size, height, and placement to ensure public safety and integration of the asset into its natural surroundings.
3.	Brightness and variation (primarily a Councillor and resident concern)	The City of Vaughan has a Sign By-law that dictates the levels of brightness and speed of each rotation to minimize driver distraction based on industry best practices.

4.	Cyber hacking (primarily a Risk, Insurance and YRP concern)	The City of Vaughan will include Cyber Liability Insurance as a requirement of the vendor agreement to mitigate hacking.
5.	Tree obstruction and removal (primarily a TRCA concern)	The City of Vaughan has a Tree Removal Policy and will work with the stakeholders on obtaining an arborist report for all four sites in order to obtain all necessary permits and follow proper protocol for tree removal where necessary.
6.	Staying informed (primarily a resident concern)	City staff will email those who subscribed to receive updates when the installation begins.

Engagement Methods

In May and June, City Staff and the Maximum City team conducted eight (8) stakeholder consultations. It was especially important to hear from the impacted regional and ward Councillors (Ward 1, 2 and 5). To record that, in June Maximum City facilitated walking site tours at the four (4) sites and noted feedback from six (6) City Council members. In October, Maximum City supported the delivery of four (4) public open houses with City staff, conducting them at local community centres adjacent to the sites. The following table lists the stakeholders consulted alphabetically, and the summaries to follow share what we heard during the sessions, survey and open houses.

Table 2: List of Stakeholders Consulted

Stakeholder Group	Role/Designation	Format
Alectra Utilities (AU)	Government & Stakeholder Relations	Via Zoom & followed up via email
	Design Supervisor, Distribution Design - ICI & Layouts	
Beverly Glen Ratepayers' Association (BGRA)	President of BGRA - Ward 5	Attempted contact via phone, email and direct mail with no response
Carrying Place & Sonoma Ratepayers' Association (CPSRA)	President of CPSRA - Ward 2	Attempted contact via phone, email and direct mail with no response

Flamingo Ratepayers' Association (FRA)	President of FRA - Ward 5	Via Zoom
Greater Woodbridge Registered Ratepayers' Association (GWRA)	President of GWRA - Ward 2	Via Zoom
Toronto and Region Conservation Authority (TRCA)	Planner, Infrastructure Planning & Permits	Via Zoom & followed up via email
	Planning Ecologist	
	Technologist, Water Resources Engineering	
West Woodbridge Homeowners Registered Ratepayers' Association (W/WHRA)	President of W/WHRA - Ward 2	Attempted contact via phone, email and direct mail with no response
York Catholic District School Board (YCDSB)	Services Manager	Via email
York Region (YR)	Program Manager, Traffic Safety	Via Zoom
	Project Manager Note: determined not relevant for consultation for this project	
	YR Staff	Google form survey
York Region District School Board (YRDSB)	Senior Planner	Via email
York Regional Police (YRP)	Superintendent - 4 District Headquarters	Via Zoom



Image 1: Reservoir Park site visit with Councillors.

Site 1:
Maple Reservoir Park
(Ward 1)

Site 1: Maple Reservoir Park (Ward 1)

1.1 Stakeholder Consultations

1.1a Alectra Utilities (AU)

AU staff shared the following details pertaining to the Maple Reservoir Park site:

- The existing pole line is located on the east side of Keele Street while billboard location is shown to be on the west side of Keele Street. Therefore, supply would be underground from the opposite side of the street.
- Proposed metered pedestal to be installed closer to the Alectra pole and electrical demarcation would be on the line side of the meter.
- All infrastructure downstream of the demarcation point would be publicly owned.
- A high-level cost estimate for the Maple Reservoir Park site is \$2,000. It must be noted that AU provides \$2,000 service credit for small commercial metered services which would apply to this site.
- A tri-party agreement may be required between the billboard vendor, registered property owner and AU. The purpose of this agreement is to allow AU access to the property to repair, maintain and operate its equipment on private property.

The Design Supervisor suggested applying for a service request with AU for a layout for the Maple Reservoir Park site when the precise location is determined, and the project is looking to move forward. The application process could take two to four weeks to reconcile. A layout will be issued with the utility design and also to identify Alectra's scope of work, customer's scope of work, AU standards, conditions such as payment, ESA (Environmental Site Assessment) required, and other details. Once all conditions have been met, AU New Connections department will coordinate with Lines, Civil Contractor (if required) and Metering to schedule work. The construction timelines may vary based on the scope of work, locations and resources available at that time. AU staff pointed out that a design layout would be valid for six months, after which it would require revision. Overall, AU staff were very willing to respond to design queries and advise on utility concerns of the billboards.

1.1b Toronto and Region Conservation Authority (TRCA)

The TRCA staff confirmed the Maple Reservoir Park site may not require a permit process with the TRCA, since it is not located within their regulation lands. TRCA staff clarified that their purview covered changes to soil, ground and water course integrity, though not specifically trees or power supply issues. However, TRCA would require more specific information about the exact locations of the proposed billboards to comment any further. TRCA staff appreciated being consulted early in the process and looked forward to working collaboratively with the City of Vaughan as needed in future phases of the project.

1.1c York District School Boards (YCDSB & YRDSB)

As Maple Reservoir Park is not within close proximity to a school, YCDSB and YRDSB had no concerns of this particular location.

1.1d York Region (YR)

YR staff raised the potential concerns of driver distraction, sightline obstructions, traffic safety and tree removal regarding the digital billboards. For the Maple Reservoir Park site, they suggested considering the future Keele Street expansion and the overpass plans that will split the grading of the site, as those changes will affect the height of the billboard and visibility in the long term. The Program Manager of Traffic Safety noted that the existing Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He expressed that while it is difficult to accurately assess the link between billboards and traffic collisions, having the information on intersection and road segments performance will help to identify trends in any existing traffic or collision patterns. Hence, he suggested referring to collision reports to see if they provided any insight into the Maple Reservoir Park site. Furthermore, YR staff suggested considering the existing York Region tree locations so that no YR tree is removed under the Digital Billboard Program.

1.1e York Regional Police (YRP)

The Superintendent was already aware of Vaughan's Digital Billboard program and digital billboards in general. When asked about concerns, he did not anticipate any major concerns from a policing or public safety perspective and was generally supportive of the expansion to the Maple Reservoir Park site. He pointed out that although the traffic at this location was currently lower than the other three sites, he suspected the development in this area in the short term would bring a lot more visitors (North Maple Regional Park, Go Train, residential communities, sports and recreation teams, businesses, tourists and others). When prompted, he did raise some cautions such as the potential for vandalism or people climbing the structures, he noted that the existing City Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He signalled the importance of having a clear policy and accessible process in place at the City for how to deal with complaints when they arise, which the City already has in place and can work to improve. Overall, the expansion of digital billboards to the Maple Reservoir Park site does not present any concerns from a policing or public safety perspective.

1.2 Site Visit with Local and Regional Councillors

At the Maple Reservoir Park site, the local and regional councillors expressed some concern for the few nearby residents who raised objections to the lighting installed at the adjacent

soccer field. To mitigate this concern, the councillors suggested maintaining the same timings as the soccer fields' operational timings or dimming the billboards after 11 pm. The southwest corner of Teston Road and Keele Street was mentioned as a preferable alternative location however after further investigation, staff concluded that it is not an appropriate site due to the existing trees, as it is a heavily forested area, therefore the entrance to the parking lot is the chosen location. The councillors suggested exploring alternate nearby locations further away from residents as follows:

1. Vaughan Water Station North as it was further away from residents.
2. Keele Street road segment along Maple Reservoir Park as it would require some tree clearance but was located further away from residents.
3. Keele Street road segment by the park entrance and sports storage room as it was already clear of trees.

The councillors also suggested presenting clear information at the open houses to be conducted in the fall. Overall, the councillors were supportive of the Digital Billboard Program as a low-impact revenue generating tool for the City of Vaughan.

1.3 Public Open House

The Ward 1 public open house was conducted on Friday, October 26th at Maple Community Centre, south of the Maple Reservoir Park site. Eight (8) residents of the neighbourhood and one (1) business owner/vendor engaged with the content shared. The feedback was generally driven by curiosity and was positive regarding the billboards as an alternative tax revenue generation tool. Some residents inquired about revenue generated and spent from the various tax collection sources, and tax dollars breakup. Some residents were familiar with Phase 1 billboards in the city, and asked about the new locations, billboard ownership, content that they would display, and technical details of the billboards including direction and lighting.



Image 2: Public Open House at Maple Community Centre.

1.4 Site Specific Mitigation

- Due to future road expansion, it will be recommended to the vendor that the setback as indicated in the Sign By-law of 5m from the roadway be increased.
- During procurement, if other elements of the Sign By-law require minor variances such as increasing the 35-foot height specification, staff will take that into consideration.
- Reasons why the site location is recommended include: NE corner of Keele Street and Teston Road not possible to be installed at the Vaughan Water Pump Station due to underground infrastructure (cannot dig), SW corner of Keele Street and Teston Road is heavily sloped and forested, therefore Maple Reservoir Park is recommended.



Image 3: Board at the Public Open House for “Where do your tax dollars go?”

1.5 Quotes

“From a road safety perspective, the City has pretty much addressed everything through the enforcement of the Sign By-law. From a traffic safety perspective, the collision report should be key information for the City.” - YR Staff

“We at TRCA truly encourage it when municipalities come to us early on, so we can catch the required site considerations early in the process and take it forward as a team.” - TRCA Staff

“I learnt about community programs for my kid due to the existing billboard, Why is this program not expanding? There should be more of these across Vaughan, they’re really helpful.” - Resident



Image 4: Al Palladini Community Centre site visit with Ward 2 Councillor Adriano Volpentesta.

Site 2:
**Al Palladini Community Centre Site
(Ward 2)**

Site 2: Al Palladini Community Centre Site (Ward 2)

2.1 Stakeholder Consultations

2.1a Alectra Utilities (AU)

AU staff shared the following details pertaining to the Al Palladini Community Centre site:

- The existing pole line is on the same side of Rutherford Road where the billboard is marked on the drawings. Therefore, this site can be an overhead connection and an electrical demarcation would be at the top of the service mast.
- A high-level cost estimate for the Al Palladini Community Centre site is likely negligible or \$0 after applying the service credit. It must be noted that AU provides a \$2,000 service credit for small commercial metered services which would apply to this site.
- A tri-party agreement may be required between the billboard vendor, registered property owner and AU. The purpose of this agreement is to allow AU access to the property to repair, maintain and operate its equipment on private property.

The Design Supervisor suggested applying for a service request with AU for a layout for the Al Palladini Community Centre site when the precise location is determined, and the project is looking to move forward. The application process could take two to four weeks to reconcile. A layout will be issued with the utility design and to identify Alectra's scope of work, customer's scope of work, Alectra's standards, conditions such as payment, ESA required, and other details. Once all conditions have been met, AU New Connections department will coordinate with Lines, Civil Contractor (if required) and Metering to schedule work. The construction timelines may vary based on the scope of work, locations, and resources available at that time. AU staff pointed out that a design layout would be valid for six months, after which it would require revision. Overall, AU staff were very willing to respond to design queries and advise on utility concerns of the billboards.

2.1b Carrying Place & Sonoma Ratepayers' Association

The ratepayer's association was contacted via email and telephone and invited to the open house via direct mail, however, neither Maximum City nor the City of Vaughan received any response.

2.1c Greater Woodbridge Ratepayers' Association (GWRA)

President of GWRA was not that aware of Vaughan's Digital Billboard program, or digital billboards in general, beyond seeing a few around the city. On learning of the details of the proposed expansion, he expressed his support given that the process was prompted by elected officials and included a review of the locations and sought input from stakeholders. He had not heard any concerns from his organization's members regarding the City's digital

billboard program, or billboards in general. When asked about his potential concerns regarding the Al Palladini Community Centre site, he spoke primarily of the size and design of the billboards, and mitigating driver distraction and any potential threat to public safety. He suggested studying traffic patterns near the site to help choose the best possible location for the structure. Overall, the President of GWRA was supportive of the project and appreciated being consulted early.

2.1d Toronto and Region Conservation Authority (TRCA)

The TRCA staff confirmed Al Palladini Community Centre may not require a permit process with the TRCA, since it is not located within their regulation lands. They clarified that their purview covered changes to soil, ground and water course integrity, though not specifically trees or power supply issues. However, TRCA would require more specific information about the exact locations of the proposed billboards to comment any further. TRCA representatives appreciated being consulted early in the process and looked forward to working collaboratively with the City of Vaughan as needed in future phases of the project.

2.1e York District School Boards (YCDSB & YRDSB)

Due to the close proximity to Emily Carr Secondary School, as part of an email exchange, the YCDSB Manager shared general concerns regarding the size and locations of the billboards, sightline integrity, safety measures incorporated in its design to prevent climbing or signs coming down in storms, ensuring digital billboards could not be hacked, and age-appropriate advertising content on the billboards. They wanted consideration given to advertising content that was suitable and age appropriate for their students, including avoiding advertisements related to vaping, cannabis, cigarettes, gambling, sexual content, or paraphernalia. Furthermore, the school boards requested a better understanding of the controls the City of Vaughan would have in place over the content displayed, and a process to file complaints or concerns, should there be any. The YRDSB Senior Planner echoed the same concerns on behalf of the school board. City staff shared the Review of Advertising Content on City Property Policy with them.

2.1f York Region (YR)

YR staff had no specific concerns with the Al Palladini Community Centre location however did echo the general concerns of driver distraction, sightline obstructions, traffic safety and tree removal regarding the digital billboards. The Program Manager of Traffic Safety noted that the existing Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He expressed that while it is difficult to accurately assess the link between billboards and traffic collisions, having the information on intersection and road segments performance will help to identify trends in any existing traffic or collision patterns. Hence, he suggested referring to collision reports to see if they provided any insight into the Al Palladini Community Centre site. Furthermore, YR staff suggested considering the existing York Region tree locations so that

no YR tree is removed under the Digital Billboard Program.

2.1g York Regional Police (YRP)

The Superintendent was already aware of Vaughan's Digital Billboard program and digital billboards in general. When asked about concerns, he did not anticipate any major concerns from a policing or public safety perspective and was generally supportive of the expansion to the Al Palladini Community Centre site. While he did raise some cautions such as the potential for vandalism or people climbing the structures, he noted that the existing City Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He signalled the importance of having a clear policy and accessible process in place at the City for how to deal with complaints when they arise, which the City already has in place and can work to improve. Overall, the expansion of digital billboards to the Al Palladini Community Centre site does not present any concerns from a policing or public safety perspective.

2.2 Site Visit with Ward 2 Councillor

The local councillor noted the open space and low number of residences located around this site, and suggested consulting with Pierre Berton Resource Library and Al Palladini Community Centre in the immediate peripheries. The local councillor requested that clear maps and renderings be presented to the public at the open houses planned for the fall. Additionally, he suggested incorporating the City of Vaughan's corporate colours on the sign where possible, along with the community centre's name for easy wayfinding. Overall, the local councillor was supportive of the Digital Billboard Program.

2.3 Public Open House

The first Ward 2 public open house was conducted on Thursday, October 25th at Al Palladini Community Centre, immediately adjacent to the proposed site. Approximately 14 residents and business owners of the neighbourhood engaged with the content shared. The feedback was generally driven by curiosity and was positive regarding the billboards as an alternative tax revenue generation tool. The residents' questions were generally regarding the City of Vaughan's total tax generation, the tax averages, property taxes compared to other municipalities, the City's population totals, donations, and public health and walk-in clinic expenditures. Some residents were familiar with other billboards in the city and asked about the new locations, future expansion of the program, billboard ownership, the content that they would display, and the process for a local business owner to use the billboard for their advertisements. The residents suggested considering more malls or community centres rather than parks as billboard locations as parks remain underused, particularly in the winter months. Other suggestions included conducting open houses in schools to

engage youth in municipal government, sharing billboard screen time to promote local businesses, and sharing performance reports with the public regarding all new revenue generator streams.



Image 5: Public Open House at Al Palladini Community Centre.

2.4 Site Specific Mitigation

- Due to the proximity to minors, the City will ensure that the awarded vendor will be made aware of the restrictions at this location with regard to third-party advertising.
- Staff will investigate putting the community centre name on the sign and consider the relationship between the billboard on Rutherford Road and digital sign on Islington Avenue at the same property.

2.5 Quotes

"The Digital Billboard Program is not an unreasonable thing to put forward, if it's done with sincerity and our elected officials support it, I can be behind it too." - President GWRA

"Size, layout, and design will matter. Some residents may consider that." - President GWRA

"I love this idea, especially circulating that money back into the community." - Resident

"Try to figure out more visible versus more hidden locations; Maybe place the billboards on main roads, community centres, malls - not parks. Winter will be hard for people to see them." - Resident



Image 6-8: Boards at the Public Open House for "Donations," "Sponsorships," "Grants in Action" & "Putting revenue to work."



Image 9: Rainbow Creek Park site visit with Ward 2 Councillor Adriano Volpentesta.

Site 3: **Rainbow Creek Park (Ward 2)**

Site 3: Rainbow Creek Park (Ward 2)

3.1 Stakeholder Consultations

3.1a Alectra Utilities (AU)

AU staff shared the following details pertaining to the Rainbow Creek Park site:

- The existing pole line is located on the south side of Highway 7. AU records indicate there is already a 347/600V secondary service to this property. They inquired if the City could sub feed the billboard from the existing service.
- A high-level cost estimate for the Rainbow Creek Park site is \$3,000, as it may require extending an overhead secondary connection by one or two spans to a pole directly opposite the billboard connection. This would be an underground connection similar to the one for the Maple Reservoir Park site, with a metered pedestal to be located closer to AU pole on the opposite side of Highway 7.
- It must be noted that AU provides \$2,000 service credit for small commercial metered services which would apply to this site.
- A tri-party agreement may be required between the billboard vendor, registered property owner and AU. The purpose of this agreement is to allow AU access to the property to repair, maintain and operate its equipment on private property.

The Design Supervisor suggested applying for a service request with AU for a layout for the Rainbow Creek Park site when the precise location is determined, and the project is looking to move forward. The application process could take two to four weeks to reconcile. A layout will be issued with the utility design and to identify Alectra's scope of work, customer's scope of work, Alectra's standards, conditions such as payment, ESA required, and other details. Once all conditions have been met, AU New Connections department will coordinate with Lines, Civil Contractor (if required) and Metering to schedule work. The construction timelines may vary based on the scope of work, locations, and resources available at that time. AU staff pointed out that a design layout would be valid for six months, after which it would require revision. Overall, AU staff were very willing to respond to design queries and advise on utility concerns of the billboards.

3.1b West Woodbridge Homeowners Registered Ratepayers' Association

This ratepayer's association was contacted via email and telephone and invited to the open house via direct mail, however, neither Maximum City nor the City of Vaughan received any response.

3.1c West Woodbridge Homeowners Registered Ratepayers' Association (W/WHRRA)

The ratepayer's association was contacted via email, telephone and invited to the open

house via direct mail, however, neither Maximum City nor the City of Vaughan received any response.

3.1d Toronto and Region Conservation Authority (TRCA)

The TRCA staff confirmed that the Rainbow Creek Park site is within their purview and would likely require a permit with the TRCA. When asked about their concerns, they spoke specifically about erosion, stability of the structure, and proximity to the water course for the Rainbow Creek Park site. They recommended an engineer's report and erosion and control measures for mitigation.

With regard to floodplain and erosion concerns for Rainbow Creek Park site, TRCA shared the required details, and suggested that a professional engineer can be engaged to verify the stability of the billboard structure, particularly during a regional storm event. They recommended the vendor submit a structural engineer's letter to verify the strength of the post or structure. In addition, it was recommended the billboard should be set back at least 10 metres from the water bank. They added TRCA will likely also require erosion and control measure reports before the billboards are constructed.

3.1e York District School Boards (YCDSB & YRDSB)

As Rainbow Creek Park is not within close proximity to a school, YCDSB and YRDSB had no concerns about this particular location. There is a Catholic elementary school, St. Peters, behind the park however it is several hundred metres away from the proposed location facing Highway 7.

3.1f York Region (YR)

Although YR staff had no specific concerns regarding the Rainbow Creek Park site, they raised the potential concerns of driver distraction, sightline obstructions, traffic safety and tree removal regarding the digital billboards in general. The Program Manager of Traffic Safety noted that the existing Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He expressed that while it is difficult to accurately assess the link between billboards and traffic collisions, having the information on intersection and road segments performance will help to identify trends in any existing traffic or collision patterns. Hence, he suggested referring to collision reports to see if they provided any insight into Rainbow Creek Park site, located off Highway 7. Furthermore, YR staff suggested considering the existing York Region tree locations so that no YR tree is removed under the Digital Billboard Program.

3.1g York Regional Police (YRP)

The expansion of digital billboards to the Rainbow Creek Park site does not present any concerns from a policing or public safety perspective. The Superintendent was already aware of Vaughan's Digital Billboard program and digital billboards in general. When asked about concerns, he did not anticipate any major concerns from a policing or public safety perspective and was generally supportive of the expansion to the Rainbow Creek Park site. He noted that the existing City Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He signalled the importance of having a clear policy and accessible process in place at the City for how to deal with complaints when they arise, which the City already has in place and can work to improve.

3.2 Site Visit with Ward 2 Councillor

The local councillor noted that the Rainbow Creek Park location was far from residents but highlighted the importance of keeping residents, including the ratepayer association, informed of opportunities to learn more about the billboards, such as the public open house planned for the fall. He was satisfied in learning that the City's existing by-laws mitigated potential concerns regarding the design and display of the billboard. He also supported the possibility of including the name of the park on the billboard for easy wayfinding. Overall, the local councillor was supportive of the expansion of a digital billboard to the Rainbow Creek Park site.

3.3 Public Open House

The second Ward 2 public open house was conducted on Monday, October 30th at Father Ermanno Bulfon Community Centre. Approximately 18 residents of the neighbourhood engaged with the content shared. The feedback was generally driven by curiosity and was positive regarding the billboards as an alternative tax revenue generation tool. Some residents expressed concern about the cost of living, good governance, and effective management of resources in Vaughan. Some residents were familiar with the billboards in the city, and interested to learn about the billboard program expansion, the new locations selection process, technological details of the design of the billboard, costs and profits associated with the billboards. Some residents suggested that the City privilege local business advertisement over others, and that the profit sharing ratio between the billboard company and City be more advantageous for the City.



Image 10: Public Open House at Father Ermanno Bulfon Community Centre.

3.4 Site Specific Mitigation

- Request collision reports from YRP for Highway 7 between Islington Avenue and Kipling Avenue for review by City staff and the awarded vendor to ensure size and placement of digital billboard doesn't interfere with traffic and impact the safety of pedestrians and drivers alike.
- Ensure that the vendor obtains a structural engineer letter with erosion control measures for the TRCA's review during the permitting process.
- Due to the potential road expansion along Highway 7 in the future, the placement of the billboard will be recommended to be set back further than the by-law indicates, more than 10m away from the watercourse of the Humber River as well as 100m+ away from residential homes to the east and west of the location.
- As Highway 7 is a regional road, the Region may need to be consulted for any underground work required to bring electrical access to the site.



Image 11: Boards at the Public Open House for "Proposed Digital Billboard Locations".

3.5 Quotes

"At the end of the day, people may bring up a negative association with billboards but given the by-laws and the mitigating measures, the impact is minimal." - YRP Superintendent

"We saw a few billboards recently - they are hideous but a necessary evil." - Resident/Business Owner

"I'm okay with billboards, as long as they're not everywhere." - Resident/Business Owner

"This makes sense. As long as there are no obscene advertisements to distract drivers and cause traffic issues, it's a good idea. My only thing would be using the billboards for private and public information." - Resident/Business Owner

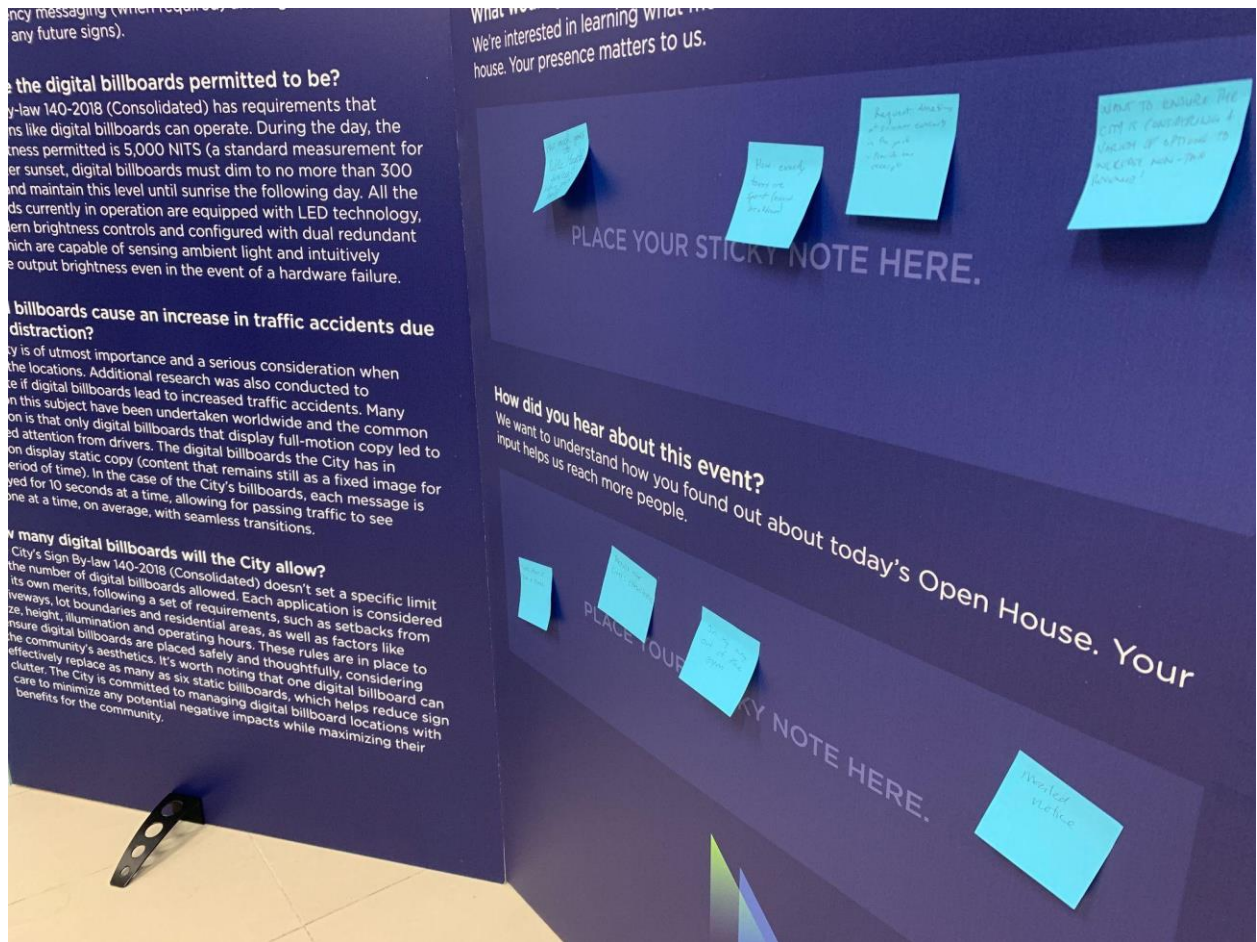


Image 12: Board at the Public Open House for “Stay Informed”.



Image 13: Jean Augustine District Park site visit with local and regional Councillors.

Site 4:
**Jean Augustine District Park
(Ward 5)**

Site 4: Jean Augustine District Park (Ward 5)

4.1 Stakeholder Consultation Summaries

4.1a Alectra Utilities (AU)

AU staff shared the following details pertaining to the Jean Augustine District Park site:

- The existing pole line is located on the west side of Bathurst Street where the billboard is shown. Therefore, this can be an overhead connection and electrical demarcation would be at the top of the customer's service mast.
- A high-level cost estimate for the Jean Augustine District Park site is likely negligible or \$0 after applying the service credit. It must be noted that AU provides \$2,000 service credit for small commercial metered services which would apply to this site.
- A tri-party agreement may be required between the billboard vendor, registered property owner and AU. The purpose of this agreement is to allow AU access to the property to repair, maintain and operate its equipment on private property.

The Design Supervisor suggested applying for a service request with AU for a layout for the Jean Augustine District Park site when the precise location is determined, and the project is looking to move forward. The application process could take two to four weeks to reconcile. A layout will be issued with the utility design and to identify Alectra's scope of work, customer's scope of work, Alectra's standards, conditions such as payment, ESA required, and other details. Once all conditions have been met, AU New Connections department will coordinate with Lines, Civil Contractor (if required) and Metering to schedule work. The construction timelines may vary based on the scope of work, locations, and resources available at that time. AU staff pointed out that a design layout would be valid for six months, after which it would require revision. Overall, AU staff were very willing to respond to design queries and advise on utility concerns of the billboards.

4.1b Beverley Glen Ratepayers' Association

The ratepayer's association was contacted via email, telephone and invited to the open house via direct mail, however, neither Maximum City nor the City of Vaughan received any response.

4.1c Flamingo Ratepayers' Association (FRA)

The President of FRA was already aware of Vaughan's Digital Billboard program and digital billboards in general from his experience around the city. As a nearby resident, he was very well acquainted with the neighbourhood around the Jean Augustine District Park site. He had not heard any concerns from his neighbours or the organization's members regarding digital billboards. When asked about his potential concerns regarding the Jean Augustine District Park site, he spoke about the height, design and illumination levels of the billboard,

particularly in the winter months with the reduction of the tree cover. This would particularly be of importance to a few houses located around Miranda Court, as these residents currently live with the park as their backyard. He further expressed some concern for a few properties fronting Trafalgar Square, as some of them are elevated and may be able to see the billboard from rooms within their residences. The President of FRA pointed out that the evergreen trees and the fence separating Bathurst Street and Trafalgar Square might help to mitigate the concern.

In addition, he expressed concern for the disturbances that may be caused during the period of construction for the residents. In general, he did not object to the expansion of the Digital Billboard Program and anticipated little to no concerns from the residents in the Flamingo Ratepayer Associations catchment area which borders the site. He was also supportive in assisting in sharing the information with their members throughout the process to keep them informed and answer any questions they may have. Overall, he was very supportive of the initiative.

4.1d Toronto and Region Conservation Authority (TRCA)

The TRCA staff confirmed the Jean Augustine District Park site may not require a permit process with the TRCA, since it is not located within their regulation lands. They clarified that their purview covered changes to soil, ground and water course integrity, though not specifically trees or power supply issues. However, TRCA would require more specific information about the exact locations of the proposed billboards to comment any further. TRCA staff appreciated being consulted early in the process and looked forward to working collaboratively with the City of Vaughan as needed in future phases of the project.

4.1e York District School Boards (YCDSB & YRDSB)

As part of an email exchange, the YCDSB Manager shared general concerns regarding the size and locations of the billboards, sightline integrity, safety measures incorporated in its design to prevent climbing or signs coming down in storms, ensuring digital billboards could not be hacked, and age-appropriate advertising content on the billboards. They wanted consideration given to advertising content that was suitable and age appropriate for their students, including avoiding advertisements related to vaping, cannabis, cigarettes, gambling, sexual content, or paraphernalia. Furthermore, the school boards requested a better understanding of the controls the City would have in place over the content displayed, and a process to file complaints or concerns, should there be any. The YRDSB Senior Planner echoed the same concerns on behalf of the school board as the location is within close proximity to Westmount Collegiate.

4.1f York Region (YR)

YR staff raised general concerns of driver distraction, sightline obstructions, traffic safety and tree removal regarding the digital billboards. The Program Manager of Traffic Safety

noted that the existing Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He expressed that while it is difficult to accurately assess the link between billboards and traffic collisions, having the information on intersection and road segments performance will help to identify trends in any existing traffic or collision patterns. Hence, he suggested referring to collision reports to see if they provided any insight into the Jean Augustine District Park site. It must be noted that Bathurst Street is a regional road and the widening and streetscaping work is complete. As the Region is done with their road work, the billboard can be positioned with appropriate setbacks with minimal impact. Furthermore, YR staff suggested considering the existing York Region tree locations so that no York Region tree is removed under the Digital Billboard Program.

4.1g York Regional Police (YRP)

The Superintendent was already aware of Vaughan's Digital Billboard program and digital billboards in general. When asked about concerns at Jean Augustine District Park, he noted the proximity to Westmount Collegiate, Rosemount Community Centre and the City Playhouse Theatre, however, he did not anticipate any major concerns from a policing or public safety perspective and was generally supportive of the expansion to the Jean Augustine District Park site. While he did raise some cautions such as the potential for vandalism or people climbing the structures, he noted that the existing City Sign By-law does a good job of mitigating concerns around driver distraction through size, sightline obstruction and image variation restrictions. He signalled the importance of having a clear policy and accessible process in place at the City for how to deal with complaints when they arise, which the City already has in place and can work to improve. Overall, the expansion of digital billboards to the Jean Augustine District Park site does not present any concerns from a policing or public safety perspective.

4.2 Site Visit with Local and Regional Councillors

The local and regional councillors in attendance expressed faith in City staff to be mindful, responsible, and responsive with the billboards and their content. They suggested keeping residents informed and presenting accurate, to-scale renderings of the billboard at the planned public open house in the fall. At the Jean Augustine District Park site, councillors raised concerns about the brightness of the billboard for the nearby residents and the potential for distraction for passing drivers, particularly seniors. To mitigate, they suggested an arborist report and maintaining tree coverage along Bathurst Street and dimming the billboard lights after 11pm. Additionally, the councillors suggested offering community groups some advertising time on the billboards to promote community events. Overall, the councillors were supportive of the expansion of the Digital Billboard Program to the Jean Augustine District Park site as a revenue generating tool to help keep property taxes low.

4.3 Public Open House

The Ward 5 public open house was conducted on Wednesday, October 24th at Rosemount Community Centre, adjacent to the Jean Augustine District Park site. Five (5) residents and business owners of the neighbourhood engaged with the content shared. One resident inquired and raised a concern about the brightness and operational timings of the billboard and the exact location on the site. They were satisfied to learn about the City by-laws that mitigate the residents' concerns, and the engagement process being followed for the Digital Billboard Program.



Image 14: Public Open House at Rosemount Community Centre.

4.4 Mitigation Strategies

- Due to the proximity of the sign to neighbouring residents across Bathurst Street the angle of the billboard should be tested and compliant with the Sign By-law with respect to brightness and dimming/shut-off times.
- Staff will consider the relationship between the other billboards along Bathurst Street at the same property.

4.5 Quotes

"I don't see much objection from the neighbours, it will simply be a question of the height and the design. Bathurst is so wide, with bus lanes even. Northbound vehicles will not see the proposed billboard very well, and southbound vehicles will see it clearly. The open space there will add as well." - President of FRA

"This digital technology makes sense, it's easier to change than paper. Modern, future. I see that." - YRP Superintendent

"I want to ensure the City is considering a variety of options to increase non-tax revenue!" - Resident/Business Owner

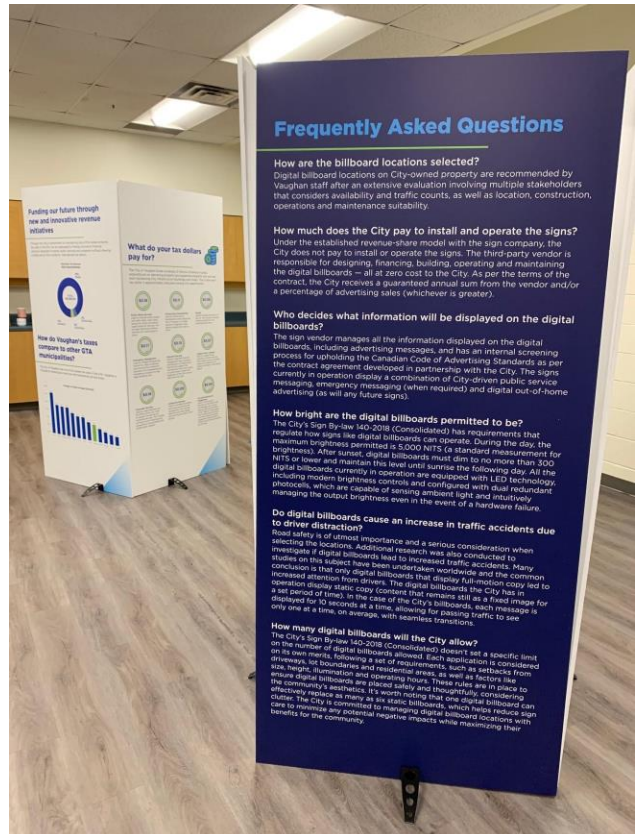
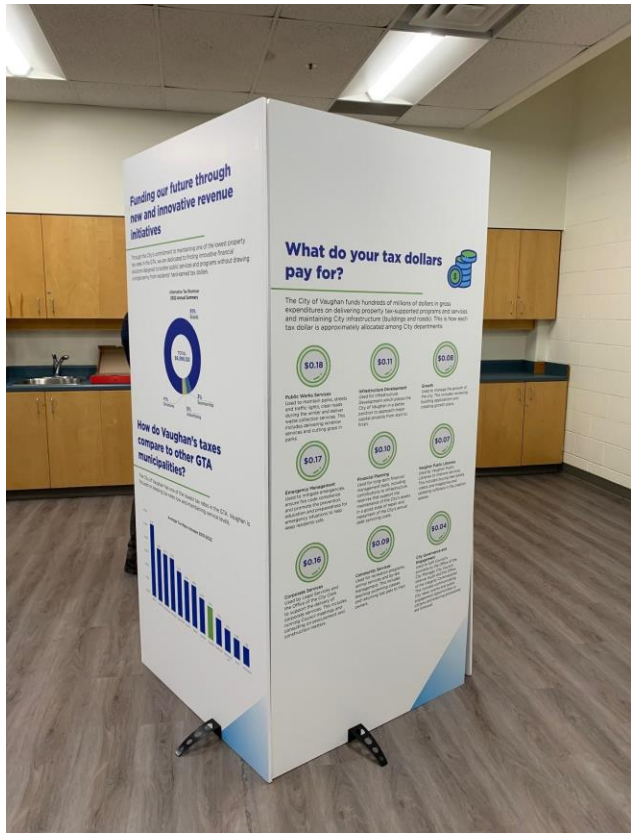


Image 15-16: Boards at the Public Open House for "What do your tax dollars pay for?" & "Frequently Asked Questions."



DIGITAL BILLBOARD PROJECT

Economic Development, November 2023



What are Digital Billboards?

