



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

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

Tuesday, April 8, 2025

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Dr., Vaughan, ON

and Online via Electronic Participation

Indigenous Land Acknowledgement (prior to the commencement of the meeting)

Pages

- 1. CONFIRMATION OF AGENDA**
- 2. DISCLOSURE OF INTEREST**
- 3. COMMUNICATIONS**
- 4. CEREMONIAL PRESENTATIONS**
- 5. PRESENTATIONS**
 1. Emily Cheung – Vaughan International Music Festival
Request for continued support and endorsement.
 2. Mark Pajot – GET PARKED Community Group
Request for support with the GET PARKED proposal.
- 6. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)**

Planning, Growth Management and Housing Delivery

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Report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, with respect to the above.

Infrastructure Development

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13.	ADJOURNMENT	

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

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Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: BUILDING PERMIT FEES ANNUAL FINANCIAL REPORT FOR 2024

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: FOR INFORMATION

Purpose

To provide Council with the Building Permit Fees Annual Financial Report for 2024, as required by the Building Code.

Report Highlights

- Building permit revenues collected in 2024 were \$16,191,762
- Direct and Indirect costs in 2024 were \$15,319,841
- An amount of \$871,921 was transferred to the Building Standards Continuity Reserve
- Closing balance in the Building Standards Continuity Reserve is \$26,618,042

Recommendations

1. THAT the Building Permit Fees Annual Financial Report for 2024 be received for information.

Background

The Building Code requires that a financial report be prepared annually to provide information on the following matters:

- i. Total Fees Collected (12-month period);

- ii. Direct Costs of delivering services (Review of permit applications and inspections of buildings);
- iii. Indirect Costs of delivering services (Support and Overhead Costs); and
- iv. The account balance for the Building Standards Continuity Reserve as established by Council.

To comply with the Building Code, the Building Permit Fees Annual Financial Report has been prepared for 2024 and is based on unaudited information.

Previous Reports/Authority

None.

Analysis and Options

This report has been prepared in coordination with Financial Planning and Development Finance Department staff. It is based on Council's previous approvals respecting the Watson & Associates Economists Ltd. Activity Based Costing Methodology for User Fees Report, and the establishment of the Building Standards Continuity Reserve.

The Building Standards Continuity Reserve was established to stabilize fluctuations in permit revenues resulting from changes or variations in construction activity. The stabilization of permit revenues allows the Building Standards Department (BSD) to meet its legislated requirements; thereby ensuring continuity of service delivery without impacting the general tax base.

To develop a sustainable financial model for the BSD, a comprehensive building permit fee study was carried out by Watson & Associates Economists Ltd. in 2017/2018 to ensure fees achieve full cost recovery of direct and indirect costs associated with the delivery of services in the BSD (building permits and inspection services). The study also benchmarked Vaughan's building permit fees with other comparable GTA municipalities to maintain market competitiveness.

In 2022 the City retained Watson & Associates Economists Ltd. to undertake a comprehensive review of the full costs of Development Planning, Development Engineering and Building Standards functions and to make fee structure recommendations to provide for reasonable full cost for the services. This study was completed in 2023 and presented to the April 18, 2023, Committee of the Whole (2) for consideration, and latter approved without amendment at the Council meeting of April 25, 2023. The Building Standards Department will monitor the effectiveness of the new cost model resulting from this study and will work with our partners in Development Finance if further changes are necessary in the future.

Financial Impact

The Building Permit Fees Annual Financial Report shows a total revenue of \$16,191,762 for building permit fees collected in 2024 and a combined total of direct

and indirect costs of \$15,319,841. An amount of \$871,921 was transferred to the Building Standards Continuity Reserve. The 2024 closing balance in the Building Standards Continuity Reserve is \$26,618,042.

Operational Impact

None.

Broader Regional Impacts/Considerations

None.

Conclusion

As required by legislation, this report provides the total fees collected by the BSD in 2024, total costs of delivering its service, and balance of the Building Standards Continuity Reserve.

For more information, please contact: Ben Pucci, Director of Building Standards, ext. 8872.

Attachments

1. 2024 Building Permit Fees Annual Financial Report.

Prepared by

Ben Pucci, Director of Building Standards, ext. 8872

City of Vaughan
Ontario Building Code Act
Building Standards Continuity Reserve
2024 Annual Actual Report - Unaudited
(For the Period January 1, 2024 to December 31,2024)

ONTARIO BUILDING CODE - REVENUES

Total Fees Collected	\$ (16,191,762)
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ONTARIO BUILDING CODE - EXPENSES

Direct Costs	\$ 12,002,512
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Indirect Costs	\$ 3,317,329
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TOTAL DIRECT & INDIRECT COST	\$ 15,319,841
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CONTRIBUTION TO/(FROM) BUILDING STANDARDS CONTINUITY RESERVE	\$ 871,921
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NET BALANCE	\$ -
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BUILDING STANDARDS SERVICE CONTINUITY RESERVE

Opening Balance	\$ 25,644,629
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Transfer to / (Withdrawal from) Reserve:	\$ 1,061,146
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Transfer to / (Withdrawal from) Reserve - Capital	\$ (1,162,604)
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Interest Earned	\$ 1,074,871
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<u>CLOSING BALANCE RESERVE</u>	<u>\$ 26,618,042</u>
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Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL CHOOSE CHOOSE

TITLE: 2024 DELIVERY REPORT – INFRASTRUCTURE DEVELOPMENT

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

The annual Delivery Report provides Council with Infrastructure Development’s 2024 accomplishments and initiatives, asset group updates, with inventory counts and values and a look ahead to 2025.

Report Highlights

- In 2024, the City spent \$158.4 million on 474 projects in various asset groups.
- The Infrastructure Development portfolio continues to contribute to the City’s Strategic Plan by planning, designing, initiating and completing projects that support most of the priority areas.
- In 2024, the Infrastructure Development portfolio worked to progress key city-building projects identified in the Council-approved **Nine Point Action Plan to Fight Traffic Gridlock**. In 2024, the portfolio achieved \$158.4 M in Capital Delivery with a 96% cash flow rate.

Recommendations

1. That this report be received for information.

Background

In support of the City's vision, mission, values and Service Excellence Strategic Priorities, the Infrastructure Development portfolio's purpose statement provides staff with the "what, how and why" as it relates to their vital roles and functional responsibilities.

We deliver City spaces through creative and inspired thinking to shape exceptional experiences.

In addition, the portfolio's supplementary core values and corresponding behaviours help foster a culture of innovation, collaboration and creativity. These supplementary core values complement the City's values of RESPECT, ACCOUNTABILITY and DEDICATION, and further support and advance our purpose.

Portfolio Core Values

We are a TEAM - We treat everyone with dignity, value their contributions and help one another succeed.

We build COMMUNITY - We plan, design, deliver and maintain infrastructure that improves quality of life for residents.

We are INNOVATIVE - We explore creative solutions that keep ourselves and the organization relevant.

Infrastructure assets are planned, designed, built, owned, operated and maintained by the City.

Assets provide the necessary services that contribute to the high quality of life in Vaughan. It is imperative to ensure services are delivered in a safe, reliable and efficient manner, while sustaining a growing community. Important elements of the City's asset management cycle are the acquisition, renewal and replacement of infrastructure that provide these services. Last year alone, the City spent \$158.4 million on 474 projects in various asset groups.

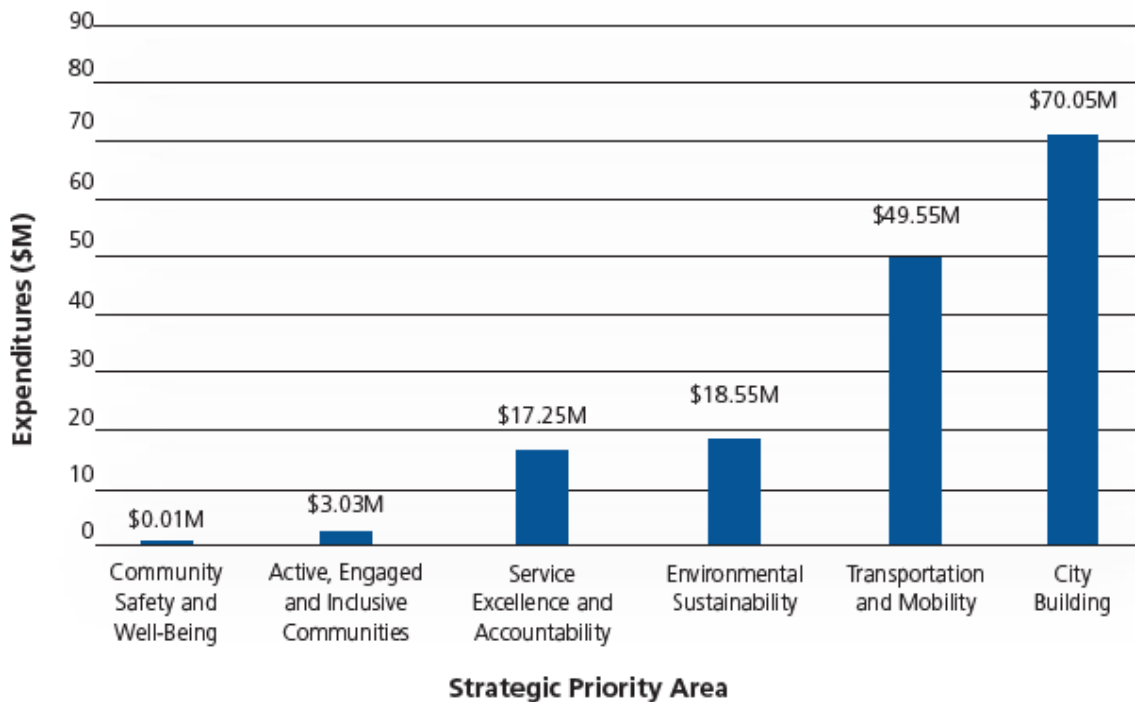
Alignment with the 2022-2026 Term of Council Service Excellence Strategic Plan

The Infrastructure Development portfolio continues to contribute to the City's Strategic Plan by planning, designing, initiating and completing projects that support most of the priority areas. This contribution significantly aids in delivering on Vaughan's vision of becoming a city of choice that promotes diversity, innovation and opportunity for all residents, and fosters a vibrant community life that is inclusive, progressive, environmentally responsible and sustainable.

Continuing support of the Nine Point Action Plan to Fight Traffic Gridlock in Vaughan

In 2024, the Infrastructure Development portfolio worked to progress key city-building projects identified in the Council-approved **Nine Point Action Plan to Fight Traffic Gridlock**. The department's contributions will help keep residents moving seamlessly throughout Vaughan and accommodate future growth in the city.

The following is a summary of the 2024 expenditures by strategic priority:



Previous Reports/Authority

Item 8, Report No. 20 of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2024

[eSCRIBE Minutes](#)

Analysis and Options

Capital Programs

The City's capital program can be subdivided into two programs: State of Good Repair and Growth-Related. The City made significant investments in State of Good Repair and Growth-Related projects in 2024.

State of Good Repair: \$63.9 million

Growth-Related: \$94.5 million

Total: 474 projects in various asset groups for a total of \$158.4 million in expenditures

- 141 road network projects: \$44.95 million
- 62 water, wastewater and stormwater projects: \$18.11 million
- 140 facilities projects: \$50.39 million
- 110 parks and open spaces projects: \$33.84 million
- 33 active transportation projects: \$10.7 million
- 12 non-asset related projects \$0.46 million

Breakdown of all 2024 projects by phase:

- Study phase: 91
- Design phase: 125
- Construction phase: 84
- Completed: 179

Strategic Alignment

Throughout 2024, the Infrastructure Development portfolio helped progress the City's 2022-2026 Term of Council Service Excellence Strategic Plan by contributing to many of its strategic priority areas.

2024 Expenditures by Strategic Priority



Transportation and Mobility
\$49.55 million



City Building
\$70.05 million



Environmental Sustainability
\$18.55 million



**Community Safety
and Well-Being**
\$0.01 million



**Active, Engaged and
Inclusive Communities**
\$3.03 million



**Service Excellence
and Accountability**
\$17.25 million

Total: \$158.44 million

Contributions to the Council-approved Nine Point Action Plan to Fight Traffic Gridlock

In 2024, the Infrastructure Development portfolio also made significant contributions to the Council-approved [Nine Point Action Plan to Fight Traffic Gridlock](#). Projects include:

Project	Infrastructure Development’s contribution in 2024
Widen Highway 7 to six lanes between Wigwoss Drive and Kipling Avenue	Work was initiated in 2024 for the Environmental Assessment to begin early 2025.
Link Kirby Road between Dufferin and Bathurst streets	Construction started with tree clearing and grading in December 2024. The project is anticipated to be complete in summer 2026.
Connect Teston Road between Keele and Dufferin streets	York Region completed the Teston Road Individual Environmental Assessment study in late 2024, in collaboration with City staff. The comment period on the draft Individual Assessment concluded on Dec. 22, 2024.
Build two new bridges over Highway 400	<p>Colossus Drive extension: Work was initiated in 2024 for the Environmental Assessment to begin early 2025.</p> <p>Canada Drive-America Avenue Bridge: Construction commenced in 2023 and is expected to be complete in 2026.</p>
Extend Bass Pro Mills Drive to Weston Road	This project is in the detailed design phase, with construction expected to start in 2026.
Champion the Yonge North Subway Extension	The City has dedicated staff who work alongside Metrolinx and other key stakeholders to continue the advancement of the Yonge North Subway Extension.
Connect Langstaff Road over the CN MacMillan Yard and upgrade the interchange at Langstaff Road and Highway 400	The City continued to advocate for this project in 2024.
Support enhanced GO Train service	<ul style="list-style-type: none"> • Staff continue to work with our partners in Policy Planning to advance the Concord GO station. • Discussions with Metrolinx are ongoing for a new GO station at Kirby, and new services for Woodbridge and Kleinburg-Nashville, in the Regional Transportation Plan update.
Advocate for more Bus Rapid Transit	Staff are collaborating with York Region to complete the Jane Street Rapid Transit Environmental Assessment (Jane Street, from Major Mackenzie Drive to Highway 7), which commenced in late 2024.

2024 Delivery Updates by Department

Infrastructure Planning and Corporate Asset Management

Infrastructure Planning and Corporate Asset Management provides strategic guidance for the development of new infrastructure and the operational and fiscal sustainability of existing infrastructure. This includes undertaking master plans, strategies and studies that identify, prioritize and enable new growth infrastructure, and completing asset management plans for existing infrastructure. The department is also responsible for protecting the City's interests and needs through oversight and review of projects, plans and initiatives undertaken by third parties such as York Region, Metrolinx and the Ministry of Transportation, which may impact Vaughan's infrastructure.

The department's 2024 project highlights include enabling micromobility in Vaughan, continued engagement with Metrolinx's Yonge North Subway Extension team, advancement of the Yonge-Steeles Corridor Secondary Plan, third-party co-ordination for more than 40 projects and much more.

Development Engineering

The Development Engineering department is responsible for the expeditious review, approval, inspection and processing of municipal services for land development.

The department's 2024 project highlights include the opening of Innovation Drive at Langstaff Road, continued facilitation of the development of Block 34 East, the completion of Anatolian Drive and two of the bridge/creek crossings within Block 59 and much more.

Infrastructure Delivery

The Infrastructure Delivery department is responsible for capital project programming, design, review, tendering, construction and inspection of the City's linear infrastructure.

The department's 2024 project highlights include progressing the Black Creek Renewal project, completing the Gallanough Park Stormwater Management Facility and park improvements, completing stormwater management facility improvements at various locations, completing the first phase of improvements in Kleinburg Village and much more.

Facilities and Parks Delivery

The Facilities Delivery team is responsible for the planning, design and delivery of community facilities, ensuring they meet the needs of a rapidly expanding population. This includes developing new infrastructure for essential services, such as fire stations, recreation centers and libraries, and overseeing the state-of-good-repair management for existing municipal facilities. By focusing on sustainable and efficient project execution, the department supports the community's well-being, safety and quality of life, while maintaining the functionality and longevity of City assets.

The Parks Delivery team is responsible for the planning, design and construction of new parks and the redevelopment of existing green spaces across the city. This includes delivering high-quality infrastructure such as playgrounds, sports fields, trails and tennis and pickleball courts. The team ensures projects align with community needs and sustainability goals, enhancing recreational opportunities and contributing to the city's overall livability and environmental stewardship. By collaborating with stakeholders and prioritizing innovative solutions, the Parks Delivery team plays a key role in enriching public spaces for current and future generations.

2024 project highlights for Facilities Delivery include advancing construction of the new Carrville Community Centre, completing the Dufferin Operation Centre and salt dome replacement, starting construction of Fire Station 7-12 and much more.

2024 project highlights for Parks Delivery include starting construction of Martin Tavares Park, initiating the Master Plan for the MacMillan Farm property, continued construction and advancement at North Maple Regional Park, completing the Mackenzie Valley Park Primary Off-Leash Dog Park and much more.

2024 Delivery Updates by Asset Group

Infrastructure Development's *Asset Management Report Cards* summarize important information about Vaughan's assets, like replacement cost, condition, average age and life expectancy. The 2024 Delivery Report includes report cards for assets including active transportation, bridges, facilities, parks, roads, stormwater, wastewater and water. Active Transportation is shown below as an example.

Active Transportation



Total 2024 expenditures:

\$10,695,000

REPLACEMENT COST

\$235,089,000

OVERALL CONDITION GRADE

B

CONDITION (FAIR OR BETTER)

94%

ASSET PORTFOLIO

- ▶ **1,111** kilometres of sidewalks and walkways
- ▶ **21** kilometres of cycle tracks
- ▶ **41** kilometres of in-boulevard multi-use pathways
- ▶ **54** kilometres of open space multi-use recreational trails

TOTAL NUMBER OF PROJECTS

33

PROJECT NUMBER BY PHASE

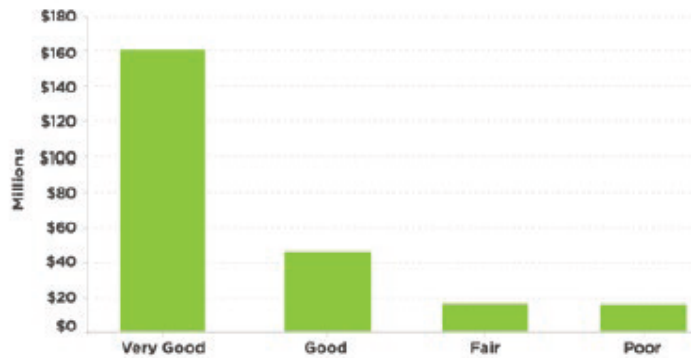
Project Phase	Number of Projects/Phase
Study	6
Design	6
Construction	7
Complete	14

The City has an expansive active transportation network – and it continues to grow. This network includes more than 1,000 kilometres of pedestrian, cycling and shared-use facilities to get people through the city, in whichever mode of transportation they choose, seamlessly.

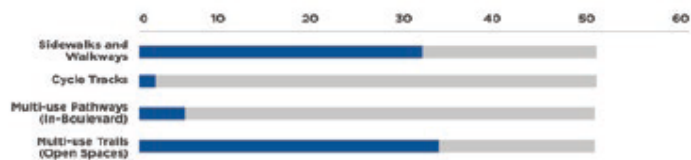
Replacement cost summary

2023 replacement cost		\$227,776,000
Changes		\$7,313,000
New and upgraded assets	\$1,746,000	
Asset evaluation improvements and inflation	\$5,567,000	
Decommissioned assets	\$0	
2024 replacement cost		\$235,089,000

Condition



Average age and useful life expectancy in years



Awards and Accolades

In 2024, the City's **Transportation Youth Ambassador Program** received the **Transportation Association of Canada's** 2024 Workforce Development Achievement Award. The program has led to a greater representation of youth voices in municipal transportation decision-making and helped City staff better understand the transportation priorities of young adults in the community.

Grant Funding

Numerous Infrastructure Development projects have progressed with the support of grants, reflecting our continued commitment to exploring alternate funding opportunities with a focus on good governance and accountability.

Grant Name	Organization/ Agency	Amount Awarded	Description
CAPITAL INFRASTRUCTURE			
Housing Enabling Water Systems Fund (HEWSF)	Ministry of Infrastructure	\$35M	Funding for wastewater assets to enable housing development in the VMC.
OPERATIONAL			
Canada Summer Jobs	Employment and Social Development Canada	\$2,318.40	Infrastructure Planning and Corporate Asset Management received funding to hire a Transportation Co-ordinator.
Environmental Job Growth Program	ECO Canada	\$15,000	Development Engineering received employment funding.
Science Horizons Youth Internship Program	ECO Canada	\$6,000	Development Engineering received employment funding.

Project Communications

Throughout 2024, the portfolio – in collaboration with City departments, consultants and our partners in Communications, Marketing and Engagement – employed numerous communication tactics to support vital connections with the community, clients, stakeholders, Vaughan Council and staff. More than 700 project communications were issued for the various Infrastructure Development projects.

2025 Outlook

PROJECTED EXPENDITURES

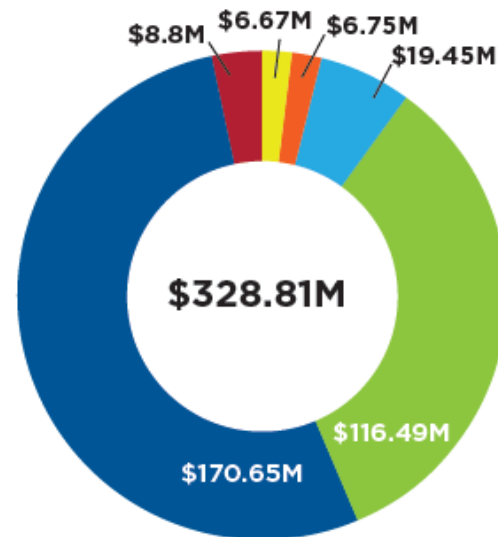
Breakdown by Strategic Priority

Strategic Priority*	Projected Expenditure**
Active, Engaged and Inclusive Communities	\$6.66M
City Building	\$116.49M
Community Safety and Well-being	\$8.8M
Environmental Sustainability	\$19.54M
Service Excellence and Accountability	\$6.76M
Transportation and Mobility	\$170.65M
TOTAL:	\$328.81M

* Based on 2022-2026 Strategic Priorities

**rounded

Projected Expenditures by Strategic Priority



PROJECTED EXPENDITURES

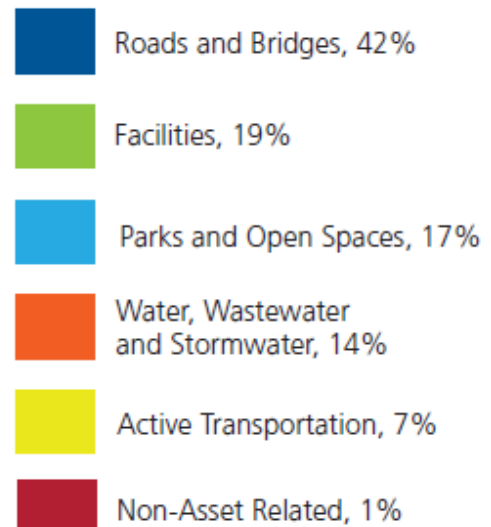
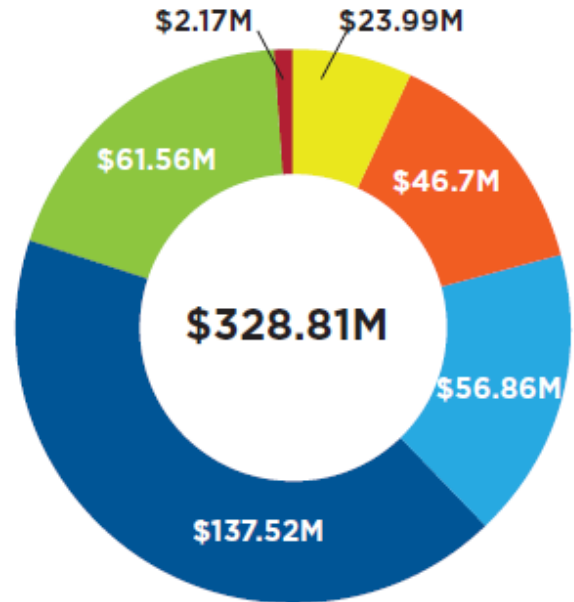
Breakdown by Asset Group

Strategic Priority*	Projected Expenditure**
Active Transportation	\$23.99M
Facilities	\$61.56M
Non-asset related	\$2.17M
Parks and open spaces	\$56.86M
Roads and bridges	\$137.52M
Water, wastewater and stormwater	\$48.7M
TOTAL:	\$328.81M

**rounded

Projected Expenditures by Asset Class

(For reference only. Pie chart generated based on content to the left).