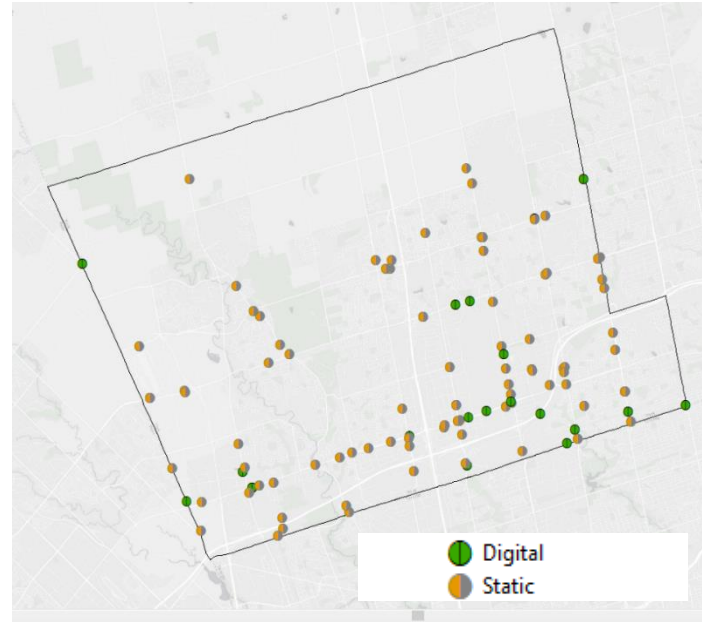
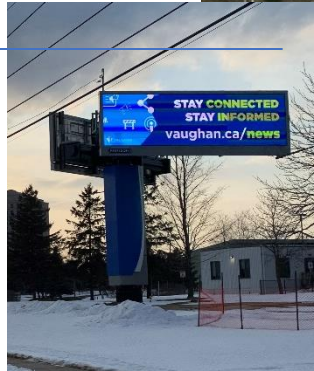
1. City Digital Signs

- Community Messaging at 10 locations on city property (no advertising)



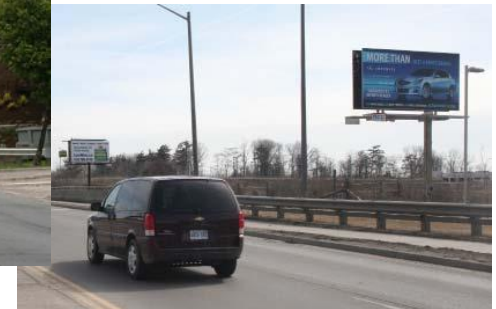
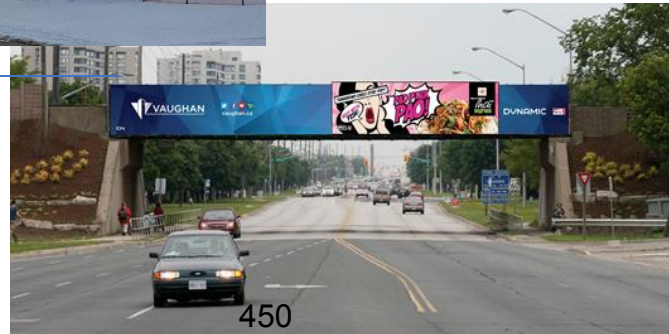
2. City Digital Billboards

- Advertising boards
 - 3 locations- Phase One
- Lease of city property
 - **min. \$6M over 15 years** (min. \$405,000/year)
- City messaging in-kind
 - 10 seconds per minute



3. Private activity (total 234 facings)

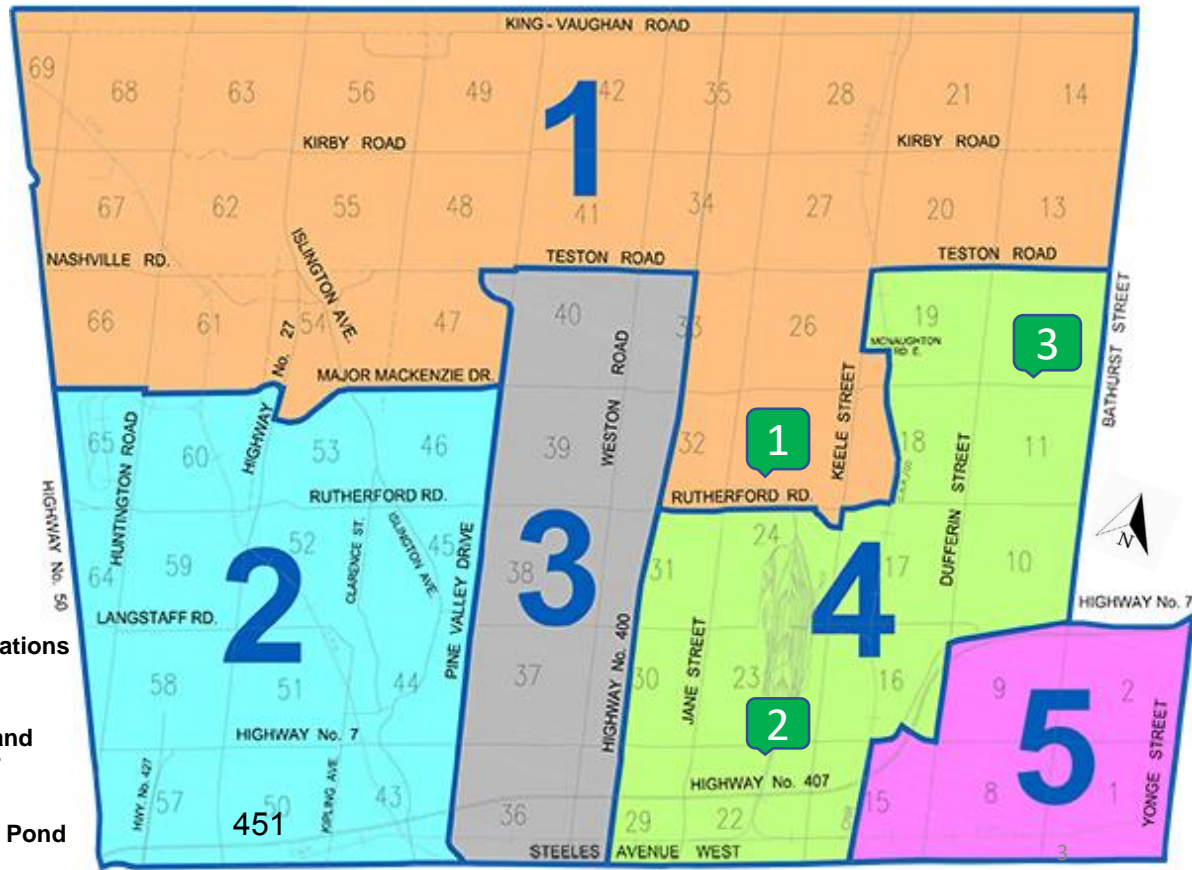
- 2 CP Rail bridge signs (4 facings)
- 8 CN Rail bridge signs (16 facings)
- 20 Digital Billboards (36 facings)
- 90 Static Billboards (178 facings)



Phase One - Complete



- 1** Joint Operations Centre
- 2** Keele St. and Highway 7
- 3** Mill Street Pond



Current State – Billboard Revenue Project

Phase 1 – COMPLETE

- Three (3) City-owned site locations

Phase 2 – Current

- Four (4) additional site locations identified
- Public consultation complete
- Report findings to Council
- Staff to proceed to RFP subject to approval

Phase 3 - Current

- An additional four (4) locations presented for approval
- Staff to proceed to RFP with Phase 2 subject to approval

Current Inventory

City Blue Digital Signs



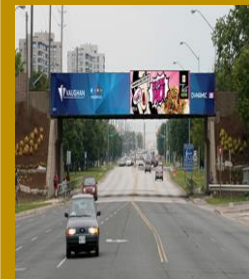
Digital Billboards Revenue-Generating



Digital/Static Billboards - Private



Digital Bridge - Private



Quantity and Size	10 (4' x 7')	2 (10' x 35') 1 (10' x 20')	20 digital (various) 90 static (various)	2 CPKC (8' x 29') 5 CN (7.10' x 28.4')
Future Planned	5 more (one per community centre)	7 via RFP (pending Council approval)	4 applications pending	1 application pending
Operational Model	100% City Messaging	5-10% City Messaging + Third Party Advertising	8 with 5-10% City messaging, the others 100% Private third-party	Vaughan Logo and 5-10% City Messaging + Third Party Advertising
Revenue Generated	\$0	\$405,000/year	\$0	\$0
	453			

City-wide Messaging



Operational Digital Billboards in the City of Vaughan

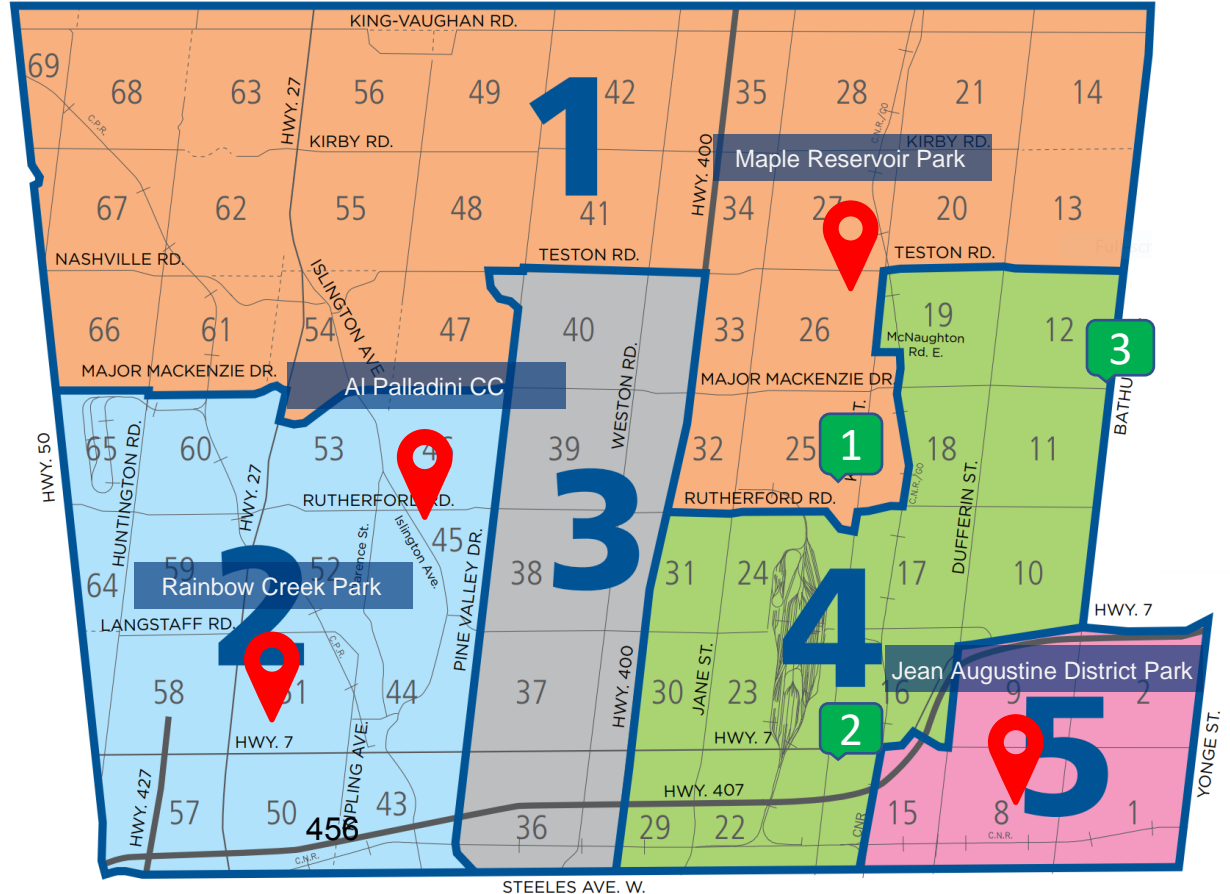
- Blue Signs, 100% City Messaging
- Double Sided Digital, Revenue Generating
- Double Sided Digital Billboard, Private
- Double Sided Digital Bridge, Private



Future Locations

455

Phase 2 - 4 Locations





Al Palladini Community Centre



458



VIEW OF SITE LOOKING SOUTH

Location Map - Al Palladini Community Centre (Ward 2)

LOCATION: 9201 Islington Avenue
Part of Lot 15, Concession 7



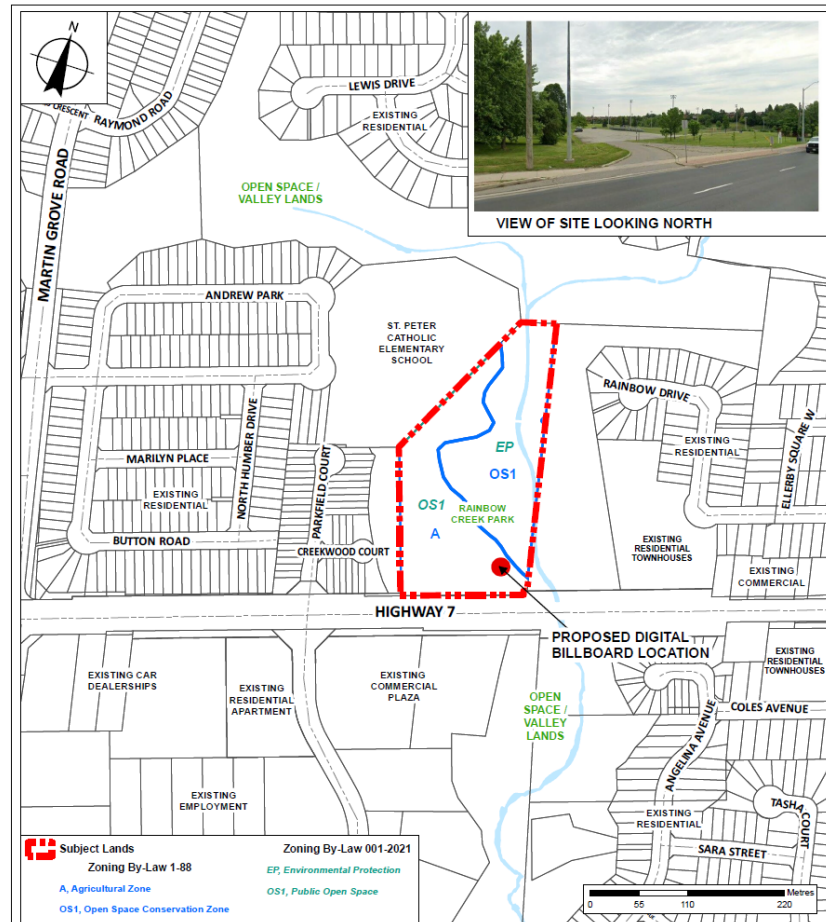
Appendix

DATE:
February 14, 2023

B



Rainbow Creek Park



Location Map - Rainbow Creek Park (Ward 2)

LOCATION: 5450 Highway 7
Part of Lot 6, Concession 8



Appendix

DATE: February 14, 2023





Jean Augustine District Park



460



VIEW OF SITE LOOKING SOUTH

Subject Lands
 Zoning By-Law 1-88
 OS2, Open Space Park Zone

Zoning By-Law 001-2021
 I1, General Institutional

Location Map - Bathurst District Park (Ward 5)

LOCATION: 101 Westmount Boulevard
Part of Lot 8, Concession 2

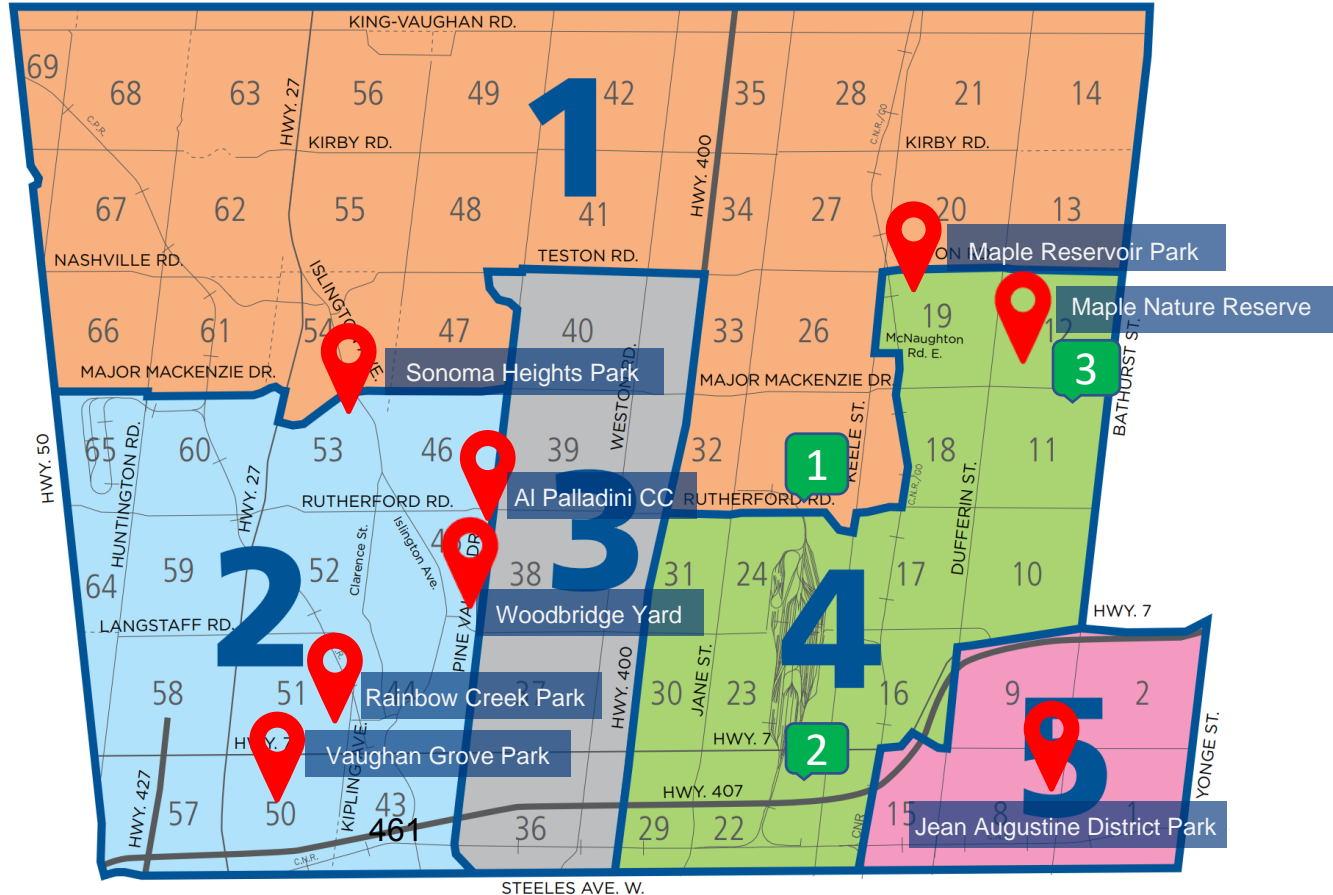


Appendix

DATE: February 14, 2023



Phase 3a - 4 Locations

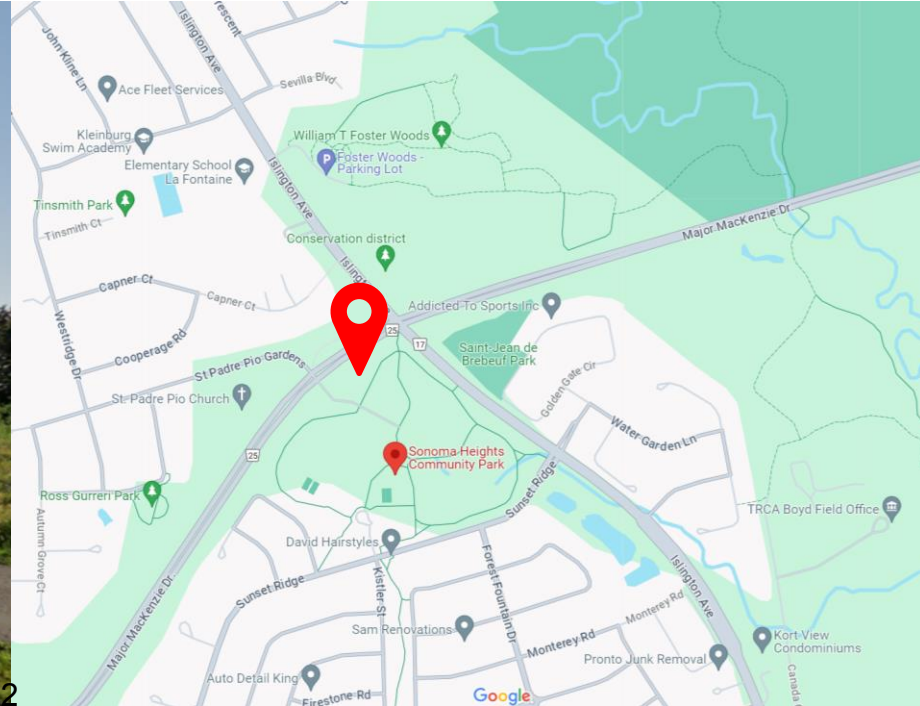




Sonoma Heights Community Park

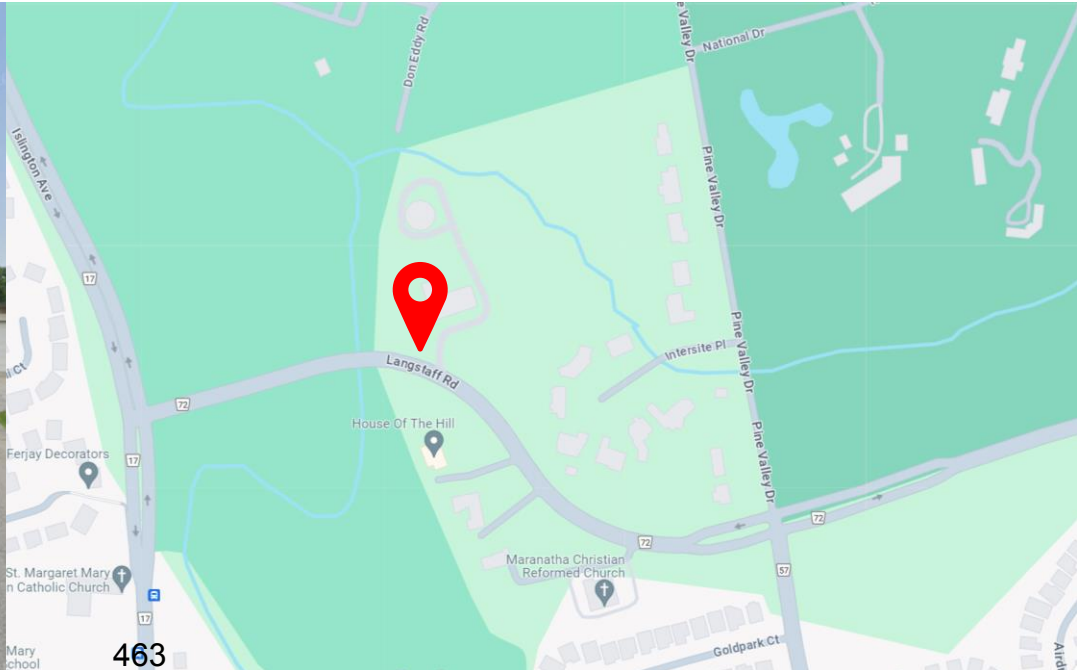


462



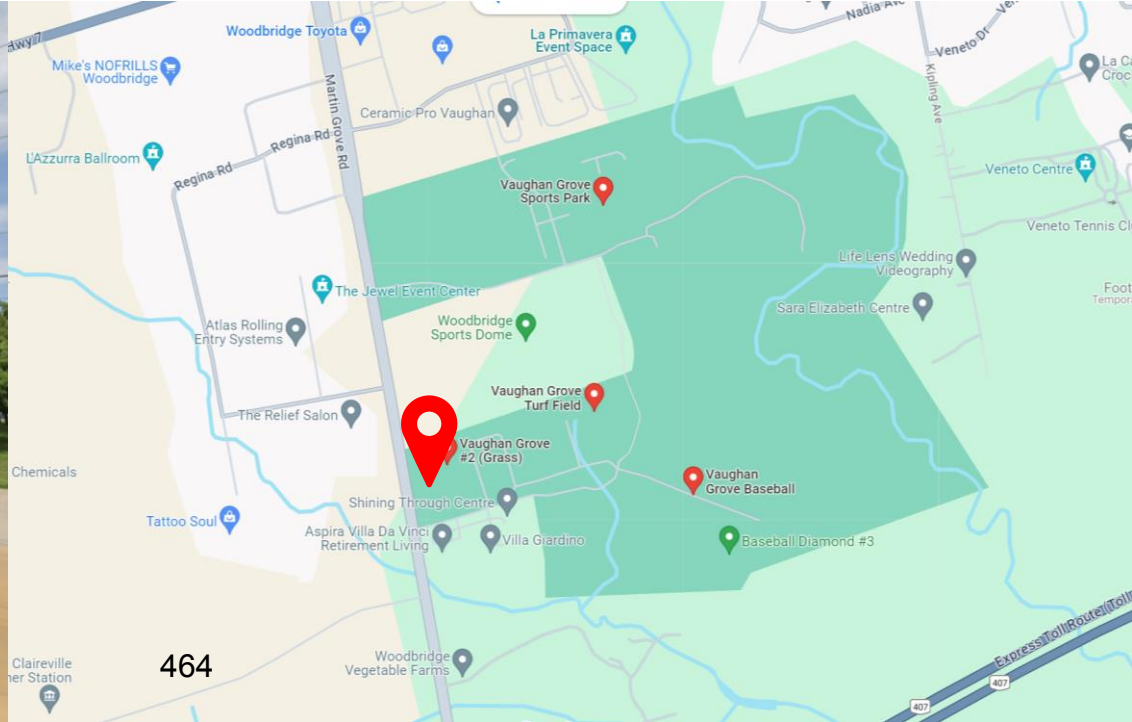


Woodbridge Yard



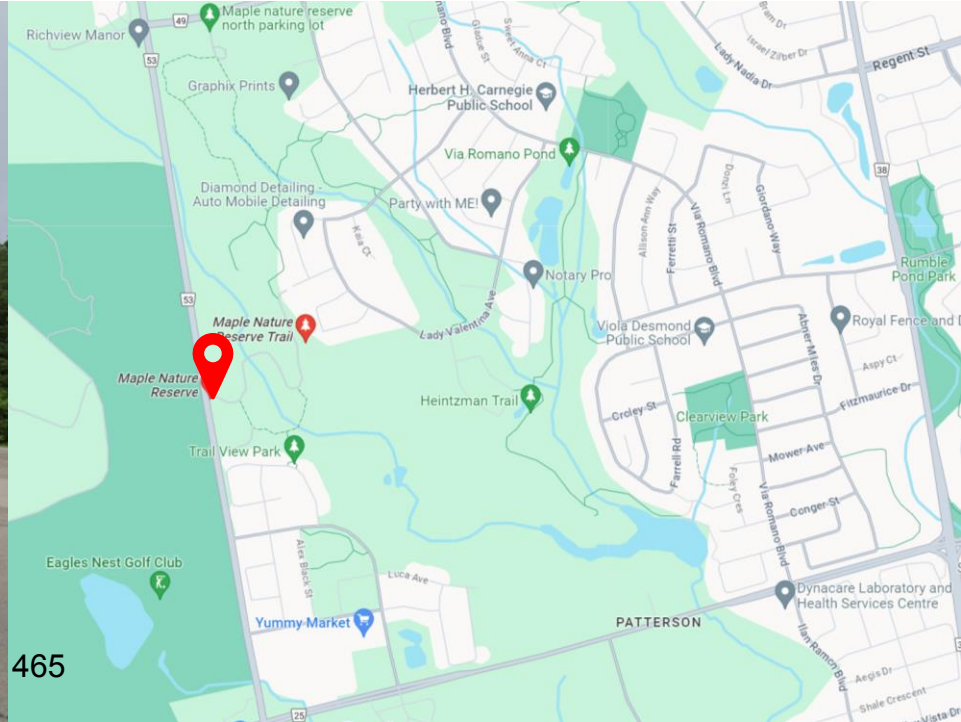


Vaughan Grove Sports Park





Maple Nature Reserve



Project Timeline

Q4 2023



- Council Report presenting the outcome of the industry, stakeholder and public consultation process
- Seek authority to proceed to RFP for Phase 2 and 3a
- Renegotiate terms of existing agreement for Phase 3b

Q1 2024



- Draft RFP for Council-approved digital billboards
- Issue date no later than March 2024

Q2 2024



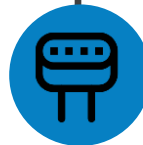
- Award vendor contract via land-lease agreement (15-year term plus two 5-year renewal options)
- Execute the land lease agreement to the satisfaction of the City Manager and City Solicitor.

Q3/4 2024



- Awarded vendor designs, permits, constructs, and connects digital billboards.

2025



- Substantial Completion (2025-2040 Term)

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: ART ON BOXES PROGRAM 10-YEAR IMPLEMENTATION STRATEGY

FROM:

Nick Spensieri, City Manager

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek approval of the ARTonBOXES Program 10-Year Implementation Strategy (Strategy) developed as a signature creative placemaking initiative to enhance the public realm through the Vaughan City-Wide Public Art Program.

Report Highlights

- On June 20, 2023, in tandem with launching the Group of Seven REMIXED pilot for the ARTonBOXES traffic signal box art wrapping program, Council directed staff to report back in Q4 2023 with a comprehensive 10-year ARTonBOXES implementation strategy to enhance the public realm.
- The proposed Strategy provides the working blueprint – within the framework of the Vaughan City-Wide Public Art program – for delivering a signature creative placemaking initiative between 2025-2034, integrating art into the fabric of everyday experiences, and helping position Vaughan at the vanguard of public art in York Region.
- The proposed Strategy guides the phased implementation of the 10-year ARTonBOXES program with fairness and transparency based on best practices and the principles of the Vaughan City-Wide Public Art Program.

Report Highlights continued

- 75-100 municipal and regional traffic signal boxes, distributed equally across all five wards of Vaughan, will be transformed into extraordinary works of art to enliven streetscapes in urban design priority districts and neighborhoods with high pedestrian and transit activity.
- Animating capital infrastructure with art contributes to the creative urban character of neighborhoods, beautifies city streetscapes, and discourages “tagging” vandalism.
- Art installed on traffic signal boxes is inventoried as assets housed in the Civic Art Collection of the Vaughan City-Wide Public Art Program.

Recommendations

1. THAT Council approve the ARTonBOXES Program 10-Year Implementation Strategy (Attachment 1);
2. THAT staff be directed to implement the Strategy;
3. THAT Council authorize the Director of Economic Development (or designate) to negotiate, enter into, and execute all necessary or ancillary agreements in a form satisfactory to the City Solicitor (or designate) and City Manager (or designate), with applicants, program partners, grant funding partners, stakeholders, or any other potential third-party partners with respect to the implementation of the Strategy and to terminate agreements when required;
4. THAT Council endorse a future (2025-2034) operating budget request for public art programming;
5. THAT staff report back to provide annual updates on ARTonBOXES program installments; and
6. THAT the City Clerk forward a copy of this report to York Region.

Background

On June 20, 2023, in tandem with launching the Group of Seven REMIXED pilot for the ARTonBOXES traffic signal box art wrapping program, Council directed staff to report back in Q4 2023 with a comprehensive Strategy to enhance the public realm.

The first phase of the City-wide ARTonBOXES program unveiled the Group of Seven REMIXED pilot project in June 2023. Led by the cross-departmental core team of Economic Development and Transportation and Fleet Management Services, original works of art were commissioned for installation on designated traffic signal cabinets as inventoried art assets in the Vaughan City-Wide Public Art Program.

Inspired by iconic paintings by members of the Group of Seven, the pilot profiled the exceptional designs of Vaughan secondary school visual art specialty students tasked with capturing the spirit of the Canadian landscape by creating newly imagined work – digitized for vinyl application. 12 traffic signal boxes located in high-density traffic areas across all five wards of the city were wrapped with art.

Transforming traffic signal boxes into extraordinary works of art enhances Vaughan’s public realm.

Large metal boxes containing traffic signal controls are located at numerous roadsides and signalized intersections across the City of Vaughan. Many cities in Canada and abroad, adopt programs that encase traffic signal boxes with original artwork applied as vinyl wraps depicting digitally translated designs. In effect, these metal boxes provide art canvases. Transforming the City’s traffic signal boxes through art, as demonstrated successfully by the Group of Seven REMIXED pilot, contributes to the creative urban character of Vaughan’s neighborhoods, beautifies city streetscapes, and discourages “tagging” vandalism.

A strategy for delivering a comprehensive, long-term ARTonBOXES program as a signature creative placemaking initiative helps position Vaughan at the vanguard of public art in York Region.

Following the impactful launch of the Group of Seven REMIXED pilot, staff fleshed out the preliminary strategy framework endorsed by Council, to develop a comprehensive ARTonBOXES program implementation strategy designed to animate the public realm through a dedicated 10-year creative placemaking initiative. To advance mapping out the critical locational plan, city staff consulted with York Region, a major stakeholder and supporter of the ARTonBOXES program, to secure endorsement and collaboration for wrapping an extensive inventory of targeted regional boxes at key intersections across Vaughan. Adopting the first holistic creative placemaking strategy for animating both municipal and regional traffic signal boxes helps position Vaughan at the vanguard of public art in York Region.

Previous Reports/Authority

ARTonBOXES Traffic Signal Box Program – The Group of Seven REMIXED Pilot Update Extract from Council Meeting Minutes of June 20, 2023 (Report No. 28, Item 21 of the Committee of the Whole June 20, 2023):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=146347>

Traffic Signal Cabinet and Hydro Box Wrapping Program Extract from Council Meeting Minutes of June 22, 2021 (Report No. 32, Item 17 of Committee of the Whole dated June 8, 2021):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=80332>

Traffic Box Wrapping Extract from Council Meeting Minutes of Feb 17, 2021 (Report No. 6, Item 14 of Committee of the Whole dated February 9, 2021):

https://vaughan.escribemeetings.com/CW2_Feb09_2021/eSCRIBE/Documents/eSCRIBE_Raw_Attachments/31/Extract_6cw0209_21ex_14.pdf

Vaughan Public Art Program:

https://www.vaughan.ca/sites/default/files/2023-03/Vaughan%20Public%20Art%20Report_Final%20June%202016.pdf?file-version=1681419821531

Analysis and Options

The Strategy provides a blueprint – within the framework of the Vaughan City-Wide Public Art program – guiding implementation between 2025-2034 as a signature creative placemaking initiative that integrates art into the fabric of everyday experiences.

Public art and creative expression are essential to the vibrancy, identity, social well-being, and economic development of Vaughan. The Strategy was developed as the working blueprint for implementing the ARTonBOXES program to deliver a signature public art initiative. This positions Vaughan as a progressive, creative urban city, and animates Vaughan’s public realm with an innovative, inclusive, and sustainable city-wide traffic signal box art program that fosters artistic expression, community engagement, and artistic opportunity while enhancing the distinct urban character of Vaughan’s neighborhoods and districts for both residents and visitors.

The Strategy guides the phased implementation of the 10-year ARTonBOXES program with fairness and transparency.

Based on employing best practices and adhering to the principles of the Vaughan City-Wide Public Art Program, the Strategy guides staff in implementing the ARTonBOXES program with fairness and transparency. Annual programming is designed to be flexible to align with corporate goals and operations. A copy of the Strategy can be found in Attachment 1.

Key Priorities for Implementation Between 2025-2034

- **75-100 City-owned and regional traffic signal boxes will be actively wrapped in all five wards by 2034.**
 - The selection of locations aligns with the principles of the Vaughan City-Wide Public Art Program and Urban Design Guidelines. A City-wide inventory was created to draw from, consisting of 105 existing | planned boxes, distributed equitably across all five wards.
 - Based on wrapping 10 locations per year, over the course of 10 years (considering art recommissioning cycles), 75-100 signal boxes will be animated by 2034. 60 of the 105 locations targeted for art installation are regional traffic signal boxes.
 - Priority districts were identified to align with Urban design projects and high pedestrian and transit planning corridors. This includes Heritage Districts, the Vaughan Metropolitan Centre, North Maple Regional Park, Vaughan Yonge Steeles Centre, Vaughan Mills, Vaughan Healthcare Centre Precinct, and streetscape projects.
 - 10 locations have been strategically assigned across the five wards for implementation in Year One (2025) as outlined below in Table 1.
- **10 curated art themes will be developed for 10 annual installments.**
 - Subject matter will evolve to reflect current issues that resonate meaningfully with artists and public audiences and are appropriate for the public realm. Thematic concepts will respect the legacy of Vaughan’s past and profile transformation and innovation, embrace equality and diversity, foster art appreciation, and integrate art into the public realm fabric of everyday experiences.
 - Year One (2025) Curated Art Theme / ***the ART of HEALING***
 - Art and creative expression are powerful catalysts in the healing process. Scientific evidence recognizes that producing and appreciating art has measurable psychological and physiological healing properties. In the spirit of positivity, during a post-pandemic era facing global societal and environmental challenges, the ARTonBOXES theme for Year One is dedicated to exploring the ART of HEALING – an inspired intersection of art meeting health – where art plays centre stage in supporting our physical, mental, and social well-being.
 - The implementation timeline is outlined in Table 2.

- **75-100 art designs will be inventoried as public art assets in the Civic Art Collection of the Vaughan City-Wide Public Art Program.**
 - Art submissions will be evaluated by qualified adjudication panels according to art design assessment criteria. 10 themed art designs will be selected annually for installation on traffic signal boxes.
- **A proactive maintenance plan will manage art replacement cycles and mitigate vandalism.**
 - The plan employs both preventative and responsive protocols for graffiti removal and identifies a process for art commissioning replacement cycles that aligns with the locational plan and curated themes.
- **Exploring an ARTonBOXES Hydro Box Painting Program**
 - City staff are assessing the feasibility of introducing a parallel City-wide ARTonBOXES programming component to animate hydro boxes as painted murals in the near future. Investigations are underway with neighboring municipalities to determine best practices and discussions will be initiated with Alectra to solicit interest | analyze logistics in pursuing a collaborative partnership for animating Vaughan hydro boxes.

Year One (2025) | the ART of HEALING Locations and Project Timeline

ARTonBOXES program the ART of HEALING Year One (2025) City-Wide Locations		
	WARD	LOCATION
1	Ward 1	Major Mackenzie Drive at Wellness Way (York Region)
2	Ward 1	Jane Street at Vaughan Healthcare Circle (York Region)
3	Ward 2	Islington Avenue at Napa Valley (York Region)
4	Ward 2	Highway 7 at Kipling Avenue (York Region)
5	Ward 3	Weston Road at Ashberry Boulevard/Davos Road (York Region)
6	Ward 3	Ansley Grove Road at Windflower Gate
7	Ward 4	Jane Street at Rutherford Road (York Region)
8	Ward 4	Apple Mill Road at Jane Street
9	Ward 5	Clark Avenue at Hilda Avenue
10	Ward 5	Clark Avenue at Yonge Street (York Region)

Table 1

ARTonBOXES program | 10-Year Implementation Strategy



Group of Seven REMIXED pilot

ANNUAL PROJECT TIMELINES

Artwork will be installed on traffic signal boxes in the late spring | early summer when the weather is typically most conducive to the application | curing of vinyl art wraps on the metal cabinet infrastructure.

CRITICAL PATH | YEAR ONE (2025) | the ART of HEALING

- January-September 2024 | Curatorial Plan, Locational Plan, Stakeholder Collaboration, Logistics
- October 2024-February 2025 | Call for Artist Submissions Opens in October and closes in February
- January 2025 | Procurement – Print and Fabrication Vendor
- March-April 2025 | Art Selection and Art Evaluation Feedback, Artist Agreements Executed
- April-May 2025 | Art Design Refinement and Final Print-Ready Submission of Selected Artwork
- May 2025 | Artist Fee Payments
- May-June 2025 | Art Installations (weather dependent)
- May-July 2025 | City of Vaughan ARTonBOXES | the ART of HEALING Communications Plan
- June 2025 | Annual Council Update: Year One | the ART of HEALING

Table 2

The Strategy aligns with a transformative, ambitious, and purpose-driven creative placemaking agenda focused on enhancing Vaughan’s public realm.

Implemented gradually over a 10-year period, the Strategy aims to achieve the following creative placemaking results:

- Transform 75-100 traffic signal boxes into extraordinary works of art
- Build assets in the Civic Public Art Collection
- Target the engagement of 1000 artists from Vaughan, York Region, and the GTA
- Enhance the creative urban character of Vaughan neighborhoods and districts across all five wards
- Interpret Vaughan’s unique identity, core values, and socio-economic vitality annually through 10 curated themes
- Animate and beautify streetscapes to engage pedestrians, drivers, and cyclists
- Deter tagging vandalism on capital infrastructure through proven art intervention
- Nurture a sense of place, community, and civic pride

- Maximize opportunities to engage emerging and established artists of all skills, experience, and backgrounds by embracing diversity, equity, and inclusion
- Mentor emerging resident artists to facilitate public art learning
- Cultivate creative partnerships with York Region and the arts community
- Respect the legacy of Vaughan's past in heritage districts and profile the City's commitment to smart city innovation
- Install art strategically along streetscapes to create distinctive neighborhood environments, serve as memorable landmarks, and enhance wayfinding
- Generate public art awareness by celebrating artistic excellence and spotlighting resident talent
- Position Vaughan at the vanguard in York Region for developing and implementing a signature traffic box art wrapping program

Financial Impact.