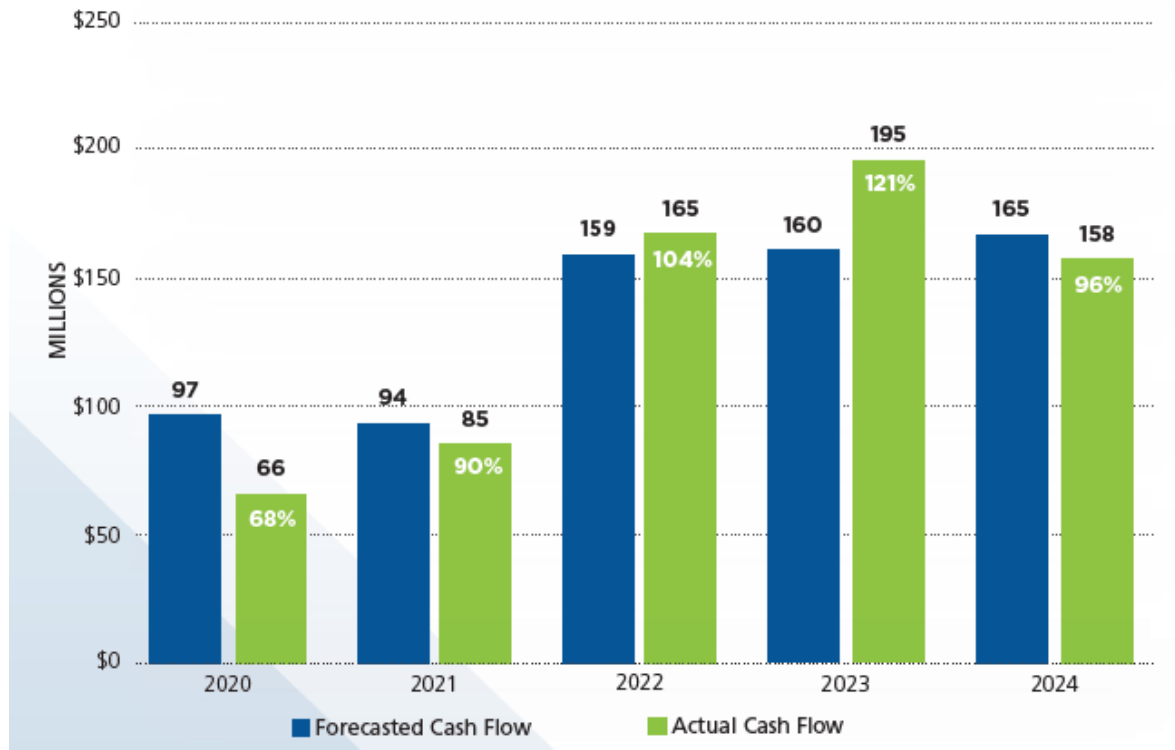
CASH FLOW RATE: 2021 - 2024

Breakdown by Asset Group

Year	Forecasted Cash Flow	Actual Cash Flow
2021	\$97,148,102	\$66,009,604
2022	\$94,341,202	\$84,910,287
2023	\$159,860,814	\$165,653,930
2024	\$165,226,588	\$158,442,308

Annual Forecast to Actual Cash Flow

Note: Percentages on bars represent cash flow rate.



Financial Impact

There are no immediate financial impacts associated with this report.

Operational Impact

There is no immediate operational impacts associated with this report.

Broader Regional Impacts/Considerations

There are no broader regional impacts associated with this report.

Conclusion

The significant achievements, as identified in this report, demonstrate the portfolio's focus on Capital Delivery. In 2024, the portfolio achieved \$158.4 M in Capital Delivery with a 96% cash flow rate - the percentage of actual versus forecasted cash flow. The framework has been developed to undertake larger more complex City Building projects in all asset classes.

For more information, please contact: Erika Hinze, Communications Coordinator, Office of the DCM, Infrastructure Development, ext. 7123.

Attachments

1. Infrastructure Development 2024 Delivery Report

Prepared by

Vince Musacchio, Deputy City Manager, Infrastructure Development, ext. 8311

INFRASTRUCTURE
DEVELOPMENT

2024 Delivery Report



In 2024, the City of Vaughan effectively progressed the 2022-2026 Term of Council Service Excellence Strategic Plan, delivering many city-building milestones. Innovative initiatives, including the Kirby Road Extension and Canada Drive-America Avenue Bridge, will transform how residents and goods move, and improve the flow of traffic throughout Vaughan. In addition, the City's award-winning active transportation infrastructure continues to advance, and planning is underway for future projects that will build upon our strong foundation.

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MESSAGE FROM THE Mayor



Vaughan is a city people dream of calling home – a place where they want to raise their families, start businesses and enjoy a high quality of life. Strong and stable leadership has been key to our success – and that leadership extends beyond City Hall to the dedicated professionals in the Infrastructure Development portfolio who are literally building our city.

This team is the backbone in shaping our city. Through your efforts, we are delivering the roads, bridges, and essential services that keep Vaughan moving forward. Together, we are making real progress in the fight against traffic gridlock, ensuring residents spend less time commuting and more time with their families. With our **Nine-Point Action Plan to Reduce Traffic Gridlock**, we are delivering results—projects like the Canada Drive-America Avenue Bridge, the Kirby Road and Bass Pro Mills Drive extensions, and road-widening initiatives are all examples of how we are transforming how people move across our city.

We are also investing in key infrastructure improvements that enhance the character and livability of our communities. From revitalizing Woodbridge Avenue with upgraded streetscaping, sewers, and watermains to enhancing Kleinburg Village, we are building a city that is not only efficient but also vibrant and inviting.

As Mayor, I am proud to lead a city that is growing with purpose—where each project lays the foundation for a better future. This progress is only possible because of the dedication, expertise, and relentless drive of our Infrastructure Development team.

To each of you, I offer my sincere thanks. Your hard work ensures that Vaughan continues to grow stronger, smarter, and more connected.

Let's keep building our city – together.

A handwritten signature in black ink, appearing to read "Steven Del Duca". The signature is stylized and cursive.

Steven Del Duca
Mayor

MESSAGE FROM THE **City Manager**



The City of Vaughan's Infrastructure Development portfolio has passionate and innovative staff dedicated to developing a world-class city. By overseeing the delivery of the City's capital projects from start to finish, every team member is a vital part of Vaughan's city-building story.

They develop parks and open spaces that foster physical activity, health and wellness, and support the city's growth by reviewing development applications. They also plan critical infrastructure – such as community centres, fire stations, roads, bridges and underground water mains – and manage the City's assets to ensure we can continue to deliver high-quality services.

With all that and more, this team consistently delivers key initiatives that improve the quality of life for everyone here in Vaughan. A big thank you goes to the entire Infrastructure Development portfolio for all they do.

A handwritten signature in black ink, appearing to read 'Zoran Postic'. The signature is stylized and fluid, with a large loop at the top and a horizontal line at the bottom.

Zoran Postic
City Manager

MESSAGE FROM THE **Deputy City Manager, Infrastructure Development**



The City of Vaughan remains committed to delivering high-quality infrastructure that enhances residents' daily lives. In 2024, we invested \$158.4 million across 474 projects to maintain and expand critical infrastructure. These projects support Vaughan's vision of becoming a diverse, innovative and sustainable city. The Infrastructure Development portfolio plays a key role in executing the 2022-2026 Term of Council Service Excellence Strategic Plan. Through strategic planning and execution, we ensure city spaces are safe, reliable and efficient for a growing population.

A key focus this year has been advancing the Council-approved Nine Point Action Plan to Fight Traffic Gridlock. By delivering essential road, transit and active transportation projects, we are improving mobility and reducing congestion in Vaughan. Significant investments were made in road networks, water and wastewater systems, facilities, parks and open spaces, and active transportation. These investments directly support Vaughan's Strategic Plan priorities, including City Building, Service Excellence and Community Safety and Well-being. Our team operates with core values of teamwork, community building and innovation, ensuring every project delivers value to residents. We remain dedicated to advancing Vaughan's infrastructure needs through inspired, forward-thinking solutions.



Looking ahead, we will continue to prioritize projects that align with our strategic goals and community needs. Through collaboration and innovation, we will build a city that is resilient, connected and ready for the future. I extend my gratitude to Council, City staff and our community partners for their continued support. Together, we are shaping Vaughan into a vibrant, thriving city of choice.

A handwritten signature in black ink, appearing to read 'V. Musacchio'.

Vince Musacchio
Deputy City Manager
Infrastructure Development

Purpose and Values

In support of the City's vision, mission, values and Service Excellence Strategic Priorities, the Infrastructure Development portfolio's purpose statement provides staff with the "what, how and why" as it relates to their vital roles and functional responsibilities.

We deliver City spaces through creative and inspired thinking to shape exceptional experiences.

In addition, the portfolio's supplementary core values and corresponding behaviours help foster a culture of innovation, collaboration and creativity. These supplementary core values complement the City's values of RESPECT, ACCOUNTABILITY and DEDICATION, and further support and advance our purpose.

Portfolio Core Values

We are a **TEAM**

We treat everyone with dignity, value their contributions and help one another succeed.

We build **COMMUNITY**

We plan, design, deliver and maintain infrastructure that improves quality of life for residents.

We are **INNOVATIVE**

We explore creative solutions that keep ourselves and the organization relevant.



North Maple Regional Park event lawn

Executive Summary

Infrastructure assets are planned, designed, built, owned, operated and maintained by the City

Assets provide the necessary services that contribute to the high quality of life in Vaughan. It is imperative to ensure services are delivered in a safe, reliable and efficient manner, while sustaining a growing community. Important elements of the City's asset management cycle are the acquisition, renewal and replacement of infrastructure that provide these services. Last year alone, the City spent \$158.4 million on 474 projects in various asset groups.

Alignment with the 2022-2026 Term of Council Service Excellence Strategic Plan

The Infrastructure Development portfolio continues to contribute to the City's Strategic Plan by planning, designing, initiating and completing projects that support most of the priority areas. This contribution significantly aids in delivering on Vaughan's vision of becoming a city of choice that promotes diversity, innovation and opportunity for all residents, and fosters a vibrant community life that is inclusive, progressive, environmentally responsible and sustainable.

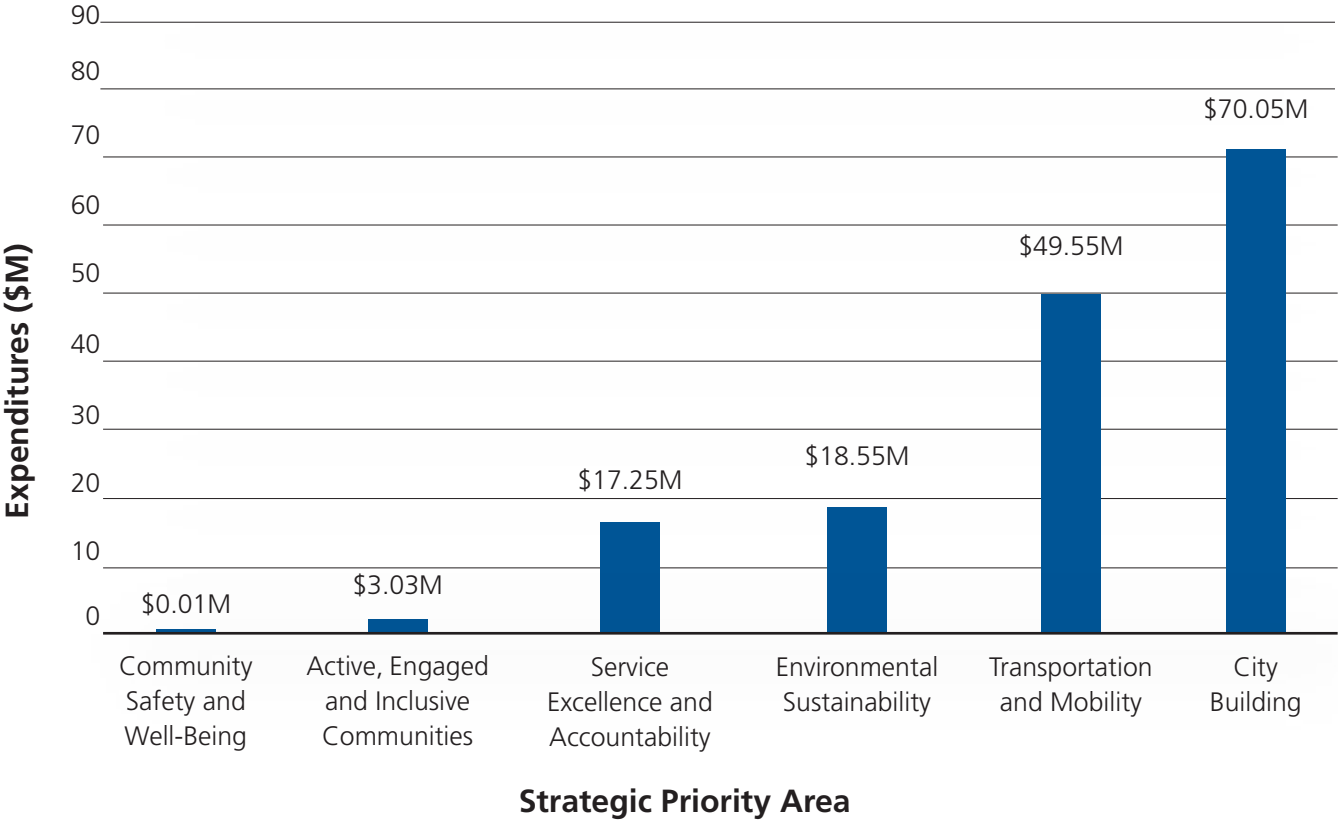


Doctors McLean District Park

Continuing support of the [Nine Point Action Plan to Fight Traffic Gridlock in Vaughan](#)

In 2024, the Infrastructure Development portfolio worked to progress key city-building projects identified in the Council-approved [Nine Point Action Plan to Fight Traffic Gridlock](#). The department's contributions will help keep residents moving seamlessly throughout Vaughan and accommodate future growth in the city.

The following is a summary of the 2024 expenditures by strategic priority:



Gallanough Park stormwater management facility

Capital Programs

The City's capital program can be subdivided into two programs: **State of Good Repair** and **Growth-Related**.

State of Good Repair Program: This program reviews the condition of Vaughan's current infrastructure assets and determines investment requirements – including rehabilitation and replacement – that ensure the City achieves maximum value for money. Funding sources for this program are generally capital dollars collected through taxation, infrastructure reserves and the provincial gas tax.

Growth-related Program: This program delivers new infrastructure to support growth. This includes community infrastructure (e.g. community centres, parks and fire stations), as well as linear infrastructure (e.g. watermains, sewers, sidewalks, cycle tracks and roads). These programs are typically established through the City's Growth Management Strategy and the corresponding master plans that support development. The funding source for this program is primarily collected through Development Charges.

The City made significant investments in State of Good Repair and Growth-Related projects in 2024.

State of Good Repair: \$63.9 million

Growth-Related: \$94.5 million

Total: 474 projects in various asset groups for a total of \$158.4 million in expenditures

- 141 road network projects: \$44.95 million
- 62 water, wastewater and stormwater projects: \$18.11 million
- 140 facilities projects: \$50.39 million
- 110 parks and open spaces projects: \$33.84 million
- 33 active transportation projects: \$10.7 million
- 12 non-asset related projects \$0.46 million

Breakdown of all 2024 projects by phase:

- Study phase: 91
- Design phase: 125
- Construction phase: 84
- Completed: 179

Strategic Alignment

Throughout 2024, the Infrastructure Development portfolio helped progress the City's 2022-2026 Term of Council Service Excellence Strategic Plan by contributing to many of its strategic priority areas.



2024 Expenditures by Strategic Priority



Transportation and Mobility
\$49.55 million



City Building
\$70.05 million



Environmental Sustainability
\$18.55 million



Community Safety and Well-Being
\$0.01 million



Active, Engaged and Inclusive Communities
\$3.03 million



Service Excellence and Accountability
\$17.25 million

Total: \$158.44 million

In 2024, the Infrastructure Development portfolio also made significant contributions to the Council-approved Nine Point Action Plan to Fight Traffic Gridlock. The plan features several city-building projects that will enhance residents’ quality of life and strengthen the City’s economic competitiveness to retain and attract investment. Projects include:

Project	Infrastructure Development’s contribution in 2024
Widen Highway 7 to six lanes between Wigwoss Drive and Kipling Avenue	Work was initiated in 2024 for the Environmental Assessment to begin early 2025.
Link Kirby Road between Dufferin and Bathurst streets	Construction started with tree clearing and grading in December 2024. The project is anticipated to be complete in summer 2026.
Connect Teston Road between Keele and Dufferin streets	York Region completed the Teston Road Individual Environmental Assessment study in late 2024, in collaboration with City staff. The comment period on the draft Individual Assessment concluded on Dec. 22, 2024.
Build two new bridges over Highway 400	Colossus Drive extension: Work was initiated in 2024 for the Environmental Assessment to begin early 2025. Canada Drive-America Avenue Bridge: Construction commenced in 2023 and is expected to be complete in 2026.
Extend Bass Pro Mills Drive to Weston Road	This project is in the detailed design phase, with construction expected to start in 2026.
Champion the Yonge North Subway Extension	The City has dedicated staff who work alongside Metrolinx and other key stakeholders to continue the advancement of the Yonge North Subway Extension.
Connect Langstaff Road over the CN MacMillan Yard and upgrade the interchange at Langstaff Road and Highway 400	The City continued to advocate for this project in 2024.
Support enhanced GO Train service	<ul style="list-style-type: none"> • Staff continue to work with our partners in Policy Planning to advance the Concord GO station. • Discussions with Metrolinx are ongoing for a new GO station at Kirby, and new services for Woodbridge and Kleinburg-Nashville, in the Regional Transportation Plan update.
Advocate for more Bus Rapid Transit	Staff are collaborating with York Region to complete the Jane Street Rapid Transit Environmental Assessment (Jane Street, from Major Mackenzie Drive to Highway 7), which commenced in late 2024.

2024 Delivery Updates by Department

INFRASTRUCTURE PLANNING AND CORPORATE ASSET MANAGEMENT

The Infrastructure Planning and Corporate Asset Management department provides strategic guidance for the development of new infrastructure and the operational and fiscal sustainability of existing infrastructure. This includes undertaking master plans, strategies and studies that identify, prioritize and enable new growth infrastructure, and completing asset management plans for existing infrastructure. The department is also responsible for protecting the City's interests and needs through oversight and review of projects, plans and initiatives undertaken by third parties such as York Region, Metrolinx and the Ministry of Transportation, which may impact Vaughan's infrastructure.



2024 Project Highlights

Enabling Micromobility

- To enable micromobility in Vaughan, several by-laws have been updated in recent years to legalize e-scooters and e-bikes.
- In 2024, a request for proposal (RFP) was issued and closed for the City's Shared Micromobility Pilot, which will launch in 2025. This exciting project will permit e-scooter and e-bike rentals in key areas of the city.

Infrastructure System Optimization Program (ISOP)

- In 2024, the ISOP program continued to support the City's efforts to optimize existing municipal services infrastructure (i.e., water, wastewater and stormwater management), improve system performance and maximize capacity.
- As part of the contract, the flows at 25 key sewer locations are being monitored across the city.

Teston Road Individual Environmental Assessment

- The City continued to support York Region's Teston Road Individual Environmental Assessment, between Bathurst Street and Highway 400.



Transportation Innovation Program

- This program received \$2.5 million in grant funding from the Ontario Vehicle Innovation Network and was launched in July 2023 in partnership with the City of Markham. The program has enabled demonstrations of six new technologies, including automated inspection equipment, artificial intelligence-powered data collection and electric vehicle chargers. Four additional demonstrations are proposed for early 2025.

Urban Water Plan

- The City’s Urban Water Plan received Council approval in May 2024. The plan addresses Vaughan’s water, wastewater and stormwater systems, and is focused on sustainability and resilience.
- The estimated cost for infrastructure improvements, which aim to guide the City’s growth through 2051, is \$1.8 billion.
- The City is also working on Area Specific Development Charges for financial stability. A proposal for areas north of Teston Road was presented to Council in September 2024.

Vaughan Transportation Plan

- The Vaughan Transportation Plan, endorsed by Council in May 2023, is the City’s blueprint for future transportation infrastructure, policies and programs.
- In 2024, the Mobility Action Plan was implemented, as part of the Vaughan Transportation Plan. The Mobility Action Plan will act as an innovative, user-friendly guide that includes recommendations and actions informed by the Vaughan Transportation Plan. It is intended to inventory the City’s existing mobility system, plans and studies, and propose monitoring strategies to report on and achieve the goals of the Vaughan Transportation Plan. It will also include a modern outreach program that recommends when and where to implement key planning, infrastructure and policy changes.
- The final recommendations and actions of the Mobility Action Plan are to be completed in 2025.

Yonge North Subway Extension

- Staff have continued to be heavily engaged with Metrolinx’s Yonge North Subway Extension team through 2024.
- Highlights of this work include advocating for the inclusion of City-required infrastructure within the project and adjusting project requirements to minimize construction impacts.

Yonge-Steeles Corridor Secondary Plan Collector Roads

- This study was initiated in 2023 to support the growth of this critical area adjacent to a future subway line. Key consultations with landowners and technical stakeholders were held in 2024, which resulted in modifications to the proposed collector roads. The Environmental Study Report for the new roads is expected to be filed in Q2 2025.

Highway 7 Improvements, between Helen Street/Wigwoss Drive and Kipling Avenue

- The City successfully advocated for Metrolinx to complete a Highway 7 widening feasibility study, between Islington Avenue and Kipling Avenue, underneath the existing Canadian Pacific Kansas City rail line.
- Staff are preparing to build on this feasibility study by commencing an Environmental Assessment and Preliminary Design project in early 2025.

McNaughton Road West Environmental Assessment

- This study will assess operational performance improvements and urbanization of McNaughton Road West.
- Public engagement continued in 2024 for the project, which will improve McNaughton Road West by providing new curbs, underground infrastructure, improvements at intersections and active transportation infrastructure.

Weston Road and Highway 7 Transportation Master Plan

- In May 2024, Council approved in-principle the Weston 7 Transportation Master Plan. This transportation master plan identifies the transportation infrastructure and policies necessary to support planned growth in the Weston Road and Highway 7 area. Completion and final approval of the plan is expected in Q2 2025.



Kleinburg Village rendering



State of Infrastructure Update

- The [Asset Management State of Infrastructure Update](#) (PDF) summarizes the state of the City's infrastructure assets that are essential to providing vital community services. This is the first update on the state of the City's infrastructure since the 2021 and 2022 completion of the [Asset Management Plans](#) for core and non-core assets.

Technical Analysis, Reviews and Support

Development Applications: Technical analysis and support provided on key projects in the City, including Block 34 east sanitary sewer capacity constraints analysis, the Yonge-Steeles Secondary Plan and Vaughan Metropolitan Centre (VMC) Jane Street wastewater alternatives.

- **Third-Party Project Reviews:** Third-party co-ordination for more than 40 projects is underway by our partners at York Region, the Ontario Ministry of Transportation, Metrolinx, Peel Region and neighbouring municipalities. These projects include regional road improvements, such as the Teston Road Individual Environmental Assessment, from Keele Street to Bathurst Street, and future transit projects, such as the Metrolinx Regional Transportation Plan update. Participation in and review of each of these projects to protect the City's interests for these key infrastructure studies.

DEVELOPMENT ENGINEERING

The Development Engineering department is responsible for the expeditious review, approval, inspection and processing of municipal services for land development.

2024 Intake Summary	Total Number
Pool permits	256
Grading permits	1,027
Inspections performed	11,154



Block 59 bridge

2024 Assumption Summary

Municipal infrastructure delivered through the development approval process and growth-related projects that were assumed by the City.

16 Land Development projects with a value of \$62.1 million

- 30.9 lane kilometres of road
- 15.1 kilometres of watermain
- 12.4 kilometres of sanitary sewer
- 12.8 kilometres of sidewalk
- 12.1 kilometres of storm sewers
- 370 streetlights
- 3 stormwater management ponds

2024 Development Services	Total Number
Active agreements	14
Committee of Adjustment files processed	206
Fully executed agreements	14

2024 to 2025 Active and New Development Engineering Projects



45

Total number of **active** projects

1

Total number of **new** projects

Policy Development Support: Worked to bring the City's Sanitary Sewer Design criteria into conformance with York Region's Inflow and Infiltration reduction requirements.

2024 Project Highlights

Barons Street Extension to Nashville Road

- The extension of Barons Street to Nashville Road progressed in 2024 and was officially opened in January 2025.

Innovation Drive

- As part of the industrial development known as Vaughan SRF Subdivison, RioCan has substantially completed works to allow for the opening of Innovation Drive at Langstaff Road. The road allows unimpeded access to a newly constructed Public Works yard, which will enhance winter operations in this area.

Block 34 East

- Continued facilitation of the development of Block 34 East (Walmart site) and actively engaged with Blocks 34 West, 41, 60 and 66.

Block 59

- Construction of Anatolian Drive and two of the bridge/creek crossings within Block 59 were completed in 2024.

Municipal Non-Conventional Stormwater Management Facilities Policy and Acceptance Procedure

- The City's Municipal Non-Conventional Stormwater Management Facilities Policy and Acceptance Procedure was formally adopted by Council on June 25, 2024.

By-Laws

Enacted in 2024

- [Site Alteration By-law 031-2024 \(PDF\)](#)/[125-2024 \(PDF\)](#)(amendment): To prohibit and regulate Site Alteration and Movement of Fill in the city and to repeal by-laws 189-96, 44-2004, 265-2006 and 007-2017.
- [Municipal Servicing By-law 109-2024 \(PDF\)](#): To prohibit the use of land or the erection or use of buildings or structures unless municipal services are available.

Amended in 2024

- [Administrative Penalties By-law 240-2024 \(PDF\)](#): To establish a comprehensive system of administrative penalties for the City and to repeal Administrative Monetary Penalties By-law 063-2019 and all its amendments.

INFRASTRUCTURE DELIVERY

The Infrastructure Delivery department is responsible for capital project programming, design, review, tendering, construction and inspection of the City's linear infrastructure.

2024 Project Highlights

Black Creek Renewal

- The City is reconstructing and renewing Black Creek, between Edgeley Pond (north of Highway 7) and Highway 407, to address flooding within the area. The project is progressing towards a Design-Build delivery model, and in December 2024, the bid documents were circulated to pre-qualified vendors.



Gallanough Park Stormwater Management Facility

Gallanough Park Stormwater Management Facility

- Construction was completed in 2024. This project included important municipal infrastructure improvements to the stormwater management facility at Gallanough Park to combat the risk of flooding during heavy rainstorms. In addition, a new overland flow path into Gallanough Park was constructed to eliminate flooding on Tanjo Court and Springfield Way, and a new storm relief sewer was completed on Arnold Avenue to improve the overall stormwater management for the Thornhill area.
- Park improvements as part of this project include new seating areas, new accessible playground equipment, new accessible walkways with upgraded lighting and much more.

Old Maple Area Improvements

- In 2024, the final phase of construction was completed in the Old Maple Area. The project included extensive watermain replacements, drainage improvements, storm sewer enhancements and road resurfacing and reconstruction.



Gallanough Park

Stormwater Management Facility Improvements

- Construction was completed in 2024 for the stormwater management improvements at Villa Park Pond, Saddle Tree Crescent Outfall, Accumen Pond and Harmonia Pond.

Watermain Improvements and Road Rehabilitation

- In 2024, the City completed watermain improvements and road, sidewalk and curb rehabilitation in Ward 5. Work was completed on Felicia Court, Jonathan Gate, Joshua Court, Karen Street, Lansbury Court, Rockford Court, Winding Lane, Riviera Drive and Southern Hills Road.

2024 Pavement Management Program

- In 2024, the City completed approximately 40 kilometres of roadway asphalt rehabilitation, including designated curb and sidewalk repairs in various wards across the city.

Culvert and Bridge Rehabilitation Program

In 2024, the third phase of the city-wide culvert and bridge rehabilitation program was completed. Project locations included:

- Uplands Golf Course – pedestrian bridge replacement
- Jersey Creek open space along Misty Meadows – pedestrian bridge rehabilitation
- Millwood Parkway – roadway culvert replacement
- Vaughan Mills Road – bridge rehabilitation
- Intersite Place – roadway culvert rehabilitation
- Woodbridge Yard – driveway culvert replacement

Kleinburg Village Improvements

In 2024, the City completed the first phase of this project, which consisted of replacing the aging watermain infrastructure. Final phases of construction will begin in spring 2025 and be completed in 2026. Improvements will include:

- adding new parking spaces
- improving roadway and pedestrian lighting
- enhancing the streetscaping and landscaping features
- adding new cycling facilities (outside the village core)

Bass Pro Mills Drive Extension

- The detailed design phase commenced for the Bass Pro Mills Drive Extension, from Highway 400 to Weston Road. Construction is expected to start in 2026.

Canada Drive-America Avenue Bridge

- The City is building a bridge over Highway 400, south of Teston Road, to connect Canada Drive and America Avenue. Construction is well underway and is expected to be complete in 2026.

Kirby Road Extension

- Kirby Road is being extended between Dufferin Street and Bathurst Street. Construction started with tree clearing in December 2024. The project is anticipated to be completed in summer 2026.

Teston Road Improvements - Kleinburg Summit Way to Pine Valley Drive

- Design assignment was awarded for this project in 2024 and design activities have commenced.



Canada Drive - America Avenue bridge construction

New Interim Winter Operations Facility at Innovation Drive

- A new site and salt storage structure was designed and constructed in 2024. A permanent operations yard will be built in phases.

Active Transportation Infrastructure

- In 2024, over five kilometres of new cycle tracks and multi-use pathways were completed. Additional projects are currently in the design and/or construction stages.

Jane Street Uptown Link

- The Jane Street Uptown Link Project was identified as a signature project in the 2020 Pedestrian and Bicycle Master Plan.
- The project includes eight kilometres of new cycle tracks on each side of Jane Street, and four kilometres of new sidewalks and streetlight enhancements along Jane Street, from Highway 7 to Teston Road.
- In 2024, phase one construction, from Highway 7 to Major Mackenzie Drive, commenced.

New Westminster Drive Road Rehabilitation and Improvements Project

- In 2024, two kilometres of cycle tracks were completed on both sides of New Westminster Drive, from Clark Avenue to Bathurst Street.
- In 2024, the new pedestrian crossover at St. Elizabeth Catholic High School was completed.

Atkinson Avenue and Centre Street Watermain, Road Rehabilitation and Active Transportation Facilities

- Construction activities commenced in October 2024 and are scheduled to be complete by the end of 2025.

Active Transportation Facilities in Ward 4

- The assignment to undertake the detailed design work was awarded in 2024, with construction scheduled to commence in 2026.

Active Transportation Facility on Weston Road and Rutherford Road

- In 2024, the assignment commenced to undertake detailed design work to add 10 kilometres of active transportation facilities to the existing network. Construction is scheduled to begin in 2026.

FACILITIES AND PARKS DELIVERY

The Facilities Delivery team is responsible for the planning, design and delivery of community facilities, ensuring they meet the needs of a rapidly expanding population. This includes developing new infrastructure for essential services, such as fire stations, recreation centres and libraries, and overseeing the state-of-good-repair management for existing municipal facilities. By focusing on sustainable and efficient project execution, the department supports the community's well-being, safety and quality of life, while maintaining the functionality and longevity of City assets.

The Parks Delivery team is responsible for the planning, design and construction of new parks and the redevelopment of existing green spaces across the city. This includes delivering high-quality infrastructure such as playgrounds, sports fields, trails and tennis and pickleball courts. The team ensures projects align with community needs and sustainability goals, enhancing recreational opportunities and contributing to the city's overall livability and environmental stewardship. By collaborating with stakeholders and prioritizing innovative solutions, the Parks Delivery team plays a key role in enriching public spaces for current and future generations.



Garnet A. Williams refreshed pool

2024 Project Highlights: Facilities

NEW Carrville Community Centre (655 Thomas Cook Ave.), Library and District Park (266 Valley Vista Dr.)

- Construction for this new Ward 4 community centre advanced in 2024 and is scheduled to open in spring 2025.

NEW Dufferin Operations Centre (8020 Dufferin St.)

- Construction of this new City facility and salt dome replacement was completed in early 2024.

NEW Fire Station 7-12 (9511 Weston Rd.)

- Construction of this new fire station located in Ward 3 commenced in 2024.

ENHANCED Garnet A. Williams Community Centre (501 Clark Ave.) and York Hill District Park (330 York Hill Blvd.)

- A refreshed pool and outdoor splashpad were opened to the public in 2024.

2024 Project Highlights: Parks

NEW Park Developments and Enhancements

- Construction of Martin Tavares Park commenced in Block 18.
- Advanced the detailed design and held public consultations for Algoma Park and Nashville Park in Block 61 West, Ironstone Park in Block 31 and a new park at Major Mackenzie Drive and McNaughton Road in Block 19.
- Public consultation and the implementation plan commenced for the Vellore Woods Community Improvements Plan in Block 32 West.
- Construction continued on Peter Cipriano Park in Block 40.
- The Master Plan for the MacMillan Farm in Block 11 was initiated.

North Maple Regional Park

- Construction of the enabling works site, grading, servicing and environmental works on 130-acres of parkland advanced and is nearing completion, including the opening of a new park driveway and over seven kilometres of accessible multi-use trails and pathways.
- Vaughan's first official cricket field was completed and will host home games in spring 2025.
- A major event lawn was completed. It will be used to host the City's annual Canada Day celebrations starting in 2025.



MacMillan Farm

- The detailed design for a Family Recreation Area was completed, with tendering and construction scheduled to begin in spring 2025.
- The NMRP Master Plan and Phase 1 public engagement events were initiated.
- Discussions with the Ontario Tennis Association resumed, with renewed interest in developing an indoor/outdoor tennis facility at NMRP.
- A license agreement with Gateway Parks Group to develop and operate a seasonal snow tubing and winter recreation facility at NMRP was executed.

Off-leash Dog Park Areas

- The Mackenzie Valley Park Primary Off-Leash Dog Park (5851 Major Mackenzie Dr.) was completed, with the site opening in late 2024.
- Completed off-leash park improvements in the Concord Thornhill Regional Park (299 Racco Pkwy.).

Park Asset Renewal and Enhancements

- Park improvements were completed at Blue Willow Square, Anthony Locilento Park and Worth Park.
- Public consultation and the concept design for the Velmar Downs Park Renewal project began.
- Phase 1 park improvements were completed and phase 2 site works commenced at Southview Park.
- New artificial turf fields at Vaughan Grove Sports Park and Sonoma Heights Community Park were completed.
- The detailed design of the soccer artificial turf conversion at Emily Carr Secondary School (in partnership with York Region District School Board) was completed.
- The design commenced for the construction of playgrounds, tennis courts and basketball courts at more than 25 locations city-wide.



Pickleball Courts

- Vaughan's first set of four dedicated pickleball courts opened at Le Parc Park.
- Construction continued on four dedicated pickleball courts at Carrville Community Centre, which are set to open in summer 2025.

Vaughan Super Trail Development

- The detailed design for the redevelopment of Doctors McLean District Park and the extension of the Riverwalk Trail were completed.
- The RFP for the Boyd Conservation Area to Langstaff Park design project was completed.
- Construction of the Bartley Smith Greenway and the Langstaff Road Underpass at the Barrie GO Line in Langstaff Park was completed.

Studies

- The City-wide Sports Facilities Needs Assessment Study for Ball Diamonds was completed.
- The City's Tennis and Pickleball Study draft report, with input from more than 1,000 touchpoints, was completed.

2024 Delivery Updates by Asset Group



Active Transportation



Total 2024 expenditures:
\$10,695,000

REPLACEMENT COST

\$235,089,000

OVERALL CONDITION GRADE

B

CONDITION (FAIR OR BETTER)

94%

ASSET PORTFOLIO

- ▶ **1,111** kilometres of sidewalks and walkways
- ▶ **21** kilometres of cycle tracks
- ▶ **41** kilometres of in-boulevard multi-use pathways
- ▶ **54** kilometres of open space multi-use recreational trails

TOTAL NUMBER OF PROJECTS

33

PROJECT NUMBER BY PHASE

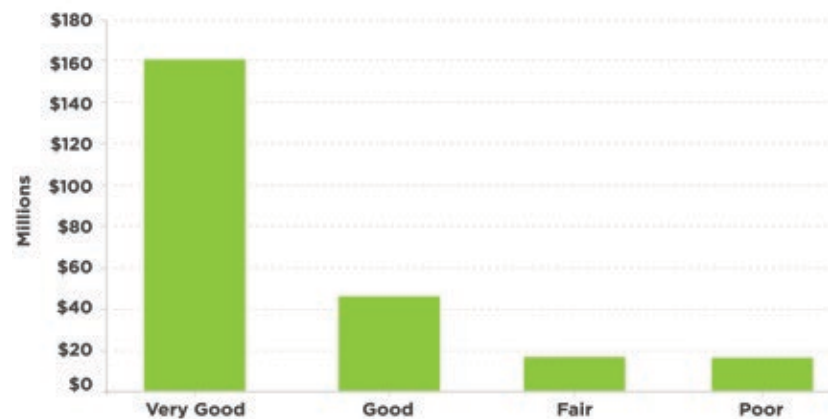
Project Phase	Number of Projects/Phase
Study	6
Design	6
Construction	7
Complete	14

The City has an expansive active transportation network – and it continues to grow. This network includes more than 1,000 kilometres of pedestrian, cycling and shared-use facilities to get people through the city, in whichever mode of transportation they choose, seamlessly.

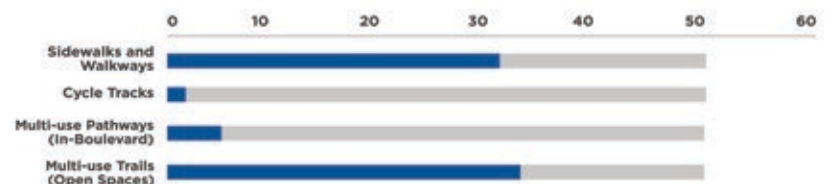
Replacement cost summary

2023 replacement cost		\$227,776,000
Changes		\$7,313,000
New and upgraded assets	\$1,746,000	
Asset evaluation improvements and inflation	\$5,567,000	
Decommissioned assets	\$0	
2024 replacement cost		\$235,089,000

Condition



Average age and useful life expectancy in years



Bridges



Total 2024 expenditures:
\$15,592,000

REPLACEMENT COST

\$183,948,000

OVERALL CONDITION GRADE

B

CONDITION (FAIR OR BETTER)

100%

ASSET PORTFOLIO

- ▶ **26** vehicular bridges
- ▶ **53** pedestrian bridges

TOTAL NUMBER OF PROJECTS

13

PROJECT NUMBER BY PHASE

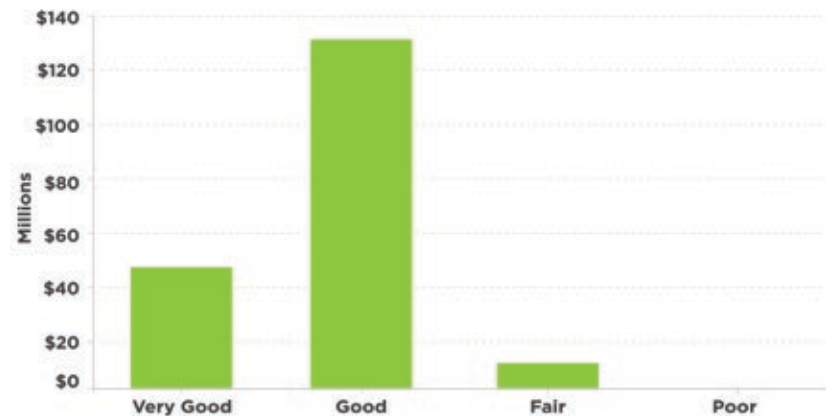
Project Phase	Number of Projects/Phase
Study	3
Design	9
Construction	1
Complete	0

City-owned bridges are managed in accordance with Provincial Bridge Legislation and Guidelines. These assets are controlled based on biennial field inspections by qualified experts to identify structural issues and concerns following the Ontario Structure Inspection Manual.

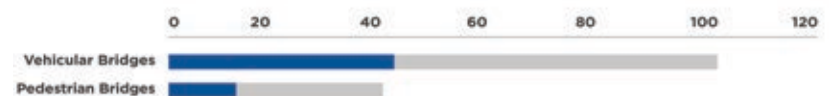
Replacement cost summary

2023 replacement cost		\$169,611,000
Changes		\$14,337,000
New and upgraded assets	\$1,247,000	
Asset evaluation improvements and inflation	\$13,090,000	
Decommissioned assets	\$0	
2024 replacement cost		\$183,948,000

Condition



Average age and useful life expectancy in years



Facilities



Total 2024 expenditures:
\$50,389,000

REPLACEMENT COST

\$702,658,000

OVERALL CONDITION GRADE

B

CONDITION (FAIR OR BETTER)

99%

ASSET PORTFOLIO

- ▶ **2** administration buildings
- ▶ **13** community centres and other City facilities
- ▶ **11** fire stations
- ▶ **19** heritage buildings
- ▶ **10** libraries
- ▶ **21** parks facilities
- ▶ **14** water pumping stations
- ▶ **7** seniors clubs
- ▶ **6** sport buildings
- ▶ **3** operation yards
- ▶ **26** tanks and generators

TOTAL NUMBER OF PROJECTS

143

PROJECT NUMBER BY PHASE

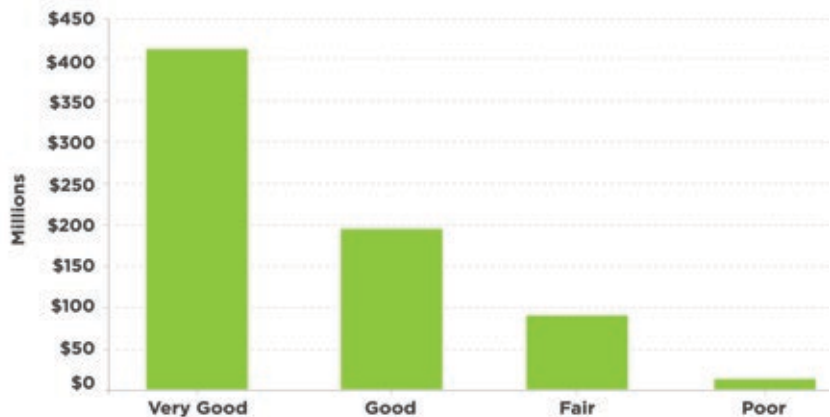
Project Phase	Number of Projects/Phase
Study	12
Design	27
Construction	61
Complete	43

The City operates more than 100 properties, facilities and buildings. These facilities provide a wide range of services and programs offered by the City. Vaughan's Facility Management team focuses on property management services of these assets, to ensure each facility meets functional requirements, such as building and safety codes.

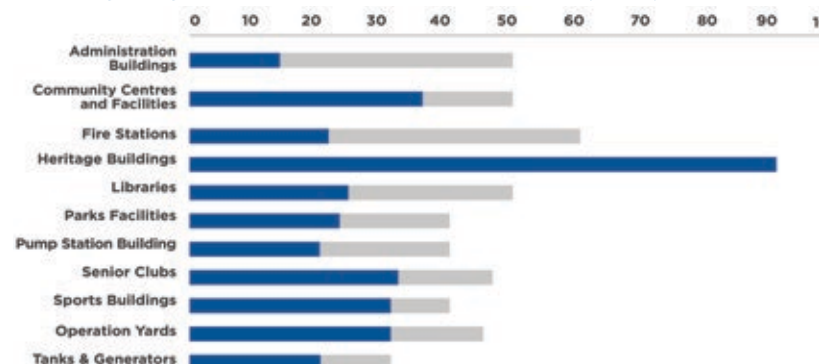
Replacement cost summary

2023 replacement cost	\$680,475,000	
Changes		\$22,183,000
New and upgraded assets	\$306,317	
Asset evaluation improvements and inflation	\$21,876,683	
Decommissioned assets	\$0	
2024 replacement cost	7	\$702,658,000

Condition



Average age and useful life expectancy in years



Parks



Total 2024 expenditures:
\$33,839,000

REPLACEMENT COST

\$296,476,000

OVERALL CONDITION GRADE

B

CONDITION (FAIR OR BETTER)

76%

ASSET PORTFOLIO

- ▶ **233** parks
- ▶ **61** baseball diamonds
- ▶ **75** basketball courts
- ▶ **23** bocce courts
- ▶ **8** ice rinks and ice trails
- ▶ **10** skate parks
- ▶ **148** soccer fields
- ▶ **135** tennis courts
- ▶ **296** playgrounds
- ▶ **23** splashpads

TOTAL NUMBER OF PROJECTS

110

PROJECT NUMBER BY PHASE

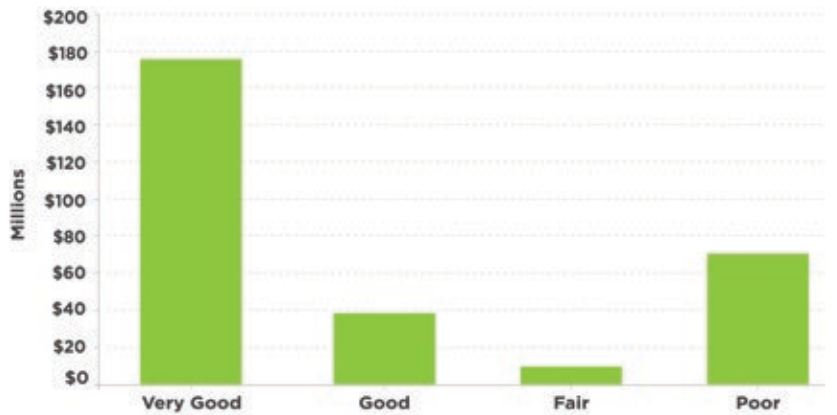
Project Phase	Number of Projects/Phase
Study	20
Design	36
Construction	9
Complete	45

The City's park network features more than 230 locations across 640 hectares of land in Vaughan. The City's Parks Operations team manages these assets to ensure they meet the needs of current and future generations.

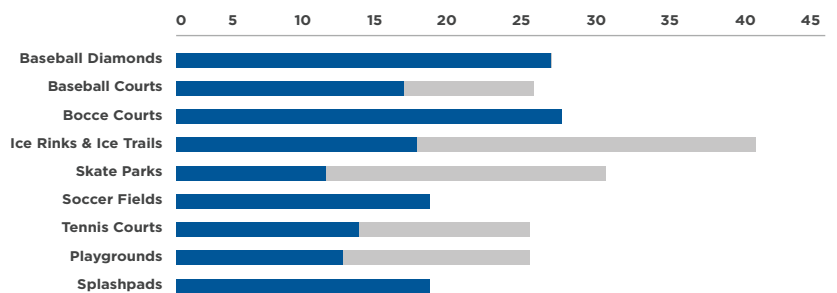
Replacement cost summary

2023 replacement cost	\$273,304,000	
Changes		\$23,172,000
New and upgraded assets	\$15,236,000	
Asset evaluation improvements and inflation	\$7,936,000	
Decommissioned assets	\$0	
2024 replacement cost		\$296,476,000

Condition



Average age and useful life expectancy in years



Roads



Total 2024 expenditures:
\$29,357,000

REPLACEMENT COST

\$1,560,476,000

OVERALL CONDITION GRADE

A

CONDITION (FAIR OR BETTER)

100%

ASSET PORTFOLIO

- ▶ **1,335** lane-kilometres of local roads
- ▶ **642** lane-kilometres of collector roads
- ▶ **103** lane-kilometres of rural roads
- ▶ **16** lane-kilometres of laneways

TOTAL NUMBER OF PROJECTS

119

PROJECT NUMBER BY PHASE

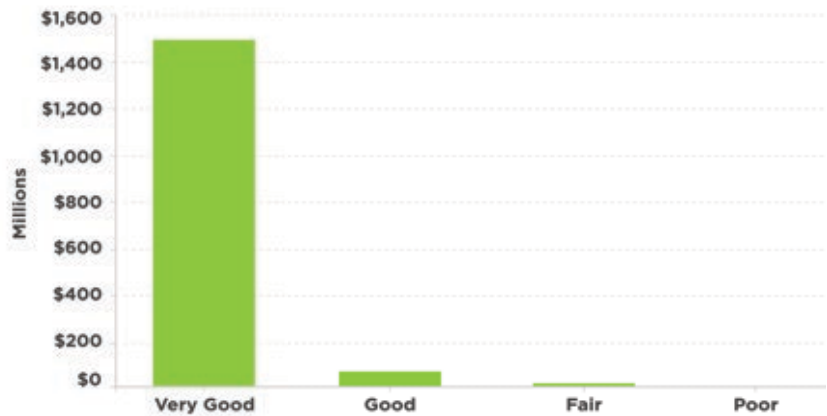
Project Phase	Number of Projects/Phase
Study	27
Design	31
Construction	7
Complete	54

City-owned roads are efficiently maintained to enable safe and effective travel. The City is dedicated to achieving high-quality standards in the maintenance of its road assets through road inspections, crack sealing, pothole repairs and more.

Replacement cost summary

2023 replacement cost	\$1,499,753,000	
Changes		\$60,723,000
New and upgraded assets	\$14,733,000	
Asset evaluation improvements and inflation	\$46,718,000	
Decommissioned assets	\$728,000	
2024 replacement cost	\$1,560,476,000	

Condition



Average age and useful life expectancy in years



Stormwater



Total 2024 expenditures:
\$10,504,000

REPLACEMENT COST

\$2,443,418,000

OVERALL CONDITION GRADE

A

CONDITION (FAIR OR BETTER)

99%

ASSET PORTFOLIO

- ▶ **1,196** kilometres of stormwater mains
- ▶ **88,900** laterals
- ▶ **16,454** maintenance holes
- ▶ **22,790** catch basins
- ▶ **365** minor culverts
- ▶ **136** major culverts
- ▶ **856** inlet-outlet structures
- ▶ **489** devices
- ▶ **88** kilometres of ditches
- ▶ **182** stormwater management ponds

TOTAL NUMBER OF PROJECTS

16

PROJECT NUMBER BY PHASE

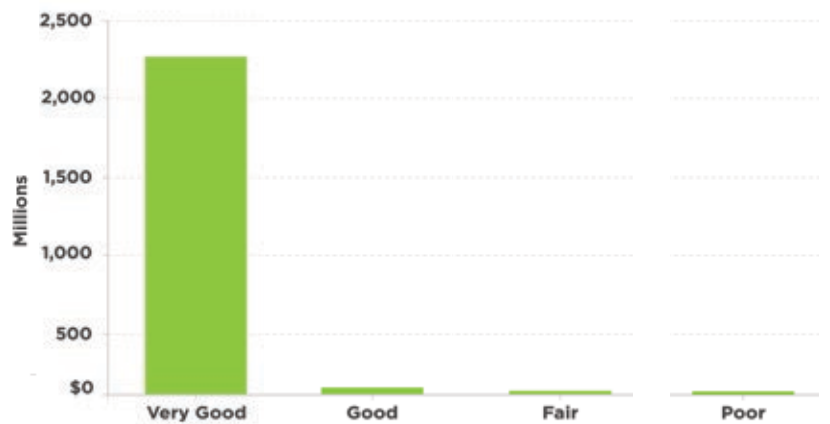
Project Phase	Number of Projects/Phase
Study	5
Design	5
Construction	1
Complete	5

The City's stormwater management system is designed to mitigate flooding and minimize hazards during major storm events. The system protects the environment by cleaning stormwater and returning it to the environment. By doing this, the City is helping to preserve this natural resource and protect aquatic life in the natural environment.