The Public Art Reserve will fund the city led ARTonBOXES program as a long-term capital initiative. The program will be implemented annually over the course of 10 years, commencing with the first installation in 2025 and ending in 2034. The Economic Development Department will administer program expenditures.

A capital project (ED-9607-25) in the amount of \$323,877 has been submitted for the implementation of the 10-Year ARTonBOXES program under the Public Art Reserve. In summary, an annual budget of \$25,000 plus 5% annually to accommodate inflation is earmarked to deliver 10 art installations per year through this program. Annual expenses will include art fabrication and installation, artist fees, art maintenance contingency, jury panel honoraria, and social media.

To cover the operating cost of 2025-2034 program support staff, Economic Development will submit a future ARR through the City's budget process.

Operational Impact

Core Program Team

The development of the Strategy, administered under the Vaughan City-Wide Public Art Program was led by the cross-departmental core team of Economic Development and Transportation and Fleet Management Services. The core team conducted broad cross-departmental and external stakeholder consultations to consider multiple perspectives from subject matter experts, to ensure operational fluidity and best practices.

Internal Cross-Departmental Consultation

The core program team consulted with internal stakeholder departments, including, but not limited to: Urban Design, VMC Program, Procurement, Infrastructure Delivery, Corporate and Strategic Communications, Finance, Legal, and Diversity and Inclusion.

External Collaboration

Beyond the City's key partnership with York Region, other collaborations may evolve annually depending on thematic content and include representation from cultural | heritage groups, McMichael Canadian Art Collection, art academia, BIAs, artists, and residents. The City is open to entertaining collaborations with members of the arts community to help advance the goals and objectives of the ARTonBOXES program.

Broader Regional Impacts/Considerations

York Region is a major ARTonBOXES program stakeholder and collaborator supporting the wrapping of Regional traffic signal cabinets in Vaughan. City staff consulted with the Region and secured endorsement in principle for wrapping an extensive inventory of up to 60 targeted regional boxes located at key intersections across Vaughan during the program's ten-year implementation period. Wrapping will be conducted at the cost of the City and in accordance with specific public realm guidelines that align with those prescribed for the ARTonBOXES program. The Region is supportive of wrapping traffic signal boxes at regional intersections in local municipalities as per their 2017 report on traffic signal wraps. A formal approval process has not been established, but the City will ensure the Region confirms inventoried locations earmarked for wrapping each year to ascertain municipal programming priorities align with regional capital project schedules and formal agreement protocols.

Conclusion

Building on the success of the Group of Seven REMIXED pilot project, the Strategy provides a comprehensive working blueprint to guide the delivery of a signature creative placemaking initiative through the Vaughan City-Wide Art Program. The Strategy aims to integrate 75-100 prominently located art installations into the fabric of everyday experiences to engage residents and visitors. Adopting this long-term transformational Strategy to animate capital infrastructure through a proven art intervention will contribute significantly to shaping the creative urban character of Vaughan's neighborhoods, beautifying city streetscapes, and discouraging "tagging" vandalism and help position Vaughan at the vanguard of public art in York Region.

For more information, please contact:

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Attachments

1. ARTonBOXES Program 10-Year Implementation Strategy

Prepared by

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Approved by



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ARTonBOXES program

10-Year Implementation Strategy

2025-2034

ARTonBOXES program | 10-Year Implementation Strategy

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ARTonBOXES program | 10-Year Implementation Strategy



ARTonBOXES program | CONTEXT

Transforming Traffic Signal Boxes into Extraordinary Works of Art Enhances the Public Realm

Large metal boxes containing traffic signal controls are located along numerous roadsides and signalized intersections across the City of Vaughan. Many cities in Canada and abroad, adopt programs that encase traffic signal boxes with original artwork applied as vinyl wraps featuring digitally translated designs. In effect, these metal boxes provide art canvases. Transforming traffic signal boxes through art contributes to the creative urban character of neighborhoods, beautifies city streetscapes, and discourages “tagging” vandalism.

City-wide ARTonBOXES program launches with the Group of Seven REMIXED pilot project

In June 2023, Vaughan introduced the City-wide traffic signal box wrap initiative under the banner of the ARTonBOXES program launched through the pilot project, **The Group of Seven REMIXED**, featuring original artwork commissioned for the boxes as assets housed in the Vaughan City-Wide Public Art Program. ARTonBOXES falls within the Integrated Public Art category, as works that are physically part of a building, landscape, or structure.

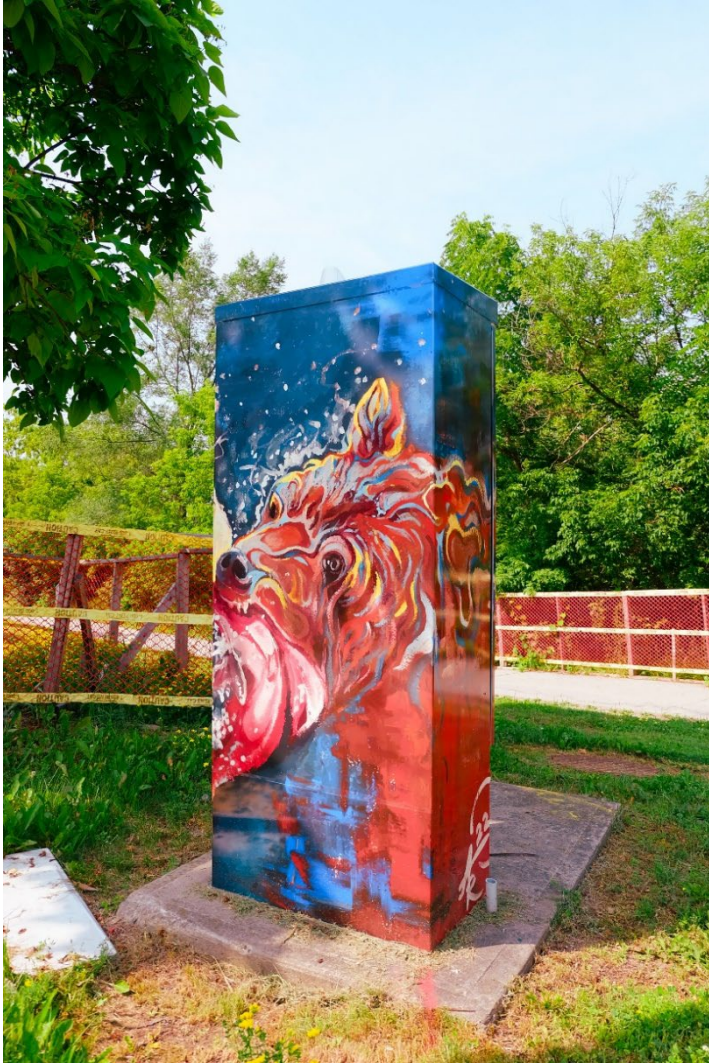
Inspired by iconic paintings by members of the Group of Seven, the pilot profiled the original work of Vaughan secondary school visual art specialty students tasked with capturing the spirit of the Canadian landscape by creating newly imagined works – digitized for vinyl application – to wrap around 12 signal boxes located across all five wards of the city.

ARTonBOXES program 10-Year Implementation Strategy

In tandem with the successful launch of the program pilot, in June 2023, Council directed Staff to report back in Q4 2023 with a comprehensive ARTonBOXES traffic signal box program 10-Year Implementation Strategy. The following strategy provides the working blueprint for delivering a signature creative placemaking initiative between 2025-2034 to help position Vaughan at the vanguard of public art in the Region.

Marni Pellicane | Beauty of Banff | Group of Seven REMIXED

ARTonBOXES program | 10-Year Implementation Strategy



Alessandra Raso | The Hunt | Group of Seven REMIXED

VISION | CREATIVE PLACEMAKING

To leverage the ARTonBOXES program as a dynamic creative placemaking catalyst for driving a transformative, ambitious, and purpose-driven agenda that shapes and reflects Vaughan's unique identity and economic vitality. To deliver a signature public art initiative that positions Vaughan as a progressive, creative urban city. To animate Vaughan's public realm with an innovative, inclusive, and sustainable city-wide traffic signal box art program that fosters creative expression, community engagement, and artistic opportunity while enhancing the distinct urban character of Vaughan's neighborhoods and districts.

ARTonBOXES program | 10-Year Implementation Strategy



Daniel Zhang | Muskoka Woods | Group of Seven REMIXED

GOALS | OBJECTIVES

Public art and creative expression are essential to the vibrancy, identity, social well-being, and economic development of Vaughan. The ARTonBOXES program integrates art into the fabric of everyday public realm experiences for residents and visitors. Implemented over a 10-year period, by 2034, the comprehensive program aims to:

- Transform 75-100 traffic signal boxes into extraordinary works of art
- Build assets in the Civic Public Art Collection
- Target the engagement of 1000 artists from Vaughan, York Region, and the GTA to submit original art designs for installation on traffic signal boxes
- Enhance the creative urban character of Vaughan neighborhoods and districts across all five wards
- Interpret Vaughan's unique identity, core values, and socio-economic vitality annually through 10 curated themes
- Animate and beautify streetscapes to engage a broad mix of pedestrians, drivers, and cyclists
- Deter tagging vandalism on capital infrastructure through a proven art intervention
- Nurture a sense of place, community, and civic pride
- Maximize opportunities to engage emerging and established artists of all skills, experience, and backgrounds by embracing diversity, equity, and inclusion
- Mentor emerging resident artists to facilitate public art learning
- Cultivate creative partnerships with York Region and the arts community
- Respect the legacy of Vaughan's past in heritage districts and profile the City's commitment to smart city innovation
- Install art strategically along streetscapes to create distinctive neighborhood environments, serve as memorable landmarks, and enhance wayfinding
- Generate public art awareness by celebrating artistic excellence and spotlighting resident talent
- Position Vaughan at the vanguard in York Region for developing and implementing a signature traffic box art wrapping program

IMPLEMENTATION

- **Budget Plan**
- **Locational Plan**
- **Curated Art Themes**
- **Art Design Criteria**
- **Artist Submission Process**
- **Art Selection | Commissioning Process**
- **Procurement Process**
- **Artist Remuneration**
- **Art Installation Process**
- **Art Maintenance Plan**
- **Agreements | Partnerships**
- **Communications**
- **Consultation | Collaboration**
- **Annual Project Timelines**
- **Next Steps**
- **Appendices**

ARTonBOXES program | 10-Year Implementation Strategy



BUDGET PLAN

Public Art Reserve Funding

The ARTonBOXES program will be implemented annually over the course of 10 years, commencing with the first installation in 2025 and ending with the tenth in 2034. The Public Art Reserve will fund this city-led program as a long-term capital initiative. The Economic Development Department will administer program expenditures.

In summary, \$25k has been budgeted annually for the program, starting in 2025. **The total budget projection is \$324k**, building in 5% annual inflation from 2026 to 2034, over the 10-year cycle.

Annual Expenses

- Art fabrication and installation | vendors secured through the City's procurement process
- Artist fees | aligned with best practice
- Art maintenance contingency | calculated at @ 10% annually to address potential damage
- Jury panel honoraria | aligned with best practice
- Social media

Future Operating Budget Request

To cover the cost of the 2025-2034 program support staff, Economic Development will submit an ARR through the City's budget process.

APPENDIX A | ARTonBOXES Capital Summary Sheet

ARTonBOXES program | 10-Year Implementation Strategy



LOCATIONAL PLAN

Alignment with the Vaughan City-Wide Public Art Program and Urban Design Guidelines

The selection of ARTonBOXES locations aligns with the principles of the Vaughan City-Wide Public Art Program and Urban Design Guidelines. Siting is based on three main criteria to maximize viewer engagement:

- alignment with the locational focus areas identified as key opportunities for Public Art in the Vaughan City-Wide Public Art Program
- optimum positioning of boxes at high-traffic vehicular | pedestrian traffic intersections
- alignment with the Traffic Signal Controller Conversion Project

Traffic Signal Box Art Installation Inventory and City-Wide Distribution

A City-wide ARTonBOXES inventory was created to draw from, consisting of 105 existing | planned boxes in model typologies viable for the wrapping of art. Art wrapped installations have a projected lifespan of five-seven years before deteriorating. Based on wrapping 10 locations per year, over the course of 10 years (including art recommissioning cycles aligned with art installation longevity), **a total of 75-100 City-owned and Regional traffic signal boxes will be actively wrapped by 2034.**

Priority districts were identified to align with Urban Design projects with high pedestrian and transit activity. This includes Heritage Districts, Vaughan Metropolitan Centre, North Maple Regional Park, Vaughan Yonge Steeles Centre, Vaughan Mills, Vaughan Healthcare Centre Precinct and streetscape projects. This comprehensive alignment with urban design priorities and equitable distribution of animated traffic signal boxes across all five wards ensures a minimum of 75 high-calibre public art installations will be simultaneously activated throughout the City to enliven streetscapes by the end of the 10-year implementation period. Strategic siting priorities focused on high-traffic routes result in regional boxes comprising just over half of those targeted for art installation.

APPENDICES | MAPS

- APPENDIX B | ARTonBOXES program 10 Year-City-Wide Locational Inventory
- APPENDIX C | ARTonBOXES Designated Locations City-Wide Map
- APPENDICES D-H | ARTonBOXES Designated Locations Wards 1-5 Maps
- APPENDIX I | ARTonBOXES Designated Locations – the ART of HEALING: Year One (2025)

ARTonBOXES program | 10-Year Implementation Strategy



Anna Ladizginsky | Twine | Group of Seven REMIXED

CURATED ART THEMES

ART meets DESIGN to Engage Artists and Public Audiences

Vaughan is a creative urban city that integrates ART into the public realm – a city where art and design intersect to convey complex socio-economic messages – often working in tandem through blurred lines to give tangible form to abstract ideas.

Curated Themes

Interpretive concepts will be developed annually for 10 curated themes. Subject matter will evolve to reflect current issues that resonate meaningfully with artists and public audiences and are appropriate for the public realm. Thematic concepts will respect the legacy of Vaughan's past and profile transformation and innovation. They will embrace equality and diversity, foster art appreciation and integrate art into the public realm fabric of everyday experiences.

Proposed themes will be vetted annually by a cross-departmental ARTonBOXES team. Curatorial staff will develop thematic concepts to inspire artist participation in submitting interpretive art designs and to foster public engagement and meaningful art experiences.

ARTonBOXES conceptual themes under consideration include (but are not limited to):

- the ART of HEALING
- Indigenous Voices
- the smARTcity frontier
- Heritage Vaughan | Vintage Vaughan
- Emerging Downtown
- Transportation Innovation
- PLAYcity
- 113 Vaughan Voices
- FOODcity
- PlanetEARTH | Sustainable Ecosystems
- the Painted Garden
- the ART of SPORT
- Urban Jungle

ARTonBOXES program | 10-Year Implementation Strategy



Caia Rotman | Peggy | Group of Seven REMIXED

ART DESIGN CRITERIA

Successful Traffic Signal Box Designs in Vaughan:

- Animate urban streetscapes positively with visually impactful art
- Wrap imagery around all four sides of the traffic box in one continuous conceptual flow
- Are clearly visible and understandable when viewing two sides of the traffic box at once
- Ensure designs and details are visible from sidewalks and roads from 20+ feet for both pedestrian and vehicular traffic
- Align imagery with the operational requirements of vents, door hinges, and handles
- Depict imagery that is appropriate for all viewers, respecting that traffic signal boxes are in the public realm

Avoid:

- depictions of traffic lights, signals, or signs
- logos, branding, or advertisement for any business, product, service, or viewpoint
- large, vacant compositional areas to help deter potential tagging
- locating key design elements on edges, vents, handles, or protrusions
- fine detail and small text to avoid distraction by viewers who are driving
- offensive or insensitive content

Design Templates

Design templates will be developed to map out the specific dimensions of two traffic signal box typologies (municipal and regional). These two-dimensional design templates are provided to artists to facilitate plotting out their concepts to wrap around all four box faces in a three-dimensional application. Design concepts – regardless of the original art media will be digitally translated to vinyl wraps.

ARTonBOXES program | 10-Year Implementation Strategy



Allyson Safran | Mountain Vast | Group of Seven REMIXED

ARTIST SUBMISSION PROCESS

Diversity, Equity, and Inclusion

In alignment with the commissioning and acquisition methodology prescribed in the Vaughan City-Wide Public Art program, the ARTonBOXES program Call for Artist Submissions process is designed to maximize opportunities for artists of varying skills and experience levels. The City of Vaughan's commitment to the principles of diversity, equity, and inclusion celebrates the talent of emerging and established artists of all backgrounds.

Call for Artist Submissions Packages

Packages will be developed and promoted widely through credible GTA media vehicles listing opportunities for visual artists, to artists on the City's Visual Art Database and special interest groups aligned with specific themes, and to the Vaughan community at large through the City's communication channels. Local, Regional, and GTA artists will be targeted through open or invitational competitions. Submission packages with curated themes will be developed annually. Competitions will be open for three months and packages will detail submission guidelines and requirements, including:

- Artist Brief: curatorial vision, goals, and objectives
- Thematic Concept | Artist Statements
- Eligibility Criteria
- Design Criteria | Design Template
- Art Selection Process
- Art Commissioning and Acquisition
- Artist Fees
- Intellectual Property and Copyright
- Communications
- Project Timeline
- Submission Checklist
- Application Form

ARTonBOXES program | 10-Year Implementation Strategy



Kaitlyn Hsieh | Wilderness | Group of Seven REMIXED

ART SELECTION | COMMISSIONING PROCESS

Art Evaluation Process

Submissions must comply with the criteria laid out in the Call for Artist Submissions Package. Submissions will undergo a two-step evaluation process:

Step One | The City's curatorial staff will review all submissions and develop a curated shortlist for final selection by a qualified jury

Step Two | An adjudication panel comprised of three or five qualified members selects the annual number of designs (@10) to advance to art commissioning

Curatorial staff will guide and mentor artists whose work is selected for commissioning in making necessary refinements for print fabrication and installation on the signal boxes.

Adjudication Panels

Annual panel compositions include a mix of the following qualified individuals: art curators, artists, art educators, urban designers, and public realm professionals.

Art Design Evaluation Criteria

- Artistic Merit | artwork exhibits a high calibre of originality, creative concept, and technical execution within the project scope.
- Contribution to Urban Character | artwork animates streetscape locations with positive visual impact.
- Applicability – artwork translates successfully to the large traffic signal box format with a suitably scaled design.

Public Art Assets

10 art designs will be selected annually (with discretion to align more locations strategically with streetscape projects). **Art installed on traffic signal boxes is inventoried as Public Art assets in the Civic Art Collection** of the Vaughan City-Wide Public Art Program.

ARTonBOXES program | 10-Year Implementation Strategy



Cailin Sadecka | Ethereality | Group of Seven REMIXED

PROCUREMENT PROCESS

The City has established a multi-year procurement plan for the fabrication and installation of art on traffic signal-boxes over the 10-year implementation period. The plan will begin with an invitational RFP including criteria for experienced installation methodology, material selection, installation standards, and timeline expectations, enabling the city to evaluate the most efficient and cost-effective solutions to fulfill the City's goals for procuring vendors to support the production of public art.

Multi-Year Strategy Benefits

The multi-year strategy offers several major benefits: it will foster competitive pricing, provide predictable capacity planning, reduce project costs, and ensure high-quality results. This approach aligns with the City's commitment to promote public safety by standardizing maintenance practices, leveraging innovation, responding to changes in signal and roadway safety, and incorporating feedback from public consultation.

This prescribed procurement process strives for efficiency and cost-effectiveness while ensuring ARTonBOXES installations are implemented per the City's approved safety standards.

ARTonBOXES program | 10-Year Implementation Strategy



ARTIST REMUNERATION

Artists whose original art designs are selected for installation on traffic signal boxes in the ARTonBOXES program will be paid a fair Artist Fee, benchmarked with remuneration offered by other municipalities paying professional fees for similarly commissioned artwork. The fee includes licensing rights enabling the City to reproduce the final design for promotional purposes.

Artist fees will be assessed annually during the 10-year program to factor in inflation. The Budget Plan builds in 5% for the annual inflation of artist fees.

Maria Suzdaleva | The Calmest Hour | Group of Seven REMIXED

ARTonBOXES program | 10-Year Implementation Strategy



Marni Pellicane | Beauty of Banff | Group of Seven REMIXED

ART INSTALLATION PROCESS

Curated Installation Plan

The City's curatorial staff will develop annual installation plans aligning the selection of art designs and their orientation on specific streetscapes with designated traffic signal box locations to maximize interpretive and aesthetic viewing perspectives for pedestrian, cycling, and vehicular traffic.

Installation Timeframe

Ideally, installation will be conducted in the late spring | early summer (May - June) when daily and evening temperatures consistently reach at least 13 degrees Celsius (prior to summer heat waves) to ensure the vinyl art application on metal traffic signal boxes can be cured properly.

Installation Materials | Application Procedure

A professional vendor will be procured to art wrap the boxes with a layer of high calibre 3M adhesive vinyl, printed with each selected design, cut to shape, applied to traffic signal boxes and coated with a clear protective layer to reduce sun fading and facilitate graffiti removal. Artist concepts will be plotted out according to the design template. The installation vendor will cut and fold in and around the door, handle, and vents to maintain the functional operation of each box.

Warning Labels

In compliance with safety protocols, the installation vendor will apply a warning sticker label discreetly on each art-installed box to mitigate interference with the integrity of art compositions.

ARTonBOXES program | 10-Year Implementation Strategy



Hailey Shema | Joy | Group of Seven REMIXED

ART MAINTENANCE PLAN

A proactive maintenance plan makes preventative provisions for deterring the vandalism of traffic signal box art wraps, employs responsive protocols for graffiti removal, and identifies a process for art commissioning replacement cycles that aligns with the locational plan. Traffic signal boxes are functioning equipment that the City of Vaughan will need to repair or replace over time, and they can become targets of vandalism. Protective anti-graffiti coatings are applied to each art design installation to mitigate tagging and the adhesion of unwanted stickers. The projected lifespan of the art on wrapped boxes is approximately five-seven years based on local environmental conditions. The Budget Plan includes an art maintenance contingency calculated at 10% annually to address potential damage. Artists must accept the risk that their artwork may be damaged or removed at any time after completion prior to normal art commissioning replacement cycles .

Art Maintenance Protocols

Municipal Boxes

The City's contractor and its dispatch service will maintain a complete record of receipt and disposition of all calls pertaining to damage, wear, graffiti, and | or vandalism to traffic signal controller cabinets, including ARTonBOXES locations, and complete a form documenting the time and date when the call was received, location of the cabinet, nature of the call (noting if art is impacted) and submit digital photographs of all damage to the City.

Routine Inspections | The contractor will visually inspect the ARTonBOXES cabinets for any damage, wear, graffiti | or vandalism twice a year as scheduled by the City starting on April 1st and October 1st of each contract term's testing schedule(s). Remedial action will be taken as required. Curatorial staff will also conduct frequent visual art inspections to ensure the integrity of each installation.

Regional Boxes

ARTonBOXES cabinets within regional jurisdiction will be routinely monitored by York Region. Any damage, wear, graffiti, and | or vandalism impacting artwork will be reported to the City for remedial action where required. City staff will also conduct frequent visual art inspections of regional boxes to ensure the integrity of each installation.

ARTonBOXES program | 10-Year Implementation Strategy



AGREEMENTS | PARTNERSHIPS

Artist Agreements

The city will develop and execute signed Artist Agreements according to best practices with artists whose work is selected for commissioning in the ARTonBOXES program. Artist Agreements will detail the following roles and responsibilities:

- art ownership
- Civic Public Art Collection commissioning and acquisitions
- copyright
- artist fees
- art designs and art interpretation deliverables
- project timelines
- art maintenance and decommissioning

Partnerships | Collaborations

York Region is a major ARTonBOXES program stakeholder and collaborator supporting the wrapping of Regional traffic signal cabinets in Vaughan. City staff consulted with the Region and secured endorsement in principle for wrapping an extensive inventory of up to 60 targeted Regional boxes located at key intersections across Vaughan during the program's ten-year implementation period. Wrapping will be conducted at the cost of the municipality and in accordance with specific public realm guidelines that align with those prescribed for the ARTonBOXES program. The Region is supportive of wrapping traffic signals boxes at regional intersections in local municipalities as per their 2017 report on traffic signal wraps. A formal approval process has not been established, but the City will ensure the Region confirms inventoried locations earmarked for wrapping each year to ascertain municipal programming priorities align with regional capital project schedules and formal agreement protocols.

ARTonBOXES program | 10-Year Implementation Strategy



Cailin Sadecka | Ethereality | Group of Seven REMIXED

COMMUNICATIONS

The ARTonBOXES program Increases Public Art Awareness and Embodies Creative Placemaking

Raising the profile of Vaughan's Public Art Program as a vital component of creative placemaking is a key priority of economic development. Delivering a comprehensive communication plan to support awareness of the ARTonBOXES program will help position Vaughan as a creative urban city that integrates art into its public realm – a city where art is accessible to all residents and visitors and is valued as a placemaking catalyst for conveying Vaughan's unique identity.

Corporate and Strategic Communications Plan

The 10-year strategy will be supported by a robust annual communications plan developed by the City's Corporate and Strategic Communications department. Annual plans will employ tactics to share artist calls for submission opportunities widely and to help generate public awareness of the ARTonBOXES program. Communications will profile curated art themes, original art designs, featured artists, interpretive artist statements, and wrapped traffic signal boxes installed along Vaughan's streetscapes.

ARTonBOXES program | 10-Year Implementation Strategy



CONSULTATION | COLLABORATION

Core Program Team

The development and implementation of the ARTonBOXES program, administered under the Vaughan City-Wide Public Art Program is led by the core program team of Economic Development and Transportation and Fleet Management Services. The core team conducts broad cross-departmental and external stakeholder consultation and collaboration to consider multiple perspectives from subject matter experts, to ensure operational fluidity, and to implement best practices.

Cross-Departmental Consultation

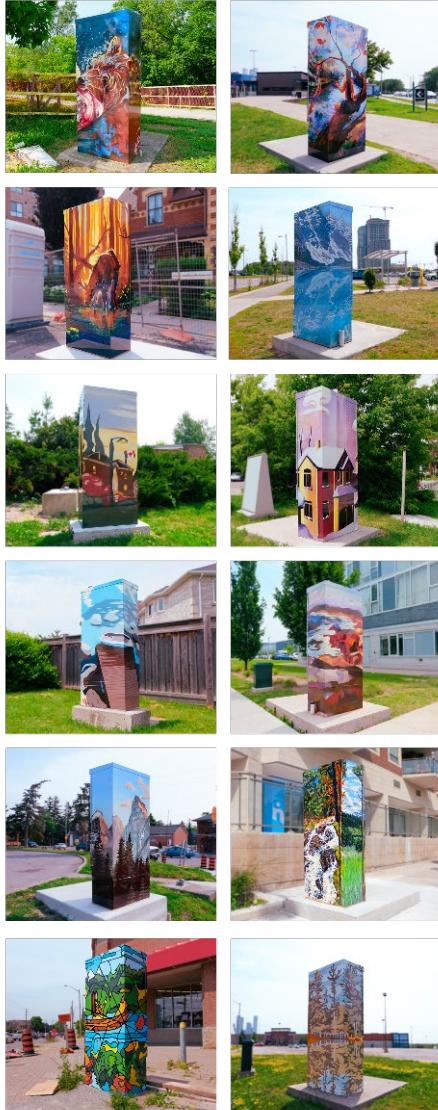
Cross-departmental City of Vaughan team members may include (but are not limited to): Economic Development, Transportation and Fleet Management Services, Urban Design, VMC Program, Procurement, Infrastructure Delivery, Corporate and Strategic Communications, Finance, Legal, and Diversity and Inclusion.

External Collaboration | York Region Partnership

York Region is a critical ARTonBOXES program stakeholder and supports the wrapping of Regional traffic signal cabinets in Vaughan. City staff consulted with the Region to identify an extensive inventory of viable Regional boxes located at major intersections throughout the City to wrap with art over the 10-year implementation period. Regional locations targeted for annual installations, comprise just over half of the locational inventory and will be confirmed through the city's ongoing consultation with the Region to ensure program priorities align with Regional capital project schedules.

Additional programming collaborations may evolve annually depending on thematic content and include representation from cultural | heritage groups, McMichael Canadian Art Collection, art academia, BIAs, artists, and residents. The City is open to entertaining collaborations with members of the arts community to help advance the goals and objectives of the ARTonBOXES program.

ARTonBOXES program | 10-Year Implementation Strategy



ARTonBOXES | Group of Seven REMIXED pilot

ANNUAL PROJECT TIMELINES

Artwork will be installed on traffic signal boxes in the late spring | early summer when the weather is typically most conducive to the application | curing of vinyl art wraps on the metal cabinet infrastructure.

CRITICAL PATH | YEAR ONE (2025) | the ART of HEALING

- **January-September 2024** | Curatorial Plan, Locational Plan, Stakeholder Collaboration, Logistics
- **October 2024-February 2025** | Call for Artist Submissions Opens in October and closes in February
- **January 2025** | Procurement – Print and Fabrication Vendor
- **March-April 2025** | Art Selection and Art Evaluation Feedback, Artist Agreements Executed
- **April-May 2025** | Art Design Refinement and Final Print-Ready Submission of Selected Artwork
- **May 2025** | Artist Fee Payments
- **May-June 2025** | Art Installations (weather dependent)
- **May-July 2025** | City of Vaughan ARTonBOXES | the ART of HEALING Communications Plan
- **June 2025** | Annual Council Update: Year One | the ART of HEALING

ARTonBOXES program | 10-Year Implementation Strategy

NEXT STEPS

YEAR ONE PREVIEW | ART THEME AND LOCATIONAL PLAN (2025)

Curated Theme | the ART of HEALING

Since the dawn of humanity, across all cultural landscapes, ART and creative expression have served as powerful catalysts in the healing process. Scientific evidence recognizes that producing and appreciating art has measurable psychological and physiological healing properties.

In the spirit of positivity in a post-pandemic era facing global societal and environmental challenges, this ARTonBOXES theme is dedicated to exploring the **ART of HEALING** – an inspired intersection of art meeting health – where art plays centre stage in supporting our physical, mental, and social well-being. Interpreted through a myriad of artistic concepts by emerging and established artists of all backgrounds, submitted art designs will be evaluated on the strength of their originality to transform the theme from an abstract idea into tangible forms of creative expression to generate reflection and dialogue in the public realm.

The notion of healing is completely open to interpretation. Artists will be encouraged to conceptualize the theme creatively through depictions that resonate with meaning for them. Chronicling personal journeys, recognizing advances in medicine, mitigating mental health stigmas, profiling ecological recovery, celebrating triumphs of survival, bridging societal divides, or mending relationships offer but a few inspired directions for artists to contemplate. HEALING offers rich fodder to ignite artistic expression, which in turn, can foster meaningful public experiences with art.

the ART of HEALING Locational Plan | Appendix

10 locations have been assigned from the ARTonBOXES traffic signal box inventory to the Year One program installment (two in each ward):

- Ward 1 | Major Mackenzie Drive at Wellness Way + Jane Street at Vaughan Healthcare Circle
- Ward 2 | Islington Avenue at Napa Valley + Highway 7 at Kipling Avenue
- Ward 3 | Weston Road at Ashberry Boulevard/Davos Road + Ansley Grove at Windflower Gate
- Ward 4 | Jane at Rutherford Road + Apple Mill Road and Jane Street
- Ward 5 | Clark Avenue at Hilda Avenue + Yonge and Clark

ARTonBOXES | Hydro Box Painting Program

City staff are exploring the feasibility of introducing a parallel City-wide ARTonBOXES programming component to animate hydro boxes as painted murals. Investigations are underway with neighboring municipalities to determine best practices and discussions will be initiated with Alectra to solicit interest | analyze logistics in pursuing a collaborative partnership for animating Vaughan hydro boxes in the near future. To differentiate between the installation of original art on hydro boxes from that on traffic signal boxes, if the art application is feasible, it is proposed artists would paint original designs directly on hydro boxes as opposed to installing them as printed wraps, which provides a desirable live public art activation element to foster engagement between art makers and public audiences.

ARTonBOXES program | 10-Year Implementation Strategy

APPENDICES

- **Appendix A | Capital Summary Sheet**
- **Appendix B | 10-Year City-Wide Locational Inventory**
- **Appendix C | Designated Locations: CITY-WIDE Map**
- **Appendix D | Designated Locations: WARD 1 Map**
- **Appendix E | Designated Locations: WARD 2 Map**
- **Appendix F | Designated Locations: WARD 3 Map**
- **Appendix G | Designated Locations: WARD 4 Map**
- **Appendix H | Designated Locations: WARD 5 Map**
- **Appendix I | Designated Locations: the ART of HEALING: Year One (2025) Map**

APPENDIX A | ARTonBOXES program Capital Summary Sheet



Project Summary

Project Number: ED-9607-25	Approval Year: 2025
Project Title: ARTonBOXES program 10 Year Implementation	Scenario Active: Yes
Asset Type: PKS001 Open Space	TCA: No
Department: Economic Development	
Budget Year: 2024	
Scenario Name: Main	
Project Stage: Concept	
Regions:	
Project Type: Council Request	

Project Description				Project Timelines			
ARTonBOXES is a city-wide traffic signal box art wrap initiative featuring original commissioned works of art. Transforming traffic signal boxes through art contributes to the creative character of Vaughan's neighborhoods, beautifies city streetscapes and discourages graffiti. Art designs selected for the program are public art assets in the Civic Art Collection of the Vaughan City-Wide Public Art Program. The program was piloted through the Group of Seven REMIXED project to guide the development of a 10-year ARTonBOXES program strategy. The capital project funding is requested to fund the 10-year roll-out of this annual Public Art initiative.				January 2025 to December 2035			
Scenario Description				Other Dept Impact			
Project Forecast				Project Detailed 2025			
Budget Year	Total Expense	Total Revenue	Difference	Object	Description	Total Amount	
2024	0	0	0	Expense			
2025	25,750	25,750	0	01001 - 8801	Contractors	25,000	
2026	27,038	27,038	0	01001 - 8805	3% Administration Cost	750	
2027	28,389	28,389	0	Total Expense:			25,750
2028	29,808	29,808	0	Revenue			
2029 & Beyond	212,893	212,893	0	80173 - 8844	Public Art Reserve	25,750	
	323,877	323,877	0	Total Revenue:			25,750
Related Projects				Operating Budget Impact			
	Budget Year	FTE Impact	Total Expense	Total Revenue	Difference		
	2024	0.0	0	0	0		
	2025	0.0	0	0	0		
	2026	0.0	0	0	0		
	2027	0.0	0	0	0		
	2028	0.0	0	0	0		
	2029 & Beyond	0.0	0	0	0		
ARR:				-			
Year Identified	Start Date	Project Owner	Project Sponsor			Completion Date	
2024		Sharon Gaum-Kuchar	Raphael Costa				

APPENDIX B | ARTonBOXES program 10-Year City-Wide Locational Inventory

ARTonBOXES Program City-Wide Traffic Signal Box Locations 2025-2034			PILOT YEAR 1 FUTURE	
BOX	WARD	LOCATION	INSTALLATION TIMELINE	INSTALLED
1	1	Keele Street at Kirby Road (York Region)	Future	
2	1	Highway 27 at King-Vaughan Road (York Region)	Future	
3	1	Bathurst Street at Tower Hill Road (York Region)	Future	
4	1	North Maple Regional Park (York Region)	Future	
5	1	Highway 27 at Nashville Road (York Region)	Future	
6	1	Major Mackenzie at Islington (York Region)	Future	
7	1	Highway 27 at Major Mackenzie (York Region)	Future	
8	1	Keele Street at Peak Point (York Region)	Future	
9	1	Jane Street at Major Mackenzie (York Region)	Future	
10	1	Highway 27 at Kirby Road (York Region)	Future	
11	1	Major Mackenzie Drive at Keele Street (York Region)	PILOT Group of Seven REMIXED	✓
12	1	Major Mackenzie Drive at Wellness Way (York Region)	YEAR 1 ART of HEALING	
13	1	Jane Street at Vaughan Healthcare Circle (York Region)	YEAR 1 ART of HEALING	
14	1	Major Mackenzie Drive at Barons Street (York Region)	Future	
15	1	Dufferin Street at Kirby Road (York Region)	Future	
16	1	Melville Avenue & Springside Road	PILOT Group of Seven REMIXED	✓
17	1	Major Mackenzie Drive at Highway 27 (York Region)	Future	
18	1	McNaughton Road at St Joan of Arc Avenue		
19	1	McNaughton Road at Cranston Park Avenue		
20	1	Melville Avenue at Rutherford Road (York Region)	Future	
21	1	Melville Avenue at Major Mackenzie Drive (York Region)	Future	
22	2	Highway 7 at Islington Avenue (York Region)	Future	
23	2	Islington Avenue at Napa Valley (York Region)	YEAR 1 ART of HEALING	
24	2	Islington Avenue at Hayhoe Lane (York Region)	Future	
25	2	Martin Grove Road at Royson Road	Future	
26	2	Martin Grove Road at Woodstream Blvd/Regina Rd	Future	
27	2	Martin Grove Road at Woodbridge Ave	Future	

28	2	Islington Avenue at Kiloran Avenue (York Region)	Future	
29	2	Martin Grove Road at Jackman Crescent	Future	
30	2	Martin Grove Road at Villa Giardino Senior's Complex (South of Roysun Road)	Future	
31	2	Woodbridge Avenue at Kipling	PILOT Group of Seven REMIXED	✓
32	2	Woodbridge Avenue at Market Lane	PILOT Group of Seven REMIXED	✓
33	2	Woodbridge Avenue at Islington	PILOT Group of Seven REMIXED	✓
34	2	Kipling Avenue at Burwick Avenue (York Region)	Future	
35	2	Highway 7 at Kipling Avenue (York Region)	YEAR 1 ART of HEALING	
36	2	New Huntington Road at Runway Road	Future	
37	2	Highway 27 at Medallion Blvd/Milani Blvd (York Region)	Future	
38	2	Woodbridge Avenue at Clarence Street	PILOT Group of Seven REMIXED	✓
39	2	Langstaff Road at Martin Grove Road (York Region)	Future	
40	2	Langstaff Road / Kipling Avenue at Vaughan Mills Road (York Region)	Future	
41	2	Rutherford Road at Islington Avenue (York Region)	Future	
42	2	Rutherford Road at Clarence Street (York Region)	Future	
43	3	Teston Road at Pine Valley (York Region)	Future	
44	3	Weston Road and Teston Road (York Region)	Future	
45	3	Weston Road at Highway 7 (York Region)	Future	
46	3	Weston Road at Rutherford Road (York Region)	Future	
47	3	Weston Road at Colossus Drive (York Region)	Future	
48	3	Weston Road at Ashberry Boulevard/Davos Road (York Region)	YEAR 1 ART of HEALING	
49	3	Weston Road at Langstaff Road (York Region)	Future	
50	3	Langstaff Road at Stan Gate (York Region)	Future	
51	3	Major Mackenzie Drive at Lawford Road (York Region)	Future	
52	3	Weston Road at Chrislea Road (York Region)	Future	
53	3	Major Mackenzie Drive at Vellore Woods Blvd/Cityview Blvd (York Region)	Future	
54	3	Weston Road at Gregory Gate/Roytec Road (York Region)	Future	
55	3	Major Mackenzie Drive at Starling Boulevard/Vellore Park Avenue (York Region)	Future	
56	3	Weston Road at Famous Drive (York Region)	Future	
57	3	Colossus Avenue at Famous Avenue	PILOT Group of Seven REMIXED	✓
58	3	Chrislea Road at Northview Boulevard	PILOT Group of seven REMIXED	✓
59	3	Cityview Boulevard at Shelburne Drive	Future	
60	3	Chancellor Drive at Ainsley Grove	Future	
61	3	Ansley Grove at Windflower Gate	YEAR 1 ART of HEALING	

62	3	Ansley Grove at Embassy Drive	Future	
63	3	Weston Road at Major Mackenzie (York Region)	Future	
64	4	Jane Street at Interchange Way	Future	
65	4	Jane Street at Doughton Street (York Region)	Future	
66	4	Highway 7 at Interchange Way (York Region)	Future	
67	4	Ilan Ramon Blvd & Lebovic Campus Dr	PILOT Group of Seven REMIXED	✓
68	4	Ilan Ramon Boulevard at Mid-Block between Lebovic Campus Drive and Marc Santi Boulevard	Future	
69	4	Ilan Ramon Blvd at Marc Santi Blvd	Future	
70	4	Dufferin Street at Confederation Parkway (York Region)	Future	
71	4	Dufferin Street at Ten Oaks Boulevard (York Region)	Future	
72	4	Westburne Drive at GO Station Access	Future	
73	4	McNaughton Road at Troon Avenue	Future	
74	4	Interchange Way at Interchange Way	Future	
75	4	Apple Mill Road and Jane Street	YEAR 1 ART of HEALING	
76	4	Apple Mill Parkway and Millway Avenue	PILOT Group of Seven REMIXED	✓
77	4	Portage Parkway & Millway Avenue	Future	
78	4	Applewood Crescent at Walmart Access	Future	
79	4	Bathurst Street at Rutherford Road (York Region)	Future	
80	4	Keele Street at Rutherford Road (York Region)	Future	
81	4	Jane Street at Rutherford Road (York Region)	YEAR 1 ART of HEALING	
82	4	Rutherford Road at Westburne Drive (York Region)	Future	
83	4	Major Mackenzie Drive and Dufferin Street (York Region)	Future	
84	4	Rutherford Road at Sweet River Boulevard (York Region)	Future	
85	5	Clark Avenue at Hilda Avenue	YEAR 1 ART of HEALING	
86	5	Clark Avenue at York Hill Boulevard	Future	
87	5	Clark Avenue at Atkinson Avenue	Future	
88	5	Clark Avenue at Coulters Mill Plaza east access	Future	
89	5	Clark Avenue & Coulters Mill Plaza west access	Future	
90	5	New Westminster Drive at Conley Street	Future	
91	5	New Westminster Drive at Westmount Collegiate Institute	Future	
92	5	Yonge Street and Clark Avenue (York Region)	YEAR 1 ART of HEALING	
93	5	Dufferin Street and Clark Avenue (York Region)	Future	

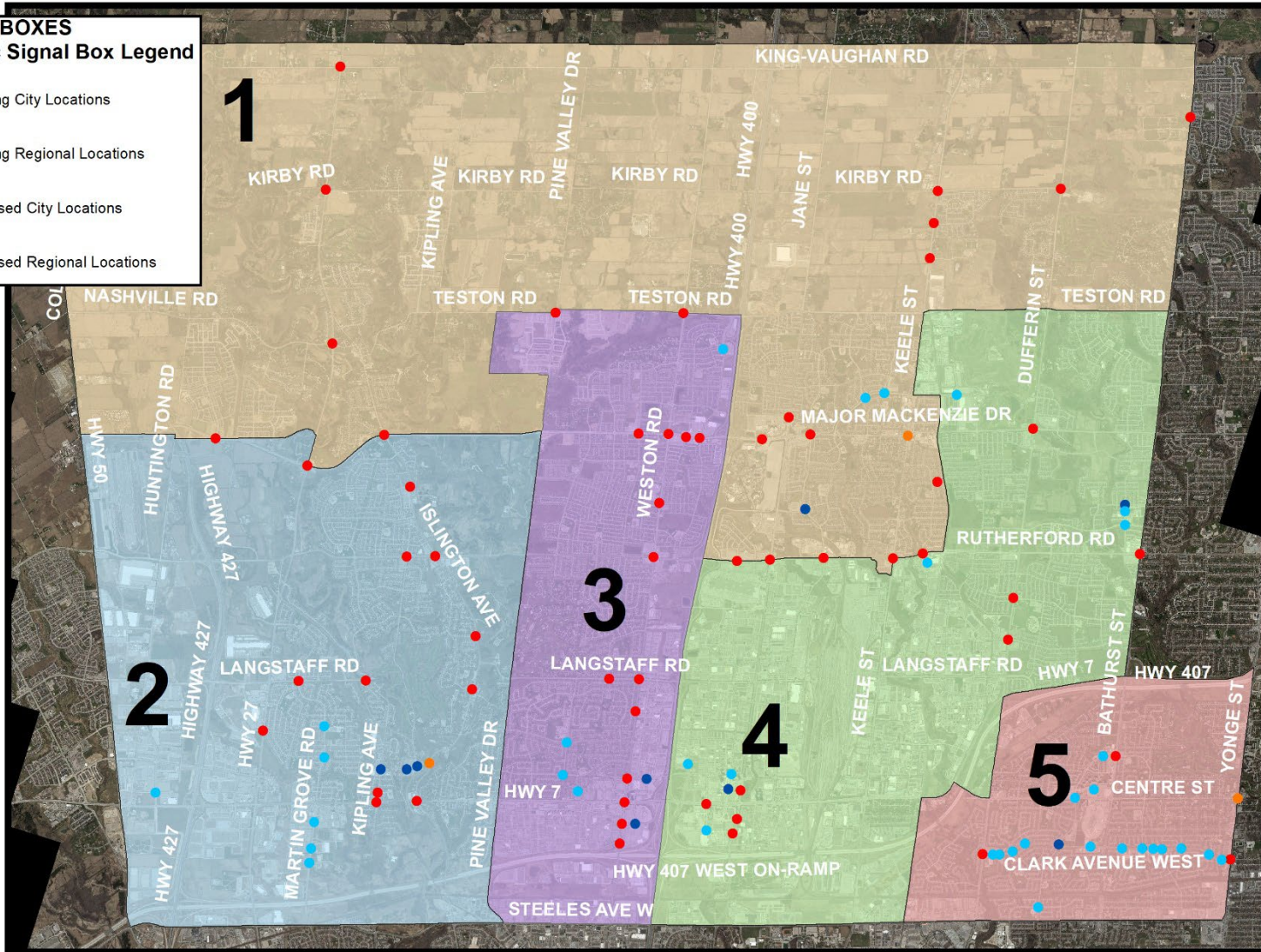
94	5	Bathurst Street at New Westminster Drive (York Region)	Future	
95	5	Clark Avenue & New Westminster Drive	PILOT Group of Seven REMIXED	✓
96	5	Centre Street at New Westminster Drive (York Region)	Future	
97	5	Yonge Street and Centre Street (York Region)	PILOT Group of Seven REMIXED	✓
98	5	Clark Avenue at The Condo Corp (west of Yonge Street)	Future	
99	5	Clark Avenue at York Hill Boulevard / Springfield Gate	Future	
100	5	Clark Avenue at Charles Street	Future	
101	5	Clark Avenue at Sobey's Plaza (east access)	Future	
102	5	Clark Avenue at South Promenade	Future	
103	5	Clark Avenue at Judith Avenue / Stonemill Gate	Future	
104	5	Clark Avenue at Brownridge Avenue / Joseph Aaron Boulevard	Future	
105	5	Disera Drive at Walmart Access	Future	

APPENDIX C | ARTonBOXES program Designated Locations: CITY-WIDE

ARTonBOXES Traffic Signal Locations

ARTonBOXES Traffic Signal Box Legend

- Existing City Locations
- Existing Regional Locations
- Proposed City Locations
- Proposed Regional Locations



APPENDIX D | ARTonBOXES program Designated Locations: WARD 1

ARTonBOXES Traffic Signal Locations - Ward 1



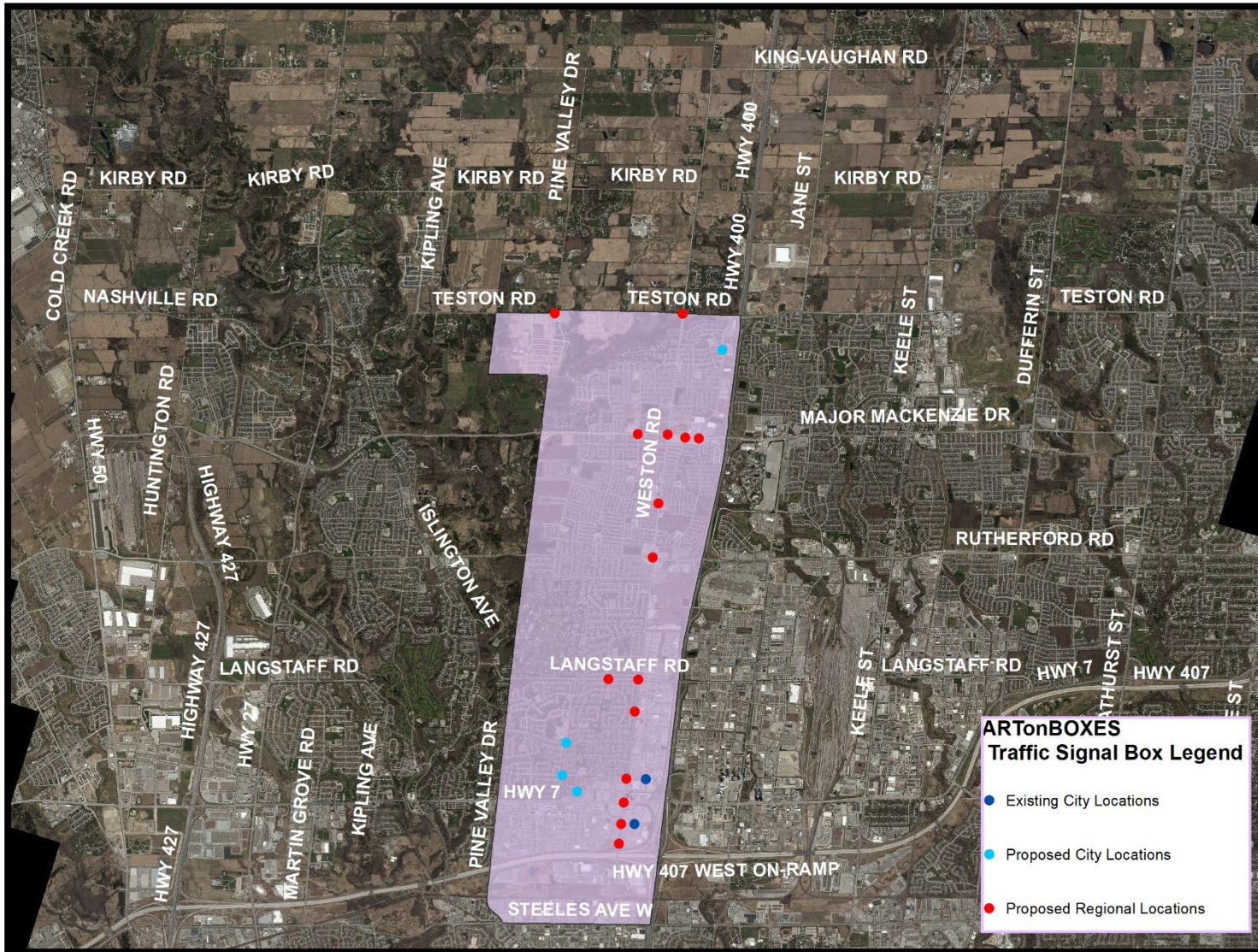
APPENDIX E | ARTonBOXES program Designated Locations: WARD 2

ARTonBOXES Traffic Signal Locations - Ward 2



APPENDIX F | ARTonBOXES program Designated Locations: WARD 3

ARTonBOXES Traffic Signal Locations - Ward 3



APPENDIX G | ARTonBOXES program Designated Locations: WARD 4

ARTonBOXES Traffic Signal Locations - Ward 4



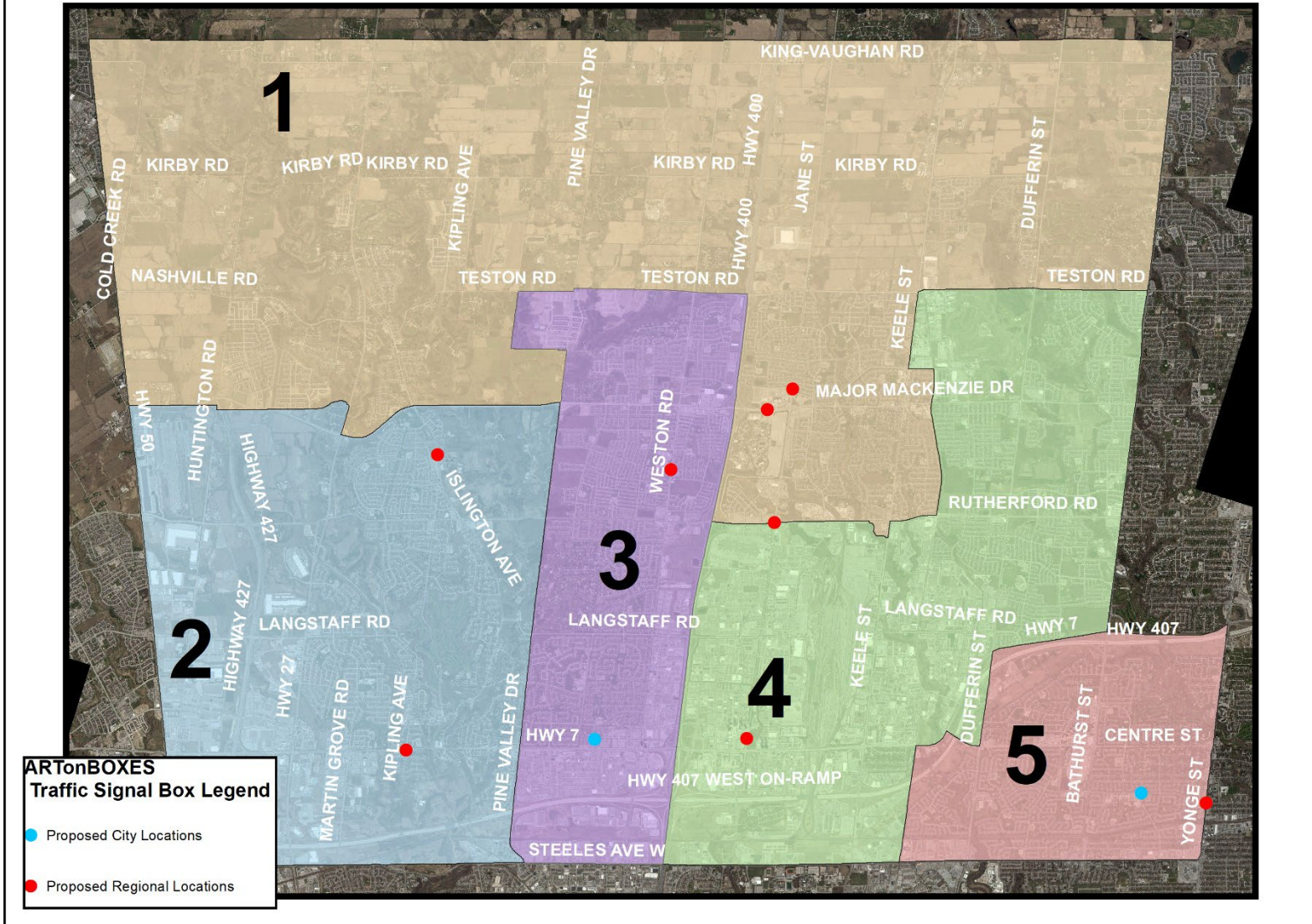
APPENDIX H | ARTonBOXES program Designated Locations: WARD 5

ARTonBOXES Traffic Signal Locations - Ward 5



APPENDIX I | ARTonBOXES program Designated Locations: CITY-WIDE the ART of HEALING | Year One

ART of HEALING - 2025 ARTonBOXES Locations N



Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

**TITLE: EXPLORATION OF POLICIES AND PROGRAMS TO SUPPORT
COMPLETE COMMUNITY DEVELOPMENT AND GOODS
MOVEMENT**

FROM:

Nick Spensieri, City Manager

ACTION: DECISION

Purpose

To seek direction to initiate a Community Improvement Plan (CIP) process by retaining a consultant to complete the necessary studies, by-laws and implementation plan to bring CIP(s) to fruition by the end of 2025.

Report Highlights

- Under Section 28 of the Planning Act, municipalities can prepare Community Improvement Plans (CIPs) to implement policy initiatives and incentives otherwise prohibited under the Municipal Act.
- Community Improvement Plans have been identified for use as part of ongoing updates to both Vaughan's Official Plan as well as the Vaughan Metropolitan Centre Secondary Plan (VMCSP) Update.
- In areas of urban intensification, a balance of uses is required to achieve vibrant, diverse, and complete urban neighbourhoods that promote social and economic cohesion where local talent can live, work, and play.
- The ease of movement of goods and people is a top issue for Vaughan's business community, and innovation to improve goods and people movement will increase outcomes for retention and attraction of businesses.
- In an increasingly competitive marketplace, distinguishing Vaughan from other Greater Toronto Areas is integral to remaining a top destination for talent and investment.

Recommendations

1. THAT Council direct staff to initiate the exploration of a Community Improvement Plan to support complete community development (that includes a diverse mix of housing, office, and commercial uses, such as retail, entertainment, and cultural amenities) in intensification areas subject to Secondary Plans.
2. THAT Council direct staff to initiate the exploration of a city-wide Community Improvement Plan to advance the adoption of last-mile goods and people movement solutions.
3. THAT staff be authorized to prepare and release the necessary Request(s) for Proposal (RFP) to retain a consultant (or consultants) to develop the study and a draft by-law(s) in accordance with the provisions of the Planning Act to support complete community development and employment and the efficient movement of goods and people within the City.
4. THAT staff be directed to engage with representatives from York Region and the Province of Ontario related to this initiative.
5. THAT staff provide a report to Council on findings of the study, recommendations and draft by-law(s) for approval by end of Q4 2025.

Background

Community Improvement Plans (CIPs) are a sustainable community planning tool used by municipalities to direct funds and implement policy initiatives toward a specifically defined project area.

Section 28 of the *Planning Act* provides municipalities that have enabling policies in their official plans the ability to prepare CIPs for the purposes of facilitating the community improvement of an area through the provision of financial incentives or actions that would otherwise be prohibited under Sub-section 106(2) of the Municipal Act (as amended).

This tool allows municipalities to:

- focus public attention on local priorities and municipal initiatives
- target areas undergoing rehabilitation, redevelopment, or which are in transition
- cohesively facilitate and advance community change
- encourage private sector investment through municipal incentive-based programs; inclusive of financial and non-financial incentives

In 2015, Council approved a by-law designating the Vaughan Metropolitan Centre and Weston and Highway 7 Primary Centre as the Community Improvement Project Areas to enact a CIP in these locations with the aim to accelerate office development in these areas.

On November 17, 2015, Council approved the implementation of By-law 176-2015 designating the Vaughan Metropolitan Centre and Weston / Highway 7 Primary Centre as the Community Improvement Project Areas within the City of Vaughan.

Further, Council adopted By-law 177-2015 setting forth the Community Improvement Plan for the aforementioned project areas. The goal of the CIP is to support the acceleration of office development in the two designated areas.

Large office developments were eligible for a suite of incentives, including:

- Development Charge Grant/Reduction
- Development Charge Deferral
- Tax Increment Equivalent Grant (TIEG)
- Cash-In-Lieu of Parkland Exemption/Reduction
- Podium Parking Incentives (VMC Only)
- Expedited Development Approvals

There is not currently a CIP in place in Vaughan after the previous CIP expired at the end of 2022. However, two DC deferral options remain in place for office development which aligns with current York Region office development incentives.

Vaughan's CIP was slated to end in 2019 but was extended until the end of 2022. Four CIP applications were received that collectively totalled 724,400 sq. ft. of office space, however none of the applications put forward resulted in executed agreements.

There are two DC deferral options for office development which meet specific criteria – one is available city-wide for 18 months, and the other is a 36-month pilot project concentrated along the Highway 7 corridor. This aligns with current incentives offered in place by York Region. To date, there have been two office developments which did take advantage of York Region's 18-month DC deferral policy.

Community Improvement Plans have already been identified for use as part of ongoing updates to both Vaughan's Official Plan as well as the Vaughan Metropolitan Centre Secondary Plan (VMCSP) Update.

Notably, as a part of the VMSCP Update, challenges associated with developing new office uses were identified. To address these challenges, a multi-pronged approach will be required that involves a combination of policy mechanisms, as there is no single solution approach available. These policy mechanisms could include financial incentives and other process-related improvements to achieve cost savings for developers.

Previous Reports/Authority

1. [Aligning Policies and Programs to Continue Office Development Momentum in Vaughan](#), VMC Sub-Committee Report, December 4, 2019
2. [City of Vaughan Official Plan Review Update Report, Special Committee of the Whole](#) (Working Session), September 13, 2023
3. [VMC Secondary Plan Update: Phase IV – Recommendations, VMC Sub-Committee Report](#), October 4, 2023

Analysis and Options

Vaughan can enhance its value proposition for future investment and securing top talent for the City’s businesses by: ensuring balanced complete urban community development; and, through the exploration of innovative solutions to the movement of goods and people, notably last-mile solutions.

Not only do businesses look at availability and calibre of space when making investment decisions, but there is considerable preference given to the quality of place to retain and attract top talent. In a tight labour market, businesses of all sizes across sectors report availability and recruitment of workers as a top concern, and it is becoming an increasingly important consideration when considering expansions.

Staff propose two areas of focus for CIPs to maintain competitiveness with other jurisdictions. The first focus area is looking to support balanced complete community development in the city’s urban growth and primary centres where the local talent base can live, work and play. The second focus area would support innovation and implementation of next-generation goods and people movement solutions.

These areas of focus are also in alignment with Section 1.7 of the 2020 Provincial Policy Statement (PPS), Long-Term Economic Prosperity, by promoting opportunities for economic development and community investment readiness.

There are several areas city-wide that are targeted for urban intensification, many of which have already seen strong demand for residential development. These areas will require a balance of uses to achieve vibrant, diverse and complete urban neighbourhoods.

Residential development continues to accelerate within the City, and we are seeing the ratio of residential to non-residential uses widen in areas where development intensification is taking place. Residential interests need to be balanced with other uses to achieve vibrant, diverse and complete urban neighbourhoods, in particular in the wake of legislation such as Bill 109 and Bill 23.

A mix of uses (in particular retail, cultural amenities and office) in areas of the City where urban intensification is taking place is required to maintain Vaughan's position as a premier destination for top talent and businesses in these areas. Advancing the quality of life and economic potential in intensification areas through the encouragement of non-residential development supports the development of vibrant cultural life and compelling public spaces, and advances Vaughan's position as a leader for transformational change in urban life - creating an innovative, more inclusive, and more sustainable City.

To support complete urban neighbourhoods that are both socially cohesive and economically prosperous, staff recommend exploration of a CIP that covers the urban growth and primary centres subject to secondary plans. These areas offer compelling economic value to the City and advance the growth of Vaughan's knowledge economy.

Complete urban communities can be achieved by focusing on exploring incentives to support the following:

1. Office development (inclusive of lab space) to support the City's knowledge-based sectors
2. Retail and amenities that encourage activation of these areas throughout the day and support the development of a night economy
3. Affordable and accessible housing options for local talent to live and work in the area, including availability of rental units.

Urban growth centres and primary centres are integral to achieving employment density targets in these areas, supporting policy directives set out as part of Vaughan's Official Plan review, and advancing the quality of life for local talent, residents and visitors.

Municipalities across Ontario have implemented CIPs with similar goals over the past five years to increase office development, retail and amenities, and improve housing options.

Examples of recently adopted CIPs with similar goals include Brampton, Richmond Hill, Hamilton and Ottawa.

<p>City of Brampton: City-wide CIP for Office Employment</p>	<p>The City of Brampton adopted a City-wide CIP to incentivize office development in June 2022. The CIP offers:</p> <ul style="list-style-type: none"> • Tax-increment Equivalent Grant (TIEG) program, which will refund the increase in municipal property taxes over a 10-year period. The TIEG will provide a grant covering the entire increase in year one, 90% in year two, and continue to decrease by 10% until it becomes extinguished. • Expedited Planning Review <p>The Region of Peel also implemented a Regional community improvement plan (CIP) for major office development. It was recommended that the Region support local municipal major office employment CIPs by contributing the Tax Increment Equivalent Grants (TIEG).</p> <p>Other incentive tools that may be considered at a later date following a review of the program include:</p> <ul style="list-style-type: none"> • Development Charge Grant • Capital Grant • Development Application/Building Permit Fee Grant • Cash-in-lieu Parkland Grant <p>Eligibility Requirements</p> <ul style="list-style-type: none"> • The development must have a minimum of 25,000 sq. ft. of new office space. Renovation of existing office space not included. • Owner-occupied or multi-tenant buildings can be eligible • In a mixed-use development or structure, only the new major office component as defined will be eligible for incentives. • The building or structure is not condominium in tenure.
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<p>City of Richmond Hill: Office Development and Village Revitalization CIP</p>	<p>The City of Richmond Hill adopted an Office Development and Village Revitalization CIP in February 2023 with designated areas across the City. The goals of the CIP are to:</p> <ul style="list-style-type: none"> • Support and contribute to needed office space within Richmond Hill; • Support intensification within the City’s Centres and Corridors and older business parks; and • Realize the revitalization of the Village. <p>The CIP offers three incentive programs:</p> <ul style="list-style-type: none"> • Tax Increment Equivalent Grant (TIEG) Program for Office Development, available across the CIPA; • Building Renovation Grant Program, within the Village Local Centre, Oak Ridges Local Centre, and the Newkirk and Beaver Creek Business Parks, and • Façade, Landscaping and Signage Improvement Grant (available in the Village boundary only). <p>Eligibility Requirements</p> <p>TIEG Program for Office</p> <ul style="list-style-type: none"> • Applicable to development proposals of a minimum of 17,223 sq. ft. of new office space, in stand-alone or mixed-use developments • In mixed-use developments, the grant shall reflect and apply only to the tax increment associated with the office portion of the development. • <p>Building Renovation Grant Program</p> <p>Promotes adaptive re-use of existing structures for office</p> <ul style="list-style-type: none"> • Intended to promote functional improvements, accessibility and upgrades to an older building stock as well as change of use as permitted under zoning (or as may be amended through Zoning By-law Amendment application) • Supports conversion of existing commercial and/or industrial and/or residential space to office space
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<p>City of Hamilton: Revitalizing Hamilton's Commercial Districts CIP</p>	<p>The City of Hamilton adopted the Revitalizing Hamilton's Commercial Districts CIP in 2021 to replace its previous Downtown and Community Renewal CIP that was launched in 2016.</p> <p>This CIP covers the following areas: Downtown Hamilton, Community Downtowns/Village Cores and Business Improvement Areas, Mount Hope/Airport Gateway, Strategic Commercial Corridors, and offers incentives to promote office, retail and amenities, and improving housing options.</p> <p>The goals of the CIP and its associated incentive programs:</p> <ul style="list-style-type: none"> • Increase and improve the supply of residential units and commercial business; • Facilitate intensification and infill of appropriate and compatible redevelopment of underutilized buildings and properties; • Improve the accessibility, functionality and marketability of urban commercial districts, including the rehabilitation, maintenance and adaptive re-use of existing buildings including cultural heritage resources; • Improve the aesthetics of private properties to create an attractive public realm; • Support the presence of commercial uses that create vibrant and active commercial streets; • Facilitate the development of urban commercial districts as mixed-use areas that will encourage walking, cycling and transit use; • Support residential developments that will support existing and future recreational and cultural amenities; • Identify and address economic barriers and/or restrictions to development and investment opportunities; <p>Incentives offered through the CIP</p> <ul style="list-style-type: none"> • Tax Increment Equivalent Grants • Revitalization Grants • Building Improvement Grants
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	<ul style="list-style-type: none"> • Low-Interest Loans and/or Forgivable Loans • Planning and Building Fees Rebates
<p>City of Ottawa: Affordable Housing CIP</p>	<p>The City of Ottawa began to prepare an Affordable Housing CIP in October 2022 as a recommendation from its recently completed its 10 Year Housing and Homelessness Plan (2020-2030), looking to identify and develop incentives for use by both not-for-profit and private sector to lead to development of affordable housing.</p> <p>The CIP is being developed City-wide, with a focus on affordable rental housing and affordable home ownership.</p> <p>Four potential areas of focus:</p> <ul style="list-style-type: none"> • Purpose-built rental • Family-size units • Accessory dwelling units • Tiny houses <p>Exploring the following potential incentives:</p> <ul style="list-style-type: none"> • Fee waivers/reductions • Grants • Loans • Tax Incentives

As a significant goods-producing economy, the movement of goods is integral to continued economic growth and maintaining Vaughan’s value proposition for retaining existing companies and attracting new investment.

Rapid population and business growth in Vaughan has outpaced its transportation infrastructure, causing inefficiencies in the movement of people and goods. These inefficiencies in turn increase business costs and hinder businesses from effectively attracting and retaining workers.

As a premier destination for major industrial investments, Economic Development is hearing businesses are having difficulty attracting and retaining talent due to the lack of public transit service in employment areas across the City.

Key findings from the 2022 Business Survey revealed that increasing costs of doing business traffic and traffic-related issues are two of the most important issues facing the business community.

The top challenges Economic Development is hearing from our businesses are:

- Labour challenges (availability and cost)
- Inaccessible public transit
- High costs of doing business

Work on the 2023 Vaughan Transportation Plan as well as policy updates under the Official Plan Review have identified the need for innovation and implementation of next-generation goods and people movement solutions.

To encourage transit-supportive development, including innovative solutions for last-mile challenges across the City of Vaughan, staff are also proposing the exploration of a City-wide CIP focused on the efficient movement of goods and people. This complements existing works that supports transit improvement, supports fighting traffic gridlock, and addresses concerns raised by both residents and businesses. A study exploring this focus of a CIP would identify potential projects that support both the movement of people and the movement of goods.

Other municipalities have begun to look at options that begin to address the efficient movement of goods and people.

Examples of successful initiatives included an Off-Peak Delivery pilot run by Peel Region in 2019, as well as a Transit-Oriented Development CIP implemented earlier this year by the City of Cambridge.

<p>City of Cambridge: Transit-Oriented Development CIP</p>	<p>The City of Cambridge introduced a new transit-oriented development (TOD) CIP which was endorsed by Council on Feb 28, 2023.</p> <p>The TOD grant program is part of the City’s efforts to increase transit ridership in preparation for Stage 2 ION light rail transit (LRT) which is expected to be operational by 2032.</p>
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	<p>The program is designed to encourage transit-oriented developments along the Central Transit Corridor (CTC) and major transit stations areas within the city, to improve the pedestrian experience and to support other modes of transportation such as cycling.</p> <p>Funding Availability \$250,000 will be made available over two rounds of funding. Applicants will be eligible to receive one-time funding up to \$30,000.</p>
<p>Peel Region: Off-Peak Delivery (OPD) Pilot Project</p>	<p>Peel Region ran an off-peak delivery pilot project from February to August of 2019, with expertise contributed by University of Toronto, McMaster University and York University as part of the Peel Region-led Smart Freight Centre (SFC), a centre of excellence for goods movement whose goal is to improve the economic vibrancy of business, environmental sustainability, and quality of life for residents of the Greater Toronto and Hamilton Area. The study was funded by the Region of Peel, The Atmospheric Fund, Metrolinx and the University of Toronto.</p> <p>Three firms participated in the off-peak delivery pilot in the Region of Peel: LCBO, Loblaw Incorporated and Walmart Canada, involving deliveries to 14 pilot retail stores. Movement of delivery vehicles to times of day with lower congestions made better use of roadway capacity, increases in speeds led to lower emission factors, and improvements in travel speed reduce logistics cost and improve fuel efficiency increasing</p>

	<p>business competitiveness of participating firms.</p> <ul style="list-style-type: none"> • Average speed of the trips that were made in off-peak hours during the six-month pilot is 18.1% faster than those made during day-time hours • Greenhouse gas emissions/km decreased by 10.6% while emissions factors for air quality pollutants reduced by 10.8% to 15% • Service times varied but increased by 15.2% on average (potentially due to staffing implications during off-peak hours) <p>During the pandemic, the Ontario government approved emergency rules – known as the Main Street Recovery Act, 2020 (Bill 215) – to allow 24-hour deliveries to retail stores, hotels, restaurants or goods distribution facilities. In 2021, the province made those rules permanent, with changes to the Municipal Act to remove the power of municipalities to manage delivery noise unless authorized by regulation.</p>
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Financial Impact

There are no direct financial implications associated with this report. Funding for the study will be sourced from approved operational budgets of various departments.

The funding approach for the City-wide Community Improvement Plan for Office Employment will be outlined in a future report to Council. Many of the tools envisioned in the proposed CIPs would require financial investment, which could take the form of grants or foregone municipal revenue. These commitments would be subject to Council

approval in future budget years and impact will range based on the incentive tools that Council decides to implement.

Operational Impact

The following departments are working collaboratively to support the exploration of CIPs that address efficient movement of goods and people and complete community development, and will continue to work closely through the next phases of CIP development:

- Economic Development
- Policy Planning & Special Programs
- Financial Planning & Development Finance
- Financial Services

Any operational impact falls within the services and mandate of these departments.

Broader Regional Impacts/Considerations

York Region is currently reviewing its office development policies and will be seeking feedback on the 36-month DC deferral pilot project, as well as the need for potential future incentives, with an anticipated report back of recommendations in Q3 2024. They are also reviewing the feasibility of office deferrals given the impact of Bill 23, *More Homes Built Faster Act, 2022* on future development charges collections.

Staff will work with York Region as they continue to explore incentives and other tools to help ensure that Vaughan, as a major urban growth centre in York Region, be supported as a destination of choice for investment and talent, and the evaluation of Regional incentives aligns with municipal incentives.

Stakeholder engagement to gauge general support for proposed incentives and targeted uses will be undertaken, including input from residents, property owners, and other interested stakeholders.

The Planning Act requires the municipality to consult with the Ministry of Municipal Affairs and Housing on the CIP prior to the Statutory Public Meeting required to be held in advance of Council designating a community improvement project area.

Conclusion

To maintain its position as a top economic region in the Greater Toronto Area and across Ontario, the City needs to be proactive in its approach to cultivating development that will result in balanced, vibrant, complete communities.

Vaughan needs to use all the tools and resources at its disposal to ensure that the city not only remains competitive by retaining existing businesses but facilitates growth in key economic sectors so that it supports a resilient and future-proofed economy. The two proposed areas for CIP exploration will enhance Vaughan's position as a premier destination for top talent and investment attraction in alignment with the 2022-2026 Term of Council Strategic Priorities of Transportation and Mobility, City Building, and Economic Prosperity and Job Creation.

For more information, please contact: Lindsay Davidson, Acting Manager, Economic Development ext. 8892 or Raphael Costa, Director, Economic Development ext. 8891.

Attachments

N/A

Prepared by

Lindsay Davidson, Acting Manager, Economic Development ext. 8892

Approved by

A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal line extending to the right.

Nick Spensieri, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: VAUGHAN SMART CITY INITIATIVES – IMPLEMENTATION
STATUS UPDATE

FROM:

Nick Spensieri, City Manager

ACTION: FOR INFORMATION

Purpose

This report provides an update on the City’s smart city initiatives, including the status of projects recommended by the Smart City Task Force. The report also highlights upcoming smart city initiatives for 2024.

Report Highlights

- Vaughan is a Smart City leader that seeks new and meaningful ways to incorporate innovative solutions into city-building efforts.
- In June 2022, Council endorsed the Smart City Findings and Recommendations Report, outlining eight smart city projects identified by the task force members for the 2022-2026 Term of Council.
- Most of the task force’s recommendations are multi-year initiatives that require collaboration with various internal departments and external stakeholders. A status update on each project is provided.
- In 2024, the Smart City unit is expected to launch new initiatives including: a new Vaughan mobile app and a digital wayfinding solution to enhance accessibility at selected city facilities.

Recommendations

1. THAT Council receive this report for information.

Background

The City of Vaughan is a rapidly urbanizing city and recognizes the transformative power of becoming a Smart City, utilizing data and technology to drive positive impacts on social, economic, and environmental outcomes for its entire community.

Digital technologies play a crucial role in the global economy and future economic growth and prosperity. These disruptive digital solutions are increasingly being recognized as powerful and effective tools to address major challenges faced by metropolitan areas. As a result, many cities are embracing these innovations and transforming themselves into “smart cities”.

Smart Cities add digital intelligence and leverage data and technology to optimize urban management while improving the quality of life for the people who live and work there. For example, a Smart City has the potential to reduce traffic congestion through real-time traffic monitoring, optimize waste collection routes to minimize environmental impact, increase energy efficiency with intelligent lighting systems and enhance citizen engagement through digital platforms for community participation. Ultimately, the goal of smart cities is to enable cities to accomplish more with fewer resources, and effectively address the evolving needs and desires of their residents.

Council has endorsed the Smart City Vision: Vaughan will become a leading, exciting, and resilient smart city through a collaborative transformation that enhances the quality of life for all residents.

Based on the Smart City Task Force’s recommendation, Vaughan adopted a cohesive smart city vision that focuses on its people rather than technology. The recommended vision provides a clear understanding of why, how, what, and for whom the city is undertaking Smart City initiatives. To successfully achieve this transformation, collaboration is key, emphasizing the significance of cooperating among various stakeholders in the Smart City ecosystem, including startups and innovators, residents, researchers and academia, community groups and technology partners.

In June 2022, Council endorsed the Smart City Task Force Findings and Recommendations Report, which outlined a vision for Vaughan’s smart city, a set of guiding principles, strategic themes and endorsed 8 Smart City projects for the City to explore during the 2022-2026 Term of Council.

The Smart City Task Force, comprised of appointed industry experts and residents, held virtual meetings from June 2020 to April 2022. The Task Force had an overall mandate

to advance a culture of knowledge and pursue continuous improvement in the city. Additionally, the Task Force provided advice to Council and City administration, incorporated high-level political and community perspectives in the development of Smart City initiatives, and endorsed Smart City technologies.

The 2022 Smart City Task Force Findings and Recommendations Report is the cumulation of extensive citizen engagement, interviews with internal staff, review of best practices, meetings with stakeholders and partners and engagement with the Smart City Task Force. The task force's recommendations have set a solid foundation to ensure Vaughan is well-positioned to meet future needs. This work has also produced a high-level implementation work plan and priorities to deliver for the 2022-2026 Term of Council.

The Strategic Economic Initiatives unit in the Economic Development (ED) department leads the City's Smart City initiatives to drive economic growth.

The ED department continues to play a crucial role in supporting the development of Smart City projects. Staff has dedicated efforts to build partnerships with internal departments across various portfolios, as well as other levels of government and external partners. These collaborations aim to facilitate the implementation of Smart City pilot programs and services to develop new economic assets and provide more opportunities for businesses.

The ED department continues to play a crucial role in supporting the development of Smart City projects. ED works to create an environment that enables innovation, attracts investments, fosters talent and skill development, and engages with stakeholders to ensure the success of these initiatives.

Smart city innovations have the potential to drive economic growth, presenting a key opportunity for economic development and enhancing the vibrancy and competitiveness of the City.

Smart City development acts as a catalyst for economic growth by creating an environment that fosters innovation, improves efficiency, attracts investments, generates employment, promotes sustainable practices, and contributes to the vibrancy of the local economy.

Businesses are drawn to the innovative and technologically advanced environments found in smart cities, where connectivity plays a pivotal role in facilitating seamless operations, faster communication, and improving logistics. As a result, this can lead to reduced operational costs and increased overall efficiency for businesses.