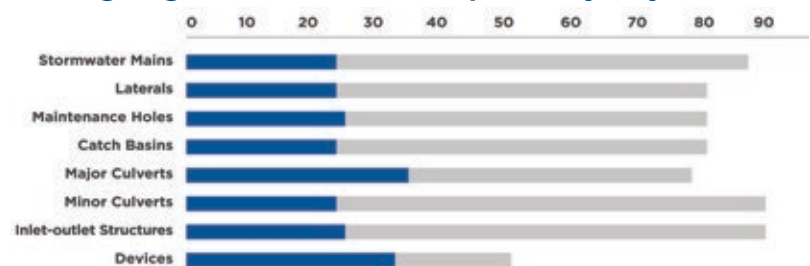
Replacement cost summary

2023 replacement cost	\$2,464,749,000	
Changes		-\$21,331,000
New and upgraded assets	\$12,777,000	
Asset evaluation improvements and inflation	-\$34,108,000	
Decommissioned assets	\$0	
2024 replacement cost	\$2,443,418,000	

Condition



Average age and useful life expectancy in years



Wastewater



Total 2024 expenditures:
\$1,496,000

REPLACEMENT COST

\$1,143,998,000

OVERALL CONDITION GRADE

A

CONDITION (FAIR OR BETTER)

99%

ASSET PORTFOLIO

- ▶ **1,026** kilometres of wastewater mains
- ▶ **88,900** laterals
- ▶ **16,721** maintenance holes
- ▶ **12** water pumping stations
- ▶ **1** generator station

TOTAL NUMBER OF PROJECTS

11

PROJECT NUMBER BY PHASE

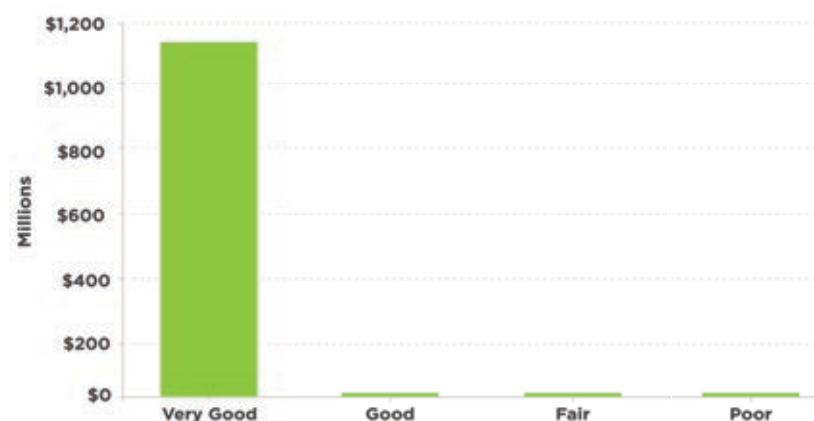
Project Phase	Number of Projects/Phase
Study	3
Design	2
Construction	1
Complete	5

The City's wastewater infrastructure is a combination of linear sewers (pipes) and pumping stations that collect residential, commercial and industrial wastewater through gravity and force mains. This infrastructure discharges the collected wastewater into regional wastewater treatment plants, where it is cleaned and returned to the environment.

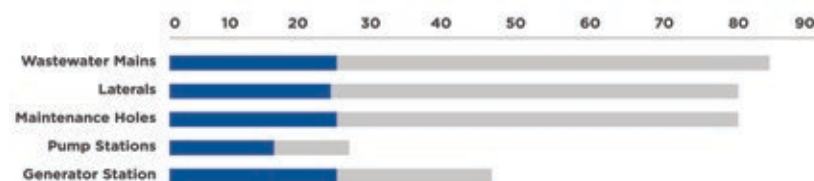
Replacement cost summary

2023 replacement cost	\$1,120,943,000	
Changes		\$23,055,000
New and upgraded assets	\$19,000	
Asset evaluation improvements and inflation	\$23,036,000	
Decommissioned assets	\$0	
2024 replacement cost	\$1,143,998,000	

Condition



Average age and useful life expectancy in years



Water



Total 2024 expenditures:
\$6,110,000

REPLACEMENT COST

\$1,539,608,000

OVERALL CONDITION GRADE

A

CONDITION (FAIR OR BETTER)

92%

ASSET PORTFOLIO

- ▶ **1,178** kilometres of wastewater mains
- ▶ **88,900** service connections with meters
- ▶ **54,100** valves
- ▶ **10,600** hydrants
- ▶ **10,600** chambers
- ▶ **2** water pumping stations

TOTAL NUMBER OF PROJECTS

31

PROJECT NUMBER BY PHASE

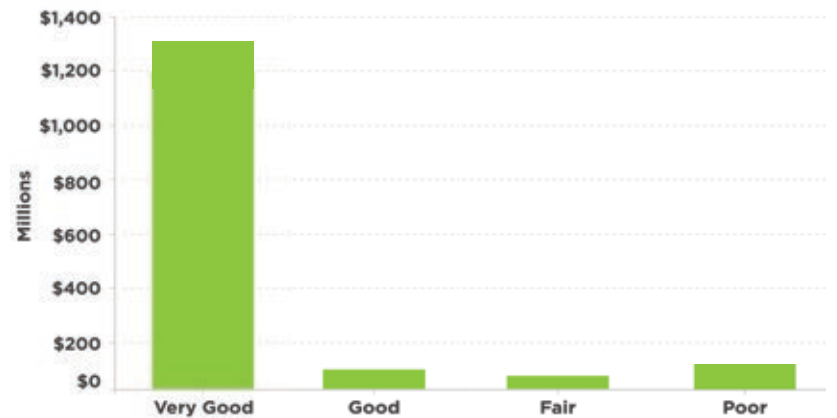
Project Phase	Number of Projects/Phase
Study	5
Design	10
Construction	2
Complete	14

The City's water service provides drinking water and fire protection services to approximately 335,000 residents and 19,500 businesses. The City manages a reliable water system, that provides sufficient quality flow and safe and drinkable water to all residential, industrial, commercial and institutional customers.

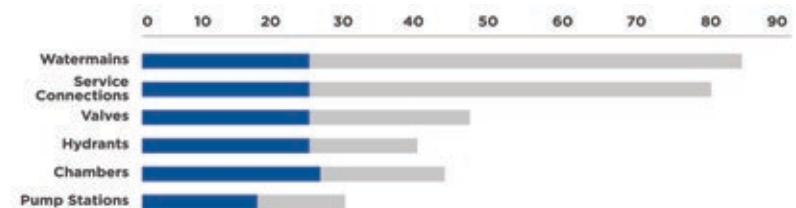
Replacement cost summary

2023 replacement cost	\$1,501,106,000	
Changes		\$38,502,000
New and upgraded assets	\$23,000	
Asset evaluation improvements and inflation	\$38,479,000	
Decommissioned assets	\$0	
2024 replacement cost	\$1,539,608,000	

Condition



Average age and useful life expectancy in years



Municipal Excellence

AWARDS AND ACCOLADES

Transportation Association of Canada Workforce Development Achievement Award

In 2024, the City's [Transportation Youth Ambassador Program](#) received the [Transportation Association of Canada's](#) 2024 Workforce Development Achievement Award.

The program is an outreach initiative led by Vaughan's youth, for youth. It provides participants the opportunity to speak with other young adults about their challenges with transportation in Vaughan and work together to find solutions.

The program, which started in summer 2023, has grown into a co-op partnership with local high schools. Student interns gained real-life work experience at Vaughan City Hall working alongside the Transportation Planning and Engineering team in the Infrastructure Development portfolio and developed important skills including leadership, time management, teamwork and critical thinking.

The program has led to a greater representation of youth voices in municipal transportation decision-making and helped City staff better understand the transportation priorities of young adults in the community.



Grant Funding

Numerous Infrastructure Development projects have progressed with the support of grants, reflecting our continued commitment to exploring alternate funding opportunities with a focus on good governance and accountability.

In 2024, grant funding contributed to several of the City's strategic priorities, including the advancement of projects such as the Ontario Vehicle Innovation Network Demonstration Zone, an initiative that has positioned Vaughan as a testbed for smart mobility innovations.

Grant Name	Organization/ Agency	Amount Awarded	Description
CAPITAL INFRASTRUCTURE			
Housing Enabling Water Systems Fund (HEWSF)	Ministry of Infrastructure	\$35M	Funding for wastewater assets to enable housing development in the VMC.
OPERATIONAL			
Canada Summer Jobs	Employment and Social Development Canada	\$2,318.40	Infrastructure Planning and Corporate Asset Management received funding to hire a Transportation Co-ordinator.
Environmental Job Growth Program	ECO Canada	\$15,000	Development Engineering received employment funding.
Science Horizons Youth Internship Program	ECO Canada	\$6,000	Development Engineering received employment funding.

Project Communications

Enhancing Communications

Throughout 2024, the portfolio – in collaboration with City departments, consultants and our partners in Communications, Marketing and Engagement – employed numerous communication tactics to support vital connections with the community, clients, stakeholders, Vaughan Council and staff.



More than 700 project communications included:

- project memos
- newsletters
- notices
- public service announcements
- news releases
- social media posts
- digital signage across City networks
- reports
- mobile signs
- digital ads
- printed promotional materials such as postcards and posters
- and much more!



We're improving McNaughton Road West
Learn how




Join the Kleinburg Village Open House on June 20
Learn about improvements coming to the area

Canada Drive - America Avenue Bridge
Completion: 2026
vaughan.ca/CDAABridge



Planning for Vaughan's future water needs
Public session at City Hall on **Feb. 5**
vaughan.ca/UrbanWaterPlan




Keeping You Moving – the Kirby Road Extension

DECEMBER 2024 | NEWSLETTER #4

Dear resident/business owner,

The City of Vaughan is extending Kirby Road, between Dufferin Street and Bathurst Street, to improve transportation and mobility, reduce gridlock, accommodate our growing population and help you travel seamlessly throughout the community.

Project update

The project is well underway with construction slated to begin in December 2024 with site clearing and removal.

To mitigate environmental impacts, the City is collaborating with the Toronto and Region Conservation Authority (TRCA) and the Ministry of the Environment, Conservation and Parks to plant approximately 900 trees along the extension route and 21,000 more in Vaughan's Nashville Conservation Reserve.

For more information about the project, visit vaughan.ca/KirbyExtension.



Contact
Infrastructure Delivery department
City of Vaughan
905-832-2281 ext. 8917
Infrastructure.Delivery@vaughan.ca



Learn about improvements coming to Vellore Woods!

AUGUST 2024

Dear resident,

As part of the City of Vaughan's Vellore Woods Community Improvements Program, compensation funding generated from local developments will be allocated towards improving the area. This includes ecological restoration, natural area enhancements and upgrades to existing parks and trails – all to make the community more sustainable, enjoyable and accessible for current and future generations.

Get involved

Drop by an Open House on **Thursday, Aug. 15** at Vellore Hall (9541 Weston Rd.) anytime between 6 p.m. and 8 p.m. to learn more and share your thoughts on:

- location options for a new shade sail structure within Hawstone Park.
- restorative planting and ecological enhancements within parks and natural areas.
- trail improvements coming to the Vellore Tract Woodlot.

Can't attend the Open House? **You can still get involved!**

Draft material will be available online at vaughan.ca/parks from **Friday, Aug. 16** until **Saturday, Aug. 17** to learn more about the improvements and have your say.

Scan the QR code or visit vaughan.ca/parks to learn more.



Contact
Steph Payne, Proj
905-832-2281 ext
stephanie.payne@vaughan.ca



VIRTUAL MEETING
Royal Palm Dr. and Powell Rd. extensions
Nov. 7 | 6:30 p.m.

Conceptual rendering only.



vaughan.ca/YongeSteeles

2025 Outlook

PROJECTED EXPENDITURES

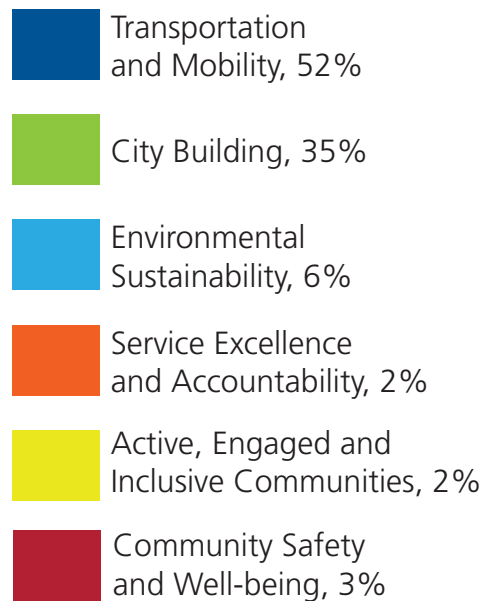
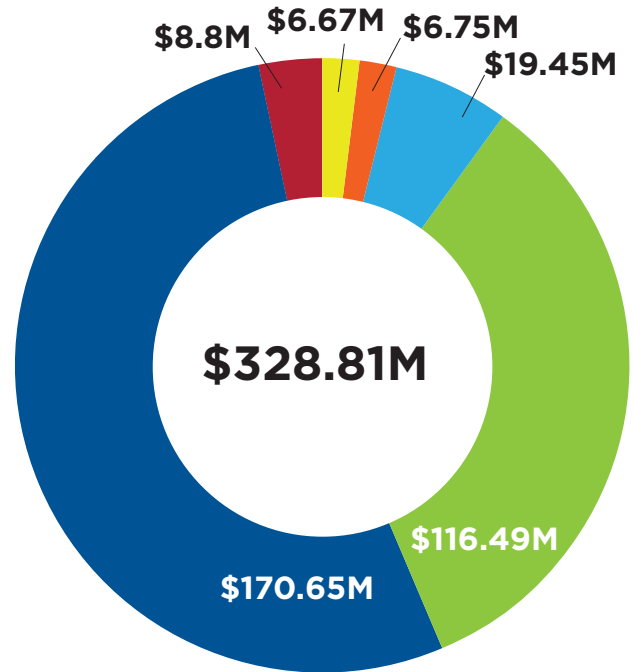
Breakdown by Strategic Priority

Strategic Priority*	Projected Expenditure**
Active, Engaged and Inclusive Communities	\$6.66M
City Building	\$116.49M
Community Safety and Well-being	\$8.8M
Environmental Sustainability	\$19.54M
Service Excellence and Accountability	\$6.76M
Transportation and Mobility	\$170.65M
TOTAL:	\$328.81M

* Based on 2022-2026 Strategic Priorities

**rounded

Projected Expenditures by Strategic Priority



PROJECTED EXPENDITURES

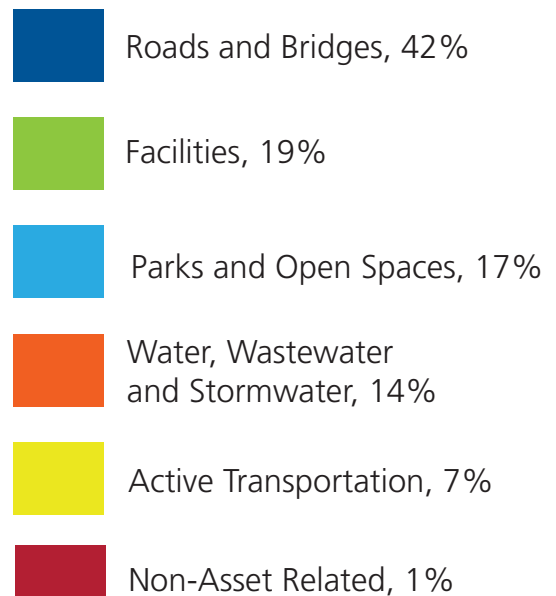
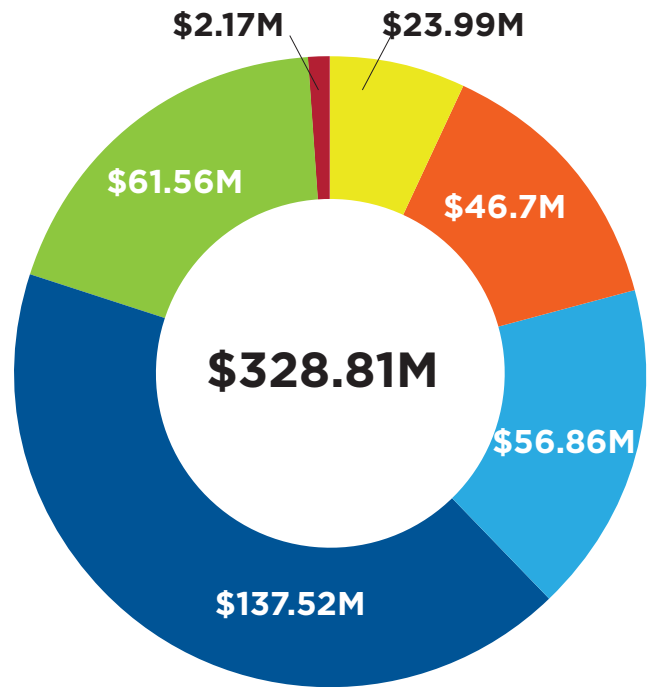
Breakdown by Asset Group

Strategic Priority*	Projected Expenditure**
Active Transportation	\$23.99M
Facilities	\$61.56M
Non-asset related	\$2.17M
Parks and open spaces	\$56.86M
Roads and bridges	\$137.52M
Water, wastewater and stormwater	\$48.7M
TOTAL:	\$328.81M

**rounded

Projected Expenditures by Asset Class

(For reference only. Pie chart generated based on content to the left).



CASH FLOW RATE: 2021 - 2024

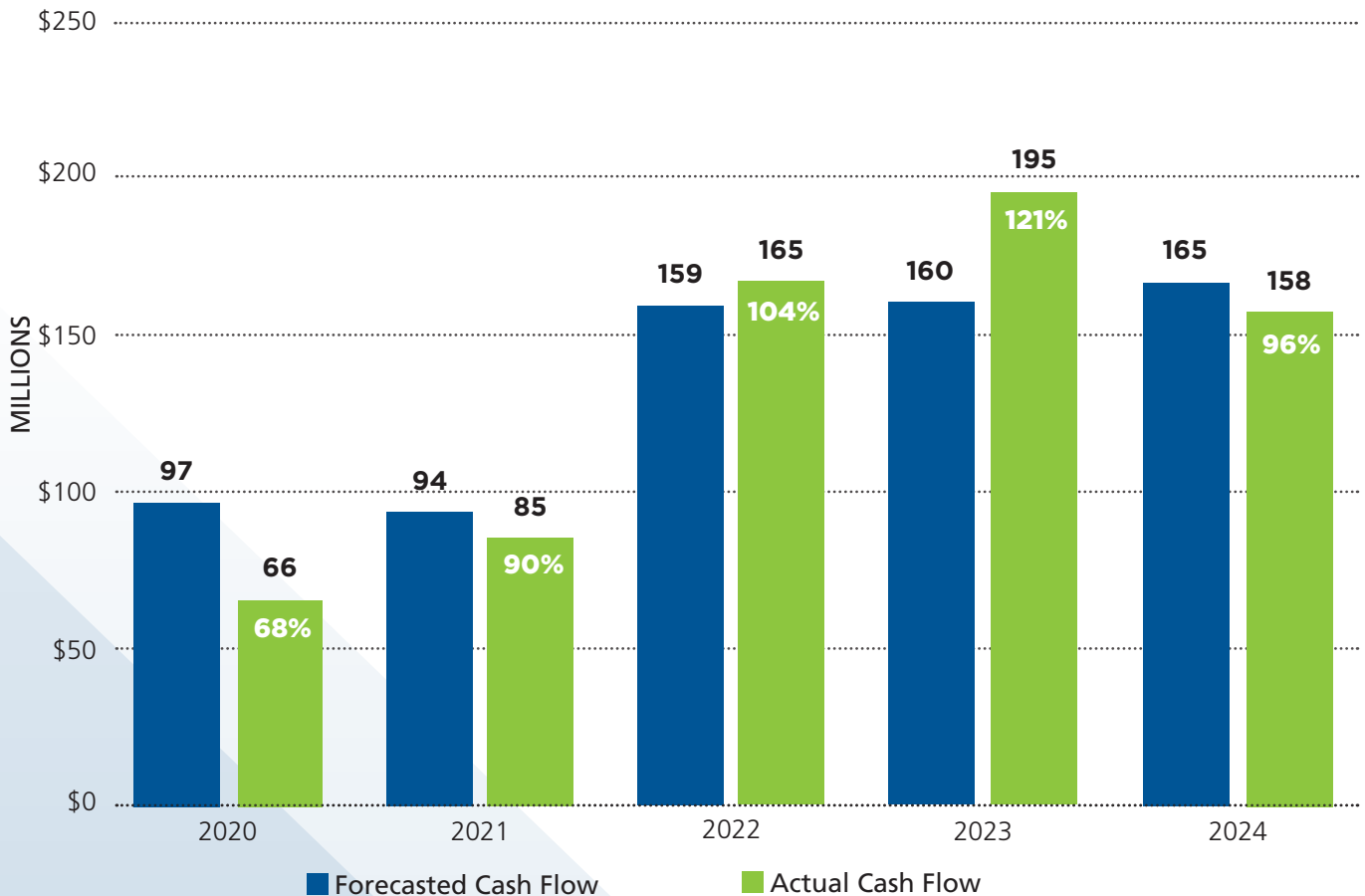
Breakdown by Asset Group

Year	Forecasted Cash Flow	Actual Cash Flow
2021	\$97,148,102	\$66,009,604
2022	\$94,341,202	\$84,910,287
2023	\$159,860,814	\$165,653,930
2024	\$165,226,588	\$158,442,308



Annual Forecast to Actual Cash Flow

Note: Percentages on bars represent cash flow rate.







Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: METROLINX INITIATIVES UPDATE – Q1 2025

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To provide a status update of recent Metrolinx activities in Vaughan including Metrolinx's GO Expansion initiatives and the Yonge North Subway Extension Project.

Report Highlights

- Yonge North Subway Extension (YNSE) moves closer to the award of the Advance Tunnel (AT) Contract, which is anticipated later this year. It will include City watermain replacement works at Clark Station, as identified under a future Municipal Infrastructure Agreement. Staff continue to collaborate with Metrolinx to include key Station Design elements as approved by Council into the project scope.
- Maple GO station improvements are anticipated to be completed by Q4 2025.
- Due to a lack of project funding, Metrolinx is suspending further work on the Queen Street and Highway 7 Bus Rapid Transit planning process.
- Staff continue to protect for potential GO Station sites on the proposed Caledon-Vaughan GO line.
- The Block 27 Block Plan and Collector Roads Environmental Assessment (EA) was completed in Q4 2024.

Recommendations

1. THAT Council receive this report for information.

Background

Significant progress continues to be made on Metrolinx initiatives within Vaughan.

Metrolinx is currently engaged in numerous planning, design, and construction projects in the City. This report will provide updates on the Metrolinx projects noted below:

- Yonge North Subway Extension (Planning/Design/Construction)
- Maple GO Station Improvements (Construction)

In addition, there are several ongoing City studies and/or submitted development applications closely linked with Metrolinx projects, including proposed new stations on the proposed Caledon-Vaughan GO line, and the Block 27 Block Plan and Collector Road Environmental Assessment to support Block 27 Kirby GO Station.

Previous Reports/Authority

[Item 8, Report No. 39, of the Committee of the Whole \(2\), which was adopted without amendment by the Council of the City of Vaughan on November 19, 2024](#)

[Item 3, Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 24, 2024](#)

[Item 4, Report No. 22 of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2024](#)

[Item 9, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 21, 2024](#)

[Item 8, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 16, 2023](#)

[Item 3, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 13, 2022](#)

[Item 6, Report No.16, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 26, 2022](#)

[Item 7, Report No. 6, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 15, 2022](#)

Analysis and Options

Metrolinx is advancing work on the Yonge North Subway Extension in collaboration with staff.

The Yonge North Subway Extension (YNSE) project extends approximately 8 kilometers (6 km underground and 2 km at-grade) north from Finch Station to the Richmond Hill/Langstaff Gateway Urban Growth Centre at Highway 7, with 5 confirmed stations at Steeles Avenue, Clark Avenue, Royal Orchard Boulevard, Bridge (between Highway 7 & Highway 407) and High Tech Road.

As noted in previous reports to Council, the YNSE project has been split into three (3) separate contracts, each with different timelines and procurement strategies. Contract 1 for early works at Finch Station was completed in December 2023. Activities for the remaining two contracts, and potential implications for Vaughan infrastructure, are:

Contract 2 – Advance Tunnels (AT) – [RFP released December 2023](#)

Construction activities and potential impacts on Yonge Street or at the Langstaff tunnel launch shaft expected to commence late 2025 or early 2026.

Staff have been advocating for the inclusion of two infrastructure upgrades as part of this contract:

- City watermain replacement and upgrade has been approved for inclusion at the Clark Station location to reduce the approval risk of new development due to the availability of water capacity.
- Iron watermain replacement outside of the YNSE project between Arnold Avenue to Centre Street is being pursued, due to recent failures of this section of watermain and the potential high-risk disruption to residents and businesses. There is a limited window of opportunity prior to the pending start of the AT Contract and Metrolinx is working collaboratively with the City to allow for this critical City work. Currently, the City's request to include this work within the YNSE project has not been granted.

Contract 3 – Stations, Rails and Systems (SRS)

Metrolinx continues to finalize the elements for each station such as location and number of entrances, bus terminal location and size, streetscaping, etc., based on the engagement with various stakeholders. Staff continue to engage with Metrolinx on the proposed station design to determine these elements, and continue to advocate for the

inclusion of station design elements which are consistent with Council's previous direction.

Utilities

Utility relocations, field investigations, construction notifications, property requirements are continuing in advance of the tunneling with anticipated completion date of December 2025 within the Transit Corridor Lands. The City's utility relocations/replacement, including the City's iron watermain replacement project beyond the section noted for AT Contract 2, are an active topic of discussion for the SRS contract.

Agreements and updates to Council

Metrolinx submitted a first draft Municipal Infrastructure Agreement (MIA) to the City for review and comment in late 2024 to cover the additional watermain replacement cost outside of the original scope of works at Clark Station in keeping with the City's recently approved Integrated Urban Water Plan Update. The City's first draft comments have been sent back to Metrolinx. Delegated authority to enter into the MIA agreement was previously approved by Council with Metrolinx's Resource Agreement.

Staff continue to negotiate a Main Agreement with Metrolinx which will define the roles and responsibilities of the City and Metrolinx for the YNSE project. City's first draft comments were submitted to Metrolinx to ensure we protect the interests of Vaughan. Council's authority to enter this Main Agreement will be required later under a separate Council report.

Staff are working with Metrolinx, in coordination with the other stakeholder municipalities, to present a Metrolinx YNSE project status update to Council which we are anticipating once the final design elements has been determined within the Stations, Rails and Systems (SRS) contract anticipated later this year.