Vaughan's Information & Communications Technology (ICT) sector is home to over 1,200 companies and employs more than 6,400 people. As technology continues to evolve, a robust ICT sector not only positions the City at the forefront of global competitiveness but also contributes to the development of a skilled workforce. The ED department fosters strategic partnerships and promotes a collaborative environment, demonstrating a commitment to cultivating an ecosystem where emerging sectors can thrive.

Vaughan is a Smart City leader, earning recognition through various awards and certifications.

In recent years, the City of Vaughan has gained recognition for its Smart City efforts. Selected awards and certifications include:

- [Smart Cities Early Adopter International Organization of Standardization \(ISO\) 37122 certifications](#) from the World Council on City Data.
- [Activate!Vaughan Smart City Challenge](#) won a Gold Award from the Economic Development Council of Ontario (EDCO) in 2022.
- Two-time recipient of the [2021 Smart50 Awards](#) for the Winter Maintenance Artificial Intelligence System and the LED Streetlight Retrofit Program.
- The Smart Cities Road Patrol Solution received the [2023 Peter J. Marshall Municipal Innovation Award](#) and [Project of the Year Award](#) from the Ontario Public Works Association (OPWA).

Previous Reports/Authority

[Smart City Task Force – Findings and Recommendations Report, Committee of the Whole \(2\), June 21, 2022](#)

[Economic Development Strategic Economic Initiatives – 2022 Year in Review, Committee of the Whole \(2\), February 14, 2023](#)

Analysis and Options

Vaughan continues to take a Smart City approach to deliver efficient, reliable and innovative city-building.

As one of Canada's fastest-growing and most diverse municipalities, advancing Vaughan's Smart City initiatives are crucial to the City's ongoing success. From improving infrastructure and roads to recreation and healthcare, this strategy is fundamental to delivering a high standard of living and exceptional quality of life.

Key projects are highlighted below on how the City is improving the quality of life for residents and businesses, organized by the Smart City strategic themes include:

<p>Smart Mobility</p>	<p>Mobility Demonstration Zone \$2.5M funding from Ontario Vehicle Innovation Network (OVIN) to create a new testbed for smart mobility solutions.</p> <p>Led by the Office of the City Manager and Infrastructure Development</p>	<p>Rutherford and Maple GO Mobility-On-Request Pilot Piloted new ways for residents to get to/from the GO train by requesting service on a mobile app, eliminating the need for driving and parking.</p> <p>Led by Infrastructure Development</p>
<p>Smart Economy</p>	<p>Start(up) in Vaughan Collaboration with York University's YSpace to empower and train aspiring entrepreneurs.</p> <p>Led by the Office of the City Manager</p>	<p>MedTech Lab in Vaughan \$2.5 million in a ventureLAB partnership with Sterling Industries to open a first-of-its-kind MedTech Lab for health-tech entrepreneurs.</p> <p>Led by the Office of the City Manager</p>
<p>Smart Community</p>	<p>SmartParks Scan a QR code on a smartphone to access amenity bookings, report issues, and make service requests at selected parks.</p> <p>Led by Public Works</p>	<p>Memory Lab Help residents transform memories stored on old technology into digital format for preservation on a computer or mobile device.</p> <p>Led by Vaughan Public Libraries</p>

<p style="text-align: center;">Smart Sustainability</p>	<p style="text-align: center;">Stormwater Pond Monitoring System</p> <p style="text-align: center;">Proactive approach to stormwater pond monitoring with an innovative technology that automatically monitors the quantity and quality of stormwater in select City ponds, 24 hours a day, seven days a week.</p> <p style="text-align: center;">Led by Public Works</p>	<p style="text-align: center;">EV Charging Infrastructure at City Facilities</p> <p>The City continues to expand EV charging infrastructure at city facilities. In 2023, the City has been awarded funding through the Government of Canada's Zero Emission Vehicle Infrastructure Program (ZEVIP), offering a 50% reimbursement of up to \$230,000 for 23 dual-head charging stations with 46 EV connections.</p> <p style="text-align: center;">Led by Infrastructure Development</p>
<p style="text-align: center;">Smart Government</p>	<p style="text-align: center;">Smart Cities Road Patrol Solution</p> <p style="text-align: center;">Installed on City vehicles to seamlessly detect potholes, road cracks, faulty streetlights, and graffiti and automatically opens work orders in the City's system.</p> <p style="text-align: center;">Led by Public Works</p>	<p style="text-align: center;">Online Advance Vote Platform</p> <p style="text-align: center;">Provided residents with online voting during the Advance Vote period for the City's 2022 Municipal Election.</p> <p style="text-align: center;">Led by Legal and Administrative Services and City Solicitor</p>

In June 2022, Council endorsed the Smart City Task Force Findings and Recommendations Report which identified 8 new smart city projects for staff to implement during the 2022-2026 Term of Council.

Planning for implementation for each of the recommended initiatives is ongoing and requires input and collaboration from multiple internal and external stakeholders. Some of the projects are already underway and new initiatives will be brought forward to Council or through the City's business case and budget submission process for consideration.

The 8 recommended projects, description, target and status update from the June 2022 Findings and Recommendations report, are summarized below.

No.	Project Name and Department Lead	Description	Target	Status Update
1.	Mobility Demonstration zone (Previously named Innovation Challenges) <i>Infrastructure Planning and Corporate Asset Management and Economic Development</i>	Using the City of Vaughan as a test bed/living lab to demonstrate smart mobility innovation.	2023	Launched a Demonstration Zone which supports small and medium-sized enterprises in advancing automotive and smart mobility innovation. Council endorsed in June 2023.
2.	Vaughan Mobile App (Previously named Smart Residents Platform) <i>Office of Communications and Economic Development (OCED)</i>	The Vaughan mobile app will seamlessly connect residents and visitors to essential city services, events, and real-time updates, enhancing the overall urban experience.	2024	2024 business case submitted and included as part of the budget process.
3.	3D Mapping / Digital Twin <i>Development Planning</i>	Utilizing a digital 3D view or Digital Twin as a visualization tool to model scenarios and understand the impact when strategizing for growth and infrastructure development.	2024-2025	In progress. Exploratory discussion to develop a project scope for a pilot.

4.	Smart Kiosk <i>Economic Development</i>	A smart kiosk is an interactive screen typically installed in a public space that provides users or visitors with essential information and services. The kiosk will also feature sensors or other data collection elements such as cameras, environmental sensors, motion detectors, people counting, etc.	Under reassessment	Feasibility and project scope completed. However, the project is on hold for staff will reassess based on current technological trends.
5.	Smart City Incubator and Accelerator <i>Economic Development</i>	Attract a key smart city community asset to support the creation and growth of innovators and start-ups in the emerging technology industry.	2025-2026	In progress. Connected YSpace, York University's entrepreneurship & innovation hub to various landowners and upcoming opportunities in the VMC. YSpace Vaughan – Vision.
6.	Sustainability Metrics Program Expansion (Previously named Learning Neighbourhoods) <i>Economic Development and</i>	City of Vaughan aims to build complete and connected neighbourhoods for future intensification areas. City staff is exploring opportunities to collaborate and partner with the real estate development industry and key	2025	In Progress. Exploratory discussion to expand the existing Sustainability Metrics Program (SMP) to incorporate smart city related metrics.

	<i>Policy Planning & Special Programs</i>	stakeholders to incorporate smart city technology integration within a neighbourhood.		Article: How Vaughan is Creating an Interconnected Smart City of the Future
7.	Digital Infrastructure Platform <i>Economic Development</i>	The city should implement digital infrastructure that enables future-ready, widely adopted, interoperable, standards-based technology to power digital services that encourage diverse economic participation to deliver value to the community.	2025	Have not started. The project is anticipated to begin in 2025.
8.	Smart City enabled, purpose-driven civic engagement <i>Corporate & Strategic Communications, Office of the City Clerk</i>	Civic engagement is a key part of a smart city's evolution. Interconnected relationships between people, places and organizations create a dynamic city. Vaughan can develop new methods to capture civic feedback and allow Vaughan to centralize and analyze all the data collection to link the feedback to innovations and improvements. Online platforms could allow the voting of ideas.	2020- Ongoing	In progress. Completed actions include: City of Vaughan Engagement Strategy Vaughan Online Engagement Platform Virtual attendance option for Committee and Council Meetings

Two key projects are expected to be launched in 2024 in collaboration with internal departments.

These projects include:

1. Digital Wayfinding App Pilot in City Facilities

Partnering with the Office of the Chief Human Resource Officer and Facility Management to roll out a two-year accessibility technology pilot to help the visually impaired or blind navigate independently in select City facilities. The City of Vaughan is exploring a partnership with the Canadian National Institute for the Blind (CNIB) to pilot an indoor navigation technology solution through a downloaded mobile app. The goal is to enhance accessibility for all, including people who are blind or have low vision, deaf or hard of hearing, or mobility impaired.

2. Vaughan Mobile App (Pending budget approval)

A new mobile app for residents to conveniently access important City information and services. By using the app, residents can quickly and easily access information about news and events, road closures and roadwork, council, committees and task forces, garbage and recycling, transit and parking, public notices, jobs and other business resources, parks and recreation and more.

Financial Impact

There are no direct financial impacts from this report. Some initiatives in this report may require additional funding, which will be outlined in separate reports to Council or through the City's business case submission process.

Operational Impact

The Lead Departments noted above were consulted in the preparation of this report. To mitigate operational impact, an internal Smart City working group, with members from each portfolio, will be formed to advance Smart City initiatives and Smart City Task Force's recommendations. The objective of this internal working group is to explore the feasibility of newly proposed ideas and develop a detailed scope to pilot and implement projects.

Broader Regional Impacts/Considerations

Many smart city initiatives will require collaboration between partners such as the York Region government, businesses, and the community to create an interconnected urban environment. By uniting these stakeholders in a shared vision, Smart Cities can catalyze positive transformations across the entire regional ecosystem, creating a dynamic, adaptive, and sustainable city.

Conclusion

The City of Vaughan continues to be a city in demand for both residents and businesses to invest in and grow. The recommendations of the Smart City Task Force are a foundational element of the city's smart city initiatives. The report highlights key initiatives showcasing the City's smart city successes, an implementation update on the Smart City Task Force's recommendations and upcoming 2024 initiatives.

For more information, please contact: Raphael Costa, Director, Economic Development, ext. 8891.

Attachments

N/A

Prepared by

Kitty Yung, Program Manager, Smart City Program, ext. 8548

Approved by

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Nick Spensieri, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: VAUGHAN BUSINESS AND ENTREPRENEURSHIP CENTRE –
2022 YEAR IN REVIEW

FROM:

Nick Spensieri, City Manager

ACTION: DECISION

Purpose

This report provides an update on key accomplishments from the programs and initiatives undertaken this past year by Economic Development's Vaughan Business and Entrepreneurship Centre (VBEC).

Report Highlights

- VBEC operates a small business support centre and delivers small business and entrepreneurship advisory services.
- VBEC delivers leading entrepreneurial development services in the Greater Toronto Area and York Region. VBEC delivered key projects including business advisory consultation services, training, webinar and workshop delivery, and administered entrepreneurship programs such as, Starter Company Plus, Summer Company, and My Main Street. These projects aim to promote the growth of the City's business community and attract businesses and talent to Vaughan.
- In 2022, VBEC assisted 210 business starts and expansions, undertook 1,217 business consultations, responded to 3,410 inquiries, and provided 81 seminars to 2,367 participants.
- \$323,525 annual funding received from the Province of Ontario's Ministry of Economic Development, Job Creation and Trade (MEDJCT) in support of VBEC activities.

Report Highlights continued

- The VBEC Year in Review report provides a snapshot of upcoming transformative, ambitious, and sustainable and purpose-driven projects that will encourage new business start-up, growth and expansion in 2023.

Recommendations

1. THAT physical/digital copies of the Vaughan Business and Entrepreneurship Centre – 2022 Year in Review be distributed to Members of Parliament, Members of Provincial Parliament, local and regional partners, and all other relevant organizations/individuals; and
2. THAT the Office of Communications and Economic Development be authorized to communicate the content of this report and its attachment across City channels where appropriate.

Background

Economic Development works to profile and support Vaughan’s transformative, ambitious and purpose-driven economy to make Vaughan a place where entrepreneurship, business, tourism, and art can prosper and grow.

Vaughan is **Transformative**. Our economy and business community continue to change the way business is done. The Economic Development department enables transformative projects.

Vaughan is **Ambitious**. The City of Vaughan undertakes world-class projects that elevate opportunities for our talent and businesses that strive to lead their industries.

Vaughan is **Purpose-Driven**. The City of Vaughan is proud to lead a community that is dedicated to doing business with purpose. Our community works to build Vaughan as a vibrant and inclusive community where all can prosper.

The City of Vaughan’s Vaughan Business and Entrepreneurship Centre (VBEC) is part of the City of Vaughan’s Economic Development Department which receives funding from the Province of Ontario’s Ministry of Economic Development, Job Creation and Trade (MEDJCT) to support programming.

VBEC delivers the largest programs amongst provincially funded Small Business Enterprise Centres (SBECs) in York Region. VBEC delivers one of the province’s highest volumes of business consultations and inquiries. This is a testament to the entrepreneurial spirit of Vaughan’s residents and the City’s vibrant and growing economy.

Ministry funding in support of VBEC activities has remained stable at \$323,525 annually (including a minimum amount of \$148,000 dedicated to direct to entrepreneur grants through Starter Company Plus and Summer Company). Over the past three-year term, this represents close to \$1 million in provincial funding invested directly into Vaughan's small businesses and entrepreneurial community.

Vaughan has more than 19,000 businesses, that employ more than 200,000 people. More than 85 per cent of local businesses employ fewer than 20 employees. VBEC is the City's support agency for this key business segment.

VBEC helps entrepreneurs and small business owners start or grow their business through several business consultation initiatives:

1. **Business advisory services** for the public, offered at no cost, both one-on-one and in small groups, answering critical questions about business planning and identifying next steps, resources, and opportunities.
2. **High quality entrepreneurship programs** like Starter Company Plus, Summer Company, My Main Street and Better Your Business that deliver training, mentorship, and the opportunity for participants to apply for provincial grants.
3. **Focused seminar and workshop series** for entrepreneurs to connect with their peers and stay up to date with best practices. Including the Business Planning Launchpad Series and Small Business Week.
4. **Strategic Partnerships and Collaborations** that leverage the expertise and networks of local educational institutions, business accelerator and incubator programs for the benefit of Vaughan residents and businesses.

Previous Reports/Authority

[Committee of the Whole \(2\) Report Extract – 2021 Year in Review – Economic Development \(June 21, 2022\)](#)

[Committee of the Whole \(2\) Report Extract – Strengthening and Advancing Small Business and Entrepreneurship Services \(March 8, 2022\)](#)

[Committee of the Whole \(2\) Report Extract – Strategic Business Plan for Economic and Cultural Development, 2020-2023 \(September 24, 2019\)](#)

Analysis and Options

Economic Development supports businesses through advisory support, programs, education, and strategic partnerships. Through those services, VBEC helped 210 businesses start and expand in 2022.

In 2022, VBEC undertook 1,217 business consultations, responded to 3,410 inquiries, and provided 81 seminars to 2,367 participants.

1. Business Advisory Services Key Accomplishments in 2022

VBEC offers advice to entrepreneurs and businesses of all stages and sizes. Whether mulling a first business idea or looking for solutions to complicated business challenges, VBEC is here to help. The VBEC team offers **one-on-one and small-group consultation services** by appointment via tele- or video-conferencing or in-person.

Consultations with entrepreneurs and business owners could include discussions about:

- Business planning support, including marketing strategies, financial forecast and cash flow, and general business development.
- Information on the development process, regulations, zoning, licensing, permits, business registration and legal structure.
- End-to-end site selection support.
- Connections to funding sources, financing and grants.
- Connections to business professionals, organizations and resources from various levels of government.
- Research and business intelligence support.
- Business development and marketing support for tourism organizations.
- Business workshops, seminars, events and networking opportunities.

Consultations by Sector	
Sector	No. of Consultations
11 Agriculture, Forestry, Fishing & Hunting	1
22 Utilities	2
23 Construction	38
31-33 Manufacturing	23
41 Wholesale Trade	7
44-45 Retail Trade	279
48-49 Transportation & Warehousing	9
51 Information & Cultural Industries	37
53 Real Estate & Rental & Leasing	3
54 Professional Scientific & Technical Services	246

56 Administrative & Support & Waste Management	7
61 Education Services	38
62 Health Care & Social Assistance	74
71 Arts, Entertainment & Recreation	98
72 Accommodation & Food Services	213
81 Other Services (Except Public Administration)	78
Other	64

Consultations by Month	
Month	No. of Consultations
January	87
February	81
March	71
April	47
May	84
June	119
July	147
August	138
September	120
October	120
November	127
December	76

Some highlights and key accomplishments from 2022 include:

In-Person Services

VBEC staff are available for in-person drop-in services at Vaughan City Hall five days per week (Monday to Friday, 9:00 a.m. to 4:30 p.m., excluding holidays).

As pandemic health restrictions eased, small business owners and entrepreneurs expressed interest in reconnecting and engaging in-person to foster more robust relationship-building opportunities and to support business reintegration planning.

In June 2022, ED relaunched the VBEC brand to increase awareness of our services and expand reach by delivering services in each commercial community in Vaughan.

In-person business advisory services were scheduled on a rotating, one-day per week basis at City Hall and at a community location in each of the City's wards between June to August in collaboration with the Recreation Services department.

VBEC further enhanced its delivery model and developed a hybrid business advisor approach offering virtual tele- or videoconferencing as well as in-person drop-in consultations and services at Vaughan City Hall five days per week (Monday to Friday).

Open for Business Construction support

These services continue to be provided via one-on-one advisory consultations. Economic Development staff actively canvassed in areas such as Woodbridge Ave and participated in a Public Information Centre (PIC) alongside Infrastructure Delivery staff to ensure that local businesses knew these services were available.

Vaughan is an economy of entrepreneurs and job creators. The city boasts a high concentration of entrepreneurs with 33,680 self-employed residents and 11,699 businesses with 1-4 employees.

Local businesses have continued to be temporarily impacted during construction projects like the City's [Woodbridge Avenue Improvements and Streetscaping](#) and York Region's [Major Mackenzie Drive Improvements](#). These ongoing infrastructure improvements are key for the long-term health of the city's economy and will enable a climate for business success once complete.

Beginning in Q3 2022, VBEC provided in-depth advisory assistance to twelve businesses impacted by the Woodbridge Avenue Improvements and Streetscaping project.

Six of these businesses are now fully funded participants of the Vaughan [Starter Company Plus Program](#) and received a \$5,000 provincial grant.

Further support was provided through collaboration with Corporate and Strategic Communications and the 2022 **Woodbridge Ave Open for Business** campaign. This campaign included providing marketing and signage collateral and a tool kit to local businesses to inform the public that these businesses were open while construction was underway in the area.

Mentorship

VBEC understands that diverse connections are at the core of innovation and company growth. The **Vaughan Business Café** offers entrepreneurs, small business owners and corporate partners a way to connect to ask questions, share ideas and form new professional relationships. The Café is an online platform for businesses to connect with collaborators, mentors and advisors. Offered at no cost to participate, it is open to all entrepreneurs and business professionals in Vaughan.

Since launching in 2019, the platform has grown to **390 members** and brokered **4,676 introductions** to date, facilitating meaningful conversations in a purpose-built and proactive way.

2. Entrepreneurship Programs Key Accomplishments in 2022

Dedicated entrepreneurship programs offer residents and local business owners training, mentorship, and the opportunity for participants to apply for provincial grants.

Starter Company Plus

In addition to core business advisory services, the Province contracted the City to deliver the Starter Company Plus program. Starter Company Plus is a training and mentorship program to help businesses develop, grow and adapt to new ways of doing business as a result of lessons learned from the disruptions caused by the COVID-19 pandemic.

Through Starter Company Plus, participants had the opportunity to apply for a Provincial grant of up to \$5,000 to implement their new business strategies.

Eligible applicants were supported under two training streams: existing brick-and-mortar, with training focused on supporting business owners with physical storefronts, office or industrial locations or new start-up and home-based businesses, with training focused on creating a comprehensive business plan, marketing strategy, and financial forecasts.

\$260,000 in provincial grants were directly invested in local business owners.

Some key statistics from the program are:

- Dollar value of investment leveraged: **\$3,153,722**
- **52** businesses funded and completed program
- Total Applications: **255**
- Businesses Started and Expanded: **71**
- Jobs Created: **54**
- Ward Breakdown of SCP grant recipients:

Ward	# Funded
1	6
2	9
3	5
4	15
5	14
<i>other</i>	3
Total	52

Summer Company

The Summer Company program is funded by the Ontario government's MEDJCT. Administered locally in Vaughan by VBEC, Summer Company contributes to Vaughan's **Economic Prosperity and Social Capital** by helping new businesses start and teaching new business owners the skills they need to be our community's future leaders.

In addition to the opportunity to receive up to \$3,000 in provincial grant funding to start their businesses, students aged 15 to 29 years old are provided access to business advisory services and workshops delivered through Niagara University, facilitating university-level business training and mentorship for the program.

In 2022, VBEC worked with 11 students in the program. Through an effective outreach and marketing campaign, **VBEC received applications from 96 students**, 24 of whom were interviewed by VBEC staff.

The successful participants were celebrated at a kick-off event at Niagara University in the Vaughan Metropolitan Centre, in July. **37 participants** and guests attended an eventful evening of networking and idea sharing from some of Vaughan's student entrepreneurs and complimentary food and beverages.

At the end of the summer, each student received a Certificate of Completion from Niagara University.

\$33,000 in provincial grants were directly invested into local student businesses

Some key statistics from the 2022 program include:

- Total Revenue earned for all 11 businesses: **\$37,322**
- **11** student businesses funded and completed the program
- Businesses Started: **11**
- Jobs Created: **12**
- The median age of participants was 19 years old.
- Of the 11 accepted participants, 4 students were completing secondary school and 6 were enrolled in post-secondary or graduate studies.
- Ventures represent a variety of industries including professional services, retail, and recreation.
- Ward Breakdown of SC grant recipients:

Ward	# Funded
1	1
2	3
3	4
4	1
5	2
Total	11

My Main Street

Through funding made available by the Federal Economic Development Agency for Southern Ontario for the My Main Street Business Accelerator grant, ED successfully received funding to hire two Main Street Ambassadors (out of only 65 available positions province-wide).

The City of Vaughan and the Economic Developers Council of Ontario (EDCO) delivered the My Main Street Local Business Accelerator program, which focused on creating and maintaining vibrant and inclusive local main streets while providing new entrepreneurs and existing businesses with economic opportunities in their communities.

The program aimed to support new and existing independent small main street businesses with dedicated Main Street ambassadors, training, customized market research, data analysis, and funding. **20 businesses** in Vaughan (10 from each selected main street area) received up to **\$10,000** in non-repayable contributions to support their businesses.

\$200,000 in federal grants were directly invested into local businesses.

Some key statistics from the program include:

- Additional **\$115,000 Federal funding** invested for program administration
- Total \$315,000 non-repayable contributions to help revitalize main street businesses in Vaughan
- Businesses Started and Expanded: **20**

Better Your Business: Social and Environmental Sustainability Program

The Better Your Business program is a new program offered by the City of Vaughan that supported five Vaughan-based businesses in incorporating the United Nations' (UN) 17 Sustainable Development Goals (SDGs) into their corporate practices.

Five businesses received one-on-one consultations with York University Professor Mark Terry, PhD, who helped guide the development of the participants' new sustainable business model to incorporate the UN's 17 SDGs. Once the new sustainable business models were completed, they were shared with the United Nations and once approved, each business received a certificate of compliance to communicate their leadership and commitment to being socially and environmentally sustainable to display for their business, customers, and clients.

The Better Your Business program helps Vaughan's business community become more socially and environmentally responsible by:

- Reducing their carbon footprint.
- Work towards being inclusive for all.

- Demonstrate ambitious leadership and a commitment to social and environmental responsibility.

This program represents a continuation of VBEC's previous leadership in social enterprise and corporate social responsibility, building on established networks of support, feeding into other opportunities and the capacity to support businesses to become ambitious and transformative.

3. Seminars and Workshops Key Accomplishments in 2022

VBEC provides one-stop services for Vaughan's aspiring entrepreneurs and existing business owners, with access to business information, resources, training and hands-on assistance to start or grow a business in Vaughan.

Annual Seminars and Workshops

81 seminars were delivered to 2,367 participants in 2022.

Throughout 2022, seminars and workshops were delivered on numerous topics including Launch & Grow Your Smart Cities & IOT Startup, Business Model Canvas & Customer Personas, 3D Prototyping for Businesses, and others.

A number of these sessions were delivered through collaborative partnerships with key stakeholders including YSpace/York University, TechConnex, The Black Entrepreneurship Alliance (BEA), and Vaughan Public Libraries (VPL).

Business Planning Launchpad Series

1,375 residents received business planning support through the Launchpad Series.

VBEC presented this four-part workshop series, delivered multiple times throughout the year that helped entrepreneurs work on a business plan and create a viable budget and financial projections and get ready for a Starter Company Plus grant application. This was a free, virtual program, designed for startups and established small businesses to get their ideas on paper through a step-by-step process of developing a business plan.

Training sessions and mentorship consultations with the entrepreneur advisor were delivered from May to November

Small Business Week

Over the course of Small Business Week, a total of 158 participants attended 10 seminars, workshops, and networking events.

Celebrated annually in October, Small Business Week is a nationally recognized celebration of small businesses' contributions to our economy. The Business Development Bank of Canada (BDC) has led national small business week celebrations for 43 years.

Small Business Week kicked-off on October 17, 2022 with an in-person networking event with speakers from our presenting sponsor, Meridian Credit Union and Digital Main Street. Throughout the week, VBEC hosted the annual Vaughan Small Business Week programming through several virtual seminars and in-person networking opportunities.

Programming was delivered in partnership with local business support organizations, including the Vaughan Chamber of Commerce, ventureLAB, YSpace/York University, COSTI, York Regional Police, Futurpreneur, Business Development Bank of Canada (BDC), Workplace Safety & Prevention Services (WSPS), Workplace Safety and Insurance Board (WSIB), the Ontario Ministry of Labour (MOL), and the Tourism Innovation Lab.

4. Strategic Partnerships Key Accomplishments in 2022

VBEC helps innovators take new ideas from conception to market by offering local commercialization support and access to a thriving innovation ecosystem. These partnerships help Economic Development to deliver on the Economic Prosperity, Investment and Social Capital Term of Council Service Excellence Strategic Plan priority by contributing to efforts to build Vaughan as a hub for entrepreneurship.

The City's small business advisors are leaders in York Region and the Greater Toronto Area (GTA) in building partnerships to deliver robust and successful programs.

VBEC seeks partnerships and collaboration with governmental partners, non-governmental, not-for-profit private stakeholders, and occasionally, private sector, for-profit organizations. These organizations include:

York University's YSpace

YSpace is York University's innovation hub creating positive change by fostering a community of innovators, entrepreneurs, and changemakers. YSpace is home to YSpace Digital, a suite of virtual programs to support entrepreneurs from ideation to scale mode.

Through YSpace's Food & Beverage venture support VBEC was able to offer programming for food and beverage entrepreneurs. 82 local entrepreneurs were supported by VBEC and YSpace through the Food & Beverage program.

Starting in May, this partnership offered specialized workshops to support early-stage food and beverage entrepreneurs and to help grow this industry locally. This programming builds on the success of VBEC's partnership since 2020 with the YSpace Food Accelerator Program, a first-of-its-kind program in Ontario supported by York Region.

VBEC's partnership with York University's YSpace extends with support to early-stage technology ventures through the YSpace Venture Catalyst program. The program supported 23 entrepreneurs.

The program is designed to validate start-up ideas and bring a proof-of-concept to life. This program offers workshops and facilitated peer-to-peer mentorship sessions specifically for Vaughan-based ventures. These sessions were tailored to early-stage technology ventures and focused on Smart Cities and IOT, including concept validation, storytelling, metrics, and product prototyping.

TechConnex

TechConnex is a member-directed industry association focused on the growth of tech businesses and their people through the sharing of best practices, business insights, and bright ideas.

In a new partnership with TechConnex in 2022, additional tech-focused workshops and seminars were delivered throughout the year to 92 businesses under a jointly hosted 'Future of Technology' series.

To date, the 'Future of Technology' series has included drone technology, property technology, and health tech. Ventures, early-stage, and growing, will benefit from this series as businesses look to enhance technology tools to build resilience and scalability.

ventureLAB

ventureLAB is Vaughan's provincially designated Regional Innovation Centre (RIC). VBEC supported an innovation space in partnership with the Vaughan Public Libraries, and the opening of a Hardware Catalyst Incubator for health technology companies.

The Innovation Hub at Pierre Berton Resource Library opened in 2022 to focus on driving support to Vaughan-based entrepreneurs and leverage this development site as a work site or event space. The space has since closed as ventureLAB opened a larger space at Sterling Industries in Vaughan.

In April 2022, ventureLAB announced a \$2.5 million investment from the Government of Ontario to establish a MedTech-specific Hardware Catalyst Incubator for hardware and semiconductor companies. This facility will be in the City of Vaughan, at Sterling Industries' site.

Vaughan Chamber of Commerce (VCC)

The VCC is a membership, networking and business association in Vaughan. With a growing membership of engaged businesses, the Vaughan Chamber brings together Vaughan's Business Community and represents organizations from all sectors of the economy.

As part of The City of Vaughan and Economic Development's yearly partnership with the VCC, VBEC participated in several events and networking opportunities throughout the year to collaborate and network with the Vaughan business community.

Key event partnerships with the VCC included:

- The **33rd Annual Vaughan Business Achievement Awards Dinner** on June 9 celebrating business excellence in the City of Vaughan as the sponsor of the Small Business of the Year award.
- The **13th Annual Women's Symposium** on October 18, York Regions' largest and most dynamic gathering of women business professionals, as an exhibitor.
- And **monthly networking** events as a sponsor throughout the year on behalf of Economic Development.

Ogo Tawa - Black Artrepreneur Program (BAP)

VBEC provided advisory services, introductions to other Provincial SBEC offices and showcased VBEC services to 25 Ogo Tawa program participants in 2022.

Ògo Tàwa, is a creative art and culture non-profit organization that helps underserved and under employed artists of African descent enhance their financial security by providing a platform to showcase and sell their creative works. Ògo Tàwa leads the Black Artrepreneur Program (BAP) a program that is designed to support business skill development for Black Canadian artists entrepreneurs, and those from the creative industries.

VBEC and Economic Development are a community support organization and provide participants with facilitation, one-on-one advisory and introductions to other Provincial SBEC offices based on participants' locations across Ontario.

Black Entrepreneurs Alliance (BEA)

VBEC delivered seminar content and showcased VBEC services to 15 BEA program participants in 2022.

Since BEA's launch in 2021, Black Creek Community Health Centre and York University have worked with many community organizations, government funders and local partners to offer innovative programs to boost entrepreneurship and create a more inclusive ecosystem for Black entrepreneurs to thrive.

The food program provides a community of agri-food entrepreneurs and supporters with the goal is to empower entrepreneurs with the skills and framework needed to validate and launch food businesses into the market.

VBEC and Economic Development are pleased to be a community support organization and provide facilitation and one-on-one advisory to participants of the Product Feasibility Bootcamp.

York Entrepreneurship Development Institute (YEDI)

VBEC has delivered seminar content and showcased VBEC services to 15 international YEDI program participants in 2022.

York Entrepreneurship Development Institute (YEDI) is recognized as a leader in entrepreneurship education and training, offering a range of options for entrepreneurs to reach their educational and growth goals.

VBEC provided facilitation and advisory to participants of their international program.

Vaughan Public Libraries (VPL)

VBEC and VPL jointly host small business-related seminars including topics on 3D Prototyping, sourcing, ecommerce and information sessions promoting our Starter Company and Summer Company programs.

VPL is Vaughan's public library system serving communities in the City of Vaughan and consists of twelve libraries. VPL also hosts hundreds of programs and events each year catering to a wide range of audiences including local residents, students, and entrepreneurs. VBEC continues to collaborate with VPL on a number of seminars and workshops including topics on 3D Prototyping, sourcing, ecommerce and information sessions promoting our Starter Company and Summer Company programs.

Small Business Centres of Ontario Network

The SBC Ontario network has formally organized as a non-profit professional association in 2021 and includes managers, business advisors, and teams from all 54 of the province-wide SBEC locations, which includes VBEC, as well as industry leaders

and partners. The association’s goals are to support the growth and professional development of its centres business advisors, to advocate on behalf of small business centres and to seek funding opportunities to support the network.

2023 Look Ahead

Small businesses are the backbone of our thriving economy, Vaughan Business and Entrepreneurship Centre and the Economic Development Department, the City of Vaughan wants to help businesses grow. VBEC will continue to deliver service excellence into 2023.

2023 Upcoming Activities	
1. Business advisory services	<ul style="list-style-type: none"> • In-Person Services continue • Construction Support Program launch • Vaughan Business Café renewed agreement with platform provider Ten Thousand Coffees
2. Entrepreneurship Programs	<ul style="list-style-type: none"> • Starter Company Plus – target 33 businesses funded • Summer Company – target 11 student business owners funded • Better Your Business: Social and Environmental Sustainability Program – target completion of 5 strategic plans • Continue to seek out opportunities for external, Provincial and/or Federal funding announcements to leverage incremental, net new funding investment for the benefit of residents and businesses in the City of Vaughan
3. Seminars and Workshops	<ul style="list-style-type: none"> • Deliver Small Business Week 2023 • Continuation of the Business Plan Launchpad Series • Continuation of the YSpace Food Venture and Tech Venture series’ • Continuation of the TechConnex Future of Technology series • Additional topics offered will include Explore Alternative Revenue Streams for Brick & Mortar Businesses, Shopify & Amazon Techniques, Sourcing, Tax Considerations, and Intellectual Property for Small Businesses

<p>4. Strategic Partnerships</p>	<ul style="list-style-type: none"> • Partnerships continue with YSpace, TechConnex, ventureLAB, Vaughan Chamber of Commerce, Ogo Tawa - Black Artrepreneur Program, Black Entrepreneurs Alliance (BEA), and Vaughan Public Libraries. • The SBC Ontario Network had selected Vaughan as the host City for their first in-person annual conference in May 2023 bringing 150-200 small business advisors from across the Province into Vaughan
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Financial Impact

None.

Operational Impact

None.

Broader Regional Impacts/Considerations

The Vaughan Business and Entrepreneurship Centre (VBEC) - 2022 Year in Review complements communications and outreach strategies to help raise the profile of Vaughan’s economy.

A copy of the publication will be uploaded on vaughanbusiness.ca and distributed to critical local/regional partners and stakeholders, such as York Region Economic Development, the Vaughan Chamber of Commerce, other Chambers of Commerce, consuls in the Ontario and Canadian marketplaces, ministries, local and regional stakeholders, and prospective business relocation opportunities. Sharing this publication with key stakeholders will help raise the City’s profile, attract new partners and investments, and support the expansion of the local business community.

Conclusion

The City of Vaughan’s entrepreneurial spirit defines the City’s thriving business community and continues to attract investment to the city. With the support of Council, Economic Development continues to provide service excellence to local entrepreneurs and small business owners as part of the 2022-2026 Term of Council.

Staff recommend that Committee receive this VBEC report outlining the achievements to date as information.

For more information, please contact: Don De Los Santos, Manager, Economic Services, don.delossantos@vaughan.ca.

Attachments

1. Vaughan Business and Entrepreneurship Centre – 2022 Year in Review, Economic Development, Dec. 5, 2023 (attachment to be provided prior to meeting)

Prepared by

Faaria Wali, Small Business Advisor, ext. 8459

Approved by

A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal line extending to the right.

Nick Spensieri, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: ANNUAL GRANT REPORT 2023

FROM:

Nick Spensieri, City Manager

ACTION: FOR INFORMATION

Purpose

To provide Council with a detailed summary of all grant activity throughout the year including applications submitted, opportunities awarded, and the value of the revenue generated for City infrastructure, programs and services.

Report Highlights

- In 2018, the City's grant application process was centralized in Economic Development, under the City Manager's portfolio. Following the Council-approved reorganization in 2021, the function continues within Economic Development in the Office of Communications and Economic Development. This has allowed staff to leverage a broader public affairs and economic development team to drive greater outcomes.
- Immediately following the centralization of the grant application process in 2018, the volume of grant applications significantly increased. Subsequently, the volume of successfully awarded grants has increased.
- Total grant submissions more than doubled from 15 applications in 2017 (prior to the function being moved into Economic Development) to 35 applications in 2023.
- In 2023, 20 grants were successfully awarded, representing a combined value of \$72,434,641 of non-taxation revenue to deliver city infrastructure, programs, and services.

Recommendations

1. That Council receives this report for information.

Background

The Strategic Economic Initiatives Unit in Economic Development provides grant support across the corporation.

To establish economic magnets in the City of Vaughan that will advance opportunities and attract new investments, the Strategic Economic Initiatives (SEI) business unit within the Office of Communications and Economic Development (OCED) focuses on Smart Cities, Public Art, Strategic Projects like the Vaughan Healthcare Centre Precinct, and Revenue-generation through advertising, sponsorship and grants.

In 2018, grant submission activity throughout the City of Vaughan was consolidated in the Economic Development Department (now within OCED) to develop a comprehensive and consistent process to assist departments in identifying potential grants, submitting applications and monitoring/administering the process. Before this, departments prepared submissions in isolation. This resulted in inconsistent submissions, fewer successful applications and missed opportunities. The new process created a policy to guide and refresh the grant process by centralizing submission development and establishing a point of contact to assist staff.

Grants secure non-taxation revenue to deliver critical city infrastructure, programs and services.

To put the contribution grants can make to the City's finances in perspective, \$2M in alternative revenue represents approximately 1% of the property tax base. Now more than ever, it is critical for the City to remain focused on diversifying its revenue streams.

Previous Reports/Authority

[Annual Grant Report, 2022](#)

Analysis and Options

The City of Vaughan continues to increase the amount of grant opportunities identified and applications submitted each year.

According to the council-approved Grant Funding Policy, staff are continually encouraged to find ways to generate non-taxation revenue to support council-approved initiatives. The policy has accelerated the number of applications submitted year-over-year for grants from federal and provincial governments and private funding bodies. As a result, the number of successful applications has significantly increased since 2017.

Year	2017	2018	2019	2020	2021	2022	2023
# of Applications	15	39	33	17*	33	36	35

Figure 1: Grants applied for - City Wide

**The global COVID-19 pandemic forced governments to shift priorities therefore as a result, the City submitted fewer grant applications.*

Since 2017, the City of Vaughan has seen a consistent increase in the number of awarded grant applications since 2017.

Year	2017	2018	2019	2020	2021	2022	2023
# of Awarded Grants	11	18	18	16	20	20	20
Success Rating %	73%	46%	54%	94%*	61%	56%	58%

Figure 2: Grants awarded – City Wide

**Although the number of awarded grants was lower than average in 2020 during the height of the COVID-19 pandemic, the success rate increased to 94%, with 16 awarded projects out of 17 applications.*

The City’s annual success rate average is 63% with the following value of awarded capital and operating grants each fiscal year:

Year	Value of Awarded Grants
2017	\$300,525
2018	\$13,892,752
2019	\$4,799,944
2020	\$1,140,604
2021	\$19,927,655
2022	\$8,589,880
2023	\$72,883,924

Figure 3: Value of Grants awarded – City Wide

Capital Funding

Capital investment increased exponentially this year, with \$69,557,134 of non-taxation revenue focusing on housing, transportation and climate change.

1. Housing Accelerator Fund (HAF) - \$59,153,675; Canada Mortgage and Housing Corporation (CMHC)

As part of the Housing Accelerator Fund, the Government of Canada and the City of Vaughan have agreed to expedite the creation of more than 1,700 new housing units and incentivize thousands of additional homes over the next three years. This is the most significant housing investment in Vaughan's history and marks only the second agreement by an Ontario municipality under the federal government's Housing Accelerator Fund.