Traffic

Staff along with other municipalities are continuing to refine the SRS contract requirements with Metrolinx to mitigate traffic impacts on local roads. The discussions are focused on identifying an acceptable balance that will allow work to proceed, not impact residents or businesses, minimize additional costs to the YNSE project that would be better spent on station design elements, protect travelling commuters and not extend the YNSE completion schedule.

Different strategies are being reviewed to complete work efficiently and a communication protocol between Metrolinx and the municipalities is being refined to ensure complaints are resolved quickly. Communication, Marketing and Engagement Department have been distributing construction /other notices from [Metrolinx Communications](#) and we are looking to develop other strategies to inform our residents and businesses.

Progress on Maple GO station improvements continues. Construction is scheduled for completion by Q4 2025.

Construction work to improve Maple GO station is ongoing and anticipated to be completed by the end of this year. Construction is largely complete on the expansion of Eagle Rock Way, the acoustical wall replacement and watermain replacement/relocation on Simcoe Street & Major Mackenzie Drive. Elements still under construction include:

- A new west side platform and rehabilitation of the existing east platform; along with commissioning of the pedestrian tunnels connecting both platforms;
- Double tracking from Rutherford GO to McNaughton;
- A new pedestrian and cycling bridge with an enhanced railing over Major Mackenzie Drive and new multi-use paths connecting to the existing sidewalk; and
- Decommissioning of existing wells in the park behind Maple Community Centre.

City staff is continuing to work with Metrolinx on the operations and maintenance agreements for the expanded bus loop on Eagle Rock Way.

Potential GO Train Stations along the future Caledon-Vaughan GO Line continue to be investigated. The future Major Mackenzie GO Station has been protected through the Block 60E Block Plan.

On June 4, 2024, an approval report was submitted to the Committee of the Whole for the Block 60E Block Plan that identified the lands to be protected for the future Major Mackenzie GO station as identified in the Bolton Commuter Rail Service Feasibility Study and proposed future Caledon-Vaughan GO Line, through the use of a Holding Provision (“H” symbol) to identify the station location (see previous reports/authority section).

The future Woodbridge station on the proposed Caledon-Vaughan GO Line has been protected for through an Official Plan Amendment.

On May 16, 2023, Council approved Interim Control By-law 060-2023 in the vicinity of the Kipling Avenue Corridor Secondary Plan and directed staff to undertake a land use study to assess the potential of a GO station along the Caledon-Vaughan GO Line, on Kipling Avenue in Woodbridge.

As per Council direction, Policy Planning and Special Programs staff undertook the Woodbridge GO Station Land Use Study, which assessed the feasibility of a potential GO Station within the study area along the proposed Caledon-Vaughan GO Line. The study determined that a GO Station is feasible within the study area and selected a preferred potential station location. The project included a detailed background review, GO Station technical analysis, Indigenous community engagement, landowner engagement, public engagement, development of the Study, and the introduction of an Official Plan Amendment (OPA) to protect for the potential station location. The study commenced in January 2024, and the final recommendation report and OPA were presented to Committee of the Whole (2) on September 17, 2024 (see previous reports/authority section). By-law 160-2024, adopting Official Plan Amendment Number #123, was approved by Vaughan Council on October 29, 2024.

The Block Plan application and Collector Street Environmental Assessment (EA) in the Block 27 Secondary Plan area are currently underway.

The EA for the Collector Street Network and Block Plan application in the Block 27 Secondary Plan area will support the proposed future Kirby GO Station. Participating Landowners within Block 27, collectively known as the Block 27 Landowners Group, Inc., have submitted a Block Plan application for the Block 27 Secondary Plan Area. The Block Plan will serve to implement the policies of the Secondary Plan and establish the basis for subsequent development applications, including the area surrounding the proposed Kirby GO Station, which will be subject to a subsequent City-led Study as required by the Block 27 Secondary Plan. This area is intended to be developed as a transit-oriented community, featuring a mix of land uses and transit-supportive densities. Staff proceeded to Committee of the Whole (Public Meeting) on May 7, 2024, to present the Block Plan for public comment and have received a revised submission of the Block Plan from the applicant.

Concurrent to the Block Plan application process, the City and Participating Landowners are collaborating as co-proponents on the Environmental Assessment (EA) for the Block 27 Collector Street Network which advances the street network established in the North

Vaughan New Communities Transportation Master Plan (NVNCTMP). The EA was completed by the project team in Q4 2024 following a 30-day public review period. The EA is currently under review by the MECF. The EA completes the remaining portions of the (MCEA) process. The EA will establish the recommended alignments and cross-sections of the collector street network.

Financial Impact

N/A

Operational Impact

Staff from Infrastructure Delivery, Development Engineering, Policy Planning and Special Programs and Environmental Services were consulted, contributed or are aware of the various elements to this report.

Broader Regional Impacts/Considerations

N/A

Conclusion

Over the past six months, staff have continued to work collaboratively with and cultivate relationships with Metrolinx through the various projects that are ongoing throughout the City. This professional working relationship is being leveraged to ensure that Metrolinx's projects in Vaughan meet the City's transportation objectives and Council's direction.

It is clear that working together with Metrolinx will deliver improved transit infrastructure, which is needed to provide convenient and sustainable transportation options, to accommodate growth and maintain the vitality of the City.

For more information, please contact Selma Hubjer, Director of Infrastructure Planning and Corporate Asset Management, ext. 8674.

Attachments

N/A

Prepared by

Winnie Lai, Program Manager, Transportation Innovation and Partnerships, ext. 8192

Gino Martino, Program Manager, Yonge North Subway Extension, ext. 8746

Cameron Balfour, Senior Planner, Policy Planning & Special Programs, ext. 8411

Alicia Jakaitis, Program Manager, Transportation Planning and Research, ext. 8754

Christopher Tam, Manager, Transportation Planning and Engineering, ext. 8702

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: REFRESHMENT VEHICLES IN PUBLIC SPACES

FROM:

Gus Michaels, Deputy City Manager, Community Services

ACTION: DECISION

Purpose

This report provides an update to Council on the review of regulatory options to facilitate broadened business and employment opportunities for refreshment vehicle owners and drivers and recommends allowing such vehicles to operate in certain City parks by way of a permitting system.

Report Highlights

- In response to a Member's Resolution from Council, staff have undertaken a comprehensive review of the current licensing regime for refreshment vehicles drivers and owners in Vaughan.
- To support the review, staff facilitated a major public engagement campaign and robust stakeholder consultation.
- Staff are recommending allowing licensed refreshment vehicles to operate in designated public spaces near City parks, under specific requirements, and that the Business Licensing, Parks and Fees and Charges by-laws be amended to facilitate this new program.

Recommendations

1. That Council authorize the by-law amendments proposed in this report, in a form satisfactory to Legal Services.

Background

The review of refreshment vehicles regulations in the City was initiated through a Member's Resolution on January 24, 2023.

Council directed the Deputy City Manager, Community Services, to undertake a comprehensive review of how regulatory structures could be used to facilitate business and employment opportunities for refreshment vehicle drivers. The direction arose from concerns that current licensing fees may be creating barriers to employment for refreshment vehicle owners and drivers, and resulted in the direction to review policies regulating refreshment vehicle businesses.

The City's Business Licensing By-law currently provides a licensing regime for refreshment vehicles with separate licences for owners and drivers.

There are 41 active refreshment vehicle owner licences, and 18 licensed refreshment vehicle drivers in the City. The current regulations only permit refreshment vehicles to remain stationary on a City roadway for a maximum of 15 minutes, and not closer than 15 metres from any intersection. Unless authorized by special event permit from the City, no refreshment vehicles may operate in or within 100 meters of a public park, on any driveway or private roadway, or within 200 meters from any school grounds.

Most major Ontario municipalities charge a licensing fee to both drivers and owners; a number of municipalities allow for operation in public spaces.

The initial review conducted in late 2023 confirmed not only that other municipalities charge a licensing fee for both owners and drivers, but that the refreshment vehicle driver fees in Vaughan are lower than the average fee charged by other municipalities. In addition, it was also confirmed that no larger comparator municipalities had waived their licensing fees for this type of business since the pandemic. However, unlike Vaughan, many of these same Ontario municipalities (including Toronto, Barrie, Ottawa, London, Kingston, St. Catherines and Kawartha Lakes) allow refreshment vehicles to operate in public places, including parks, through a variety of programs.

Previous Reports/Authority

- [*Business Licensing By-law 122-2022*](#)
(approved by City of Vaughan Council on June 28, 2022)
- [*Member's Resolution, Item No. 16 of Report No. 1*](#) of January 24, 2023, the Committee of the Whole: *Creating Employment Opportunities for The Refreshment Vehicle Industry*

- [Item 19, Report No. 28, Committee of the Whole: Regulatory Support for Refreshment Vehicles](#)

Analysis and Options

In the fall of 2023, staff conducted a public engagement campaign which resulted in significant public and industry support for permitting refreshment vehicles in City parks.

The public survey was advertised through the City’s social media channels, via mobile signs posted in strategic locations across the City and was also shared directly with refreshment vehicle owners and drivers holding a current City licence. The survey was one of the most popular for the City that year and resulted in almost 1,200 responses. Some of the key findings from this survey include:

- All Wards were equally represented, with 98% of respondents being Vaughan residents; seven percent (7%) of the respondents being business owners in Vaughan, including restaurant owners and representatives of refreshment vehicle businesses;
- Most respondents liked the idea of refreshment vehicles operating on City property: 90% would like to see them in public parks, 89% near subway or Go Train stations, and 88% wished to see them near libraries and community centres;
- The majority of respondents were open to refreshment vehicles operating during various times of the day (89% - evening, 87% - afternoon, 55% - morning, 44% - late evening, after 10p.m. and 34% - early morning, before 9a.m.);
- Most of the respondents did not have any specific distance preferences (from restaurants or any public buildings);
- Some concerns that were mentioned by respondents included: waste management, traffic congestion or overcrowding, noise and odour, food quality and standards, access to restrooms and regulation and enforcement.

As a result of the positive survey results and cross-jurisdictional scan of other municipalities, staff have explored various options to permit licensed refreshment vehicles to operate in designated parking spaces within City parks.

In developing the recommendations, staff identified and engaged with various internal and external stakeholders, including:

- City Parks, Forestry and Horticultural Operations Department;
- City Park Infrastructure, Planning and Development Department;
- City Recreation Services Department;

- City Facility Management Department;
- City of Vaughan Fire and Rescue Services (VFRS);
- City Legal Services Department; and
- York Region Public School Board and York Region Catholic School Board (as some of the proposed locations are close to public schools).

The primary concerns from internal and external partners pertained to waste management, general operational and fire safety requirements, and the potential impacts on City-led events in the same locations as refreshment vehicles. After collaborative discussions, staff are recommending the following regulatory amendments:

No	Current state	Recommendation	Intended impact
1	Currently, the City Business Licensing By-law does not allow refreshment vehicles to operate on City property, except with authorization and as part of a Special Event. Also, it prohibits operating closer than 100 metres from a public park and 200 metres from any schoolgrounds.	To amend Business Licensing By-law by creating a new Permit to Operate Refreshment Vehicle on City Property. This permit will provide exception for licensed refreshment vehicles from existing location and distance requirements and will allow them to operate in designated parking spots near City parks (see list of locations in Attachment 1: red squares indicate 3 parking spaces designated for refreshment vehicles in each parking lot, yellow arrows show the direction of operation) on a seasonal basis from May 1 to October 31, seven days a week from the park's opening to the park's closing hours (9a.m. to 9p.m.). Such permits shall not be transferable and will be issued only to refreshment vehicles with a valid Refreshment Vehicle Owner Licence issued by the City. Refreshment Vehicles with such Permits would not be allowed to operate in their designated location during City-led events, except with a valid Special Event Licence.	This amendment will create more business opportunities for refreshment vehicle businesses in the City. Also, it will provide more convenient food choices for citizens, as indicated by the public engagement survey.
2	The City Business Licensing By-law does not specify regulations for refreshment vehicles operating on City property.	To amend the Business Licensing By-law by setting standards for refreshment vehicles while operating on City property, including: prohibiting any outdoor cooking equipment, amplified sound, installation of any structures or appurtenances, additional waste and wastewater management requirements and indemnification provisions.	This amendment will set up standards and regulations for refreshment vehicles operating on City property, will provide safety for the public, and will hold them accountable for any potential damages to City property.

No	Current state	Recommendation	Intended impact
3	The Business Licensing By-law currently has limited requirements with respect to safety and nuisance control. Based on a review of regulations in other municipalities, staff believe there is an opportunity to enhance fire, and more general, safety requirements.	To amend the Business Licensing By-law to set additional requirements for refreshment vehicle licensees, including: criminal background checks level 2 for drivers (and owners if operating the vehicle), additional fire safety requirements for the vehicles, compliance with all relevant City by-laws and provincial regulations, prohibition from selling alcohol, tobacco or cannabis products.	This amendment will provide more safety for the public and will mitigate potential nuisances.
4	The Business Licensing By-law does not define or differentiate types of criminal background checks.	To amend the Business Licensing By-law to add definitions of criminal record checks level 1, 2 and 3 and to replace all existing references to criminal record checks in the by-law.	This amendment will provide more clarity for the public, differentiate types of criminal background checks required from the licensees, and give more consistency throughout the by-law.
5	The Parks By-law does not allow the selling of any food, drinks or refreshments in public parks, unless authorized by a Special Event Permit.	To amend the Parks By-law to allow licensed refreshment vehicles to sell food, drinks and refreshments in the parks if authorized by the City.	This amendment will ensure the proposed program does not violate any existing City regulations.
6	The Fees and Charges By-law needs a permit fee for refreshment vehicles operating on City property.	To amend the Fees and Charges By-law to add a new \$600 permit fee for refreshment vehicle owners that wish to operate on City property.	This amendment will support the introduction of this program and create the relevant fee for this type of permits.
7	The Fees and Charges By-law currently has licensing fees for different type of refreshment vehicle drivers and owners.	To amend the Fees and Charges By-law to lower licensing fees for all those refreshment vehicle drivers and owners that require criminal background checks by \$50.	This amendment will provide financial relief and cover some of the cost of criminal background checks that are now required from these licensees.

Staff considered the pros and cons of all City park locations and are recommending designating specific parking spots within public parking lots at 10 City parks, two per each Ward.

As a result of stakeholder input, staff are proposing the following park locations:

- Ward 1:
 - Mackenzie Glen District Park
 - Maple Community District Park

- Ward 2:
 - Father Ermanno Bulfon Park
 - Sonoma Heights Community Park

- Ward 3:
 - Chancellor District Park
 - Chatfield District Park

- Ward 4:
 - North Thornhill District Park
 - Sugarbush Heritage Park

- Ward 5:
 - Concord Regional Park
 - Dufferin District Park

The abovementioned locations were chosen after lengthy consultation with all involved departments, including Parks, Forestry and Horticultural Operations Department, Park Infrastructure, Planning and Development Department and Facility Management Department. As these parking lots are often shared between City parks and community centres, the Recreation Services Department was also consulted and has approved all proposed locations.

Permit fees are proposed to be set at cost-recovery to ensure the best support to the industry.

As indicated previously, staff are suggesting setting a \$600 permit fee to operate a refreshment vehicle in a designated parking space. Permits will be valid for one season, from May 1 to October 31. The 2025 season will start from June 1 due to initial logistical considerations such as the need to allocate spaces and implement signage. This timeline will also provide sufficient time for application submission and participant selection. Starting with the 2026 season, the program will start each year from May 1 as planned. In the course of the cross-jurisdictional scan of other Ontario municipalities

with similar programs, staff found that, on average, such permits are closer to \$1,800. However, staff propose that the fee be set to cover signage costs, costs of additional enforcement inspections, and any other peripherally associated costs. The lower fee is intended, as fully as possible, to support refreshment vehicles business by creating affordable business opportunities and facilitate its overall growth in the City, while still being fiscally responsible to taxpayers.

Also, due to the new requirement to provide criminal record checks from the existing licensees, staff recommend a \$50 deduction for both licensing and renewal fees for all types of refreshment vehicle owners and drivers.

The City, through its Economic Development Department, provides a number of potential programs and supports for small businesses that could be of benefit to those wishing to operate refreshment vehicles in Vaughan.

One of the entrepreneurship services that refreshment vehicle businesses might find useful is the Vaughan Business and Entrepreneurship Centre (VBEC), which is a part of the City of Vaughan's Economic Development Department and receives funding from the Province of Ontario's Ministry of Economic Development, Job Creation and Trade to support local programming. One of VBEC's key funding support programs for entrepreneurs in the City is the Vaughan Starter Company Plus program, designed to help businesses start, grow or expand. Through Starter Company Plus, participants have the opportunity to apply for a provincial grant of up to \$5,000 to implement their new business strategies while receiving tailored training and mentorship.

Also, such businesses can attract more customers by using the existing marketing and promotional support available from the Tourism Vaughan team and having their business listed on the visitvaughan.ca website.

Permits will be allotted on a lottery basis and staff will ensure thorough inspections that all other requirements are complied with.

To ensure a fair and equitable application process, designated spots on City property will be awarded on a lottery basis and would be awarded seasonally.

The Facility Management Department will ensure that refreshment vehicle parking spots for valid permit holders are properly signed, so no other vehicles are permitted to be parked in the designated parking spots. Use of these spots would be strictly enforced by Enforcement Services.

To ensure compliance with all requirements and to support public safety, Enforcement Services would also complete additional inspections for refreshment vehicles. Staff are

working with VFRS to develop comprehensive fire safety checklists and further training for enforcement staff.

It should be noted that aside from setting indemnification provisions both in the Business Licensing By-law and as a condition on the permit, and requiring refreshment vehicle licensees to abide by all City by-laws, any potential remediation costs that do arise from any damages or unlawful usage of City property would be recoverable through cost-recovery provisions, which are explicitly prescribed in other City by-laws, such as the Waste By-law, Water Usage By-law, Parks By-law and Dumping By-law.

Financial Impact

There is no net financial impact to the City's budget as a result of the recommendations of this report. Additional costs incurred as a result of both start-up costs and ongoing administration and enforcement are expected to be fully recovered through permit fees. Over the course of the first season of the program, if additional costs are identified staff shall reconsider the permit fees and report back to Council on the matter.

Operational Impact

In preparation of this report, By-law and Compliance, Licensing and Permit Services Department has engaged various City departments, including Parks, Forestry and Horticultural Operations Department, Park Infrastructure, Planning and Development Department, Communications, Marketing and Engagement Department, Recreation Services Department, Economic Development Department, Facility Management Department and Vaughan Fire and Rescue Services. The recommendations provided in this report have been reviewed and approved by Legal Services Department.

Potential impacts to facilities, with respect to signage, litter management, and enforcement have been considered and shall be monitored throughout the first season of the program to identify any unforeseen challenges or further opportunities.

Broader Regional Impacts/Considerations

There are no specific broader impacts or regional considerations beyond those that have been discussed in this report.

Conclusion

As a result of inquiries from the industry, the outcome of the public consultation, and in response to the Member's Resolution, staff are recommending the implementation of a seasonal program for licensed refreshment vehicles to operate in designated locations within specific City parks' parking lots. This program will expand business opportunities

for licensed refreshment vehicles, attract new business owners to the City, and will align with the Council strategic priorities of economic prosperity and job creation. This program will be reviewed annually and locations, fees, and other requirements shall be adjusted in accordance with public interest and health and safety.

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. Designated Locations for Refreshment Vehicles

Prepared by

Kristina Palayeva, Regulatory Business Analyst, ext. 8721

Fabrizio Cavalluzzo, Regulatory Policy Coordinator, ext. 8789

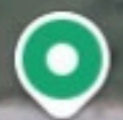


North Thornhill
Community Centre...





Tommy Douglas
Skatepark





Dufferin District Park

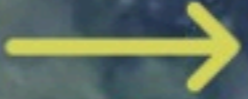


Dufferin District
Park Playground and...





Father Bulfon
Outdoor Rink





Sonoma Heights Community Park

Sonoma park





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Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: BACK YARD TREE PLANTING PARTNERSHIP WITH LOCAL ENHANCEMENT AND APPRECIATION OF FORESTS (LEAF)

FROM:

Emilie Alderman, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

This report seeks Council's approval to partner with Local Enhancement and Appreciation of Forests (LEAF) to implement the Backyard Tree Planting Program.

Report Highlights

- The City's Urban Forest Management Plan recommends partnering with LEAF in order to contribute to City-wide canopy cover targets.
- LEAF is a highly experienced not-for-profit organization delivering low-cost tree planting services on private property.
- A financial contribution of \$15,000 would be required from the City to support the implementation of the program. The contribution for 2025 would be allocated from the existing operating budgets for urban forest initiatives.
- Staff are seeking authority to enter into an agreement with LEAF for 2025 and to continue the partnership beyond 2025.

Recommendations

1. That Council endorse the collaboration with LEAF for the Backyard Tree Planting Program in the City of Vaughan;
2. That Council approve a \$15,000 financial contribution to LEAF for the implementation of the 2025 program, and that funding for contributions to LEAF in future years be managed through the City's budget process;

3. That the Deputy City Manager, Public Works be authorized to enter into, execute, renew, amend and terminate agreements, in a form satisfactory to Legal Services, with LEAF for its tree planting program in 2025 and in future years; and
4. That staff be authorized to take any steps necessary to give effect to the above-mentioned recommendations.

Background

The City's Urban Forest Management Plan is built on a strong foundation of urban forest management practices.

The City of Vaughan's Urban Forest Management Plan provides a comprehensive approach to managing and enhancing the urban forest within the City. The Urban Forestry Management Plan, which was endorsed by Council in March 2024, serves as a roadmap for the sustainable management of Vaughan's urban forest for the next 20 years. The plan addresses all trees, vegetation, soils, and ecosystem elements, covering city-owned street trees, park trees, natural woodlands, and trees on private land in both urban and rural areas. Its goal is to protect and care for every tree in Vaughan, recognizing their role in shaping the city's character and enhancing the quality of life.

The Urban Forest Management Plan aligns with the Term of Council's 2022-2026 Service Excellence Strategic Plan.

Urban forestry in Vaughan is uniquely positioned to support the City's 2022-2026 Service Excellence Strategic Plan priorities of Environmental Sustainability and Active, Engaged and Inclusive Communities. The Urban Forestry Management Plan underscores the importance of expanding the urban forest canopy and boosting community involvement in tree planting efforts. A partnership with LEAF enables tree planting on private lands, a critical step in meeting Vaughan's canopy cover goals. LEAF's Backyard Tree Planting Program offers a full range of services, including on-site consultations, delivery and planting, and ongoing tree care support.

LEAF's expertise and experience form award-winning tree planting and community engagement programs.

LEAF is a non-profit organization that educates people about trees and inspires excitement about the urban forest. The organization plants trees on private property and provides guidance on how to care for trees within communities. LEAF has a proven track record in urban forest stewardship and tree planting on private lands. Their

programs have shown high tree survival rates and has received positive feedback from participants.

LEAF has been closely working with the Regional Municipality of York since 2023, supporting private tree planting programs across all nine local municipalities across the Region.

Previous Reports/Authority

[URBAN FORESTRY MANAGEMENT PLAN AND WOODLAND MANAGEMENT STRATEGY](#)

Analysis and Options

The City's Urban Forestry Management Plan recommendation to partner with LEAF will positively contribute to urban forest and community engagement targets.

LEAF's Backyard Tree Planting Program will support Vaughan's canopy cover targets, providing benefits to citizens such as improved air quality, reduced stormwater runoff, increased biodiversity, and enhanced climate resilience. An expanded urban forest canopy is expected to help mitigate the impacts of climate change by reducing urban heat islands and sequestering carbon.

The program will engage communities and residents in tree planting activities, fostering a sense of ownership and responsibility for the urban forest, while also providing educational opportunities.

Partnering with LEAF will leverage decades of experience in providing low-cost tree planting services.

The partnership with LEAF offers several benefits, including LEAF's proven track record in urban forest stewardship and tree planting on private lands. Their programs have demonstrated high tree survival rates and received positive feedback from participants. LEAF will manage all aspects of the Backyard Tree Planting Program, including participant screening, arborist consultations, tree planting, and follow-up assessments. LEAF's focus is to help residents get the right species in the right places with the right care so that the trees and shrubs survive and thrive.

Additionally, the program is scheduled to launch in spring 2025, targeting 40 to 60 tree installations before the end of the 2025 fall planting season. Homeowners will pay

approximately \$110 to \$230 per tree, depending on the species selected, to enroll in this tree planting program. LEAF will provide detailed reports on program outcomes, including the number of trees planted, species diversity, and participant feedback. This data will help support the City's urban forest management efforts. The program will engage Vaughan residents in tree planting and care, promoting environmental stewardship and raising awareness of the benefits of the urban forest. Staff plan to include an update on the outcomes of the 2025 program as part of the annual forestry update to Council.

Financial Impact

The financial contribution of \$15,000, which represents 40 per cent of the total program cost, will be allocated from the existing operating budgets for urban forest initiatives in 2025. This funding will support the implementation of the Backyard Tree Planting Program, including promotional activities, tree planting, and follow-up assessments. The program's cost-effectiveness is enhanced by LEAF's ability to pool regional and local municipal resources, ensuring efficient and consistent program delivery across the Region. Following a successful pilot, future funding will be subject to the standard City-wide budgeting process; however, staff have identified the Tree Planting Reserve, funded by tree replacement fees, as a potential source of future funding.

Operational Impact

The partnership will involve collaboration with various City departments, including Communications, Marketing and Engagement, to promote the program and ensure its success. LEAF will manage the administration and implementation of the program, while the City will support it through promotional activities and provide feedback for continuous improvement.