2. Active Transportation Fund (ATF) - \$9,600,000.00; Infrastructure Canada

The City of Vaughan has been awarded \$9,600,000 for the Jane Street “Uptown Link” Cycle Track and Sidewalk Project, which was recognized as a prominent initiative in the 2020 Pedestrian and Bicycle Master Plan. The project will expand the city’s growing cycling and pedestrian networks through the implementation of 8 km of cycle tracks on both sides of Jane Street (17 linear km), 4 km of missing sidewalks and 32 light standards. The project includes accessibility improvements, more than 20 active transportation-focused intersection and driveway treatments, as well as 41 transit stop modifications to support people of all ages and abilities wanting to walk, bike or take transit along the corridor between Highway 7 and Teston Road in Vaughan, Ontario.

3. Pedestrian and Cycling Program - \$500,000.00; York Region

The City of Vaughan has been awarded \$250,000 to add 2 km of cycle tracks along both sides of New Westminster Drive between Bathurst Street and Clark Avenue as well as accessibility and pedestrian improvements including a new mid-block crossing at Katerina Avenue. The project will build on the successes of the recently completed Clark Avenue project, partly funded by the Region, and provide separate cycling facilities for people of all ages and abilities to comfortably ride their bikes. In addition to retrofitting the corridor to include cycle tracks, the project will also include but is not limited to, accessibility improvements, associated sidewalk realignment and improvements, street lighting improvements, signage, pavement markings, pedestrian and cycling-focused intersection enhancements and driveway treatments, new mid-block crossing as well as counters in accordance with all applicable design guidelines.

In addition, the City has also been awarded another \$250,000 to complete the detailed design to add 850m of active transportation improvements to each side of Major Mackenzie Drive between Jane Street and McNaughton Road. The Major Mackenzie Drive Active Transportation Improvements Project includes a combination of sidewalk and cycle track and multi-use pathway in constrained locations, accessibility improvements as well as all associated sidewalk realignments, signage, pavement markings, along with pedestrian and cycling focused intersection enhancements and driveway treatments, in accordance with all applicable design guidelines.

4. Zero Emissions Vehicle Program (ZEVIP) - \$230,000.00; Natural Resources Canada

The ZEVIP funding will be put towards the installation of EV charging infrastructure across the City in the 'public places' category, including community centres, libraries, and parks.

The funding will support the installation of new dual-head Level 2 EV chargers at :

- Maple Community Centre and Library (2 stations/4 connections and one rough-in)
- Vellore Village Community Centre and Library (2 stations/4 connections and one rough-in)
- Al Palladini Community Centre (1 station/2 connections and one rough-in)
- Carrville Community Centre (new build) (6 stations/12 connections and 8 rough-ins)
- North Maple Regional Park (2 stations/4 connections and one rough-in)
- Joint Operations Centre (4 stations/8 connections and one rough-in)
- Fire Hall 7-1 (1 station/2 connections and one rough-in)
- Fire Hall 7-2 (1 station/2 connections and one rough-in)
- Fire Hall 7-12 (new build) (4 stations/8 connections and one rough-in)

That is a total of 23 EV Charging Stations and 46 Connections with each wand to be connected to its own dedicated circuit. We are also planning ahead and installing 16 rough-ins for future development as the need arises.

5. Next-Generation 911 - \$73,459.81; Province of Ontario

On April 14, 2022, the Ontario Government announced the investment of \$208 million over three years to enhance the province's 9-1-1 emergency response system and support PSAPs and municipalities across Ontario with their transition to NG9-1-1.

In support of Vaughan Fire and Rescue Service, the year one NG9-1-1 Transition Support Funding was used for project management, procurement, legal and IT services. The year two NG9-1-1 application is pending Ministry approval for an additional \$1,332,621.80.

There are currently 2 pending funding applications totalling more than \$63 million from the Disaster Mitigation and Adaptation Fund (DMAF) and the second round of NG911.

Operational Funding

In 2023 there were 15 grants awarded for various programs and initiatives, significantly offsetting the property tax base by \$3,326,789,54.

Grant Name	Funding Agency	Amount Awarded	Description
2023-24 Seniors Community Grant Program, COV	Ministry of Seniors and Accessibility	\$5,000	In support of Older Adult Entrepreneurship, the project led by Recreation Services will assist in providing FREE first aid and aquafit instruction courses for those 55+ who are looking for employment. The program may also include Economic Development if they are interested in starting a business.
2023-24 Seniors Community Grant Program, VPL	Ministry of Seniors and Accessibility	\$4,500	Vaughan Public Libraries awarded funding for the expansion of the Memory Lab.
2023 Canada Summer Jobs, COV	Ministry of Employment and Social Development	\$124,642	16 departments applied for 288 jobs city-wide divided into Vaughan's three federal constituencies: Thornhill - \$10,850 (5) Woodbridge - \$30,247 (14) King-Vaughan - \$83,545 (39)

2023 Canada Summer Jobs, VPL	Ministry of Employment and Social Development	\$19,461	Vaughan Public Libraries applied for Summer Children's Services and Creation Assistants.
CanExport Fund 2023	Ministry of the Solicitor General	\$6,927.54	Economic Development received funding to conduct lead generation at the 2023 Auto-Tech Detroit conference in support of Vaughan's next-gen auto sector.
Celebrate Canada	Ministry of Canadian Heritage	\$16,000	The City of Vaughan Event's team received funding in support of the 2023 Canada Day celebration.
Invasive Species Action Fund	Invasive Species Centre (non-profit)	\$10,000	In support of preventing, controlling and eradicating the threats posed by the Hemlock Woolly Adelgid Species in the City of Vaughan through GIS mapping.
New Horizons for Seniors, COV	Ministry of Seniors and Accessibility	\$21,719	Recreation Services purchased SmartBoard technology for their community centre Older Adult Aquafitness and Fitness programming virtual instruction.
New Horizons for Seniors, VPL	Ministry of Seniors and Accessibility	\$25,000	Vaughan Public Libraries received funding for the Kitchen Traditions programming for Older Adults.
Ontario Vehicle Innovation Network (OVIN)	Ontario Centre of Innovation	\$2,500,000 (50% split with the City of Markham)	In partnership with the City of Markham, the OVIN program will provide Ontario-based companies that have smart mobility technologies and solutions an opportunity to test, validate and showcase to potential customers and partners, in a controlled real-world environment and in accordance with applicable laws, regulations and approvals.

Museum Assistance Program (MAP)	Ministry of Canadian Heritage	\$4,428	In support of the Vaughan Public Libraries Taste of Science Exhibit.
Public Libraries Operating Grant (PLOG)	Ministry of Tourism, Culture and Sport	\$143,234	VPL annual operating grant from the Province of Ontario.
Reconnect Ontario 2023	Ministry of Tourism, Culture and Sport Ontario	\$98,975	Funding awarded for Vaughan Celebrates 2023 events and programming.
Small Business Enterprise Centre Funding	Ministry of Economic Development, Job Creation and Trade	\$323,525	Staff have been notified of the Province's commitment to maintaining funding levels as consistent with the currently existing agreement term of April 1, 2019 - March 31, 2022. This commitment will continue through a two-year plus one-year extension Transfer Payment Agreement (TPA) (April 1, 2022 – March 31, 2024, March 31, 2025, if the one-year extension is applied) at the current budgeted allocation of \$323,525 per year.
Young Canada Works 2023	Canadian Library & Archives	\$23,378	Summer Children's Services and Creation Assistants.

Figure 3: Operational grants awarded - City Wide

Financial Impact

A total of \$72,434,641 in grant funding was awarded in 2023 to offset City capital and operating budgets. There are another 10 applications pending response, valued at \$64,056,489 that may be received in 2024 after being evaluated (see Attachment 1).

Operational Impact

Economic Development collaborates with various departments throughout the grant application process as per the Grant Funding Policy and Procedures. As subject matter experts, each department works with Economic Development staff by providing their knowledge and expertise to put the application together. Once submitted and if successful, it is the project manager's responsibility to execute the parameters of each grant agreement and report back to the funders as required. Successful grant applications are regularly communicated to Council and an annual report is provided to share the full scope of the portfolio.

Conclusion

Grants secure non-taxation revenue to deliver city infrastructure, programs, and services. The volume of grant applications submitted by the City of Vaughan has significantly increased since 2017. Subsequently, the number of successful grants has also increased. This result is directly correlated to the centralization of the grant application process in 2018.

In 2023, the City was successfully awarded 20 grants, representing a combined value of \$72,434,641. There are currently 10 grants pending, valued at \$64,056,489. Diversifying revenue sources is critical and support from funding partners is a crucial piece of the City's revenue puzzle.

For more information, contact Cristina Prinzo, Program Manager Municipal Partnerships and Corporate Initiatives Cristina.prinzo@vaughan.ca

Attachments

1. 2023 Grant Summary

Prepared by

Cristina Prinzo, Program Manager, Municipal Partnerships and Corporate Initiatives
Cristina.prinzo@vaughan.ca

Approved by



Nick Spensieri, City Manager

Attachment 1 - 2023 Grant Summary

Portfolio/Office	Grant Name	Organization/Agency	Status	Year Applied	Amount Requested	Year Awarded	Amount Awarded	Operating or Capital?
Community Services	Adoption Prep Grants	PetSmart Charities	Applied	2023	\$38,000			Operating
Economic Development	CanExport	Ministry of the Solicitor General	Applied	2023	\$102,972.00			Operating
Planning and Growth Management and Infrastructure Development	Climate Change Adaptation Fund	Natural Resources Canada	Applied	2023	\$872,854.00			Operating
Public Works	Codes Accelerator Fund	NRCAN	Applied	2023				Support Letter
Infrastructure Development	DMAF	Infrastructure Canada	Applied	2023	\$61,766,823.00			Capital
Development Engineering	Environmental Jobs Growth Program	Eco Canada	Applied	2023	\$15,000			Operating
Recreation Services	New Horizons Fund	Employment and Social Development Canada	Applied	2023	\$20,278			Operating
Vaughan Fire and Rescue	NG911 - Year Two	Emergency Services Telecommunications	Applied	2023	\$1,209,161.99			Capital
Parks, Forestry and Horticulture Operations	TD Friends of the Environment Foundation Grant- Forestry	TD Bank	Applied	2023	\$6,400			Operating
Economic Development	Tourism Development Fund	Ministry of Tourism, Culture and Sport	Applied	2023	\$25,000			Operating
Recreation Services	Youth Employment and Skills Strategy Program (YESS)	Government of Canada	Applied	2023				Operating
Infrastructure Development	2023 Pedestrian and Cycling Partnership Program	York Region	Awarded	2023	\$250,000	2023	\$250,000.00	Capital
Infrastructure Development	2023 Pedestrian and Cycling Partnership Program	York Region	Awarded	2023	\$250,000	2023	\$250,000.00	Capital
Community Services	2023-24 Seniors Community Grant (SCG) Program	Ministry Of Seniors and Accessibility	Awarded	2023	\$5,000.00	2023	\$5,000	Operating
IPCAM	Active Transportation Fund - Capital	Infrastructure Canada	Awarded	2022	\$9,600,000.00	2023	\$9,600,000.00	Capital
IPCAM	Active Transportation Fund - Planning	Infrastructure Canada	Awarded	2022	\$50,000.00	2023	\$50,000.00	Operating
Community Services City Manager's Office Public Works Infrastructure Development	Canada Summer Jobs	Government of Ontario	Awarded	2023	\$676,698	2023	\$124,642	Operating
Vaughan Public Libraries	Canada Summer Jobs	Government of Ontario	Awarded	2023	\$12,951	2023	\$12,951	Operating
Economic Development	CanExport	Ministry of the Solicitor General	Awarded	2022	\$8,252.50	2023	\$6,927.54	Operating

Community Services	Celebrate Canada	Government of Canada Department of Heritage	Awarded	2023	\$16,000	2023	\$16,000	Operating
Development Planning	Housing Accelerator Fund: Large/Urban Stream	CMHC	Awarded	2023	\$101,763,000	2023	\$59,153,675	Capital
Parks, Forestry and Horticulture Operations	Invasive Species Action Fund: Accelerated Impact	Invasive Species Centre	Awarded	2023	\$10,000	2023	\$10,000	Operating
Recreation Services	New Horizons Fund	Employment and Social Development Canada	Awarded	2023	\$21,176.00	2023	\$21,176.00	Operating
Vaughan Fire and Rescue	NG911 - Year One	Emergency Services Telecommunications Ministry of the Solicitor General	Awarded	2023	\$2,200,000.00	2023	\$73,459.00	Capital
Economic Development	OVIN	Ontario Centre of Innovation	Awarded	2023	\$2,700,000.00	2023	\$2,500,000.00	Operating
Recreation Services	Reconnect Ontario 2023	Ontario Ministry of Tourism, Culture and Sport	Awarded	2023	\$125,000.00	2023	\$98,975	Operating
Community Services	Seniors Community Grant Program	Ministry for Seniors and Accessibility	Awarded	2023	\$5,000	2023	\$5,000	Operating
Vaughan Public Libraries	Young Canada Works	Government of Canada	Awarded	2023	\$28,011	2023	\$19,020	Operating
Planning and Growth Management Public Works Infrastructure Development	Zero Emission Vehicle Infrastructure Program (ZEVIP)	Natural Resources Canada	Awarded	2022	\$230,000	2023	\$230,000	Capital
Environmental Sustainability	Bird Friendly City Grant	Nature Canada	Declined	2023	\$1,500			Operating
Recreation Services	Canadian Tire Jump Start Grant	Canadian Tire	Declined	2023) 9 : 1 : 6 6 3 5 5 %			Operating
Recreation Services	Inclusive Community Grant	Government of Ontario	Declined	2023	\$60,000.00			Operating
Vaughan Public Libraries	Living Cities Fund	Green Communities Canada	Declined	2023	\$14,000			Operating
Corporate Services	Skills Development Fund	Ontario Ministry of Labour, Immigration, Training, and Skills Development	Declined	2023	\$882,756			Operating

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: 2022 VAUGHAN FIRE AND RESCUE SERVICE ANNUAL REPORT

FROM:

Nick Spensieri, City Manager

ACTION: FOR INFORMATION

Purpose

The Vaughan Fire and Rescue Service (VFRS) 2022 Annual Report highlights the ongoing efforts to maintain and enhance fire safety and fire prevention efforts through education and prevention mechanisms. In addition, performance relating to providing a quality, efficient and effective emergency response service such that life safety outcomes are improved. The report outlines the critical initiatives vital in achieving strategic objectives, mitigating challenges, capitalizing on opportunities, ensuring our services continuously evolve, and enhancing our ability to serve and protect our citizens.

Report Highlights

- Provides a summary of the key activities and initiatives within the fire prevention/public education, operations, mechanical, training, communications divisions.
- Outlines the service priorities which ensures efficient and effective fire service for those who work, live, play and learn in the City of Vaughan.
- Communicates and demonstrates that VFRS offers the delivery of fire prevention, protection and emergency services, meeting the current and evolving diverse needs of our City.

Recommendations

1. THAT the 2022 Vaughan Fire and Rescue Service Annual Report be received for information.

Background

An annual report ensures transparency in operational performance, builds public awareness and ensures continuous improvement. The annual report highlights the past year's programs, initiatives, challenges, and achievements. It recognizes all the members of the VFRS team; firefighters, fire prevention inspectors/investigators, communications officers, training officers, mechanics, and clerks; for their vital role in keeping our community safe.

Previous Reports/Authority

All previous annual reports can be found on the City of Vaughan website [using this link](#).

Analysis and Options

This report supports the 2022-2026 Term of Council Service Excellence Strategic Plan; as we move forward on our journey of Service Excellence, and deliver on Council approved city-building initiatives including:

Safe, Active and Diverse Communities

- Enhance community well being
- Maintain safety in our community

Good Governance

- Ensure transparency and accountability

Citizen Experience

- Commitment to Citizen Services

Operational Performance

- Leverage data driven decision making processes
- Promote innovation and continuous improvement

Staff Engagement

- Empower staff

Financial Impact

None.

Operational Impact

None.

Broader Regional Impacts/Considerations

None.

Conclusion

The Annual Report complements our other communication strategies, such as city social media, newsletters, departmental website, public information, brochures/postcards, public education events and information sessions, and overall department branding strategy.

For more information, Andrew Zvanitajs, Fire Chief, Vaughan Fire and Rescue Service, ext. 6301.

Attachments

1. Vaughan Fire and Rescue Service 2022 Annual Report.

Prepared by

Andrew Zvanitajs, Fire Chief, Vaughan Fire and Rescue Service, ext. 6301.

Approved by



Nick Spensieri, City Manager



Vaughan Fire and Rescue Service

2022 ANNUAL REPORT



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MESSAGE FROM MAYOR **Steven Del Duca**

Vaughan Fire and Rescue Service (VFRS) is a group of highly trained and skilled professionals who have answered the call of public service. The members of VFRS have dedicated their lives to ensuring the safety and protection of our families, neighbours and the public spaces we use every day.

On behalf of the residents and businesses of Vaughan, I want to extend our deepest gratitude to all members of VFRS for their commitment to public safety and Service Excellence. The organization has a long and proud tradition of serving our community and providing the highest level of fire-related emergency services to protect the life and property of Vaughan residents.

Above and beyond responding to emergencies, VFRS is entrenched in the community, delivering public safety messages to all ages, from preschoolers to seniors. In addition, members actively fundraise for worthy initiatives, collect donations on behalf of the Vaughan Food Bank and generously volunteer their time and talent to provide critical fire safety education.

Under the leadership of Fire Chief Andrew Zvanitajs, VFRS maintains its position as one of Ontario's best emergency service organizations.

Every day, the members of VFRS demonstrate courage, compassion and humanity.

Thank you for serving our city with pride and honour.



Steven Del Duca
Mayor of Vaughan



MESSAGE FROM CITY MANAGER **Nick Spensieri**

On behalf of the City of Vaughan's Senior Leadership Team – Executive, I would like to thank every member of Vaughan Fire and Rescue Service (VFRS) for delivering Service Excellence 24-7.

The results of the 2022 Citizen Survey revealed that VFRS earned an impressive 99 per cent satisfaction rating from Vaughan residents. And it's easy to see why. All members of VFRS show extraordinary

dedication for the incredible work they do to keep our residents, businesses, visitors and communities safe. Every division plays an important role in ensuring everyone has access to vital life-saving information and high-quality emergency services.

With the return of in-person training and fire prevention education in 2022, VFRS's impact on Vaughan only continues to grow with their innovative approaches to protecting

lives, property and the environment from adverse effects of fire, medical emergencies and other dangerous conditions.

Thank you again for your commitment to the community.



Nick Spensieri
City Manager, City of Vaughan
on behalf of the Senior Leadership Team – Executive



MESSAGE FROM THE Office of the Fire Chief

In a post-pandemic world, VFRS has returned to business as usual and continues to prove we are a ready, capable and adaptable all-hazards fire service. The return of in-person and in-station tours in 2022 was welcomed by the community and our staff as we opened our doors to resume public education and fire safety visits in all VFRS stations and city neighbourhoods.

Additionally, several large infrastructure projects were finalized as of last year. We have completed design work for the multi-million-dollar refurbishment of Station 7-1, which will commence in late 2023. As well, the design of Station 7-12 is now complete,

and is set to break ground in late 2023. A candidate class of 22 recruits will be added in the coming year to staff engine 7-12.

As a department, we continue to move forward with digitizing our service by eliminating paper paystubs and most daily paper check sheets. Our Training Division continues to leverage the Vector Solutions platform, which allows staff to use a single, digital one-stop-shop for everything training and administration related.

Each day, I am awed by the individual efforts all VFRS members put forth. I cannot express my gratitude enough to all VFRS personnel.

You make this job easy by continuing to be dedicated professionals and perfecting your trade every day through your outstanding personal performances.

Pride and honour.



Andrew Zvanitajs, Fire Chief
Vaughan Fire and Rescue Service



VFRS MANAGEMENT TEAM



Andrew Zvanitajs
Fire Chief



Grant Moffatt
Deputy Fire Chief



Mike Doyle
Deputy Fire Chief



James Arnold
Deputy Fire Chief



Michael Ing
Assistant Deputy Fire Chief

OUR MOTTO
PRIDE AND HONOUR

OUR MISSION

To provide programs to protect lives, property and the environment from adverse effects of fire, medical emergencies and other dangerous conditions.

PHILOSOPHY OF OPERATIONS

- Success is dependent on providing residents with what they need, when they need it—always.
- Fairness, integrity, and trust as essential qualities of ethical emergency service.
- Progressive thinking and learning through employee involvement and teamwork.
- Residents as customers, deserving the highest quality of service.
- Duty-bound through perseverance and commitment to excellence.
- Our trademark caring about people with dignity and respect.

VFRS SENIOR COMMAND TEAM

PLATOON CHIEFS

A Platoon: Brian Culp
 B Platoon: Jason Salisny
 C Platoon: Michael Gorveatt
 D Platoon: Peter Maynard

DISTRICT CHIEFS

A Platoon: Jim MacDonald
 B Platoon: Jerry Nicosia
 C Platoon: Robert Simmonds
 D Platoon: Jack Benbihy

Training Division

Chief Training Officer: Michelle Moulton

Fire Prevention Division

Chief Fire Prevention Officer:
 Darren Lynch

Mechanical Division

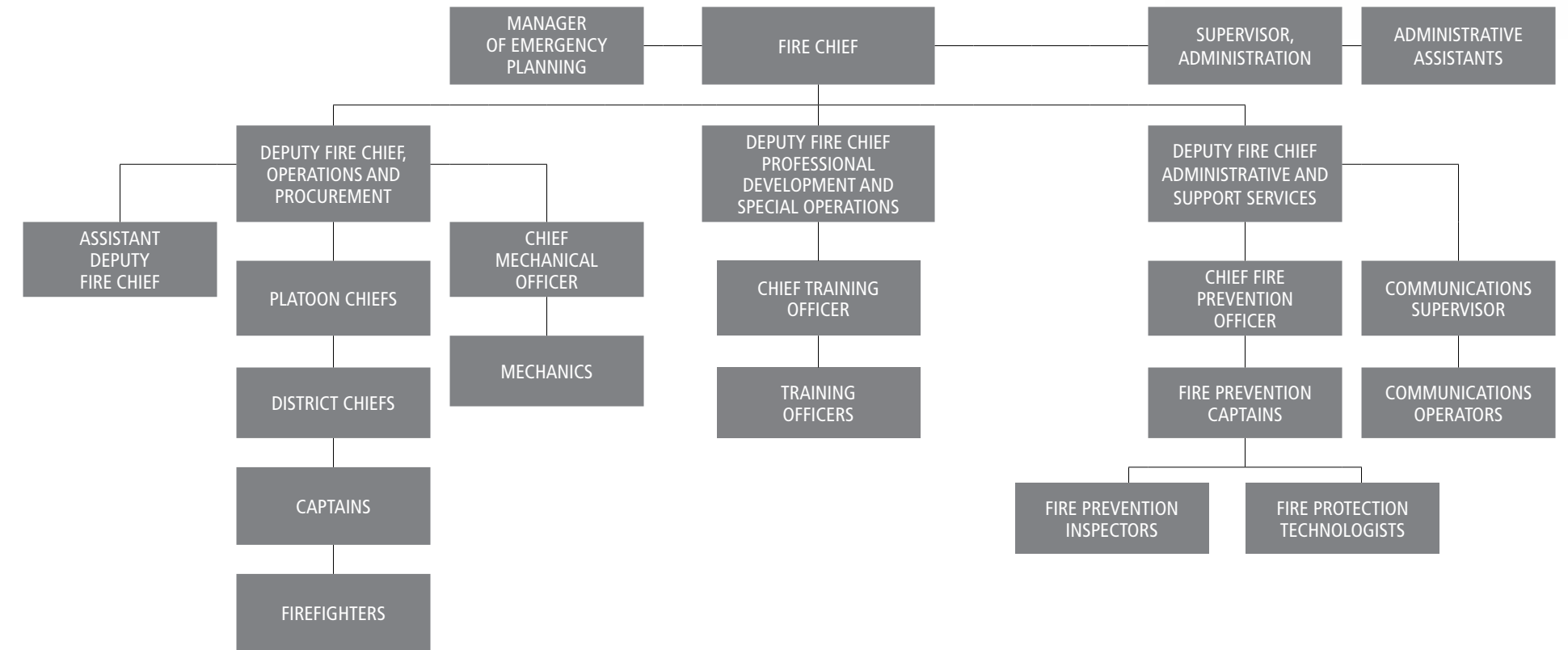
Chief Mechanical Officer: Chris Dennis

Communications Division

Supervisor: Andrea Alexander

VAUGHAN FIRE AND RESCUE SERVICE

Organizational Structure



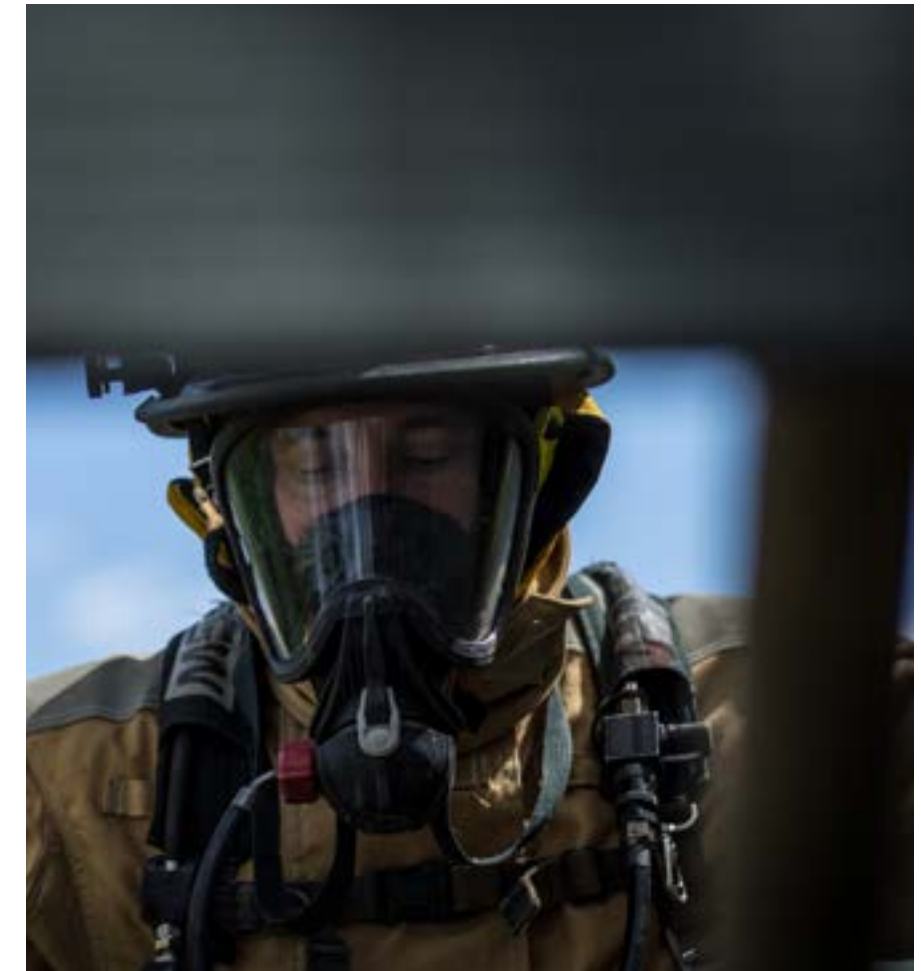


EXECUTIVE SUMMARY

This report highlights the accomplishments and the people that make VFRS what it is: one of the most respected fire services in Ontario. In 2022, VFRS responded to more than 12,800 service calls. As the busiest fire department in York Region, we continue to prove the department's mettle each time we attend a call for service, from the operations to prevention division, or anywhere in between.

Thank you to Mayor Steven Del Duca and Members of Council for the out-of-budget-cycle addition of four full-time employees in our Communications Division. These much-needed resources complemented our existing staff and will allow a robust response to the Next Generation 9-1-1 (NG-911) program to be implemented later in 2023.

We will also be adding new apparatus in 2023, which were included in the 2022 Budget. Two new engines specifically designed for the urban environment will arrive in 2023 and replace existing units, with a third coming on board for Station 7-12.





OUR STRATEGIC DIRECTION

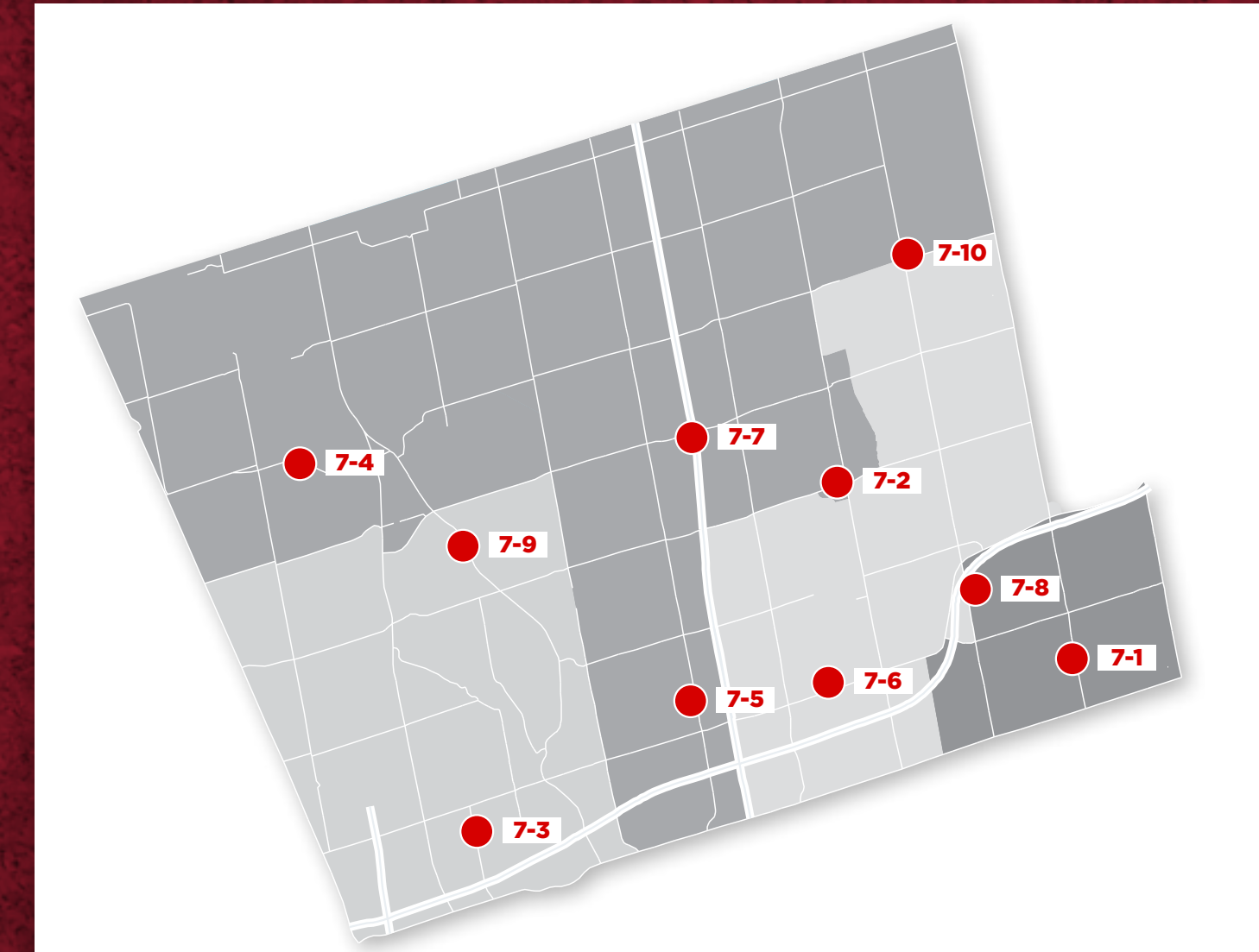
- Implement fire training strategies to support sustainable fire protection and emergency services through recruit training, officer development courses, special operations training in all rescue disciplines, nozzle forward training, and live fire training.
- Continue to provide a comprehensive fire protection program through public education and fire prevention within the city.
- Provide VFRS subject matter expertise on the planning, designing and building of future fire stations to respond to the growing city.
- Provide VFRS subject matter expertise on the implementation of NG-911.
- Strengthen the Emergency Management Program to maintain compliance with the *Emergency Management and Civil Protection Act*.



2022-2026 TERM OF COUNCIL SERVICE EXCELLENCE STRATEGIC PLAN



VFRS RESPONSE AREA MAP



- STATION 7-1**
835 Clark Ave. W.
- STATION 7-2**
9290 Keele St.
- STATION 7-3**
7690 Martin Grove Rd.
- STATION 7-4**
835 Nashville Rd.
- STATION 7-5**
2 Fieldstone Dr.
- STATION 7-6**
120 McCleary Crt.
- STATION 7-7**
40 Eagleview Hts.
- STATION 7-8**
111 Racco Pky.
- STATION 7-9**
9601 Islington Ave.
- STATION 7-10**
10800 Dufferin St.

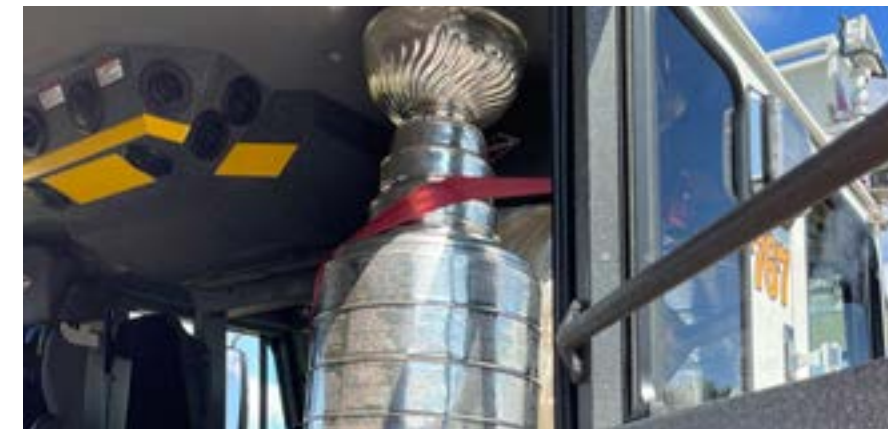


OPERATIONS DIVISION

In 2022, the Operations Division continued to provide residents with the highest possible level of service while responding daily to incidents, including fires, medical emergencies and other calls for assistance.

Highlights include:

- We were honoured by the request to escort Andrew Cogliano and the coveted Stanley Cup to several locations in Vaughan.
- Welcomed 16 recruits that were placed on shift.
- Additional technical rescue equipment was placed in service.
- New equipment was added to augment our vehicle stabilization program.



FIRE LOSS OVER \$500,000

Location	District	Property Type	Dollar Loss
Adrianno Crescent	75	Residential	\$550,000
Coldspring Road	74	Residential	\$1,035,000
Glen Shields Avenue	78	Residential	\$900,000
Harris Crescent	73	Residential	\$700,000
Highway 427	73	Multiple vehicles	\$500,000
Jane Street	77	Entertainment facility	\$500,000
Kipling Avenue	73	Commercial	\$800,000
Major Mackenzie Drive	72	Residential	\$950,050
Major Mackenzie Drive	74	Vehicle	\$605,000
Oliver Lane	72	Residential	\$800,000
Pine Valley Drive	79	Residential	\$800,000
Veneto Drive	73	Residential	\$585,000



MECHANICAL DIVISION

As part of our efforts to adopt greener alternatives under the direction of Chief Zvanitajs, we have begun our journey toward an electrified support fleet. Our first fully electric administration vehicle arrived in 2022 with great reviews. This vehicle is the first of many to follow in our commitment to establish a greener fleet. In 2023, we will see the introduction of two hybrid operation SUVs, two fully electric pick-up trucks and three operation engines with new Eco-idle technology.



A Platoon

On June 17, 2022, A Platoon responded to Woodbridge Foam Corporation for a fire alarm system activation and discovered the warehouse portion was on fire.

Due to the size of the factory and the extent of the fire, eight apparatus were required to battle the fire.

We also requested assistance from our Mechanical Division to refuel the apparatus on scene, and our rehab unit to help rest and rehydrate our personnel.

VFRS used our Command Vehicle 701 to set up our Incident Command Centre for the arriving Chief Officers to set up a unified command to deal with ongoing logistics with police, emergency medical services and the Ministry of the Environment. We also used our air light truck to fill air bottles at the scene.

Our trucks were there for several hours during the overhaul process, which required heavy equipment.

~ Platoon Chief Brian Culp





EMERGENCY PLANNING

The number of department staff doubled in size with the addition of an Emergency Planning Advisor.

The City's emergency declaration for the global COVID-19 pandemic response was terminated on April 27, 2022. After 26 months of actively responding to the pandemic, the Emergency Management Team (EMT) was demobilized and the Emergency Operations Centre closed on May 18, 2023. An evaluation of the response was conducted, and 39 action items were identified to further enhance our emergency management capabilities. By the end of the year, 38 per cent of the action items were fully implemented, with the remaining 62 per cent targeted to be implemented by the end of 2024. A Business Continuity Planning Working Group was established to formalize a governance framework to strengthen the City's operational resiliency.

In-person public education resumed with a booth at the Woodbridge Fall Fair. We partnered with the City's Transportation and Fleet Management Services department to promote the Active School Travel pilot program, winter safety and the importance of being visible when outside. In co-ordination with the Corporate and Strategic Communications department, two public safety videos were

released: [Be Bright at Night](#) and [Safety Tips for your Car](#). Incident management support was provided to the Events team at Canada Day, the Toyota National Soccer Championships and Andrew Wiggins Day.

We supported five local industries in collaboration with fire operations to achieve legislative compliance through field exercises to hazardous materials incidents. Emergency colour code drills were conducted at 28 City facilities to practice managing different situations. Code Black Suspicious Package and Code White Severe Weather exercises were used at different sites to help staff practice response protocols. The annual exercise for the EMT – Perilous Prism – involved 125 City personnel and representatives from external agencies. The team successfully managed a complex scenario involving a mass casualty incident with a hazardous materials release caused by a severe weather event. Exercise Perilous Prism allowed the EMT to practice hybrid operations procedures of in-person and remote members. The team identified 25 action items to enhance our emergency management systems and strengthen resiliency.



TRAINING DIVISION



The Training Division supports all divisions, including Operations Division firefighters by developing and delivering comprehensive training programs that ensure our firefighters continue to deliver the high level of response Vaughan residents expect and rely on.

These training programs consider public safety, including fire suppression skills and tactics, emergency medical services, auto extrication, specialized technical rescues, officer development, and fire apparatus operations and maintenance. At the beginning of 2022, the training division held a three-month recruit class in which we trained 16 new firefighters to become successful members of the Service. We also provided opportunities for our Operations Division to utilize the training tower to continue to rehearse hose handling and suppression techniques and throw various sizes of ground ladders. The Training Division also supported an Acting Captain qualifying routine and an Acting District Chief qualifying routine, which helped add to our cadre of leadership positions.

In 2022, VFRS apparatuses transitioned to a new type of hose and nozzle. As a result, new hose handling and deployment techniques were introduced during the summer and demonstrated to our firefighters during live fire training. Once these basic techniques had been shown to all our firefighters and feedback had been collected,

the groundwork was laid for more changes to come in 2023, which will create increased efficiency and effectiveness when deploying our hose lines.

Special Operations Teams from Station 7-5 assisted the Training Division in ensuring all VFRS crews received on-shift trench rescue awareness equipment familiarization, and instruction on first-arriving considerations on how to prepare for the arrival of the Special Operations Teams. This valuable training puts all crews on the same page, knowing what is expected of them in a trench collapse emergency.

Special Operations Teams from Station 7-2 participated in Open Water Rescue training at Seneca College, where they practiced swim rescues, using the inflatable rescue craft and constructing high-line rope systems to ferry victims and crews. Station 7-2 teams were also fortunate enough to utilize some of the unique features at Canada's Wonderland to conduct high-angle rescue training, focusing on artificial high-directionals, pickoffs and skate-block systems. The multi-day training opportunity culminated in a start-to-finish scenario that combined all our teams' skills.



COMMUNICATIONS DIVISION

The Communications Division consists of 13 full-time communications operators and one communications supervisor with years of service ranging from one to 21.

The communications operators are the first point of contact for city of Vaughan and King Township residents during emergencies. Communications operators are responsible for dispatching the appropriate emergency response to calls and maintaining radio communications throughout an incident. The operators liaise with allied agencies, including police, emergency medical services, utilities and neighbouring fire departments. The division is also responsible for looking after alarms out of service, burn permits and ensuring all radio, telephone and computer-related equipment works efficiently.

In 2022, the Communications Division handled a total of 14,300 emergency calls. Of those calls, 12,836 were for Vaughan and 1,464 were for King Township.

B Platoon

2022 was a year of transitions for B Platoon personnel. We transitioned from virtual indoor training to more hands-on outdoor training, where fire crews could tackle their specialized training like high-angle rescue, hazmat and confined space rescue training. We were also able to get back to our bread-and-butter training like high-rise training, fire pump operator training and water-ice rescue training.

B Platoon also had a significant transition in personnel as some

experienced firefighters, Captains and a Chief Officer retired. However, we were fortunate to welcome several new Captains and Acting Captains to B Platoon who will continue to enhance our leadership and skills.

As we look ahead to 2023, B Platoon will focus on building the skills and leadership of our newest recruits, while also looking to improve the overall efficiencies within the Suppression Division of VFRS.

~ Platoon Chief Jason Salisny





FIRE PREVENTION DIVISION

FIRE PREVENTION DIVISION STATISTICS

- Plan examinations: 1,333
- Inspections: 1,132
- Public education events: 77

PREVENTION DIVISION

The Fire Prevention Division is committed to providing Vaughan residents with the first two lines of defense: public education and fire inspection code enforcement. Currently, VFRS employs nine fire inspectors, two fire protection technologists/plan examiners, and two fire prevention captains who are under the supervision of a chief fire prevention officer.

Members of the team:

- review building permits with fire detection and suppression systems.
- conduct fire safety inspections of new/existing buildings.
- implement enforcement tools under the *Fire Protection and Prevention Act*.
- provide fire prevention cross-training to the Operations Division.
- investigate fires to determine the origin and cause.
- deliver fire safety public education through organized events, media, door-to-door campaigns and training sessions.

ACHIEVEMENTS

Hazard House

A new public education program built around our Hazard House simulator was rolled out to 10 elementary schools. The Hazard House is an 80-pound collapsible simulator, and includes a basement with an office, garage and utility room; a kitchen and living room with a fireplace on the ground floor; a bathroom and bedroom on the second floor; and two bedrooms and attic space on the third floor. A stairway connects all four levels, and smoke simulators demonstrate the chimney effect as smoke quickly rises from each floor to the top level. The simulator was set up in either the library or gymnasium, and classes from Grade 1 to Grade 8 cycled through and received training tailored to their age. Feedback from the program has been overwhelmingly positive, and it is now being offered to all elementary schools in the city.

Fire Prevention Week

The theme for this year's Fire Prevention Week, which ran from Oct. 9 to Oct. 15, was "Fire Won't Wait. Plan Your Escape." The week was kicked off a day early at the Woodbridge Fall Fair on Oct. 8, where we set up a booth with our Hazard House, trivia wheel and cooking safety simulators. More than 800 attendees received fire safety packages with activity booklets and educational materials to take

home. During the week, our team partnered with all schools from the York Catholic District School Board and York Region District School Board in Vaughan by sending a separate fire safety video each day for schools to deliver to all their students.

The Sleepover with Sparky program was rolled out to Grade 1 students in 72 participating schools, and included a laminated Sparky for each student to take home, along with a fire safety checklist they could complete with their families. Our fire inspection team went door-to-door that week offering to check and test smoke alarms in areas with multiple-family residential buildings. More than 180 home visits were completed. Temporary smoke alarms were installed in homes where the smoke alarms were malfunctioning, expired or missing.

Fire Prevention Videos

Working with the Corporate and Strategic Communications department to build on our fire safety video library, five new videos were created for carbon monoxide alarms, carbon monoxide safety, electrical safety in the home, laundry room fire safety and preventing smoking fires. The videos are available on vaughan.ca/fire and the [City's YouTube channel](#), and are shared periodically through the [City's social media platforms](#).

TOP FIVE IGNITION SOURCES IN STRUCTURAL FIRES

1. Open flame tools, smokers' articles
2. Appliances
3. Miscellaneous
4. Electrical distribution equipment
5. Cooking

Ignition sources are grouped in categories outlined in the Ontario Fire Marshal's Standard Incident Reporting manual. There are 10 categories of ignition sources: cooking, electrical distribution equipment, heating equipment, appliances, lighting, processing equipment, open flame tools, other mechanical/electrical, miscellaneous and exposure. Open flame ignition sources include lighters, matches and cigarettes,

as well as salamander heaters, cutting and welding equipment and blow torches. Miscellaneous is a term used in standard incident reporting that groups together ignition sources that do not have a category (i.e. fireworks, static electricity, chemical reactions).

2022 FIRE INVESTIGATION RESULTS

Accidental fires	7
Intentionally set fires	0
Undetermined fires	3
Total number of in-depth investigations	10

FIRE INVESTIGATIONS

All fires are investigated by either trained firefighters or when additional resources are required, more in-depth investigations can be completed by fire investigators in the Fire Prevention Division. In 2022, Fire Prevention Division investigators worked diligently to safely conduct 10 in-depth investigations related to fires that caused one civilian death and an estimated \$3.4 million in property damage.

REPORTED FIRES BY PROPERTY CLASSIFICATION

A – Assembly	6
B – Care and detention	0
C – Residential	62
D – Business and personal service	4
E – Mercantile	5
F – Industrial 2	20
Structures/properties not classified	24
Vehicles	74
TOTAL	195





PEER SUPPORT TEAM

The Peer Support Team is a group of peer-elected volunteers that support staff within VFRS. The team consists of members from fire prevention, fire communications and fire suppression. This group of dedicated individuals works to ensure access to various programs and services for our members. Services can be utilized to improve self-care and manage stress throughout a demanding career in public service.

The Peer Support Team continues to evolve to the needs of VFRS, and remains readily available to listen and help connect members with local services as required. Team members have assisted in various incidents ranging from single traumatic calls to staff's personal challenges. As we emerge from the global COVID-19 pandemic, our Peer Support Team will seek to recruit new members and engage in meaningful training. The value of the Peer Support Team does not go unrecognized by the VFRS Management Team and Association Leadership. With continued support, the team seeks to expand its knowledge base and continue to build resources to provide to our members and their families.





BENEVOLENT COMMITTEE

BENEVOLENT COMMITTEE MEMBERS

- Shannon Vassos
- Justin Sanderson
- Katie Street
- Mark Ferguson



PRIDE PARADE: Members of Vaughan Professional Fire Fighters Association (VPFFA) attended the vibrant York Region Pride Parade in Newmarket. They marched with a Vaughan Pride firetruck and proudly stood shoulder to shoulder with the 2SLGBTQ+ community.



4-ON-4 CHARITY HOCKEY TOURNAMENT: Our newest recruits were involved in planning our annual 4-on-4 charity hockey tournament at Westwood Arena. With successful t-shirt sales and a great prize raffle, the event **raised \$4,500**, which was donated to our Mackenzie Health pledge.

BREAST CANCER AWARENESS MONTH: For Breast Cancer Awareness Month, the Benevolent Committee launched a t-shirt campaign and created an online giving page on Breast Cancer Canada's webpage. **We sold 130 shirts.**

YORK REGION OSHAWA EMERGENCY SERVICES SLO-PITCH TOURNAMENT: The Benevolent Committee entered a team into Oshawa Fire's charity slo-pitch tournament, which **raised \$8,000** for Lakeridge Health.

MOVEMBER: The Movember campaign consisted of an online team donation page and a partnership with Kensington Brewery Company. The Benevolent Committee hosted a launch event at Kensington Brewery and created a partnership, in which a portion of the VPFFA branded beer was donated to our Movember campaign. With t-shirt sales, our campaign **raised approximately \$5,000.**



FIELD SUPPORT UNIT AND HONOUR GUARD



Volunteers play an important role in VFRS. Our Field Support Unit and the Honour Guard attended many events and incidents in 2022.

The Field Support Unit attended 14 service calls, including for structure fires and grass/brush fires, assisting the Training Division with the Captains routines, live fire training and firefighter recruit training, and other incidents throughout the year. The Field Support Team assists with the rehabilitation and hydration of the crews on scene of major incidents. We also continue to be available for Concerts in the Park, the CP Holiday Train supporting the Vaughan Food Bank and the Remembrance Day ceremony in Woodbridge. This vehicle is operated by nine current staff consisting of off-duty firefighters and communications operators.

The Honour Guard remains available and at the ready when called upon. In 2022, the Honour Guard attended the Fallen Firefighter Memorial in Toronto, the Remembrance Day ceremony in Woodbridge, the Inauguration of the 2022-2026 Term of Council and several funeral services. We continue to be available for the Recruit Graduation and various events held at Vaughan City Hall. The Honour Guard consists of approximately 16 current and retired firefighters, captains and communications operators from the department.

The Field Support Unit and Honour Guard are always prepared and ready to assist the department, Mayor and Members of Council and the residents of Vaughan.

C Platoon

2022 was an eventful year for C Platoon. We had two senior members retire – Platoon Chief Robert Wilk and Captain Mike St. Clair – and we thank them for their long-standing service.

C Platoon responded to a wide variety of incidents, including structural fires, motor vehicle collisions, hazardous material incidents, specialized rescues and medical emergencies. We continued to train for specialized rescues, such as high-angle rope rescue, ice-water rescue, confined space rescue and hazardous materials incidents.

We also welcomed new recruits and transfer firefighters, and promoted eight individuals to the Acting Captain role. Newly promoted Platoon Chief Michael Gorveatt and District Chief Robert Simmonds will lead the platoon moving forward.

~ Platoon Chief Michael Gorveatt





SERVICE RECOGNITION



FIRE SERVICES EXEMPLARY SERVICE MEDAL RECOGNITION (FEDERAL RECOGNITION)

20 years

- Captain Barry Albert
- Captain Jamie Gray
- Captain Matthew Kenney
- Captain Vincent Lavoie
- Firefighter Danny McBey
- Firefighter Dean McCaw
- Firefighter Conor Murphy
- Firefighter Chris Sapergo
- Firefighter Michael Taylor
- Captain Navjot Tumber
- Firefighter Wesley Weening

25 years

- District Chief Jack Benbihy
- Captain Chris Betzner
- Captain Paul Bionda
- Firefighter Jason Bucknall
- Captain John Crawford
- Captain Esther Duval
- Firefighter Craig Floyd
- Firefighter Terri Kubik
- Firefighter Matthew Malciw
- Firefighter Stephen McDowell
- Captain David McNaught
- District Chief Jerry Nicosia
- Captain Jacqueline Rasenberg
- Platoon Chief Jason Salisny
- Firefighter John Valade
- Captain Tony Watson
- Firefighter Mark Wilson
- Captain Edward Wright
- Fire Chief Andrew Zvanitajs

ONTARIO FIRE SERVICE AWARD RECIPIENTS

- Firefighter Kevin Brown, 30 years
- Platoon Chief Peter Maynard, 35 years
- Deputy Fire Chief Grant Moffatt, 35 years

RETIREMENTS

- Andre Clifton
- Stuart Collins
- Brian Cooke
- Damien Garel
- Joanne Hnatykiw
- John Leggett
- Christopher Oakes
- Vincent Pickett
- Fred Richard
- Mike St. Clair
- Robert Wilk

PROMOTIONS

- Captain Chris Betzner
- Captain Jason Bucknall
- Platoon Chief Michael Gorveatt
- Captain Daniel Guida
- Captain Tim Large
- District Chief Jim MacDonald
- District Chief Christopher Oakes
- Captain Troy Ricci
- District Chief Robert Simmonds
- Captain David Wonfor



LOOKING AHEAD



ANALYTICS

VFRS continues to use data to drive our decision-making. We will use planning and historical information, Municipal Property Assessment Corporation (MPAC) data and mapping to target homes at the highest risk and ensure smoke alarms function properly. Also, the department will continue to use GIS to help determine locations for fire stations by focusing on key performance indicators and ensuring response times are optimal.

TECHNOLOGY

VFRS will continue to work with our regional partners to improve communications during calls by revamping the existing 9-1-1 system by completely transitioning to the NG-911 system. The Communications Division will be able to accept calls through voice and text messaging services and must be made available through a system called Real-Time Text (RTT), allowing for a greater conversational flow of communication. Another initiative the department will pursue is using pre-plan software to target locations of higher risks and develop strategies to ensure staff are ready for emergencies at those locations.

D Platoon

With my retirement in early 2023, I would like to express my appreciation to the members of D Platoon for their hard work and dedication to the profession. It has been an honour to work with such a talented and engaged group.

I have always been proud of your innovation and focus on

advancing our profession. It is a great demonstration of your commitment.

We come from a long tradition of service to our community and I am confident in your continued devotion to that level of service and safety.

Work hard. Train harder.

~ Platoon Chief Peter Maynard





2023 BUDGET AND 2024 FINANCIAL PLAN

DEPARTMENT OVERVIEW

VFRS is mandated to deliver timely and effective mitigation of emergencies, to ensure fire code compliance and to promote the prevention, education and preparedness for emergency situations for the residents of Vaughan.

2021-2024 FINANCIAL SUMMARY

(\$M)	2021 Actuals	2022 Approved Budget	2023 Approved Budget	2024 Plan
REVENUE				
User Fees	0.9	0.9	0.9	0.9
TOTAL	0.9	0.9	0.9	0.9
EXPENDITURES				
Labour	52.9	54.6	55.8	56.5
General Maintenance, Repairs, Utilities	1.5	1.4	1.5	1.5
Communications	0.4	0.4	0.5	0.5
Other	1.0	0.9	1.0	1.0
TOTAL	55.8	57.4	58.7	59.5
Net Operating	54.9	56.5	57.8	58.6
Capital Plan	8.3	7.2	10.0	5.6

2023 KEY PERFORMANCE INDICATORS (KPIs)

VAUGHAN FIRE AND RESCUE SERVICE PERFORMANCE MEASURES					
Measure	2020	2021	2022	2023 Estimate	2024 Estimate
Inspections	1,230	1,472	1,333	1,500	1,500
Plans Examinations	972	1,117	1,132	1,000	1,000
Fire Education (number of contacts)	3,698	3,507	5,675	5,800	5,800

Note: 2019 data is not comparable as a result of a change of methodology.

It is vital for the City to provide public education, fire investigation services, and ensure buildings and properties are constructed and maintained in accordance with applicable fire and life safety regulations. The three lines of defense for fire protection includes public education, enforcement and suppression. Effective prevention and public fire safety education are likely to have a direct and substantial positive impact on reducing the demand on emergency response services. Public education is considered a proactive activity that promotes fire safety through the community.

2022 KEY RESULTS

- In April, 40 members of VFRS took part in the Officer Development Program. This program provides participants with exposure to the supervisory aspect of being a fire officer.
- On June 10, the next generation of 18 firefighters were officially welcomed into the City. Through a graduation and recognition ceremony.
- VFRS compiled its 2021 Annual Report where VFRS attended more than 11,000 calls for service, closed more than 1,400 inspections and participated in more than 3,500 public education events.
- Continued to implement a City-wide pre-emptive traffic technology pilot in partnership with York Region.



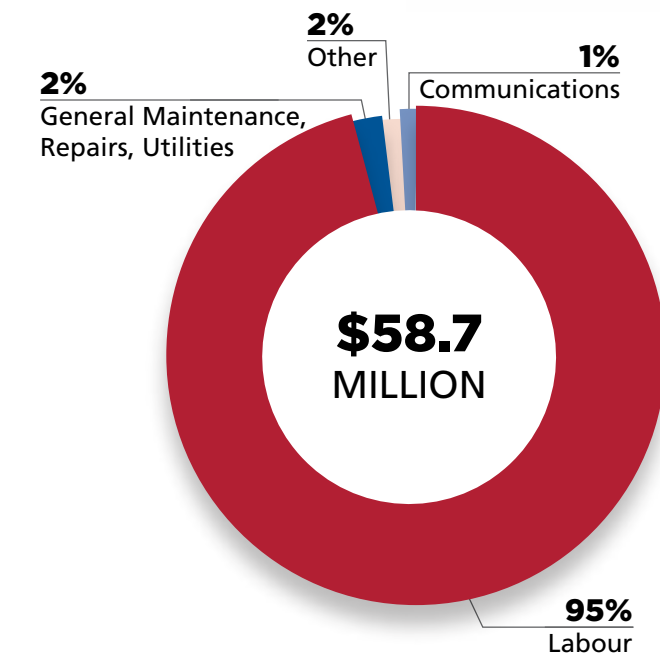
- VFRS and the Corporate and Strategic Communications department have launched a number of public education initiatives throughout the year to promote everything from fire safety at cottages, barbecuing and outdoor fireplaces to having a home escape plan and checking for appliance safety.
- VFRS shared safety tips during Fire Prevention Week. This year marked the 100th anniversary of the week and the theme for 2022 was “Fire won’t wait. Plan your escape.” VFRS educated the community about the importance of having and practicing a fire escape plan.
- Through feedback from Emergency Management Team members and the program audit conducted by Internal Audit, 39 enhancements to the program were identified. The program has implemented three of the recommendations and 11 are incorporated into standard operating procedures.

2022 KEY OBJECTIVES

- Implement fire training strategies to support sustainable fire protection and emergency services through recruit training, officer development courses, special operations training in all rescue disciplines, nozzle forward training, and live fire training.
- Continue to provide a comprehensive fire protection program through public education and fire prevention within the city.
- Provide VFRS subject matter expertise on the planning, design and build of future fire stations to respond to the growing city.
- Provide VFRS subject matter expertise on the implementation of NG-911.
- Strengthen the Emergency Management Program to maintain compliance with *Emergency Management and Civil Protection Act*.

OPERATING SUMMARY

2023 Gross Operating Expenditures



FUNDING TYPE	\$M	%
User Fees	0.9	1.5%
Taxation	57.8	98.5%
TOTAL	58.7	100%

Budget Change: The increase in operating budget in VFRS is driven by labour progressions, two additional resource requests as detailed below, as well as contractual obligations and inflationary pressures.

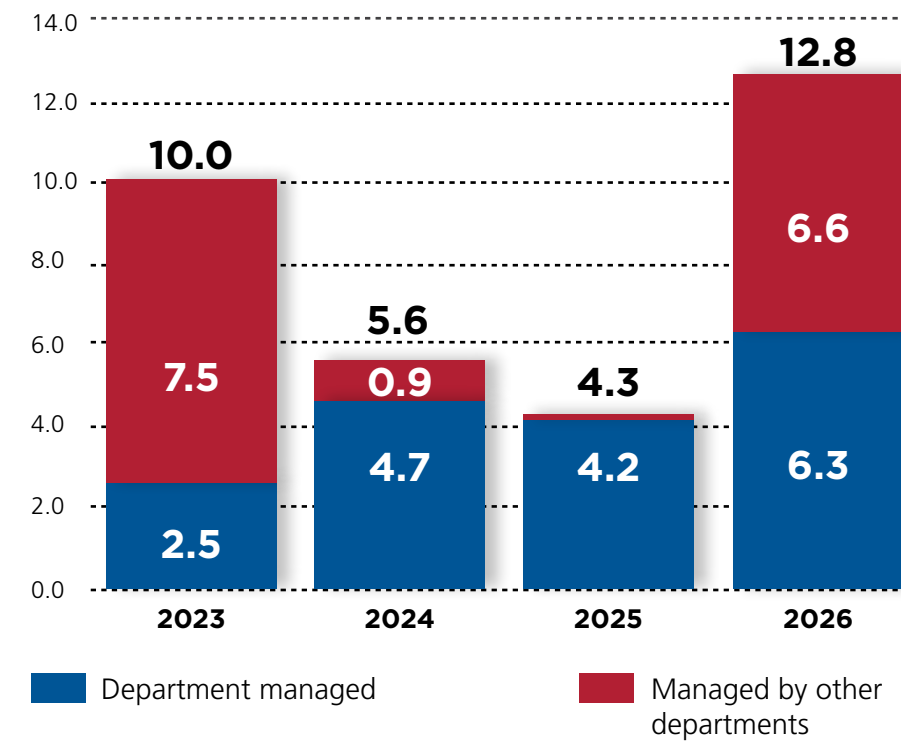
BUDGET CHANGE (\$M)	2021	2022	2023	2024
NET OPERATING BUDGET		53.6	56.5	57.8
Status Quo		2.9	1.1	0.8
Growth		-	0.2	-
New		-	0.1	-
Net Operating Budget	53.6	56.5	57.8	58.6
Budgeted Full Time Equivalents (FTEs)	355	361¹	364	-

¹ The 2022 FTE count includes an increase of four full-time equivalents, as approved by Council on Sept. 13, 2022.

New Requests: There are two new 2023 requests for VFRS. The first relates to two Fire Prevention Inspectors driven by growing demands as well as regulatory changes that require more fire inspections. Secondly, a Clerk Typist is requested, as recommended by the Internal Audit mechanical review. The position will be responsible for tracking and maintaining all inventories, tracking assets and distribution of equipment for the Mechanical Division and Operations Division.

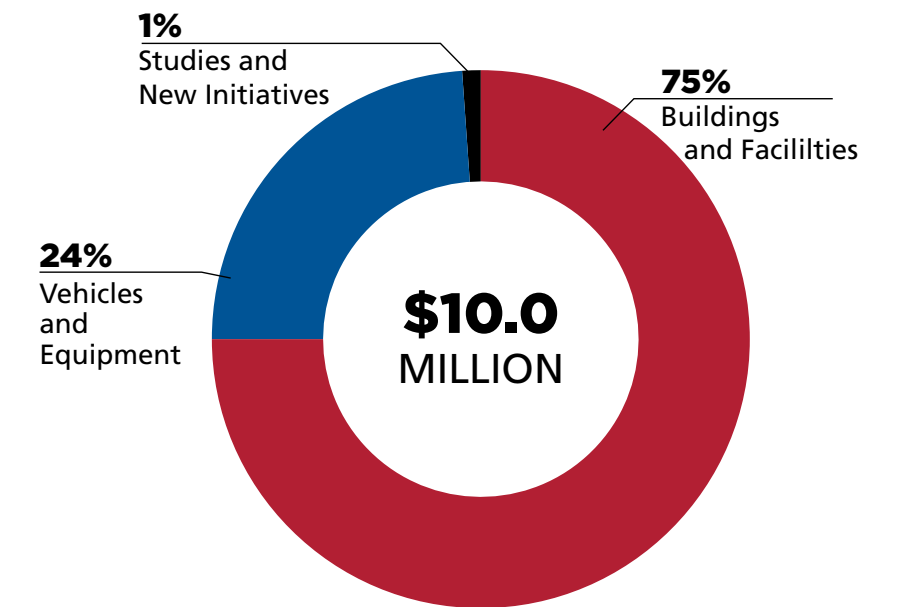
INDEX NUMBER	NEW REQUESTS (\$M)	FTEs	2023
100-1-2023	Two Fire Prevention Inspectors	2.0	0.20
100-2-2023	Clerk Typist	1.0	0.09
TOTAL:		3.0	0.29

**CAPITAL SUMMARY:
2023 BUDGET AND 2024-2026 CAPITAL PLAN (\$M)**



2023 CAPITAL BUDGET

The 2023 capital budget request includes \$2.5 million in capital projects that will be managed and reported on by VFRS. Another \$7.5 million is managed by Facility Management on behalf of VFRS.



2023 BUDGET AND 2024 CAPITAL PLAN INCLUDING OPEN PROJECTS BY STRATEGY MAP (\$M)

SERVICE EXCELLENCE STRATEGIC PLAN	OPEN	2022	2023
Active, Safe and Diverse Communities	15.4	8.5	4.7
City Building	0.4	0.0	-
Environmental Stewardship	4.0	1.5	0.5
Good Governance	0.4	-	-
Operational Performance	-	-	0.3
GRAND TOTAL	20.2	10.0	5.6

2023 BUDGET AND 2024 CAPITAL PLAN BY FUNDING SOURCE (\$M)

FUNDING SOURCE	2023	2024
Development Charges	1.4	0.3
Infrastructure Reserves	3.2	5.1
Debenture	4.6	-
Grant	0.6	0.2
Capital from Taxation	0.1	-
GRAND TOTAL	10.0	5.6





City of Vaughan
Vaughan Fire and Rescue Service
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

vaughan.ca/fire

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

**TITLE: PROCUREMENT PLAN FOR CERTAIN INFORMATION
TECHNOLOGY SYSTEMS**

FROM:

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

Wendy Law, Deputy City Manager, Legal and Administrative Services & City Solicitor

ACTION: DECISION

Purpose

To formalize the procurement approaches for standardized Information Technology (“IT”) Systems (licenses and related ancillary maintenance and support services) and establish a policy to supplement the Corporate Procurement Policy in this regard.

Report Highlights

- Under the new Corporate Procurement Policy (15.C.03), a renewed regime of purchasing licenses and maintenance services for certain proprietary software and systems is proposed.
- Staff are recommending that an administrative policy be established for the procurement of IT-related Goods and Services in accordance with the framework as contained in this report.
- Staff recommend that certain IT Systems be formalized as City Standards and that single source awards be permitted for services agreements and licenses, and related ancillary maintenance/support for such Standards.
- Staff are also seeking delegated authority to enter into agreements with internet service providers and telecommunications providers for the provision of mobile devices, internet services and telecommunications services for Staff and Council.

Recommendations

1. That an administrative policy be established governing the procurement of IT Goods and Services, in accordance with the framework as contained in this report, to be approved by Policy Committee;
2. That Council approve the list of Standardized IT Systems listed in the confidential attachment to this report;
3. That the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer be authorized to amend the list of Standardized IT Systems, by adding or removing IT Systems according to the criteria contained in Attachment 1 to this report;
4. That notwithstanding the Corporate Procurement Policy 15.C.03, the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer be authorized to approve single source procurement for any licenses and/or renewals of related ancillary maintenance and support service agreements for the Standardized IT Systems directly from the Licensors of such Systems;
5. That the Director of Procurement Services, or delegate, be authorized to execute agreements in a form satisfactory to Legal Services for single source procurements provided in Recommendation 4;
6. That the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer be authorized to enter into agreements with telecommunications providers for the provision of mobile devices, telecommunications services and internet services for City Staff and Council, in a form satisfactory to Legal Services; and
7. That all necessary bylaws be enacted.

Background

The Office of the Chief Information Officer (“OCIO”) has continued to provide best in class service to the City. As we strive for continued improvement, and as the City grows, there is a need to formalize modernized practices specific to IT Procurement, to ensure continuity of business operations while obtaining value for money for the City. The standardization of certain IT Systems (licenses and related ancillary maintenance and support services) aligns with benchmarking conducted with neighboring municipalities, including the City of Toronto and the City of Mississauga. Adoption of this would demonstrate that the City of Vaughan continues to be a municipal industry leader in the IT sector.

For the purposes of the subject matter in this Report, IT Systems are defined as information technology software, applications, databases and electronic systems (including database management systems) and include ancillary maintenance/support services of those systems or firmware, where provided by the Licensor.

Analysis and Options

The Benefits of Standardization

Over the years, OCIO has implemented IT standards as best practice as a result of their various benefits:

- Enhancing quality and reliability by ensuring that IT systems and applications meet certain performance, security, and compliance standards.
- Reducing costs and risks by minimizing the need for customization, maintenance, and troubleshooting of IT systems and applications.
- Security is optimal with standardization with consistent security protocols in place to monitor and protect against threats and vulnerabilities.
- Improving efficiency and productivity by reducing complexity, duplication, and inconsistency in IT processes and systems.
- Facilitating innovation and collaboration by enabling interoperability, integration, and compatibility among different IT systems and platforms.

For the purposes of protecting the City's computing environment, it is not advisable to publish the list of Standardized IT Systems. As a result, they are provided in Schedule 'A' to the confidential attachment to this report. OCIO is recommending that the list of IT Systems provided in the confidential attachment to this report be adopted as a subset of OCIO's standards.

IT-Specific Procurement Policy

The procurement of IT Goods and Services will continue to be governed by the City's Corporate Procurement Policy. However, an administrative policy is recommended to address the uniqueness of IT procurements that result from the fast-paced nature of technology, the need for specialized expertise, customization and integration requirements, data security concerns, lifecycle management and cost management.

Staff propose an administrative policy related to the procurement of IT Goods and Services that would include:

- The criteria for standardization of IT Systems as outlined in Attachment 1 to this report;
- For Standardized IT Systems,
 - An authority and administration regime for the Single Source procurement of licenses where there is budget approved by Council.

- An authority and administration regime for the Single Source procurement of warranties and related ancillary maintenance and support services with the Licensor (not resellers) where there is budget approved by Council.
- Emphasis on initiating competitive procurements or leveraging Collaborative Procurement opportunities, where possible.

Single Source Authority for Procurement of Standardized IT Systems

The City’s Corporate Procurement Policy permits Single Source Procurements where “there is a need for standardization or compatibility with Goods and/or Services previously acquired or the required Goods and/or Services being supplied under an existing contract”. Single Source Procurements may also be warranted where the Supplier has special knowledge, skills, and expertise. With the Standardization of the IT Systems provided, Staff are recommending that Council authorize the Deputy City Manager, Corporate Services – City Treasurer and CFO be delegated the authority to approve awards notwithstanding the Corporate Procurement Policy.

The procurement of IT Goods and Services not related to the Standardized IT Systems would continue in the normal course under the City’s Corporate Procurement Policy (15.C.03).

Telecommunications Purchases

The City is in contract with a primary Telecommunication Services Provider (“TSP”) for the provision of mobile devices, as well as the provision of wireline-based (landline), wireless-based (mobility services), direct inward dial numbers, internet services, wide area network services and Public Services Telephone Network connections for Staff and Council. This contract was renewed last year and will expire in 2027. The City was also in contract with a secondary TSP for redundant services which has expired and is being extended on a month-to-month basis.

The City’s Corporate Procurement Policy exempts telecommunications from its application. As a result, Staff are recommending delegated authority to enter into these agreements to facilitate continued business operations. Proposed protections contained in the amending by-law include that:

- the amount must be within the approved budget; any financial commitments in excess of \$50,000.00 must be approved by the DCM, Corporate Services, City Treasurer and CFO; and
- the form of agreement is to be approved by Legal Services.

Options

Should Council not approve the procurement plan, as outlined above, Staff are seeking authority to proceed via Single Source procurement for the suppliers and contracts provided in Schedule 'B' to the confidential attachment, all of which have renewal dates between the date of this report and June 30, 2024, to ensure continuation of business functions.

Given the need for standardization and compatibility with previously acquired services, and the special knowledge, skills and expertise required, it is the Director of Procurement Services' determination that this justifies the use of Single Source Procurement in these cases. Given the anticipated amount of each award, Council must first approve proceeding via Single Source Procurement.

Financial Impact

The required costs for City Standardized IT Systems are included in the yearly approved Budget (Operating and Capital), and any future increases are subject to budget approvals.

Broader Regional Impacts/Considerations

There are no direct broader regional impacts/considerations as a result of this report.

Conclusion

This report recommends a Procurement Plan for Certain IT Systems including an administrative policy governing the procurement of IT Goods and Services in the spirit of the criteria contained in this report, Single Source Procurement authority for any renewals of licenses and agreements for related ancillary maintenance/support of Standardized IT Systems. Further, the report recommends that Council authorize the Deputy City Manager, Corporate Services City Treasurer and CFO to amend the list of Standardized IT Systems in accordance with the criteria provided in Attachment 1 of the report.

Staff are also seeking authority to amend the City's Delegated Authority By-law to provide for the entering into of agreements with telecommunications providers for the provision of mobile devices, telecommunications services and internet services for City Staff and Council.

For more information, please contact Anita Pathmanathan, Procurement Manager, Contracts Administration, Policy and Program, ext. 8388.

Attachments

1. Mandatory Criteria for Standardization
2. Confidential Attachment

Prepared by

Pasquale Lupia, Manager, Enterprise Systems, IT Assets & Contracts, ext. 8963

In Consultation with

Pooja Nagra, Director of Procurement Services, ext. 8306

Louise Vrebosch, Deputy City Solicitor, Litigation & Municipal Law, ext. 8969

Approved by



Michael Coroneos, Deputy City
Manager, Corporate Services, City
Treasurer and Chief Financial Officer



Wendy Law, Deputy City
Manager, Legal and
Administrative Services & City
Solicitor

Reviewed by



Nick Spensieri, City Manager

Attachment 1– Criteria for Standardization of IT Systems

Systems that meet all of the following criteria may be considered as City Standards:

Criteria A	Satisfies a long-term City-wide need or requirement and stays in use within the City for a minimum of three (3) years	The IT Systems have been used by the City for a minimum of three (3) years. Staff are trained and familiar with the IT Systems; and OCIO is well-versed in supporting Staff on these IT Systems.
Criteria B	Compatibility and Integration	The IT Systems are compatible with the current IT infrastructure, preventing integration issues and scenarios where rebuilds of the infrastructure to accommodate a new system are necessary. This ensures business continuity and prevents down time.
Criteria C	Meets IT Security Standards	Risk is introduced with each new IT System that is added into the City’s computing environment. These IT Systems have been vetted by the City’s IT Infrastructure and Security team and have been determined to meet or exceed the City’s relevant IT security standards.
Criteria D	Interoperability	The IT Systems are compatible and capable of integrating with third party components.
Criteria E	Scalability	The IT Systems are able to be scaled up to meet the City’s growth and evolving needs.

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: PROCLAMATION REQUESTS
AMYLOIDOSIS AWARENESS MONTH AND KAWASAKI
DISEASE AWARENESS DAY

FROM:

Wendy Law, Deputy City Manager, Legal and Administrative Services & City Solicitor

ACTION: DECISION

Purpose

To seek approval for the proclamation requests received for Amyloidosis Awareness Month and Kawasaki Disease Awareness Day.

Report Highlights

- Respond to the request for proclamation received from the Canadian Amyloidosis Support Network (CASN).
- Respond to the request for proclamation received from Kawasaki Disease Canada.

Recommendations

1. THAT March 2024 be proclaimed as “Amyloidosis Awareness Month”;
2. THAT January 26, 2024 be proclaimed as “Kawasaki Disease Awareness Day”;
and
3. THAT the proclamations be posted on the City’s website and that the Corporate and Strategic Communications department be directed to promote the above noted proclamations through the various corporate channels.

Background

Amyloidosis Awareness Month

The CASN is a federally registered non-profit organization that assists patients and families impacted by amyloidosis. As per information provided by CASN, amyloidosis refers to a group of diseases caused by deposits of abnormal proteins, known as amyloid, in one or more organs of the body causing organ impairment or failure.

Council has previously granted this request.

Kawasaki Disease Awareness Day

As per information provided from Kawasaki Disease Canada, Kawasaki Disease is the leading cause of acquired heart disease in children. It is an acute illness that causes inflammation in the walls of blood vessels throughout the body, including the coronary arteries which supply blood to the heart.

Previous Reports/Authority

Amyloidosis Awareness Month

[PROCLAMATION REQUESTS AMYLOIDOSIS AWARENESS MONTH AND REENA'S 50TH ANNIVERSARY](#)

Analysis and Options

Amyloidosis Awareness Month

The proclamation request meets the requirements of the City's Proclamation Policy 03.C.10, as follows:

- 2.1. For the purposes of section 2, a proclamation may be issued for:
 - 2.1.4. Public awareness campaigns

Kawasaki Disease Awareness Day

The proclamation request meets the requirements of the City's Proclamation Policy 03.C.10, as follows:

- 2.1. For the purposes of section 2, a proclamation may be issued for:
 - 2.1.4. Public awareness campaigns

Financial Impact

There is no financial impact expected in regards to these requests.

Operational Impact

The Corporate and Strategic Communications team will oversee the promotion of these proclamations on corporate channels.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

Having reviewed these requests, staff is recommending that March 2024 be proclaimed as Amyloidosis Awareness Month; that January 26, 2024, be proclaimed as Kawasaki Disease Awareness Day; and, that the proclamations be posted on the City's website and that the Corporate and Strategic Communications department be directed to promote the above noted proclamations through the various corporate channels.

For more information, please contact: Todd Coles, City Clerk, ext. 8281

Attachments

1. Proclamation Request Form from CASN
2. Proclamation Request Form from Kawasaki Disease Canada

Prepared by

Julia Bartolomeo, Supervisor, City Clerk's Administrative Services, ext. 8280

Approved by



Wendy Law
Deputy City Manager, Legal and
Administrative Services & City Solicitor

Reviewed by



Nick Spensieri, City Manager

FLAG RAISING & PROCLAMATION REQUEST FORM

I am requesting the following (please select all that apply):

- Flag Raising (*Complete Parts 1-3, Parts 5 & 6, Annex A, Annex B*)
- Proclamation (*Complete Parts 1-4*)

PART 1: ORGANIZATION DETAILS

ORGANIZATION NAME

Canadian Amyloidosis Support Network (CASN)

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Enright

FIRST NAME

Jennifer

STREET ADDRESS

████████████████████

APT/UNIT NUMBER

██████████

CITY/TOWN

████████████████████

PROVINCE

██████████

POSTAL CODE

██████████

EMAIL ADDRESS

████████████████████

TELEPHONE NUMBER

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

DARES

FIRST NAME

KEITH

STREET ADDRESS

████████████████████

APT/UNIT NUMBER

██████████

CITY/TOWN

████████████████████

PROVINCE

██████████

POSTAL CODE

██████████

EMAIL ADDRESS

casn.secretary@gmail.com

TELEPHONE NUMBER

PART 4: PROCLAMATION REQUEST DETAILS

CAUSE/EVENT/COMMEMORATION TO BE PROCLAIMED (*Written as you want it to be Declared by Council*)

Amyloidosis Awareness Month March 2024

DAY

WEEK

MONTH

PART 5: FLAG RAISING DETAILS

CAUSE/EVENT/COMMEMORATION TO BE RECOGNIZED

FLAG TO BE RAISED (*Please attach an image of the flag to this form*)

ANTHEM OR MUSIC TO BE PLAYED (*If required*)

WILL THERE BE A PUBLIC EVENT AT CITY HALL FOLLOWING THE FLAG RAISING CEREMONY?

- YES** - To book an appropriate space at City Hall and required equipment following the ceremony, please contact Recreation Services by telephone at (905) 832-8500 or by email at RecCSD@vaughan.ca.
- NO**

PART 6: PUBLIC CEREMONY DETAILS

The City of Vaughan endeavors to accommodate the requestor's preferred date, however it is **NOT GUARANTEED**. To assist in scheduling your public ceremony, we ask you to designate up to 3 alternate dates for booking.

PREFERRED CEREMONY DATE

ALTERNATE CEREMONY DATE 1

ALTERNATE CEREMONY DATE 2

ALTERNATE CEREMONY DATE 3

TIME OF DAY PREFERENCE

AM (09:00 a.m. – 12:00 p.m.)

PM (12:00 p.m. – 4:00 p.m.)

ESTIMATED NUMBER OF ATTENDEES	
THE FOLLOWING HAVE BEEN ATTACHED TO THIS REQUEST (Please note that these are REQUIRED as part of the request approval) <input type="checkbox"/> Completed Annex A Draft Ceremony Agenda (See Page 4) <input type="checkbox"/> Completed Annex B Dignitaries/VIPs Attending/Invited (See Page 5) <input type="checkbox"/> Image of the Flag to be Raised	

Personal information on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M.56, and will be used for the purpose of processing requests to conduct flag raisings at Vaughan City Hall. Questions about this collection of personal information should be directed to the Office of the City Clerk, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1, 905-832-8504.