Broader Regional Impacts/Considerations

The partnership with LEAF will strengthen the existing tree planting programs offered by York Region. The program's region-wide approach ensures that Vaughan's efforts are aligned with broader regional goals for urban forest enhancement and environmental sustainability. This collaboration will help achieve the Region's goals of protecting forests, promoting tree planting, improving environmental quality, and engaging the community in tree planting activities.

Conclusion

The partnership with LEAF for the Backyard Tree Planting Program is a strategic initiative that supports Vaughan's Urban Forest Management Plan goals. It leverages LEAF's expertise and resources to enhance the urban forest canopy on private lands,

engage the community, and promote environmental stewardship. This program will benefit the City and its residents by increasing canopy cover across the city, improving environmental quality and stewardship, and enhancing community engagement and well-being.

For more information, please contact: Shanon Kalra-Ramjoo, Director, Parks, Forestry and Horticulture Operations at ext. 6308.

Attachments

N/A

Prepared by

Miles Peart, Manager, Urban Forestry, ext. 6140

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: TOURISM HOST IN VAUGHAN GRANT 2025 SPRING-SUMMER
FUND RECOMMENDATIONS

FROM:

Michael Genova, Deputy City Manager, Strategic Initiatives

ACTION: DECISION

Purpose

On behalf of the Tourism Vaughan Corporation (TVC) Board of Directors (TVC Board), this report seeks Council ratification of the recommendation to fund 25 organizations for projects proposed under the Tourism Host in Vaughan Grant program. The TVC Board adopted the recommendation on March 19, 2025, to distribute \$217,900 to local fairs, festivals, and sporting events contributing to the city's tourism industry. The program is funded from revenues collected under the Vaughan Municipal Accommodation Tax (MAT).

Report Highlights

- The Tourism Vaughan Corporation (TVC) was founded in 2019 with the mission to develop and promote Vaughan as a tourist destination for visitors and business travelers.
- As a municipal services corporation, the TVC is operated by City staff within the City of Vaughan's Economic Development Department in the Strategic Initiatives portfolio.
- In 2024, the Host in Vaughan Grant program awarded \$123,960 in grant funding to 18 recipients, who in turn, directly invested \$1.2 million in the local economy, and generated an estimated \$2.5 million in economic impact.

Report Highlights continued

- 27 applications for support from the program were received by the TVC between January 8 and February 19, 2025. The submissions were reviewed by a committee of adjudicators, including members of the Tourism Vaughan Advisory Committee (TVAC) and City staff from Economic Development and Recreation Services.
- On March 19, 2025, the TVC Board of Directors adopted the recommendations to fund 25 organizations for projects proposed under the Tourism Host in Vaughan Grant program in the amount of \$217,900 out of the total \$230,000 available in 2025, subject to the approval of TVC's Voting Member, Vaughan City Council.
- Based on the application details submitted by the 25 applicants, it is projected that these organizations will invest more than \$3.2 million in direct spending in the local economy to execute their projects, representing an overall dollar value of investment leveraged ratio of 15:1 on the \$217,900 in contributions that the Host in Vaughan grant program will invest; meaning, that for every \$1 of grant funding disbursed, the event organizers then invest \$15 in the local economy to deliver their project.

Recommendations

1. THAT the 25 projects presented in Attachment 2 of this report be approved to receive funding from the Tourism Vaughan Corporation through the Host in Vaughan Grant program, conditional on confirmation with each applicant of satisfactory proof of their special events permit status, insurance, venue confirmation, prior year financials, and status of good standing with the City of Vaughan.

Background

The Tourism Vaughan Corporation (TVC) was founded in 2019 with the mission to develop and promote Vaughan as a tourist destination for visitors and business travelers.

TVC is Vaughan's destination marketing and development organization (DMO). To achieve its goals, the TVC's plan and budget utilize 50% of the revenues generated by the Vaughan Municipal Accommodation Tax (MAT) under By-law 029-2019.

As a municipal services corporation, the TVC is operated by City staff within the City of Vaughan's Economic Development Department in the Strategic Initiatives portfolio.

The following Council-approved initiatives guide the TVC:

- The City of Vaughan's Term of Council Strategic Plan
- The Economic Development Action Plan
- The Tourism Vaughan Action Plan
- The Vaughan Destination Master Plan

In 2024, the Host in Vaughan Grant program awarded \$123,960 in grant funding to 18 recipients, who, in turn, directly invested \$1.2 million in the local economy and generated an estimated \$2.5 million in economic impact.

The Host in Vaughan Grant aims to enhance tourism across Vaughan by encouraging visitation and participation at local events. It also encourages strong partnerships between stakeholders in the Vaughan tourism sector. This program helps grow existing events and projects in Vaughan and attract new activations to the city.

Consideration is given to projects that meet the following objectives:

- Delivery of events, product packages and thematic campaigns that support tourism in Vaughan
- Demonstrated traction for the project to draw participants and visitors into Vaughan from more than 40 kilometres away
- Events, activities and programs must take place in the city of Vaughan
- Proposed events and activations encourage residents to participate in their community and generate a sense of pride of place in the city of Vaughan
- The project promotes inclusivity, cross-cultural collaboration and participation of a diversity of groups and organizations in the city of Vaughan

The full program guidelines are included as Attachment 1.

Council approved TVC's annual budget, which included \$230,000 for Host in Vaughan Grant fund recommendations. The TVC budget is fully funded through revenues collected under the MAT. The funding categories and corresponding funding levels are presented in Table 1.

Table 1: Host in Vaughan Grant funding categories

Category	Available funding per project/applicant
Sports Events (sanctioned)	Up to \$15,000 or up to \$25,000 for International
Business Conferences	Up to \$5,000 or up to \$10,000 for National/International
Tourism Partnerships	Up to \$10,000
Major Festivals and Events	Up to \$10,000
Community Activations	Up to \$5,000

Previous Reports/Authority

[Committee of the Whole \(2\) Report Extract – Tourism Vaughan Action Plan - 2025 \(February 11, 2025\)](#)

[Committee of the Whole \(2\) Report Extract – Tourism Host in Vaughan Grant – 2024 Fall-Winter Fund Recommendations \(November 12, 2024\)](#)

[Committee of the Whole \(Working Session\) Report Extract – Vaughan Economic Development Action Plan, 2023-27 \(April 10, 2024\)](#)

[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 - Vaughan Destination Master Plan \(October 13, 2021\)](#)

[City of Vaughan By-Law 029-2019 - Municipal Accommodation Tax](#)

Analysis and Options

27 applications for support from the program were received by the TVC between January 8 and February 19, 2025. The submissions were reviewed by a committee of adjudicators, including members of the Tourism Vaughan Advisory Committee (TVAC) and City staff from Economic Development and Recreation Services.

The program received submissions under the following categories:

- Seven Community Activations (six recommended for funding)
- 16 Major Festivals (all were recommended for funding with one being re-evaluated as a Community Activation)
- Four Sports Events (three recommended for funding)

On March 19, 2025, the TVC Board of Directors adopted the recommendations to fund 25 organizations for projects proposed under the Tourism Host in Vaughan Grant program in the amount of \$217,900 out of the total \$230,000 available in 2025, subject to the approval of TVC's Voting Member, Vaughan City Council.

The 25 organizations and associated projects recommended for funding support by the committee of adjudicators and the TVC Board of Directors are summarized in Attachment 2.

The disbursement of funds for any approved applicant is conditional on confirmation with each applicant of satisfactory proof of their special events permit status, insurance, venue confirmation, prior year financials, and status of good standing with the City of Vaughan.

This is in alignment with the Council-approved recommendation on March 22, 2022, that the Manager, [Economic Services] (or designate) or City Clerk be authorized to execute agreements, as required during the 2022-2026 time frame related to awarding grants and/or sponsorship funding to eligible individuals and organizations through programs funded by the Federal Government, Province of Ontario, Regional Municipality of York, or non-governmental organizations (NGOs), and administered by the City of Vaughan.

Approved recipients will receive an initial disbursement of 75 per cent of the approved funding amount which will be released to the recipient no earlier than 45 days prior to the start of the project. The remaining 25 per cent will be held back and will only be released upon receipt and successful acceptance of the final report.

Based on the application details submitted by these 25 applicants, it is projected that these organizations will invest over \$3.2 million in direct spending in the local economy to execute their projects, representing an overall dollar value of investment leveraged ratio of 15:1 on the \$217,900 in contributions that the Host in Vaughan grant program will invest; meaning, that for every \$1 of grant funding disbursed, the event organizers then invest \$15 in the local economy to deliver their project.

It is anticipated that demand for funding support will only continue to increase and that the amount of funding requested from the Host in Vaughan grant will continue to exceed the available funding envelope.

During intake for the 2024 program year, applicants requested a total of \$335,367 out of the \$230,000 total available funding envelope. As the demand increases, the program will have to seek additional sources of funding to keep up with demand. This should also be taken as a reminder that current funding recommendations should not be seen to set a precedent for subsequent decisions in future years. Increasing demand will result in increasing competition which implies that organizations selected to receive funding in one intake period may not end up qualifying in the same way in a future intake period, especially if other applicants can demonstrate better alignment to the fund objectives.

Financial Impact

There is no financial impact on the municipal tax base. Fund recommendations are allocated from the Council-approved 2024 TVC Action Plan and budget, which is fully funded through revenues collected under the MAT.

Operational Impact

None.

Broader Regional Impacts/Considerations

The launch and continuation of the Host in Vaughan grant program in 2025 align with best practices in other communities. Grant support programs for festivals, events, and projects offered by municipalities and tourism destination development and marketing organizations are available Provincially and in many neighbouring municipalities from Toronto, Mississauga, Brampton, Markham, York Region, and beyond.

Additional funding sources will need to be identified in future years to keep up with the anticipated increase in demand for support and maintain competitiveness with neighbouring municipalities that currently commit an even greater allocation of funds than the \$230,000 funding envelope in the Host in Vaughan grant program.

Conclusion

As the sole voting member of the Tourism Vaughan Corporation, Council is responsible for approving the Host in Vaughan grant recommendations, as discussed in this report.

With approval of the recommendations in this report, Council will continue to support the growth of the local tourism industry.

Upon Council approval, Staff will contact applicants to inform them of the decisions. Approved applicants will be provided with standardized reporting requirements and be required to enter into a written agreement with the City of Vaughan.

A new funding cycle for the 2025 Summer-Fall period will open in April 2025.

For more information, please contact: Don De Los Santos, Senior Manager, Economic Services, ext. 8874.

Attachments

1. Host in Vaughan Grant program guidelines, January 2025
2. Host in Vaughan Grant funding recommendations, March 19, 2025

Prepared by

Don De Los Santos, Senior Manager, Economic Services, ext. 8874

**Tourism Vaughan Festival and Sports Events Hosting Grant and
Partnership Funding Program (“Host in Vaughan Grant”)**

Application Guidelines

2025

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About the Fund

The Host in Vaughan Grant, established in 2024, aims to enhance tourism across Vaughan by encouraging visitation and participation at local events. It also encourages strong partnerships between stakeholders in the Vaughan tourism sector. This program aims to grow existing events and projects in Vaughan and attract new activations to the city.

Fund Objective

Consideration will be given to projects that meet the following objectives:

- Delivery of events, product packages and thematic campaigns that support tourism in Vaughan
- Demonstrated traction for the project to draw participants and visitors into Vaughan from greater than 40 kilometres away
- Events, activities and programs must take place in the city of Vaughan
- Proposed events and activations encourage residents to participate in their community and generate a sense of pride of place in the city of Vaughan
- The project promotes inclusivity, cross-cultural collaboration and participation of a diversity of groups and organizations in the city of Vaughan

Funding Categories

Projects will be assessed under one of the following Funding Categories:

1. Sports Events (sanctioned)
2. Business Conferences
3. Tourism Partnerships
4. Major Festivals and Events
5. Community Activations

Funding Category descriptions:

1. Sports Events (sanctioned)
 - Include a minimum of two (2) consecutive days of amateur competition at a minimum of seven (7) hours per day
 - Occupy a minimum of 50 room nights (#rooms x #nights) in recognized Vaughan paid accommodation providers
 - Are events sanctioned by a recognized sport body or if an emerging sport with no official status, the sport has official rules/regulations that are being adhered to
 - Events are typically characterized as a regional, provincial, national, international or world level competitive, ranking event (as opposed to a participation or festival focused event)
 - E-sports events that satisfy the above requirements are considered eligible

2. Business Conferences
 - The event must be a conference, meeting and/or event that takes place over two nights or more. Some exceptions may apply.
 - The event must attract a minimum number of 250 delegates and/or occupy a minimum of 50 room nights (#rooms x #nights). Some exceptions may apply.
 - Annual General Meetings are not eligible.
3. Tourism Partnerships
 - Non-event based project (see other categories)
 - Projects must clearly demonstrate a direct ability to draw visitors into Vaughan from greater than 40km away
 - Marketing plan includes paid promotion targeting communities outside of Vaughan, York Region.
4. Major Festivals and Events
 - May include festivals and events, that are celebrations of art, culture, food, music, dance, recreation, sport and other special attractions
 - Are open to the public, accessible and welcoming to Vaughan residents and visitors
 - Marketing plan includes paid promotion targeting communities outside of Vaughan, York Region.
 - Have an attendance greater than 2,500 unique participants in-person
 - Typically takes place over multiple days.
 - Have a minimum overall event-specific budget of \$50,000
5. Community Activations
 - Lead applicant is a registered not-for-profit corporation
 - May include festivals and events, that are celebrations of art, culture, food, music, dance, recreation, sport and other special attractions
 - Are open to the public, accessible and welcoming to Vaughan residents and visitors
 - Have an attendance greater than 500 unique participants in-person
 - Have a minimum overall event-specific budget of \$12,500
 - Priority for consideration will be given to Vaughan-based organizers

Available Funding

Available funding per project, for the funding term, as well as the total funding envelope are outlined in the table below (note: all references to funding amounts are in Canadian Dollars):

Category	Available funding per project/applicant	Total funding envelope
Sports Events (sanctioned)	Up to \$15,000 or up to \$25,000 for International	\$60,000
Business Conferences	Up to \$5,000 or up to \$10,000 for National/International	\$40,000
Tourism Partnerships	Up to \$10,000	\$40,000
Major Festivals and Events*	Up to \$10,000	\$50,000
Community Activations	Up to \$5,000	\$40,000

* 20 per cent of the total funding envelope in this category will be reserved for new-to-Vaughan events that were not hosted in Vaughan in the prior year

Funding requests will be considered and allocated based on evaluation from the Fund Review Committee. The number of organizations selected will be determined by the strength of the applicant pool and the availability of funding. Applicants should be able to demonstrate their experience and capacity to run the type of event or activation being proposed through examples of prior projects. Funding must be used to complement and leverage other resources (cash and in-kind support such as donations and volunteers) to support the project.

The total Funding Envelope per category may be subject to change, depending on available budget and evolving strategic tourism priorities. All funding is subject to availability in Tourism Vaughan's budget, as Tourism Vaughan determines in its sole discretion.

Funding Term

Funds for each project will be allocated for a term, from January 1, 2025, to December 31, 2025. There is no funding available for multi-year projects. **Projects must be delivered within the allotted timeframe.**

An organization may only qualify to receive funding for one project during each funding term.

Eligibility

Organizations must meet the following criteria in order to receive funding:

- For Event-based proposals, the applicant must read, review, and understand the relevant [Hosting an Event in Vaughan](#) guidelines
- Project venue/location must be confirmed by the venue/property management in order to qualify for the release of funding
 - Note: If your event will be at a City-owned facility or park, please book the facility through [Recreation Services](#) prior to applying for a Special Event permit.

- Approval of a [special events permit](#) (if applicable) shall be made at least fifteen (15) business days prior to the event and must be confirmed by the By-law and Compliance, Licensing and Permit Services department of the City of Vaughan in order to qualify for the release of funding
 - Note: If the presence of paid duty officers is required, this must also be secured and confirmed in order to qualify for the release of funding – confirm this early as certain weekends may already be fully booked by [York Region Police](#) – which may force an organization to change their dates
- Organizations proposing a project at the \$10,000 or greater support level – must provide third-party audited financial statements (income statement and balance sheet) of the organization for the most recent fiscal year-ended that demonstrates the organization is in good financial standing
- For organizations proposing a project at less than \$10,000 support level – must provide board/management prepared financial statements (income statement and balance sheet) of the organization for the most recent fiscal year-ended that demonstrates the organization is in good financial standing
- Have established and documented financial management systems in place
- Have a mandate that benefits Vaughan’s residents and/or business communities
- Project operates within the boundaries of Vaughan and provide services to residents/businesses of Vaughan (note: for activations that may have elements that take place outside the City, only the activation elements taking place in Vaughan will be given consideration in terms of impact)
- Have evidence of insurance coverage, including a minimum \$2/\$5 million liability coverage acceptable to the City of Vaughan
- Comply with the Ontario Human Rights Code in hiring practices and in the provision of all services
- Comply with relevant federal, provincial and municipal laws, bylaws and regulations including *Accessibility for Ontarians with Disabilities Act, 2005*, as amended
- Not be in unresolved litigation with the City of Vaughan or affiliated with an entity engaged in unresolved litigation with the City of Vaughan. “Unresolved litigation” means any unresolved dispute between the City of Vaughan and any other party or related party adverse in interest, including third party and cross-claims, where a legal proceeding has been commenced for an injunction, a mandatory order, a declaration, or the recovery of money
- Must be in good standing with Tourism Vaughan and the City of Vaughan as per above, but also is up-to-date with any prior final reporting requirements from past funding cycles.

In addition, for organizations applying to the **Community Activations category**, organizations must:

- Be a registered Community Service Organization (CSO), in good standing with the City of Vaughan Recreation Department; and/or,
- Be incorporated as a not-for-profit/non-profit organization or registered as charity by the Canada Revenue Agency for the purposes of the *Income Tax Act* (Canada); and,

- Be governed by a Board of Directors that has been democratically elected and has remained active in the last few months

Collaborations between organizations is encouraged. **At least one partner must meet the eligibility criteria.**

Organizations must **submit only one application form.** Collaborative applications with two or more eligible organizations will be considered, however only one organization must serve as the applicant. Collaborative proposals should clearly define roles of each organization and any funding amounts to be transferred by the applicant to the collaborator.

Ineligible Organizations

The following organizations are not eligible for funding:

- Organizations acting in the capacity of a funding body, exclusively for fundraising drives/events
- Building managers and property owners
- Individual residents
- Grant making organizations
- Entities that promote, endorse, or any other way support:
 - Tobacco, vaping, cannabis, hookah
 - Illicit substance use
 - The support of, or involvement in the production, distribution, and sale of weapons and other life-threatening products
 - Terrorism
 - Businesses and offerings that are not family-friendly or may be considered graphic, explicit, offensive, obscene, or that promotes violence, hate, discrimination, intolerance, substances
 - Any activity or organization which, if associated with the City, may constitute a reputational risk for the City as determined by City staff
- Religious organizations unless the program/project being funded:
 - is open to all, regardless of faith, race, or sexual orientation
 - will not incorporate religious teachings or participation in religious services/rites
- Political organizations, including political parties, campaigns, advocacy or lobby groups
- Schools (private, charter or independent, fee-based schools), and public pre-schools, elementary or secondary schools
- Organizations in major deficit or debt positions

Eligible Project Costs

Funding can only be used for eligible **direct personnel and non-personnel project costs** for the proposed project. Eligible projects will be funded up to 40 per cent of the total costs of the project to a maximum per category based on the levels outlined in the 'Available Funding' section.

Direct personnel and non-personnel project costs:

Direct personnel costs for delivery, implementation, monitoring and evaluation of the project:

- Management and coordination – up to 50% of staff salaries for time allocated to the proposed project

Direct non-personnel costs:

- Purchased services from contractors or consultants specifically relating to the delivery, implementation, monitoring and evaluation of the project (i.e. communication, translation etc.)
- Supplies and materials purchased or rented to use in the delivery of the project

Restricted and Ineligible costs

- Applications will not be considered for the following:
 - Purchase of property
 - Religious or political activities or proselytizing
 - Event sponsorships and fund-raising activities
 - Annual General Meeting events
- Funds must **not** be used to support overhead and administration costs (e.g. accounting, legal fees, rent, utilities, etc.)
- Up to 50% of the funding request may be used for direct personnel costs for any project related position, including Project Management/Coordination staff time
- Funding must be used to complement and leverage other resources (cash and in-kind support such as donations, volunteers), with a minimum of 60% of eligible direct personnel and non-personnel costs required for the project funded by other resources. Applicants are required to identify all funding sources in their project budget in their application

The Application Process

The application process includes three stages:

1. The Application form must be completed, saved and submitted to **tourism@vaughan.ca** for review. TVC Staff will review and confirm eligibility of proposed projects. If TVC Staff determines that an Application is incomplete, Tourism Vaughan may reject the application in its sole discretion. Tourism Vaughan is not required to seek clarification or further information from any applicants.

2. The Application will be sent directly to eligible proposals to be completed and submitted for review by the Fund Review Committee.
3. The Fund Review Committee makes recommendations about the applications received to the Tourism Vaughan Board. Final decisions on funding approval are made by the Tourism Vaughan Board. Decisions of the Tourism Vaughan Board are final.

Please note:

- Applicants are strongly encouraged to contact the coordinator of the Host in Vaughan Grant before applying, to discuss the proposed project and application process
- Incomplete applications will be disqualified
- Each applicant can only submit one application per intake period. If more than one application is submitted by the same applicant, the applicant must decide which one application to submit for consideration during that intake period.

How to Apply

The Application form involves completing the following:

Section 1: Contact Information: Organization/Community Group,

Provide the name and contact details of your organization as well as any collaboration partner organizations.

Contact Information: Project Lead

Provide the name and contact details of the individual that will be your organization's key contact and project lead for this project.

Contact Information: Secondary Contact

Provide the name and contact details of an alternate contact from your organization who can be contacted related to this application and proposed project.

All contact information will be used for funding application purposes only.

Section 2: Project Information

Provide a title/name for the proposed project; the specific location(s) where the project will take place; and the start and end date of the project. All approved projects are expected to be completed by December 31, 2025.

Section 3: Project Overview

This section should provide an overview of your proposed project.

This should include:

- A. *History of the Project* – has your organization successfully delivered this project in the past or will this be the first time this project gets delivered? If yes, describe how many

years the project has been delivered and a brief overview of the project's evolution from then until now. And what, if anything, do you plan to do differently this time around?

- B. *Project Goal* – state what you hope to accomplish by the end of this project.
- C. *Target Audience* – identify the specific community or group you hope to impact through the proposed project. Define that target audience by highlighting relevant characteristics of this group, including but not limited to demographics, values, attitudes and behaviours, geographic area(s) of the target audience. Additionally, provide the number of people that will be impacted by your project.

Section 4: Project Delivery

The answers in this section should clearly explain why your organization/community group is well-suited to deliver this project. Here you will also explain how the project will be delivered by identifying who else is working with you and what their role in the project will be. You will also be required to outline the proposed work plan (a summarized version) by listing the key steps required to carry out your project.

- A. *What skills, expertise, experience and accomplishments make your community group/organization well-suited to deliver this project?* For this question, consider the following: (150 words)
 - What is the mandate of your organization/community group?
 - What are the goals and objectives of your organization?
 - What are some of the current or past programs/services your organization/community group or members of staff have provided and/or delivered to local communities?
 - What are some community-based projects, past grant/funding awards or other special accomplishments that could help with your delivery of this project?
 - Do your staff members have any special skills or experiences that would help ensure project success?
- B. *Identify all stakeholders in the proposed project and how each of them will be involved in its delivery.* Define the following groups and explain the specific role each group will play in your project: (150 words)
 - your target audience/community – highlight general details, number of people, any characteristics, behaviours or barriers that could help or hinder the project
 - if applicable, any other organizations or partners that you will work with to help deliver the project. This would include groups or individuals who could influence the success of your project
- C. *List the key steps your group/organization will take to deliver your project.* Outline a high level project work plan by listing the key dates for milestones that are expected to be completed as the project progresses. Your work plan outline should provide a clear

picture of how the estimated amount of funding needed for your project will be used. (150 words)

- D. *Describe what paid advertising tactics you have committed to which target communities outside of Vaughan, York Region.* Specify the publications, platforms, geographic markets, and total amount of spending budgeted on these initiatives to directly promote your proposed project. (150 words)

Section 5: Project Impact

Explain the potential impacts and outcomes of your proposed project, how your group/organization expects to measure and quantify these impacts and how those results satisfy the objectives of the Host in Vaughan Grant.

- A. *What are the intended impacts and/or outcomes of the proposed project?* Outline the expected results of your proposed project. The project outcomes should be specific, measurable and relevant to the project and the objectives of the Host in Vaughan Grant. Include anticipated short and long-term results. (150 words)
- B. *What are the estimated **tourist** impacts and/or outcomes of the proposed project?* How many visitors from outside 40km do you anticipate engaging with. How many will be travelling from outside of Ontario? And how many will be travelling from outside of Canada? Provide an estimate of the total number of hotel room nights (at a hotel in Vaughan) that visitors will occupy as a direct result of participation in your proposed project. Have you already identified hotel partner(s) that will be offering a group block or offer for participants in your project? (if yes, please name them).
- C. *How will your group/organization measure (quantitatively and/or qualitatively) these impacts and/or outcomes?* Explain how you will monitor and evaluate the success of the project's delivery. Discuss the different methods, strategies and techniques you will use to capture both qualitative and quantitative data. (multiple choice: on-site surveys, post-event survey, advance registration/ticketing, other).
- D. *How do the intended impacts and or/outcomes align with the objectives of the Host in Vaughan Grant?* Describe how the intended outcomes of your project satisfy one or more of the core objectives of the Host in Vaughan Grant as outlined in the 'Fund Objectives' section of this Application Guidelines document. (150 words)
- E. *What are the potential risks to this project and how will these risks be mitigated?* Identify the potential issues that would threaten the delivery and success of the project. Highlight the steps that will be taken to lessen these risks. For example, presence of emergency first-aid, or paid-duty officers or security. (150 words)

Section 6: Budget Projection

Provide a preliminary evaluation of your proposed project budget. This is the sum of your funding request through the Host in Vaughan Grant and any other funding sources your group/organization may be directing towards this project. Other funding sources refer to monetary donations, other grants or funding your group/organization has been awarded for the proposed project or any financial contributions from any project partners that may be working with you.