FLAG RAISING & PROCLAMATION REQUEST FORM

INSTRUCTIONS FOR COMPLETING THIS FORM

PART 1: ORGANIZATION DETAILS
<ul style="list-style-type: none">• Please provide your organization's full official name.• Select the most appropriate type from the options provided.
PART 2: REQUESTOR DETAILS
<ul style="list-style-type: none">• Identify the primary contact for this request on behalf of the organization identified in Part 1.
PART 3: ALTERNATE CONTACT DETAILS
<ul style="list-style-type: none">• Please make sure to identify an alternate contact to ensure staff can reach a representative of your organization if the primary contact is unavailable on short notice.
PART 4: PROCLAMATION REQUEST DETAILS
<ul style="list-style-type: none">• Identify the occasion being recognized by this proclamation, i.e. national day, independence day, awareness month.• Please select whether the date to be proclaimed is a specific day, for a week or for an entire month.
PART 5: FLAG RAISING DETAILS
<ul style="list-style-type: none">• Identify the occasion being recognized by this flag raising ceremony, i.e. national day, independence day, awareness month.• It is imperative that you supply a clear image of the flag to ensure staff reviewing the request can ensure that it complies with our policies and protocols.• Please consult the Protocol Services page online for full details on flag raising ceremonies.• This request only covers flag raising ceremonies, if you wish to conduct an event to celebrate after the ceremony is concluded you MUST contact Recreation Services to book locations and resources for that event.• Please note that if you require additional resources or time for your ceremony, you will also need to contact Recreation Services to book rooms, spaces and equipment beyond that normally provided by the City of Vaughan.
PART 6: PUBLIC CEREMONY DETAILS
<ul style="list-style-type: none">• Provide alternate dates and times to ensure the availability of our space, staff, resources and Council for the ceremony.• It is imperative that you provide an <u>accurate</u> estimate to ensure we provide appropriate seating and security for the ceremony.• Ensure that all three documents are attached with your request or it may be denied for completeness.

ANNEX A: DRAFT CEREMONY AGENDA

- Please detail each item of the agenda in order, including the approximate time that it will take place.
- Items may include an Introduction, Official Greetings from the Mayor, Raising of the Flag, etc.; try to provide any additional details that might be helpful such as noting that the anthem should be played when the flag is being raised.
- A sample of the draft ceremony agenda is provided below to help guide you in completing this page:

Time	Item
12:00	Master of Ceremonies provides an introduction and welcomes everyone to the ceremony.
12:05	President of the organization delivers greetings and acknowledges dignitaries.
12:10	Mayor delivers his address to guests.
12:15	Member of Parliament delivers their address to guests.
12:25	Children's choir sings cultural song.
12:35	Organization and dignitaries raise the flag, while the anthem is played.
12:45	Master of Ceremonies thanks everyone and closes the ceremony.

- Staff will work with you on finalizing the agenda for your ceremony after the request has been submitted.

ANNEX B: DIGNITARY/VIPs ATTENDING/INVITED

- Provide the name and organizations for all dignitaries or VIPs you are inviting to attend the ceremony.
- Dignitaries and VIPs might include the Mayor and Members of Vaughan Council, Members of Parliament, Members of Provincial Parliament, Ambassadors or High Commissioners from foreign embassies or high commissions, CEOs or Presidents of corporations, etc.
- Please note that city staff will only issue invitations and information to the Mayor and Members of Council, you are required to invite and inform all other dignitaries and VIPs listed on this page of your request form.

FLAG RAISING & PROCLAMATION REQUEST FORM

I am requesting the following (please select all that apply):

- Flag Raising (Complete Parts 1-3, Parts 5 & 6, Annex A, Annex B)
- Proclamation (Complete Parts 1-4)

PART 1: ORGANIZATION DETAILS

ORGANIZATION NAME

Kawasaki Disease Canada

ORGANIZATION TYPE

Charitable

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Cheng

FIRST NAME

Sarina

STREET ADDRESS

[REDACTED]

APT/UNIT NUMBER

CITY/TOWN

[REDACTED]

PROVINCE

[REDACTED]

POSTAL CODE

[REDACTED]

EMAIL ADDRESS

sarina@kdcanda.org

TELEPHONE NUMBER

[REDACTED]

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

FIRST NAME

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

PROVINCE

ON

POSTAL CODE

EMAIL ADDRESS

TELEPHONE NUMBER

PART 4: PROCLAMATION REQUEST DETAILS

CAUSE/EVENT/COMMEMORATION TO BE PROCLAIMED (*Written as you want it to be Declared by Council*)

Kawasaki Disease Awareness Day

DAY

WEEK

MONTH

PART 5: FLAG RAISING DETAILS

CAUSE/EVENT/COMMEMORATION TO BE RECOGNIZED

FLAG TO BE RAISED (*Please attach an image of the flag to this form*)

ANTHEM OR MUSIC TO BE PLAYED (*If required*)

WILL THERE BE A PUBLIC EVENT AT CITY HALL FOLLOWING THE FLAG RAISING CEREMONY?

YES - To book an appropriate space at City Hall and required equipment following the ceremony, please contact Recreation Services by telephone at (905) 832-8500 or by email at RecCSD@vaughan.ca.

NO

PART 6: PUBLIC CEREMONY DETAILS

The City of Vaughan endeavors to accommodate the requestor's preferred date, however it is **NOT GUARANTEED**. To assist in scheduling your public ceremony, we ask you to designate up to 3 alternate dates for booking.

PREFERRED CEREMONY DATE

ALTERNATE CEREMONY DATE 1

ALTERNATE CEREMONY DATE 2

ALTERNATE CEREMONY DATE 3

TIME OF DAY PREFERENCE

AM (09:00 a.m. – 12:00 p.m.)

PM (12:00 p.m. – 4:00 p.m.)

ESTIMATED NUMBER OF ATTENDEES	
THE FOLLOWING HAVE BEEN ATTACHED TO THIS REQUEST (Please note that these are REQUIRED as part of the request approval) <input type="checkbox"/> Completed Annex A Draft Ceremony Agenda (See Page 4) <input type="checkbox"/> Completed Annex B Dignitaries/VIPs Attending/Invited (See Page 5) <input type="checkbox"/> Image of the Flag to be Raised	

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ANNEX A: DRAFT CEREMONY AGENDA

Please complete the following agenda, with an estimate of the start and end time, and estimated time at which each item will occur. Items may include speeches from dignitaries, playing of songs or anthems, and any displays or performances that may take place during the ceremony. A sample agenda is available online, [click here to view](#).

TIME	ITEM

Personal information on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M.56, and will be used for the purpose of processing requests to conduct flag raisings at Vaughan City Hall. Questions about this collection of personal information should be directed to the Office of the City Clerk, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1, 905-832-8504.

FLAG RAISING & PROCLAMATION REQUEST FORM

INSTRUCTIONS FOR COMPLETING THIS FORM

PART 1: ORGANIZATION DETAILS
<ul style="list-style-type: none">• Please provide your organization's full official name.• Select the most appropriate type from the options provided.
PART 2: REQUESTOR DETAILS
<ul style="list-style-type: none">• Identify the primary contact for this request on behalf of the organization identified in Part 1.
PART 3: ALTERNATE CONTACT DETAILS
<ul style="list-style-type: none">• Please make sure to identify an alternate contact to ensure staff can reach a representative of your organization if the primary contact is unavailable on short notice.
PART 4: PROCLAMATION REQUEST DETAILS
<ul style="list-style-type: none">• Identify the occasion being recognized by this proclamation, i.e. national day, independence day, awareness month.• Please select whether the date to be proclaimed is a specific day, for a week or for an entire month.
PART 5: FLAG RAISING DETAILS
<ul style="list-style-type: none">• Identify the occasion being recognized by this flag raising ceremony, i.e. national day, independence day, awareness month.• It is imperative that you supply a clear image of the flag to ensure staff reviewing the request can ensure that it complies with our policies and protocols.• Please consult the Protocol Services page online for full details on flag raising ceremonies.• This request only covers flag raising ceremonies, if you wish to conduct an event to celebrate after the ceremony is concluded you MUST contact Recreation Services to book locations and resources for that event.• Please note that if you require additional resources or time for your ceremony, you will also need to contact Recreation Services to book rooms, spaces and equipment beyond that normally provided by the City of Vaughan.
PART 6: PUBLIC CEREMONY DETAILS
<ul style="list-style-type: none">• Provide alternate dates and times to ensure the availability of our space, staff, resources and Council for the ceremony.• It is imperative that you provide an <u>accurate</u> estimate to ensure we provide appropriate seating and security for the ceremony.• Ensure that all three documents are attached with your request or it may be denied for completeness.

ANNEX A: DRAFT CEREMONY AGENDA

- Please detail each item of the agenda in order, including the approximate time that it will take place.
- Items may include an Introduction, Official Greetings from the Mayor, Raising of the Flag, etc.; try to provide any additional details that might be helpful such as noting that the anthem should be played when the flag is being raised.
- A sample of the draft ceremony agenda is provided below to help guide you in completing this page:

Time	Item
12:00	Master of Ceremonies provides an introduction and welcomes everyone to the ceremony.
12:05	President of the organization delivers greetings and acknowledges dignitaries.
12:10	Mayor delivers his address to guests.
12:15	Member of Parliament delivers their address to guests.
12:25	Children's choir sings cultural song.
12:35	Organization and dignitaries raise the flag, while the anthem is played.
12:45	Master of Ceremonies thanks everyone and closes the ceremony.

- Staff will work with you on finalizing the agenda for your ceremony after the request has been submitted.

ANNEX B: DIGNITARY/VIPs ATTENDING/INVITED

- Provide the name and organizations for all dignitaries or VIPs you are inviting to attend the ceremony.
- Dignitaries and VIPs might include the Mayor and Members of Vaughan Council, Members of Parliament, Members of Provincial Parliament, Ambassadors or High Commissioners from foreign embassies or high commissions, CEOs or Presidents of corporations, etc.
- Please note that city staff will only issue invitations and information to the Mayor and Members of Council, you are required to invite and inform all other dignitaries and VIPs listed on this page of your request form.

Committee of the Whole (2) Report

DATE: Tuesday, December 5, 2023

WARD(S): ALL

TITLE: PROCLAMATION REQUESTS
DATA PRIVACY WEEK AND RIGHT TO KNOW WEEK

FROM:

Wendy Law, Deputy City Manager, Legal and Administrative Services & City Solicitor

ACTION: DECISION

Purpose

To seek approval for the proclamation requests for Data Privacy Week and Right to Know Week.

Report Highlights

- Proclamation requested to recognize Data Privacy Week.
- Proclamation requested to recognize Right to Know Week.

Recommendations

1. THAT January 28 to February 2, 2024, be proclaimed as “Data Privacy Week”;
2. THAT September 23 to 29, 2024 be proclaimed as “Right to Know Week”; and
3. THAT the proclamations be posted on the City’s website and that the Corporate and Strategic Communications department be directed to promote the above noted proclamations through the various corporate channels.

Background

Data Privacy Week

Canada and many countries around the world recognize Data Privacy Week the last week of January each year.

Data Privacy Week is endorsed by the Privacy Commissioner of Canada; it highlights the impact technology is having on privacy rights and underlines the importance of valuing and protecting personal and corporate information.

For the Office of the City Clerk, Data Privacy Week is an opportunity to highlight key issues, the role of the Office, and the resources that have been developed to foster awareness of privacy rights and obligations.

Right to Know Week

Right to Know Week is a national initiative in Canada celebrated annually during the last week of September. Endorsed and supported by the Information Commissioner of Canada, the week is aimed at fostering awareness about the importance of access to information, government accountability, and transparency.

Right to Know Week is a recognition of the vital role access to information plays in a vibrant democracy, allowing citizens to stay informed and participate in the decision-making process.

Previous Reports/Authority

Not applicable.

Analysis and Options

Data Privacy Week

The proclamation request meets the requirements of the City's Proclamation Policy 03.C.10, as follows:

- 2.1. For the purposes of section 2, a proclamation may be issued for:
 - 2.1.4. Public awareness campaigns

Right to Know Week

The proclamation request meets the requirements of the City's Proclamation Policy 03.C.10, as follows:

- 2.1. For the purposes of section 2, a proclamation may be issued for:
 - 2.1.4. Public awareness campaigns

Financial Impact

There is no financial impact expected in regards to these requests.

Operational Impact

The Corporate and Strategic Communications team will oversee the promotion of these proclamations on corporate channels.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

Staff is recommending that January 28 to February 2, 2024 be proclaimed as Data Privacy Week; that September 23 to 29, 2024 be proclaimed as Right to Know Week; and that the proclamations be posted on the City's website and that the Corporate and Strategic Communications department be directed to promote the above noted proclamations through the various corporate channels.

For more information, please contact: Todd Coles, City Clerk, ext. 8281

Attachments

1. Proclamation Request Form from City Clerk, received on November 14, 2023
2. Proclamation Request Form from City Clerk, received on November 14, 2023

Prepared by

Julia Bartolomeo, Supervisor, City Clerk's Administrative Services, ext. 8280

Approved by



Diana Soos, Acting DCM on behalf of
Wendy Law, Deputy City Manager
Legal and Administrative Services
& City Solicitor

Reviewed by



Nick Spensieri, City Manager

FLAG RAISING & PROCLAMATION REQUEST FORM

I am requesting the following (please select all that apply):

- Flag Raising** (*Complete Parts 1-3, Parts 5 & 6, Annex A, Annex B*)
- Proclamation** (*Complete Parts 1-4*)

PART 1: ORGANIZATION DETAILS

ORGANIZATION NAME

City of Vaughan - Office of the City Clerk

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Coles

FIRST NAME

Todd

STREET ADDRESS

2141 Major Mackenzie Dr

APT/UNIT NUMBER

CITY/TOWN

Vaughan

PROVINCE

ON

POSTAL CODE

L6A 1T1

EMAIL ADDRESS

todd.coles@vaughan.ca

TELEPHONE NUMBER

(905) 832-2281

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

FIRST NAME

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

PROVINCE

ON

POSTAL CODE

EMAIL ADDRESS

TELEPHONE NUMBER

PART 4: PROCLAMATION REQUEST DETAILS

CAUSE/EVENT/COMMEMORATION TO BE PROCLAIMED (*Written as you want it to be Declared by Council*)

Data Privacy Week January 28-Feb 2. Endorsed by the Privacy Commissioner of Canada, Data Privac

DAY

WEEK

MONTH

PART 5: FLAG RAISING DETAILS

CAUSE/EVENT/COMMEMORATION TO BE RECOGNIZED

FLAG TO BE RAISED (*Please attach an image of the flag to this form*)

ANTHEM OR MUSIC TO BE PLAYED (*If required*)

WILL THERE BE A PUBLIC EVENT AT CITY HALL FOLLOWING THE FLAG RAISING CEREMONY?

YES - To book an appropriate space at City Hall and required equipment following the ceremony, please contact Recreation Services by telephone at (905) 832-8500 or by email at RecCSD@vaughan.ca.

NO

PART 6: PUBLIC CEREMONY DETAILS

The City of Vaughan endeavors to accommodate the requestor's preferred date, however it is **NOT GUARANTEED**. To assist in scheduling your public ceremony, we ask you to designate up to 3 alternate dates for booking.

PREFERRED CEREMONY DATE

ALTERNATE CEREMONY DATE 1

ALTERNATE CEREMONY DATE 2

ALTERNATE CEREMONY DATE 3

TIME OF DAY PREFERENCE

AM (09:00 a.m. – 12:00 p.m.)

PM (12:00 p.m. – 4:00 p.m.)

ESTIMATED NUMBER OF ATTENDEES	
--------------------------------------	--

THE FOLLOWING HAVE BEEN ATTACHED TO THIS REQUEST (Please note that these are **REQUIRED** as part of the request approval)

- Completed Annex A Draft Ceremony Agenda** (See Page 4)
- Completed Annex B Dignitaries/VIPs Attending/Invited** (See Page 5)
- Image of the Flag to be Raised**

Personal information on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M.56, and will be used for the purpose of processing requests to conduct flag raisings at Vaughan City Hall. Questions about this collection of personal information should be directed to the Office of the City Clerk, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1, 905-832-8504.

FLAG RAISING & PROCLAMATION REQUEST FORM

INSTRUCTIONS FOR COMPLETING THIS FORM

PART 1: ORGANIZATION DETAILS

- Please provide your organization's full official name.
- Select the most appropriate type from the options provided.

PART 2: REQUESTOR DETAILS

- Identify the primary contact for this request on behalf of the organization identified in Part 1.

PART 3: ALTERNATE CONTACT DETAILS

- Please make sure to identify an alternate contact to ensure staff can reach a representative of your organization if the primary contact is unavailable on short notice.

PART 4: PROCLAMATION REQUEST DETAILS

- Identify the occasion being recognized by this proclamation, i.e. national day, independence day, awareness month.
- Please select whether the date to be proclaimed is a specific day, for a week or for an entire month.

PART 5: FLAG RAISING DETAILS

- Identify the occasion being recognized by this flag raising ceremony, i.e. national day, independence day, awareness month.
- It is imperative that you supply a clear image of the flag to ensure staff reviewing the request can ensure that it complies with our policies and protocols.
- Please consult the Protocol Services page online for full details on flag raising ceremonies.
- This request only covers flag raising ceremonies, if you wish to conduct an event to celebrate after the ceremony is concluded you **MUST** contact Recreation Services to book locations and resources for that event.
- Please note that if you require additional resources or time for your ceremony, you will also need to contact Recreation Services to book rooms, spaces and equipment beyond that normally provided by the City of Vaughan.

PART 6: PUBLIC CEREMONY DETAILS

- Provide alternate dates and times to ensure the availability of our space, staff, resources and Council for the ceremony.
- It is imperative that you provide an accurate estimate to ensure we provide appropriate seating and security for the ceremony.
- Ensure that all three documents are attached with your request or it may be denied for completeness.

ANNEX A: DRAFT CEREMONY AGENDA

- Please detail each item of the agenda in order, including the approximate time that it will take place.
- Items may include an Introduction, Official Greetings from the Mayor, Raising of the Flag, etc.; try to provide any additional details that might be helpful such as noting that the anthem should be played when the flag is being raised.
- A sample of the draft ceremony agenda is provided below to help guide you in completing this page:

Time	Item
12:00	Master of Ceremonies provides an introduction and welcomes everyone to the ceremony.
12:05	President of the organization delivers greetings and acknowledges dignitaries.
12:10	Mayor delivers his address to guests.
12:15	Member of Parliament delivers their address to guests.
12:25	Children's choir sings cultural song.
12:35	Organization and dignitaries raise the flag, while the anthem is played.
12:45	Master of Ceremonies thanks everyone and closes the ceremony.

- Staff will work with you on finalizing the agenda for your ceremony after the request has been submitted.

ANNEX B: DIGNITARY/VIPs ATTENDING/INVITED

- Provide the name and organizations for all dignitaries or VIPs you are inviting to attend the ceremony.
- Dignitaries and VIPs might include the Mayor and Members of Vaughan Council, Members of Parliament, Members of Provincial Parliament, Ambassadors or High Commissioners from foreign embassies or high commissions, CEOs or Presidents of corporations, etc.
- Please note that city staff will only issue invitations and information to the Mayor and Members of Council, you are required to invite and inform all other dignitaries and VIPs listed on this page of your request form.

Proclamation
Data Privacy Week
January 28-February 3, 2024

WHEREAS, the City of Vaughan strives to ensure accountability and transparency while protecting the personal information and privacy of the public; and

WHEREAS, Access and Privacy staff in the Office of the City Clerk, handle requests for information from the public, give advice to City staff on access and privacy topics, and act as the City's contact with the Information and Privacy Commissioner of Ontario; and

WHEREAS, the Information and Privacy Commissioner of Ontario (IPC) provides oversight of Ontario's access and privacy laws which establish the rules for how Ontario's public institutions, including municipalities, may collect, use, and disclose personal information; and

WHEREAS, Canada and many countries around the world recognize Data Privacy Week the last week of January each year. What began as Data Privacy Day on January 28 to commemorate the 1981 signing of Convention 108, the first legally binding international treaty dealing with privacy and data protection, has now been expanded into a week-long initiative; and

WHEREAS, Data Privacy Week is endorsed by the Privacy Commissioner of Canada, it highlights the impact technology is having on our privacy rights and underlines the importance of valuing and protecting personal and corporate information; and

WHEREAS, for the Office of the City Clerk, Data Privacy Week is an opportunity to highlight key issues, the role of our Office, and the resources we have developed to foster awareness of privacy rights and obligations.

It is therefore recommended:

1. THAT, the City of Vaughan proclaim January 28-February 3, 2024, Data Privacy Week
2. THAT, the City's Corporate and Strategic Communications department promote the passage of this resolution on the appropriate corporate communications channels.

FLAG RAISING & PROCLAMATION REQUEST FORM

I am requesting the following (please select all that apply):

- Flag Raising** (*Complete Parts 1-3, Parts 5 & 6, Annex A, Annex B*)
- Proclamation** (*Complete Parts 1-4*)

PART 1: ORGANIZATION DETAILS

ORGANIZATION NAME

City of Vaughan - Office of the City Clerk

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Coles

FIRST NAME

Todd

STREET ADDRESS

2141 Mackenzie Dr

APT/UNIT NUMBER

CITY/TOWN

Vaughan

PROVINCE

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POSTAL CODE

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EMAIL ADDRESS

todd.coles@vaughan.ca

TELEPHONE NUMBER

(905) 832-2281

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

FIRST NAME

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

PROVINCE

ON

POSTAL CODE

EMAIL ADDRESS

TELEPHONE NUMBER

PART 4: PROCLAMATION REQUEST DETAILS

CAUSE/EVENT/COMMEMORATION TO BE PROCLAIMED (*Written as you want it to be Declared by Council*)

Right to Know Week September 23-29, 2024, is a national initiative in Canada celebrated annually during

DAY

WEEK

MONTH

PART 5: FLAG RAISING DETAILS

CAUSE/EVENT/COMMEMORATION TO BE RECOGNIZED

FLAG TO BE RAISED (*Please attach an image of the flag to this form*)

ANTHEM OR MUSIC TO BE PLAYED (*If required*)

WILL THERE BE A PUBLIC EVENT AT CITY HALL FOLLOWING THE FLAG RAISING CEREMONY?

YES - To book an appropriate space at City Hall and required equipment following the ceremony, please contact Recreation Services by telephone at (905) 832-8500 or by email at RecCSD@vaughan.ca.

NO

PART 6: PUBLIC CEREMONY DETAILS

The City of Vaughan endeavors to accommodate the requestor's preferred date, however it is **NOT GUARANTEED**. To assist in scheduling your public ceremony, we ask you to designate up to 3 alternate dates for booking.

PREFERRED CEREMONY DATE

ALTERNATE CEREMONY DATE 1

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AM (09:00 a.m. – 12:00 p.m.)

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ESTIMATED NUMBER OF ATTENDEES	
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THE FOLLOWING HAVE BEEN ATTACHED TO THIS REQUEST (Please note that these are **REQUIRED** as part of the request approval)

- Completed Annex A Draft Ceremony Agenda** (See Page 4)
- Completed Annex B Dignitaries/VIPs Attending/Invited** (See Page 5)
- Image of the Flag to be Raised**

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FLAG RAISING & PROCLAMATION REQUEST FORM

INSTRUCTIONS FOR COMPLETING THIS FORM

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PART 2: REQUESTOR DETAILS

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- Please make sure to identify an alternate contact to ensure staff can reach a representative of your organization if the primary contact is unavailable on short notice.

PART 4: PROCLAMATION REQUEST DETAILS

- Identify the occasion being recognized by this proclamation, i.e. national day, independence day, awareness month.
- Please select whether the date to be proclaimed is a specific day, for a week or for an entire month.

PART 5: FLAG RAISING DETAILS

- Identify the occasion being recognized by this flag raising ceremony, i.e. national day, independence day, awareness month.
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12:45	Master of Ceremonies thanks everyone and closes the ceremony.

- Staff will work with you on finalizing the agenda for your ceremony after the request has been submitted.

ANNEX B: DIGNITARY/VIPs ATTENDING/INVITED

- Provide the name and organizations for all dignitaries or VIPs you are inviting to attend the ceremony.
- Dignitaries and VIPs might include the Mayor and Members of Vaughan Council, Members of Parliament, Members of Provincial Parliament, Ambassadors or High Commissioners from foreign embassies or high commissions, CEOs or Presidents of corporations, etc.
- Please note that city staff will only issue invitations and information to the Mayor and Members of Council, you are required to invite and inform all other dignitaries and VIPs listed on this page of your request form.

Proclamation
Right to Know Week
September 23-29, 2024

WHEREAS, International Right to Know Day was first introduced in 2002 in Sofia, Bulgaria, at an international meeting of access to information advocates. The purpose of this day is to raise awareness among citizens of their right to access government information, while promoting freedom of information as essential to both democracy and good governance. Since 2002, Right to Know Day is celebrated around the world on September 28. In Canada, Right to Know Day extends to a week of celebrations; and

WHEREAS, Right to Know Week is a national initiative in Canada celebrated annually during the last week of September. Endorsed and supported by the Information Commissioner of Canada, the week is aimed at fostering awareness about the importance of access to information, government accountability, and transparency; and

WHEREAS, the Information and Privacy Commissioner of Ontario (IPC) provides oversight of Ontario's access and privacy laws which establish the rules for how Ontario's public institutions, including municipalities, may collect, use, and disclose personal information. The IPC plays a crucial role in safeguarding citizens' rights to access information, ensuring the protection of personal data, and promoting transparency in the public sector, all of which are essential elements of an informed and democratic society; and

WHEREAS, Right to Know Week is a recognition of the vital role access to information plays in a vibrant democracy, allowing citizens to stay informed, participate in the decision-making process, and hold public institutions accountable; and

WHEREAS, the City of Vaughan is committed to promoting transparency, open government, and the right of its residents to access information held by public authorities; and

WHEREAS, the City of Vaughan has been a leader in embracing the principles of open government and transparency, consistently working to enhance the availability of public information and striving to be at the forefront of best practices in this regard; and

WHEREAS, the City of Vaughan recognizes that providing access to information is not only a legal obligation but also a fundamental right that strengthens public trust and enhances civic engagement.

It is therefore recommended:

1. THAT, the City of Vaughan proclaim September 23-29, 2024, Right to Know Week;
2. THAT, the City's Corporate and Strategic Communications department promote the passage of this resolution on the appropriate corporate communications channels.

MEMBER'S RESOLUTION

Committee of the Whole Report (2)

DATE: Tuesday, December 05, 2023

TITLE: PASSOVER WASTE DEPOT

FROM:

Councillor Gila Martow

Whereas, the City of Vaughan has provided a special Passover waste and recycling depot at the Garnet A. Williams Community Centre; and

Whereas, this city-wide service is of special significance and importance to the Jewish community to help dispense of the waste generated in preparation for Passover; and

Whereas, Vaughan's total Jewish and Israeli population constitutes 23 per cent of the entire Jewish and Israeli people in the Toronto Census Metropolitan Area; and

Whereas, Vaughan is home to an active, engaged, thoughtful and dedicated Jewish and Israeli community committed to fostering inclusive, tolerant and welcoming neighbourhoods for all people; and

Whereas, the City of Vaughan officially recognizes Jewish Heritage Month and holds an annual flag-raising ceremony for Yom Ha'atzmaut, Israel Independence Day. Celebrations like the City's annual menorah lighting ceremonies to mark Chanukah have become much-anticipated traditions enjoyed by people of all backgrounds and faiths; and

Whereas, as part of maintaining and fostering stronger relations between Vaughan and the State of Israel, during a 2019 City of Vaughan led business mission to Israel, Vaughan renewed an economic and cultural partnership with the City of Ramla, Israel, first signed in 1993.

It is therefore recommended:

1. That City of Vaughan staff continues its city-wide service of providing a special Passover waste and recycling depot at the Garnet A. Williams Community Centre, and/or another appropriate City location, for Passover 2024, and that this service is offered each year in alignment with future Passover dates.

Financial and Staff Resource Impact

It is expected that the cost associated with the special Passover waste and recycling depot at the Garnet A. Williams Community Centre is \$40,000 annually.

Attachments

N/A

MEMBER'S RESOLUTION

Committee of the Whole (2)

DATE: Tuesday, December 05, 2023

TITLE: SUPPORTING VAUGHAN'S SOUTH VIETNAMESE COMMUNITY

FROM:

Mayor Steven Del Duca

Whereas, the City of Vaughan is home to an active and engaged Vietnamese Canadian community dedicated to enriching the overall quality of life for all residents; and

Whereas, non-profits like the Golden Age Village for the Elderly (GAVE) are, a critical community pillar that was established to address culturally specific senior housing and long-term care facility crises faced by the Vietnamese Canadian community in Ontario; and

Whereas, the leadership and members of the Vietnamese Association of Vaughan dedicate their time, talent and energy to raising awareness about Vietnam's history, culture and identity; and

Whereas, previously, Vaughan Council has proclaimed April 30 Journey to Freedom Day and has raised the Heritage and Freedom Flag of South Vietnam outside Vaughan City Hall in recognition; and

Whereas, other municipalities such as Brampton and Mississauga recognize Journey to Freedom Day by raising the Heritage and Freedom Flag of South Vietnam as a standalone flag; and

Whereas, April 30 commemorates the great sacrifices made to find freedom and democracy after the fall of Saigon in April 1975; and

Whereas, Journey to Freedom Day is an opportunity to remember the lives lost in the Vietnam War and acknowledge the critical role played by Canada in welcoming Vietnamese refugees.

It is therefore recommended:

1. That on an annual basis, the City of Vaughan proclaims April 30 Journey to Freedom Day; and
2. That notwithstanding the City of Vaughan's *Flag Protocol Corporate Policy* (03.C.11), the Heritage and Freedom Flag of South Vietnam be raised annually on April 30 outside Vaughan City Hall in recognition, as a standalone flag on a City flagpole.

Financial and Staff Resource Impact

N/A

Attachments:

N/A

**CITY OF VAUGHAN
REPORT NO. 1 OF THE
INTERGOVERNMENTAL RELATIONS SUB-COMMITTEE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on December 5, 2023*

The Intergovernmental Relations Sub-Committee met at 3:04 p.m., on November 2, 2023.

ELECTRONIC MEETING

Members Present:

Regional Councillor Mario Ferri, Chair
Councillor Rosanna DeFrancesca

Staff Present:

Michael Genova, Chief, Communications and Economic Development
Raphael Costa, Director, Economic Development
Maria Papadopoulos, Program Manager, Strategic Economic Relations, Economic Development
Cassandra Cleveland, Communications Advisor, Economic Development, Corporate and Strategic Communications
Isabel Leung, Deputy City Clerk, Office of the City Clerk
Stella Martinella, Executive Assistant to Local and Regional Councillor Mario Ferri
Anthony Tersigni, Executive Assistant to Local and Regional Councillor Mario Racco
Assunta Ferrante, Council/Committee Administrator, Office of the City Clerk

1. REVIEW – STRATEGIC INTERGOVERNMENTAL RELATIONS FRAMEWORK

The Intergovernmental Relations Sub-Committee advises Council:

- 1. That the discussion with respect to the above was received; and**
- 2. That the staff presentation by Michael Genova, Chief, Communications and Economic Development, and Communication C1., presentation material, dated November 2, 2023, were received.**

**REPORT NO. 1 OF THE INTERGOVERNMENTAL RELATIONS
SUB- COMMITTEE FOR CONSIDERATION BY
THE COMMITTEE OF THE WHOLE, DECEMBER 5, 2023**

2. INTERNATIONAL RELATIONS AND INTERGOVERNMENTAL RELATIONS

The Intergovernmental Relations Sub-Committee advises Council:

1. That staff report back regarding the following partnerships:
 - 1) Sora, Italy
 - 2) Delia, Italy
 - 3) Lanciano, Italy
 - 4) Ramla, Israel; and
2. That the staff presentation by Raphael Costa, Director, Economic Development, and Communication C2., presentation material, dated November 2, 2023, were received.

3. CITY OF VAUGHAN/MP/MPP ROUNDTABLE - JANUARY 2024

The Intergovernmental Relations Sub-Committee advises Council:

1. That the discussion with respect to the above was received; and
2. That the staff presentation by Maria Papadopoulos, Program Manager, Strategic Economic Relations, Economic Development, and Communication C3., presentation material, dated November 2, 2023, were received.

4. UPDATE - FALL ECONOMIC STATEMENT

The Intergovernmental Relations Sub-Committee advises Council:

1. That the discussion with respect to the above was received; and
2. That the staff presentation by Maria Papadopoulos, Program Manager, Strategic Economic Relations, Economic Development, and Communication C4., presentation material, dated November 2, 2023, were received.

5. 2024 SCHEDULE OF MEETINGS

The Intergovernmental Relations Sub-Committee advises Council:

1. That the 2024 Schedule of Meetings were approved, in accordance with Communication C5., with the following meeting dates:

April 8
September 16
November 4

**REPORT NO. 1 OF THE INTERGOVERNMENTAL RELATIONS
SUB- COMMITTEE FOR CONSIDERATION BY
THE COMMITTEE OF THE WHOLE, DECEMBER 5, 2023**

The meeting adjourned at 4:01 p.m.

Respectfully submitted,

Regional Councillor Mario Ferri, Chair

**CITY OF VAUGHAN
REPORT NO. 2 OF THE
ANTI-HATE, DIVERSITY AND INCLUSION ADVISORY COMMITTEE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on December 5, 2023*

The Anti-Hate, Diversity and Inclusion Advisory Committee met at 7:02 p.m., on November 13, 2023.

ELECTRONIC MEETING

Members Present:

Councillor Gila Martow, Chair
Councillor Chris Ainsworth, Co-chair
Asia Nisar
Carrie Silverberg
Erol Kavas
Sam Eskenasi
Seyfi Tomar (7:27 p.m.)

Staff Present:

Zincia Francis, Diversity and Inclusion Officer, Office of the Chief Human Resources Officer
Anna Rose, Recreation Manager, Events, Theatre and Studio Operations, Recreation Services
Erynn Sally, Manager, Corporate and Strategic Communications
Mark Bond, Chief Human Resources Officer
Michael Genova, Chief, Communications and Economic Development
Todd Coles, City Clerk, Office of the City Clerk
Isabel Leung, Deputy City Clerk, Office of the City Clerk
Raphael Costa, Director, Economic Development
Don De Los Santos, Manager, Economic Services, Economic Development
Keasha Green, Administrative and Program Coordinator, Economic Development
Rebecca Battat, Councillor Executive Assistant, Ward 5
Assunta Ferrante, Council/Committee Administrator, Office of the City Clerk

**REPORT NO. 2 OF THE ANTI-HATE, DIVERSITY AND INCLUSION
ADVISORY COMMITTEE FOR CONSIDERATION BY
THE COMMITTEE OF THE WHOLE, DECEMBER 5, 2023**

1. YORK REGION INCLUSIVE LANGUAGE GUIDE

The Anti-Hate, Diversity and Inclusion Advisory Committee advises Council:

1. That the verbal update and comments with respect to the above were received; and
2. That Communication C1., reference material, York Region Inclusive Language Guide, was received.

2. MULTI-YEAR ACCESSIBILITY PLAN 2023 - 2027

The Anti-Hate, Diversity and Inclusion Advisory Committee advises Council:

1. That the verbal update and comments with respect to the above were received; and
2. That Communication C2., reference material, Multi-Year Accessibility Plan 2023-2027 – Committee of the Whole (1) Report, dated October 31, 2023, was received.

3. CITY OF VAUGHAN'S DIVERSITY, EQUITY AND INCLUSION PLAN - ANNUAL REPORT (APRIL 2022 - OCTOBER 2023)

The Anti-Hate, Diversity and Inclusion Advisory Committee advises Council:

1. That the verbal update and comments with respect to the above were received; and
2. That Communication C3., reference material, City of Vaughan's Diversity, Equity and Inclusion Plan – Annual Report (April 2022 – October 2023) – Committee of the Whole (1) Report, dated October 31, 2023, was received.

**REPORT NO. 2 OF THE ANTI-HATE, DIVERSITY AND INCLUSION
ADVISORY COMMITTEE FOR CONSIDERATION BY
THE COMMITTEE OF THE WHOLE, DECEMBER 5, 2023**

4. 2024 SCHEDULE OF MEETINGS

The Anti-Hate, Diversity and Inclusion Advisory Committee advises Council:

- 1. That the 2024 Schedule of Meetings be approved, in accordance with Communication C4., with the following meeting dates:**

**February 5
March 4
April 15
May 27
June 17
September 23
October 21
November 18**

The meeting adjourned at 8:07 p.m.

Respectfully submitted,

Councillor Gila Martow, Chair

**CITY OF VAUGHAN
REPORT NO. 2 OF THE
TRANSPORTATION AND INFRASTRUCTURE
ADVISORY COMMITTEE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on December 5, 2023*

The Transportation and Infrastructure Advisory Committee met at 9:32 a.m., on November 20, 2023.

Member's Present

Councillor Rosanna DeFrancesca, Chair
Mary Proc, Vice-Chair
Elias El Ferezli
Andres Larios
Logan MacGillivray
Tanya Nagayeva
Gary Papas
Guillermo Rybnik
Oguzhan Tekin
Aydin Yuce

**Electronic
Participation**

X
X
X
X
X
X
X
X
X
X

External Technical Staff

Lauren Crawford, Manager Transportation Long-Term Planning, York Region

X

Staff Present

Margie Chung, Manager of Traffic Engineering
Christopher Tam, Manager, Transportation Planning and Engineering
Alicia Jakaitis, Program Manager, Transportation Planning and Research
Dorothy Kowpak, Program Manager, Active and Sustainable Transportation
Grace Mulcahy, Traffic Project Coordinator and Liaison Specialist
Sari Liem, Project Manager, Transportation Projects (Traffic Engineering)
Enya Franks-Best, Senior Coordinator, Client Services
Melissa Mariani, Communications Advisor
Adelina Bellisario, Council / Committee Administrator

X
X
X
X
X
X
X
X
X

**TRANSPORTATION AND INFRASTRUCTURE ADVISORY COMMITTEE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
DECEMBER 5, 2023**

The following items were dealt with:

1. ELECTION OF VICE-CHAIR

The Transportation and Infrastructure Advisory Committee advises Council:

- 1) That Mary Proc was elected Vice-Chair of the Transportation and Infrastructure Advisory Committee.

2. MOVESMART MOBILITY MANAGEMENT STRATEGY

The Transportation and Infrastructure Advisory Committee advises Council:

- 1) That the presentation by staff and Communications C1, presentation material entitled, “MoveSmart Mobility Management Strategy 2023”, dated November 20, 2023, were received.

3. PEDESTRIAN AND BICYCLE MASTER PLAN

The Transportation and Infrastructure Advisory Committee advises Council:

- 1) That the presentation by staff and Communication C4, presentation material entitled “Pedestrian & Bicycle Master Plan Update” dated November 20, 2023, were received.

4. PRIORITIES FROM THE TRANSPORTATION AND INFRASTRUCTURE TASK FORCE RECOMMENDATIONS

The Transportation and Infrastructure Advisory Committee advises Council:

- 1) That consideration of the matter be deferred to the January 15, 2024 Transportation and Infrastructure Advisory Committee meeting.

**TRANSPORTATION AND INFRASTRUCTURE ADVISORY COMMITTEE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
DECEMBER 5, 2023**

5. 2024 SCHEDULE OF MEETINGS

The Transportation and Infrastructure Advisory Committee advises Council:

- 1) That the following 2024 meeting dates were approved, in accordance with Communication C2, "2024 Schedule of Meetings", subject to changing the January 2024 meeting, as follows:

January 15
March 18
May 27
September 16
November 18

The meeting adjourned at 11:49 a.m.

Respectfully submitted,

Councillor Rosanna DeFrancecsa, Chair