Your project's additional funding sources (*i.e.*, all other funding apart from the grant requested from the Host in Vaughan Grant) should represent no less than 60% of the eligible project costs. In other words, the grant request from the Host in Vaughan Grant can only cover **up to 40% of the total eligible project costs**. And therefore, your total project budget should be the sum of your funding request from the Host in Vaughan Grant combined with all additional funding sources.

For example: An organization is contributing (a) \$20,000 out of their own reserves to pay for project related costs. The organization also has a project partner that is contributing (b) \$5,000 towards the project. The organization anticipates receiving another (c) \$10,000 in other grant funding to support the project. Finally, the organization hopes to qualify for a grant from the Host in Vaughan Grant in the amount of (d) \$5,000. Therefore, the total project budget is \$40,000 – calculated as (a) + (b) + (c) + (d). In this example, the \$5,000 grant requested from the Host in Vaughan Grant represents 12.5% of the total \$40,000 budget. Because 12.5% is less than 40%, the request is eligible.

i. Other funding sources do not have to be confirmed at the time of the submission of the Application. If you have or think you may have other funding sources, please indicate the agency or provider, the amount (approximate value if unknown) and whether or not the funding source has already been confirmed or is expected (*i.e.*, your group/organization is in the process of applying/has applied and you are awaiting a decision). If the other funding sources are not confirmed at that time, any un-confirmed amount may be excluded from your total project budget, which may impact the amount of grant funding the organization is eligible for.

ii. List any in-kind donations or support that will be directed towards the project. In-kind contributions are the cash equivalent of goods or services (e.g. volunteer time) donated to the project. Only list in-kind donations or support that are confirmed at the time of submission of the Application.

iii. Provide a breakdown of your proposed budget for each of the listed budget categories. Briefly outline the associated actions, activities and/or items that would fall into that category. Where the total dollar amount is unknown, please estimate the amount to the best of your ability. Fill out the funding request, other funding sources (if applicable) and total project budget columns accordingly.

If a certain budget category does not apply to your budget, enter N/A in the description. You may also add other budget categories as needed for your specific project.

Submitting the Application

- Application Submission Deadline: a minimum of two months prior to the event.
- Please complete the application form, save as .pdf and email a copy to: tourism@vaughan.ca
- HARD COPY SUBMISSIONS WILL NOT BE ACCEPTED. Please do not send a printed version of your application. Thank you for helping us reduce waste!
- If Tourism Vaughan determines that an Application is incomplete, Tourism Vaughan may reject the application in its sole discretion. Tourism Vaughan is not required to seek clarification or further information from any applicants.
- The City of Vaughan accepts no responsibility for any reason whatsoever, including computer system failures of either the Applicant or the City of Vaughan's service provider, if the Applicant is unable to submit its Application before the Application Submission Deadline, and the Applicant agrees that the City of Vaughan shall have no liability for delays caused by internet/network traffic, degraded operation or failure of any computer system element, including, but not limited to, any computer system, power supply, telephone or data connection or system or software or browser of any type whatsoever.
- It is the sole responsibility of the Applicant to ensure that it can access and exchange data with the City of Vaughan's service provider's computer systems electronically and that it allows sufficient time to successfully access and share data with the City of Vaughan's service provider's computer systems, having regard to the possibility of delays caused by internet/network traffic. Applicants are solely responsible for ensuring that they plan their access to the City of Vaughan's service provider's computer/servers, so that the Applicants can reach the City of Vaughan's service provider's computers/servers, and submit their Applications, before the Application Submission Deadline.

Next steps:

- All funding is subject to availability in Tourism Vaughan's budget, as Tourism Vaughan determines in its sole discretion.
- Tourism Vaughan reserves the right to reject any or all Applications. In addition, Tourism Vaughan also reserves the right to approve a lower funding amount than the amount requested in any or all Applications.

If Approved for Funding

Tourism Vaughan will promote the project, as applicable, on its channels, which may include social media, website, online events calendar or other channels.

Role of the Fund Recipient

Successful funding recipients must submit a final report and evaluation of their project within one month of the end of the event/initiative. Evaluations will determine whether funding recipients have:

- adhered to the project plans submitted during the application phase; and
- made progress towards or achieved the Host in Vaughan Grant goals and objectives

Funding recipients will be provided with standardized reporting requirements and required to enter into a written agreement in form and content satisfactory to the City of Vaughan in its sole discretion as a condition of funding. The City of Vaughan will only advance funds to recipients who accept to enter into such an agreement. Funding recipients will also be asked to provide photos or video documentation of their project activities.

Acknowledgement of Funding

Funding recipients must acknowledge the financial assistance provided by Tourism Vaughan in program materials and signage, including any promotional materials used in project activities. The City of Vaughan and Tourism Vaughan will need a minimum of 2 (two) business days to approve the use of its marks on marketing and promotional materials. This requirement will be discussed in greater detail after a funding decision is made and incorporated into the previously-mentioned agreement.

In addition, for event-based projects, organizations will be asked to specify how Vaughan elected officials, Mayor and members of Council will be invited to an opportunity to speak if there are welcome remarks, including approval requirement on where in the agenda that occurs, in adherence with the events protocol of the City of Vaughan.

Funding Disbursement

The project venue/location must be confirmed by the venue/property management to qualify for the release of funding. In addition, approval of a [special events permit](#) (if applicable) must be confirmed by the City's By-law and Compliance, Licensing and Permit Services (BCLPS) department to qualify for the release of funding. Tourism Vaughan and the City of Vaughan have the right to attend the event site or pre-event site visit if required by BCLPS or any other City of Vaughan department without prior notice.

An initial disbursement of 75 per cent of the approved funding amount will be released to the recipient no earlier than 45 days prior to the start of the project and only once the recipient has met the following criteria:

- successful execution of the grant funding agreement
- confirmation of venue/location

- confirmation of permit requirements
- demonstrated proof of insurance satisfactory to the City of Vaughan

The remaining 25 per cent will be held back and will only be released upon receipt and successful acceptance of the final report.

If a proposed project does not or cannot proceed as planned, the entire amount of approved funding will be cancelled, and any portion of funding already disbursed will immediately need to be repaid in full.

Host in Vaughan Grant funding recommendations, March 19, 2025

Applicant/Organization	Project/Event Name	Amount Recommended
Astro Zodiac Enterprises Limited	Boo Fest	\$ 10,000.00
Canary Events	Easter Hopfest	\$ 10,000.00
Celebrate Vaughan	Stuffed Festival	\$ 9,500.00
Christmas in the Village	Christmas in the Village	\$ 10,000.00
City of Vaughan Baseball and Softball Association	Ontario Baseball Association Provincials/National Qualifier 15U	\$ 15,000.00
Ente Canada Foundation	Ente Canada Onachantha	\$ 5,000.00
The Female Eye Film Festival	Female Eye Film Festival	\$ 5,000.00
Filipino-Canadian Association of Vaughan	Vaughan Fiesta Extravaganza	\$ 5,000.00
Fuerza Latina Community Services	Vaughan Latin Festival 2025	\$ 10,000.00
The Interactive Jewish Education Centre (IJEC)	Lag Ba'omer Festival	\$ 10,000.00
International Chang-Hon Taekwondo Federation (ICTF)	ICTF Open World Taekwon-Do Championship	\$ 10,000.00
Italian Contemporary Film Festival (ICFF)	ICFF in Vaughan Film Festival 2025	\$ 10,000.00
Jewish Russian Speaking Community of Toronto (JRCC)	Chanukah Wonderland – Festival of Light	\$ 5,000.00
McMichael Canadian Art Collection	Moonlight Gala 2025	\$ 5,000.00
Rotary Club of Woodbridge	Humber River Festival and Frog Race	\$ 5,000.00

Applicant/Organization	Project/Event Name	Amount Recommended
Runanthropic - Art In Motion 10K/5K/2K	Art In Motion 10K/5K/2K	\$ 5,000.00
Screamers Inc.	Screamers	\$ 10,000.00
Sprout Organization	Lucky Lion Night Market 2025	\$ 10,000.00
Steel Peak Climbing & Ninja	Canadian Ninja League Stage 2 Qualifier	\$ 3,400.00
Strike Management Group Inc.	Umbro Top Rated Showcase + Super Cup	\$ 15,000.00
Vaughan Con Inc.	Vaughan Con (Pop Culture Convention)	\$ 10,000.00
Vaughan International Film Festival	VFF 2025	\$ 10,000.00
Vaughan International Music Festival	Vaughan International Music Festival 2025 (VIMF 2025)	\$ 10,000.00
Vietnamese Association of Vaughan	Vietnamese Summer Festival	\$ 10,000.00
Woodbridge Agricultural Society	Woodbridge Fall Fair and Woodbridge Village Farmers Market	\$ 10,000.00

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: SMART CITY INITIATIVES TO SUPPORT INCLUSION AND
COMMUNITY OUTREACH

FROM:

Michael Genova, Deputy City Manager, Strategic Initiatives

ACTION: FOR INFORMATION

Purpose

To inform Council on upcoming smart city projects to advance inclusion and community outreach goals in 2025 and 2026.

Report Highlights

- The City of Vaughan is committed to fostering an accessible and inclusive environment for all individuals, regardless of their abilities. As technology continues to evolve, municipalities have an opportunity to harness emerging technologies to improve accessibility, enhance service delivery, and foster greater community participation.
- The City has taken many steps to advance accessibility, equity and inclusion. Building on these efforts, City staff have identified a unique opportunity to leverage existing funding to deploy smart city solutions to support the City's accessibility and inclusion goals.
- Economic Development staff, in partnership with the Inclusion and Community Outreach office will be supporting three initiatives: Website Accessibility Enhancement, Canadian National Institute for the Blind (CNIB) and GoodMaps Pilot Expansion, and Hyper-Local Interactive Digital Signs.
- In February 2025, staff briefed the Vaughan Accessibility Advisory Committee (AAC) on these three initiatives, including project goals, next steps, and timelines for pilot or implementation.

Recommendations

1. THAT Council receives this report for information.

Background

The City of Vaughan is committed to fostering an accessible and inclusive environment for all individuals, regardless of their abilities. As technology continues to evolve, municipalities have an opportunity to harness emerging technologies to improve accessibility, enhance service delivery, and foster greater community participation.

Over 54,000 people in Vaughan, which is more than one-fifth of the city's population, have disabilities, according to the Canadian Survey on Disability (CSD). Vaughan has the highest amount of people with disabilities among the nine municipalities in York Region. The 2022 CSD found that 27% of the Canadian population over the age of 15 have disabilities.

Technology has the potential to break down barriers and create more inclusive communities by expanding access to services, information and opportunities. Since the implementation of the Council-approved Diversity, Equity and Inclusion Plan 2022-2026, Addressing Anti-Black Racism Action Plan 2024-2031, and the 2023-2027 Multi-Year Accessibility Plan, the City has taken many steps to advance accessibility, equity and inclusion. Building on these efforts, staff has identified a unique opportunity to leverage existing funding to deploy smart city solutions in support of the City's accessibility and inclusion goals.

The funds from the 2024 Budget, initially set aside for developing a mobile app, will now be redirected to support three initiatives focused on improving equity, accessibility, and inclusion.

The 2024 Budget allocated funds to Economic Development's Smart City unit to support the development of a mobile app for residents. However, the new City of Vaughan website has improved the mobile user experience of vaughan.ca and there is no longer a need for a mobile app.

Economic Development staff, in partnership with the Inclusion and Community Outreach business unit will be supporting three initiatives: Website Accessibility Enhancement, CNIB and GoodMaps Pilot Expansion, and Hyper-Local Interactive Digital Signs.

These initiatives aim to enhance equity, address accessibility gaps, foster inclusion and modernize communications. These projects also align Council-approved plans and with the 2018-2022 Smart City Task Force recommendations. As Vaughan continues to be a Smart City leader, deploying these initiatives will further establish the City as a regional innovator, setting a benchmark for other municipalities.

Previous Reports/Authority

[Multi-Year Accessibility Plan 2023-2027](#), Community of the Whole (1), October 31, 2023

[Multi-Year Accessibility Planning: Stakeholder Engagement Report \(Attachment 2\)](#), Community of the Whole (1), October 31, 2023

[Enhancing Independent Indoor Navigation for People with Vision-related Disabilities in City Facilities](#), Committee of the Whole (2), March 19, 2024

Analysis and Options

In February 2025, staff briefed the Vaughan Accessibility Advisory Committee (AAC) on these three initiatives, including project goals, next steps, and timelines for pilot or implementation.

During the presentation, Economic Development staff, in partnership with the Inclusion and Community Outreach business unit, briefed the AAC on the goals, next steps, and timelines for pursuing each of these initiatives. Each initiative aims to enhance equity, accessibility, and inclusion in Vaughan's facilities and communications.

Project selection criteria included:

- Alignment with Council-approved plans and the 2018-2022 Smart City Task Force recommendations.
- A strong business case for advancing Vaughan's position as a smart and inclusive city by:
 - Improving accessibility for individuals with disabilities;
 - Modernizing communication networks and service delivery; and
 - Fostering economic opportunities through local advertising and business promotion.
- Proven implementation and use by other leading cities.
- The opportunity for Vaughan to be the first in the Greater Toronto Area to demonstrate leadership by integrating the solution.
- Low-risk, low-cost, and low-complexity to implement the solution within the 2022-2026 Term of Council.

2025-2026 Initiatives

1. Website Accessibility Audit

The first initiative focuses on conducting an accessibility audit to ensure Vaughan's website complies with accessibility standards and laws. Content is regularly checked to ensure it complies with World Wide Web Consortium – Web Content Accessibility Guidelines (WCAG) 2.0, Level AA standards at minimum, and the City is working towards WCAG 2.2.

This initiative aims to create an inclusive digital experience for residents, businesses, and visitors, including individuals with disabilities. The assessment is currently in progress, with recommendations and an implementation framework expected by Q2 2025. Implementation, carried out by various stakeholder departments, will continue through 2026. The Inclusion and Community Outreach business unit is leading this effort.

2. CNIB and GoodMaps Pilot Expansion

The second initiative involves the expansion of the CNIB and GoodMaps indoor wayfinding pilot, which has now been implemented at Vaughan City Hall and selected Vaughan Public Libraries and community centres. This project aims to remove physical and informational barriers for individuals with vision loss by providing step-by-step navigation in City facilities. The expanded pilot would allow the City to test this technology in additional City facilities, including community centres and libraries.

Expanding this initiative offers greater independence for these people with vision-related disabilities. The proposed timeline for this project is to add additional facilities in 2026, led by the Inclusion and Community Outreach business unit.

3. Hyper-Local Interactive Digital Signs

The third initiative proposes expanding the City's communication network through the installation of interactive kiosks in key locations in Vaughan. These kiosks will display information about local services, cultural events, and hyper-local advertisements that support diverse businesses. The first phase of this project could target main street areas in Kleinburg, Woodbridge, and the VMC, before expanding to Thornhill and Yonge-Steeles.

By enabling the communication that engages and supports specific communities in Vaughan, this project will enhance inclusivity, promote economic growth, and modernize Vaughan's main streets. This initiative would be co-led by the Smart City unit, the Inclusion and Community Outreach business unit, and Communication, Marketing, and Engagement department's Strategic Engagement business unit.

Financial Impact

Funding for these initiatives will be sourced from the existing approved capital budget of \$350,020.

Operational Impact

The proposed projects were identified in consultation with the City's Inclusion and Community outreach business unit to maximize accessibility benefits to the community. All initiatives will be procured through Procurement Services.

Broader Regional Impacts/Considerations

Staff will share this initiative with our regional partners and neighbouring municipalities to foster knowledge-sharing, promote alignment of regional accessibility initiatives, and strengthen collective impact.

Conclusion

These initiatives collectively address key priorities for the City's Smart City, Inclusion and Community Outreach, and Strategic Engagement units, advancing Vaughan's position as a smart and inclusive city.

Economic Development will collaborate with Inclusion and Community Outreach and Strategic Engagement to procure vendors and implement these initiatives.

For more information, please contact: Raphael Costa, Director, Economic Development, Ext. 8891

Attachments

N/A

Prepared by

Kitty Yung, Program Manager, Smart City, Ext. 8548

Julie Flesch, Manager, Strategic Economic Initiatives, Ext. 8893

An Nguyen, Acting Manager, Inclusion & Community Outreach, Ext. 8164

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: VAUGHAN RESTAURANT FESTIVAL – SUMMER 2025
WINTER 2026

FROM:

Michael Genova, Deputy City Manager, Strategic Initiatives

ACTION: DECISION

Purpose

In response to Mayor Steven Del Duca's and Ward 2 Councillor Adriano Volpentesta's Members' Resolution from Committee of the Whole (2), March 18, 2025, staff are seeking Council authority to deliver the Vaughan Flavours Restaurant Festival pilot program, consisting of two cohorts in summer 2025 and winter 2026.

Report Highlights

- To support the local economy and encourage residents to shop locally, Mayor Steven Del Duca and Councillor Adriano Volpentesta introduced a Members' Resolution on March 18, 2025, which requested that staff organize a pilot restaurant festival in 2025 and 2026.
- Vaughan boasts a vibrant restaurant scene, featuring over 750 dining and drinking establishments that employ more than 10,200 people.
- Vaughan's restaurants are key to the City's destination development and marketing profile.
- Jurisdictions like the City of Toronto, King City, and City of Markham support this cluster through restaurant festivals of their own.
- Based on Mayor Del Duca's and Councilor Volpentesta's Members' Resolution, staff are recommending two program sessions in summer 2025, and winter 2026.

Report Highlights Continued

- The program application process and eligibility criteria are outlined in Attachment 1.
- Participating restaurants will be required to provide a fully refundable deposit in the amount of \$500 and will receive increased promotional and marketing activity led by the City of Vaughan, leading up to and throughout the program.

Recommendations

1. THAT Council approves the Vaughan Flavours Restaurant Festival, as outlined in this report, as a pilot program to be delivered in the summer of 2025 and winter of 2026; and
2. THAT City staff report back to a future Committee of the Whole meeting after the pilot program has been completed to report on the pilot program.

Background

As part of ongoing efforts to support the local economy and encourage residents and visitors to promote local Canadian businesses, Mayor Steven Del Duca and Councillor Adriano Volpentesta introduced a Members' Resolution on March 18, 2025, which requested that staff organize a pilot restaurant festival in 2025 and 2026.

The Members' Resolution was unanimously endorsed by Council. It calls on staff to further support local businesses in the face of threats from the U.S. to impose tariffs by delivering a prix-fixe menu restaurant festival.

Vaughan boasts a vibrant restaurant scene, featuring over 750 dining and drinking establishments that employ more than 10,200 people.

Restaurants contribute to various industries in Vaughan, including transportation and warehousing, manufacturing, processing and packaging, wholesale distribution, retail, and food services. They participate in our farm-to-fork agri-food and food processing sector, which employs more than 20,000 people. These establishments also contribute to Vaughan's vibrant local neighbourhoods.

Vaughan's restaurants are key to the City's destination development and marketing profile.

Boasting an incredible culinary scene with restaurants and dining experiences that offer flavours from around the world, the Vaughan food scene is a strong driver for

Vaughan's tourism profile. Tourism Vaughan supports this key cluster through outreach to restaurants and establishments as well as marketing campaigns.

Key initiatives to support the local restaurant industry are highlighted by:

- The VisitVaughan.ca/Dine directory.
- Ongoing blog and itinerary publications.
- Consumer-facing marketing in high-profile locations like the Toronto Transit Commission (TTC).
- Tourism Vaughan's Instagram profile with nearly 3,000 followers.

The Vaughan Flavours Restaurant Festival would be an important tactic that adds to this support.

Jurisdictions like the City of Toronto, King City, and City of Markham support this cluster through restaurant festivals of their own.

Toronto, King, and Markham are known for Summer/Winterlicious, Taste of King, and Jazzlicious, respectively. These programs have grown in popularity. They provide pre-established menus at select establishments across the participating region. Participants can enjoy premium menus at discounted rates, aiming to increase foot traffic during off-season periods.

These festivals have emerged in various locations since the launch of Winterlicious in Toronto in 2003.

Previous Reports/Authority

[Committee of the Whole \(2\) - Report Extract - Vaughan Restaurant Festival - Summer 2025/Winter 2026 \(March 18, 2025\)](#)

[Committee of the Whole \(2\) – Report Extract – Tourism Vaughan Action Plan – 2025 \(Feb. 11, 2025\)](#)

Analysis and Options

Based on Mayor Del Duca's and Councilor Volpentesta's Members' Resolution, staff are recommending two program sessions in summer 2025, and winter 2026.

Economic Development is proposing the following schedule, respectively, for each of the two sessions:

- Summer 2025: **Monday, July 21 – Monday, August 4, 2025.**
- Winter 2026: **Q1 (TBD).**

The program application process and eligibility criteria are outlined in Attachment 1.

The summer 2025 pilot program as outlined in Attachment 1 will be delivered on the following timeline:

- **April 8, 2025:** Economic Development, through Tourism Vaughan, launches official dedicated landing page on VisitVaughan.ca where interested participants can sign up for news/updates on the program. Communications package/News Release announces program, organized and distributed by the Communications, Marketing and Engagement Department.
- **May 1, 2025:** Application form and program portal opens. The communications package is distributed by Communications, Marketing and Engagement, announcing program intake.
- **May 2 – May 15, 2025:** Marketing campaign launches to recruit participating restaurants on all city platforms.
- **May 15, 2025:** Application deadline – program intake closed.
- **May 15, 2025 – June 30, 2025:** Economic Development hosts information sessions for participating businesses to assist in planning and preparation of the program.
- **June 1, 2025:** Participants chosen and notified.
- **June 23, 2025:** Visitor-focused marketing begins on all City and Tourism channels, including via social media and out-of-home tactics (billboards, TTC/GO Train ads/etc.).
- **June 23 – July 2:** Marketing and communications continue to be disseminated across all channels to promote the program's launch.
- **July 21, 2025:** Program launch event.
- **August 4, 2025:** Program closes.

Participating restaurants will be required to provide a fully refundable deposit in the amount of \$500 and will receive increased promotional and marketing activity led by the City of Vaughan leading up to and throughout the program.

The primary benefit to restaurants participating in Vaughan Flavours is increased marketing. In other jurisdictions, participants are charged a fee to help offset costs. Toronto, for example, has charged anywhere from \$700 to \$1,300 to participate in the program.

Given that this is a pilot program, staff are proposing that the fee be refundable to participants of Vaughan Flavours. This is to ensure that restaurants participate in good faith throughout the program period.

By participating in Vaughan Flavours, restaurants will receive promotion through all city channels, encouraging customers to dine at their establishment during the program period. This added marketing benefit should generate future opportunities to dine at their restaurants.

Financial Impact

All budget for this pilot program will be allocated from existing Economic Development and Tourism Vaughan operating funds.

Operational Impact

Economic Development will work with Communications, Marketing, and Engagement to promote the Vaughan Flavours Restaurant Festival. Community Services will support confirmation of bylaw compliance, with Finance supporting deposit collection and refund.

Broader Regional Impacts/Considerations

There are neighbouring municipalities and communities that have been hosting food festivals of a similar nature. The recommended delivery date of the Vaughan Flavours Restaurant Festival complements other festival dates.

Conclusion

Based on the Members' Resolution by Mayor Del Duca and Councillor Volpentesta, Economic Development is recommending launching the Vaughan Flavours Restaurant Festival for summer 2025, with intake for applications opening May 1, 2025. Economic Development also recommends running a second phase of the program in winter 2026, which would directly align with the off-season of the industry and provide additional support to the Vaughan culinary scene during a time when it is most needed.

As immediate next steps, Economic Development through Tourism Vaughan and in collaboration with the Communications, Marketing and Engagement team, will begin to create promotional materials, the application document(s), marketing plans, all with a project work-back plan from the proposed summer launch date of **July 21, 2025**, and the anticipated winter 2026 program, as per the results of the initial launch program.

For more information, please contact: Don De Los Santos, Manager, Economic Services, ext. 8874

Attachments

1. Vaughan Flavours Restaurant Festival Application Guidelines and Eligibility

Prepared by

Valeria Nunziato-Vitiello, Tourism Development Coordinator, ext. 8595

Vaughan Flavours Restaurant Festival Eligibility and Program Guidelines

VAUGHAN FLAVOURS RESTAURANT FESTIVAL

ABOUT THE PROGRAM

Vaughan is home to a vibrant restaurant scene, with over 750 dining and drinking establishments. The City of Vaughan is committed to supporting local businesses, of which restaurants play a pivotal role in this value chain. The Vaughan Flavours Restaurant Festival is a local program and culinary marketing campaign, spearheaded by Vaughan's Economic Development Department, including the Tourism Vaughan Corporation (TVC) and the Vaughan Business and Entrepreneurship Centre (VBEC), aimed at increasing the promotion of Vaughan's restaurant industry and dining scene. The goal of this program is to provide full-service restaurants with the opportunity to offer pre-selected menus at competitive prices, thereby drawing additional visitation during slower periods.

PROGRAM OBJECTIVES

The goal of this program is to increase visitation to the City of Vaughan by promoting the culinary industry, food tourism, and local small businesses in Vaughan. The main objectives of this program include:

- Support Vaughan restaurants during slower times of business;
- Promote economic activity for the restaurant industry through increased marketing and advertising of the program;
- Encourage residents and visitors to engage with restaurants on-premises and enjoy the in-restaurant dining experience in Vaughan.

PROGRAM TERM

The pilot program will run twice:

- **Summer:** July 21 – August 4, 2025
- **Winter:** Q1 2026 (Date TBD)

ELIGIBILITY

Interested establishments must meet the following criteria to be considered for the program:

- Operate within the City of Vaughan;
- Be an existing table-service restaurant;
- Be in good standing with York Region Public Health and City of Vaughan municipal bylaws;

- Be listed on VisitVaughan.ca/Dine before applying (visit VisitVaughan.ca/GetListed to get listed);
- Offer a full-service, in-restaurant dining experience (indoor and/or patio seating);
- Can offer a prix fixe menu, inclusive of: an appetizer or starter, main and dessert, offering a minimum of three options per course;
- Incorporate competitive pricing to encourage consumers to select their establishment during the festival period based on the Prix-Fixe criteria below;
- Agree to meet the terms and conditions of participation, including but not limited to, program and prix fixe menu details, determination of the price point category, and submission of a \$500 deposit, which will be fully refunded after August 4, 2025, provided successful participation in the program is confirmed.
 - Successful participation is confirmed by providing evidence that the menu was on offer during the promotional period AND that the restaurant participated in marketing campaigns through, for example, web presence, social media, or events.

Restaurants with multiple locations in Vaughan, operating under the same name and menu (i.e., chain restaurants), are eligible to apply for consideration to participate with only one location.

PRIX FIXE MENU PRICING

Prix fixe menu(s) must be priced at one of the program's price point categories. Prices are per person for food only – beverages, tax and gratuity are *not* included:

- \$20 Lunch / \$25 Dinner
- \$27 Lunch / \$35 Dinner
- \$34 Lunch / \$45 Dinner
- \$41 Lunch / \$55 Dinner
- \$48 Lunch / \$65 Dinner
- \$55 Lunch / \$75 Dinner

How to Determine Your Price Point Category

- The price point category for the prix fixe menu should be determined by the average price of a three-course meal from a restaurant's regular dinner menu at the time of application. If a restaurant does not serve dinner, the lunch menu can be used.
- Based on the mathematical average, the restaurant will select a program price point category, using the dinner price, that is less than their average three-course meal from their regular dinner menu at the time of application. It must also meet the requirements for a competitive value offering. When calculating the average, do not use a cheque average which yields different results than a mathematical average.

Price Point Categories	Minimum Requirements for Regular Menu Average Price Point for three-course meal
\$20 Lunch / \$25 Dinner	\$23 Lunch / \$28 Dinner
\$27 Lunch / \$35 Dinner	\$31 Lunch / \$40 Dinner
\$34 Lunch / \$45 Dinner	\$38 Lunch / \$51 Dinner
\$41 Lunch / \$55 Dinner	\$46 Lunch / \$62 Dinner
\$48 Lunch / \$65 Dinner	\$54 Lunch / \$73 Dinner
\$55 Lunch / \$75 Dinner	\$62 Lunch / \$85 Dinner

APPLICATION PROCESS

Step 1: learn more

- Interested applicants are encouraged to sign up for updates and reminders on the dedicated VisitVaughan.ca/VaughanFlavours landing page.
- Local establishments are also encouraged to follow Vaughan Economic Development on LinkedIn or by signing up for the Tourism Vaughan or Vaughan Business and Entrepreneurship business e-newsletters at corpcomm.vaughan.ca/Subscribe.

Step 2: apply

- Once the application portal is open applicants should submit through the online submission form.
- The application portal will be virtual. Interested establishments will be required to complete the online application in full by the deadline.
- Applications will include:
 - Current menu.
 - Submission of valid Vaughan business license (<https://www.vaughan.ca/business/business-licensing-and-permits/eating-establishment-restaurant-lounge-nightclub-and-pub-licences>).
 - Any relevant York Region documents that support compliance with the Ontario Food Premises Regulation 493/17, including ensuring food safety, having a certified food handler on-site, and notifying York Region Public Health before opening (<https://www.york.ca/health/food-safety/food-premises-operators>).
- Vaughan Economic Development staff will be available to assist with application submission should it be required.

Step 3: adjudication

- Following application submission, all applications will be reviewed by an Advisory Board made up of representatives from the Tourism Vaughan Advisory Committee.

- Restaurants that meet the above eligibility criteria will be considered by the advisory board, which has the right to reject any application.
- During the pilot phase, Vaughan Economic Development will limit participation to the twenty-five establishments. The city reserves the right to include more, or fewer restaurants based on operational considerations.
- Selected restaurants will be notified approximately one month before the program start date.

Step 4: program acceptance

- Restaurants will be notified and required to submit their deposit prior to any public marketing campaign.
- Participants must finalize their program menus no later than two weeks prior to the program launch (July 21, 2025, for the summer cohort).
- Restaurants will be asked to include branding (logo, etc.) on any material if convenient.

Step 5: program close

- Participants will be asked to submit a final report indicating the approximate number of diners they welcomed during the program period.
- Once the report is submitted, the City of Vaughan shall return their deposit.

ADVISORY BOARD

The Program Advisory Board will review applications for consideration to participate in the program, verify price point categories and recommend an applicant for inclusion in the program.

The advisory board will also provide guidance and support to ensure the program's ongoing success and sustainability.

The advisory board will comprise representatives from the Tourism Vaughan Advisory Committee. Committee members will be chosen by Vaughan Economic Development staff to ensure that no conflict of interest occurs.

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: ECONOMIC DEVELOPMENT STRATEGIC ECONOMIC INITIATIVES - 2024 YEAR IN REVIEW

FROM:

Michael Genova, Deputy City Manager, Strategic Initiatives

ACTION: FOR INFORMATION

Purpose

To provide an update on key accomplishments from the programs and initiatives undertaken by Economic Development's Strategic Economic Initiatives unit in 2024.

Report Highlights

- The Strategic Economic Initiatives unit within Economic Development leverages partnerships with regional stakeholders, the capacity of Vaughan's local talent, and the development of City-owned assets to drive creative placemaking and economic opportunity in Vaughan.
- In 2024, the Strategic Economic Initiatives unit advanced and expanded the scope of key projects in four areas: Smart Cities Development, Public Art and Art Development, Municipal Partnerships, and Economic Asset Development.
- In 2025, the Strategic Economic Initiatives unit will advance major initiatives, including the completion of a business and operational plan for the new Performing and Cultural Arts Centre, expansion of the OVIN Demonstration Zone, installation of the latest series of the ARTonBoxes program, and advancement of the Phase 2 and 3 of the Digital Billboard Revenue program.

Recommendation

1. THAT the Economic Development Strategic Economic Initiatives - 2024 Year in Review report be received for information.

Background

The Strategic Economic Initiatives unit within Economic Development leverages partnerships with regional stakeholders, the capacity of Vaughan's local talent, and the development of City-owned assets to drive creative placemaking and economic opportunity in Vaughan.

The Economic Development Department's Strategic Economic Initiatives unit undertakes key strategic projects that establish economic assets. These projects aim to promote the growth of the City's business community and attract businesses and talent to Vaughan. The Strategic Economic Initiatives unit strives to advance economic transformation and creative placemaking by developing ambitious, sustainable, and purpose-driven projects that better the community.



Within the Strategic Economic Initiatives unit , staff are undertaking projects in the following areas:

1. Smart Cities development
2. Public Art and Art development
3. Municipal Partnerships
4. Economic Asset Development (i.e., Vaughan Healthcare Centre Precinct)

The 2024 Strategic Economic Initiatives unit Year in Review highlights key projects, initiatives, programs, and accomplishments from the past year. It recognizes Economic Development staff, partners, and community stakeholders for their vital role in advancing creative placemaking, catalyzing economic opportunity, attracting new investments, and enabling a climate for businesses to grow, prosper, and create jobs.

Previous Reports/Authority

[Extract from Council Meeting Minutes of October 2, 2019 \(Item 1, Report No. 27 of the Committee of the Whole\)](#)

[Extract from Council Meeting Minutes of June 22, 2021 \(Item 19, Report No. 32 of the Committee of the Whole\)](#)

[Extract from Council Meeting Minutes of June 28, 2022 \(Item 32, Report No. 30 of the Committee of the Whole\)](#)

[Extract from Council Meeting Minutes of February 22, 2023 \(Item 9, Report No. 9 of the Committee of the Whole\)](#)

Analysis and Options

In 2024, the Strategic Economic Initiatives unit has made progress in Smart Cities Development, Public Art and Art Development, Municipal Partnerships, and Economic Asset Development.

Some highlights from 2024 include:

2024 Key Accomplishments	
Smart Cities Development	<ul style="list-style-type: none"> Launched an innovative wayfinding pilot project in partnership with CNIB Access Labs to enhance accessibility for people who are blind or partially sighted, enabling them to navigate independently across six City facilities. The pilot leverages cutting-edge technology through the free GoodMaps Indoor Navigation app, which provides real-time guidance to individuals with vision-related disabilities and other diverse visitors, including those using wheelchairs or mobility devices.

	<ul style="list-style-type: none"> • Launched 5 demonstration projects across Vaughan: <ul style="list-style-type: none"> ○ Kevaras Autonomous Services introduced a robot system for inspecting cycle lanes and sidewalks. ○ Loop Parking tested a real-time parking detection solution at Millway Avenue and Highway 7 and along Woodbridge Avenue at Clarence Street in Vaughan. ○ Municipal Parking Services tested their solar-powered parking detection solution within a mixed residential and school area in Maple. ○ Msafe Solutions Inc. utilized Artificial Intelligence-powered analysis and camera detection to monitor travel patterns and behaviours at Martin Grove Road and Woodbridge Avenue. ○ Kiwi Charge Inc. tested their portable electric vehicle charging solution at two community centres in Vaughan. • Hosted the inaugural cohort of Ontario Vehicle Innovation Network (OVIN) Demonstration Zone project demonstrators to showcase their automotive and mobility technologies at the Automotive Industry Networking and Mobility Technology event. This event brought together more than 100 industry leaders, start-ups, small and medium enterprises (SMEs), government officials, and ecosystem partners to celebrate Vaughan as a hub for automotive and mobility innovation.
Public Art and Art Development	<ul style="list-style-type: none"> • In VMC North, all large-scale structural components were installed for the VMC’s first landmark sculptural public artwork, “Fathom,” commissioned for EXPO City CG Tower 5 at Highway 7 and Jane, to facilitate integrating the final mechanical components to complete the piece in Q3 2025.

	<ul style="list-style-type: none"> • Daniels BAIF’s “Circle of Life” multi-media public art series was installed and unveiled at Beverley Glen and Bathurst in Thornhill, depicting an Indigenous narrative comprising two symbolic components celebrating the sustainable revitalization of life forces in this area: a large-scale stainless steel sculpture, representing a fast-flowing river replete with salmon swimming and jumping upstream, and a series of large river boulders inscribed with custom engravings of both Indigenous words and their English translations from the seven traditional teachings. • Building on the successful launch of the ARTonBOXES pilot as the blueprint to implement the signature creative placemaking program between 2025-2034, the Call for Artist Submissions Package and Locational Plan was finalized for the “ART of HEALING”, the curated theme for animating 10 new City-Wide traffic signal boxes with original works of art in Year One (2025) of the 10-Year Program that will realize 100 art wrap activations.
Municipal Partnerships	<ul style="list-style-type: none"> • Secured \$36,481,527 in grant revenue to offset major capital and operating expenses and alleviate pressure on the tax base, including \$35 million from the Housing Enabling Water Systems Fund. • Phase 2 and Phase 3 of the Digital Billboard Revenue Project were approved for construction, adding 8 locations of billboards and 15 community signs to the inventory and expanding the City’s communication network and revenue share. • The incoming Sponsorship and Donation Policy was approved, and approximately \$175,000 in sponsorship and \$295,000 of in-kind donations were accepted in 2024. <ul style="list-style-type: none"> ○ Saputo Batting Cages ○ Grow with Vaughan

	<ul style="list-style-type: none"> ○ Kidde Smoke Alarms Arena Logo sponsorship ○ Enbridge Smoke Alarm giveaway program ○ The HUB Starter Company Plus ○ BDC Small Business Week ○ Woodbrige Soccer Club bleacher donation ○ Wooden bird houses from Tommy Douglas Secondary School ○ Glove donation from Ronco for 20MMakeover ○ Animal Services donations of money, coupons and pet food/toys/blankets
<p>Economic Asset Development</p>	<ul style="list-style-type: none"> ● Delivered a successful Health Innovation mission to Chicago, in partnership with the VHCP partners, which resulted in the identification of best practices for developing health innovation ecosystems and connections with private sector, public sector, and governmental stakeholders that could contribute to the development of the VHCP. ● Participated in the 2024 MedTech conference to raise the profile of Vaughan’s emerging MedTech and life sciences sectors. ● York University received provincial support for a new School of Medicine, which will be located in the VHCP. ● Mayor Del Duca announced plans to develop a Performing and Cultural Arts Centre in the VMC and signed an MOU with QuadReal to advance the new centre. ● Attended Placemaking Week in Baltimore, MD and learned about global best practices for cultivating art, culture, and sense of place in the public realm.

In 2025, the Strategic Economic Initiatives unit will advance major initiatives, including the completion of a business and operational plan for the new Performing and Cultural Arts Centre, expansion of the OVIN Demonstration Zone, installation of the latest series of the ARTonBoxes program, and advancement of Phases 2 and 3 of the Digital Billboard Revenue program.

The Strategic Economic Initiatives unit has several standout projects and initiatives scheduled for 2025 and beyond:

2025 Key Activities	
Smart Cities Development	<ul style="list-style-type: none"> • Explore the feasibility and deployment of new initiatives that enhance equity, accessibility, and inclusion in Vaughan's facilities and communications. These initiatives will improve accessibility for individuals with disabilities, engage underrepresented groups in Vaughan, and support local businesses through hyper-local advertising opportunities. • Continue to deliver the OVIN Demonstration Zone program and expand the scope of the complexity of the demonstration projects, in collaboration with Infrastructure Planning and Corporate Asset Management and the City of Markham.
Public Art and Art Development	<ul style="list-style-type: none"> • Milestones are advancing for more than a dozen high-profile public art projects positioned to animate the personality of the VMC and priority districts City-wide during the 2022-2026 Term of Council. • In VMC North, Cortel Group's landmark three-dimensional, multi-media public art sculpture, "Fathom", will be completely installed and unveiled in Q3 on the site of EXPO City CG Tower, overlooking Edgeley Pond & Park, alluding to the previous industrial life of the area through a transformation-themed storyline paying homage to the landscape, history of the land, and the story of Black Creek.

	<ul style="list-style-type: none"> • The ART of HEALING installment series for the ARTonBOXES program will be installed and unveiled in Q2, profiling the animation of 10 traffic signal boxes City-wide, themed on the intersection of art meeting health – where art plays centre stage in supporting our physical, mental, and social well-being. • The Call for Artist Submissions for Year Two of the ARTonBOXES program will be posted in Q4, curated on the theme: PlanetEARTH Sustainable Ecosystems.
Municipal Partnerships	<ul style="list-style-type: none"> • Advancing Phase 2 and 3 of the Digital Billboard Revenue programs. • Continue to identify, circulate, and apply for eligible grant opportunities city-wide, including the Canada Housing Infrastructure Fund, for up to \$100M to enable housing development. • Generate alternative sources of revenue for the City through Sponsorships and Donations both through solicitation programs and by managing unsolicited proposals.
Economic Asset Development	<ul style="list-style-type: none"> • Facilitating the development of the York University School of Medicine medical and a long-term care home at the VHCP. • Exploring opportunities to attract new partners and develop additional innovation assets in the VHCP. • Completing a business and operational plan for the new Performing and Cultural Arts Centre. • Working with the Parks Infrastructure Planning and Development department to support ongoing work to develop North Maple Regional Park into a world-class destination for mixed-use sport, recreation, wellness, education, and culture.

Financial Impact

N/A

Operational Impact

All necessary internal departments involved in the delivery of each program and initiative were consulted and provided with an opportunity to contribute to the success of the SEI business unit in Economic Development.

Externally, several partners impact the operations of various projects including:

- **Smart City:** City of Markham, Ontario Centre for Innovation, York Region, CNIB.
- **Public Art:** York Region, Cortel Group, Daniels BAIF, OCAD University, York University
- **Municipal Partnerships:** Program Sponsors, government granting bodies, advertisers and vendors.
- **Economic Asset Development:** York University, Mackenzie Health, ventureLAB.

Broader Regional Impacts/Considerations

The Economic Development Strategic Economic Initiatives – 2024 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 www.vaughanbusiness.ca and distributed to critical local and 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 public sector and non-profit partners, and prospective business investors. 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 continues to be a city in demand for both residents and businesses to invest in and grow. In 2024, the Strategic Economic Initiatives unit accelerated and expanded the scope of key city-building projects to help build Vaughan’s economic resilience and vitality.

For more information, please contact Raphael Costa, Director, Economic Development, ext. 8891.

Attachments

1. Strategic Economic Initiatives Year in Review Summary

Prepared by

Cristina Prinzo, Program Manager, Municipal Partnerships and Corporate Initiatives,
ext. 8187

Kitty Yung, Program Manager, Smart City, ext. 8548

Sharon Gaum-Kuchar, Program Manager, Public Art and Corporate Art Curator,
ext. 8088

Julie Flesch, Manager, Strategic Economic Initiatives, ext. 8893

Strategic Economic Initiatives

2024 Year in Review

The Economic Development department's Strategic Economic Initiatives (SEI) unit undertakes key projects that establish economic assets. These strategic projects aim to promote the growth of the city's business community and attract businesses and talent to Vaughan. The SEI unit strives to transform placemaking by developing ambitious, sustainable and purpose-driven projects that better the community.

Within the SEI unit, staff are undertaking projects in the following areas:



Smart Cities development



Public art and art development



Economic asset development



Municipal partnerships

2024 KEY ACCOMPLISHMENTS

MARCH

York University received provincial support for a **new School of Medicine to be located in the Vaughan Healthcare Centre Precinct.**

JUNE

Entered a **Memorandum of Understanding** with QuadReal to advance the plans to develop a **Performing and Cultural Arts Centre in the Vaughan Metropolitan Centre (VMC)**, which were announced by Mayor Del Duca in March.

Phase 2 and Phase 3 of the **Digital Billboard Revenue Project** were approved by Council for construction, adding eight locations of billboards and 15 community signs to the City's inventory, expanding the City's communication network and revenue share.

OCTOBER

Participated in the **2024 MedTech conference** in Toronto to raise the profile of Vaughan's emerging MedTech and life sciences sectors.

Launched **two demonstration projects** across Vaughan: Kevalues Autonomous Services initiated a **robot system for inspecting cycle lanes and sidewalks**, while Municipal Parking Services tested their **solar-powered parking detection solution** within a mixed residential and school area in Maple.

DECEMBER

Launched an **innovative wayfinding pilot project** in partnership with the Canadian National Institute for the Blind Access Labs to enhance accessibility for people who are blind or partially sighted, enabling them to navigate independently across six City facilities.

Hosted the inaugural cohort of **Ontario Vehicle Innovation Network (OVIN) Demonstration Zone** project demonstrators to showcase their automotive and mobility technologies at the **Automotive Industry Networking and Mobility Technology** event.

Launched a demonstration project involving Msafe Solutions Inc. utilizing **artificial intelligence powered analysis and camera detection** to monitor travel patterns and behaviours at the intersection of Martin Grove Road and Woodbridge Avenue.

MAY

Delivered a successful **Health Innovation mission to Chicago**, in partnership with the Vaughan Healthcare Centre Precinct (VHCP) partners resulting in the identification of international stakeholders and best practices that could support the development of the VHCP.

SEPTEMBER

All large-scale structural components were installed for "Fathom" at EXPO City CG Tower 5, the VMC's first landmark sculptural artwork.

Daniels BAIF's **"Circle of Life" multi-media public art series installed and unveiled** on Beverley Glen Boulevard and Bathurst Street in Thornhill.

NOVEMBER

Launched **two demonstration projects**: Loop Parking began testing a **real-time parking detection solution** at Millway Avenue and Highway 7 and along Woodbridge Avenue at Clarence Street in Vaughan, and Kiwi Charge Inc. tested their **portable electric vehicle charging solution** at two Vaughan community centres.

The Call for Artist Submissions Package and Locational Plan was finalized for the **2025 ARTonBOXES program**. The theme for year one (2025) is **"ART of HEALING."**

In 2024

Secured more than \$36 million in grant revenue to offset major capital and operating expenses and alleviate pressure on the tax base, including **\$35 million** from the Housing Enabling Water Systems Fund.

The incoming Sponsorship and Donation Policy was approved, and approximately **\$175,000** in sponsorship and **\$295,000** of in-kind donations were accepted.

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: SERVICE VAUGHAN 2024 UPDATE

FROM:

Micheal Genova, Deputy City Manager, Strategic Initiatives

ACTION: FOR INFORMATION

Purpose

To provide an update on Service Vaughan's 2024 operations, including call volumes, wait times and initiatives to enhance the public's experience interacting with their local government and achieving first-point-of-contact resolutions.

Report Highlights

- Service Vaughan is the public's first point of contact with the City, with thousands of interactions every year. In 2024 alone, it received 175,314 calls (with an average wait time of six minutes), 25,248 emails, 12,293 in-person visits to the Welcome Desk at City Hall and 8,983 calls to the overnight contact centre.
- A critical milestone for Service Vaughan in 2024 resulted from a corporate reorganization that moved the contact centre into the Communications, Marketing and Engagement department to centralize and enhance the City's communications and customer service offerings.
- Highlights from 2024 include progress being made to improve centralized services for in-person service delivery; the continued expansion of the Citizen Relationship Management (CRM) tool across the corporation; the launch of a new telephone system with additional features; and continued progress on the internal audit management action plan.

Report Highlights continued

- The Communications, Marketing and Engagement department operates four corporate social media sites – Facebook, Instagram, LinkedIn and X – with a combined total of 87,632 followers as of Dec. 31, 2024. Staff respond to thousands of inquiries over social media each year, in collaboration with Service Vaughan, with every effort made to resolve matters on the first point of contact (via social media in this case). This is example of the synergies leveraged through Service Vaughan’s reorganization into Communications, Marketing and Engagement.
- Staff will bring a report to Committee of the Whole in Q1/Q2 2026 to report on Service Vaughan’s 2025 metrics, trends and highlights.

Recommendations

1. That the Service Vaughan 2024 Update be received.

Background

Findings from an audit conducted by the City of Vaughan's Internal Audit department for Service Vaughan were presented to Vaughan Council in June 2022. At that time, Service Vaughan staff committed to increasing engagement with the Mayor and Members of Council and City staff, including annual reporting to Council, given the critical citizen experience function it provides the public.

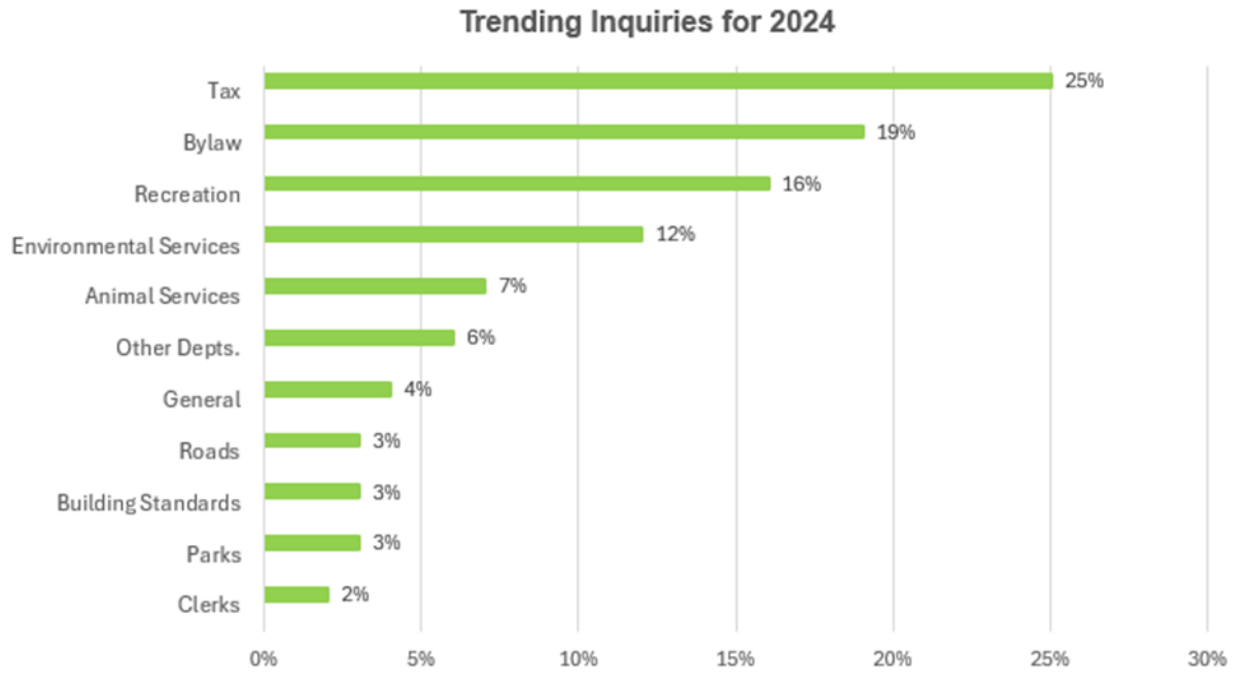
The timing of this report coincides with critical milestones for Service Vaughan, including the July 2024 organizational restructuring that moved the contact centre into the Communications, Marketing and Engagement department to centralize and enhance the City’s communications and customer service offerings. Other highlights include progress being made to improve centralized services for in-person service delivery; the continued expansion of the Citizen Relationship Management (CRM) tool across the corporation; the launch of a new telephone system with additional features that have further improved the citizen and agent experience; and continued progress on the internal audit management action plan.

These milestones and all Service Vaughan operations are informed by the extensive data collected and analyzed throughout the year. The department generates a wide variety of data, which is analyzed by staff to inform and enhance accurate and responsive management of operations and guide how the contact centre will expand its services.

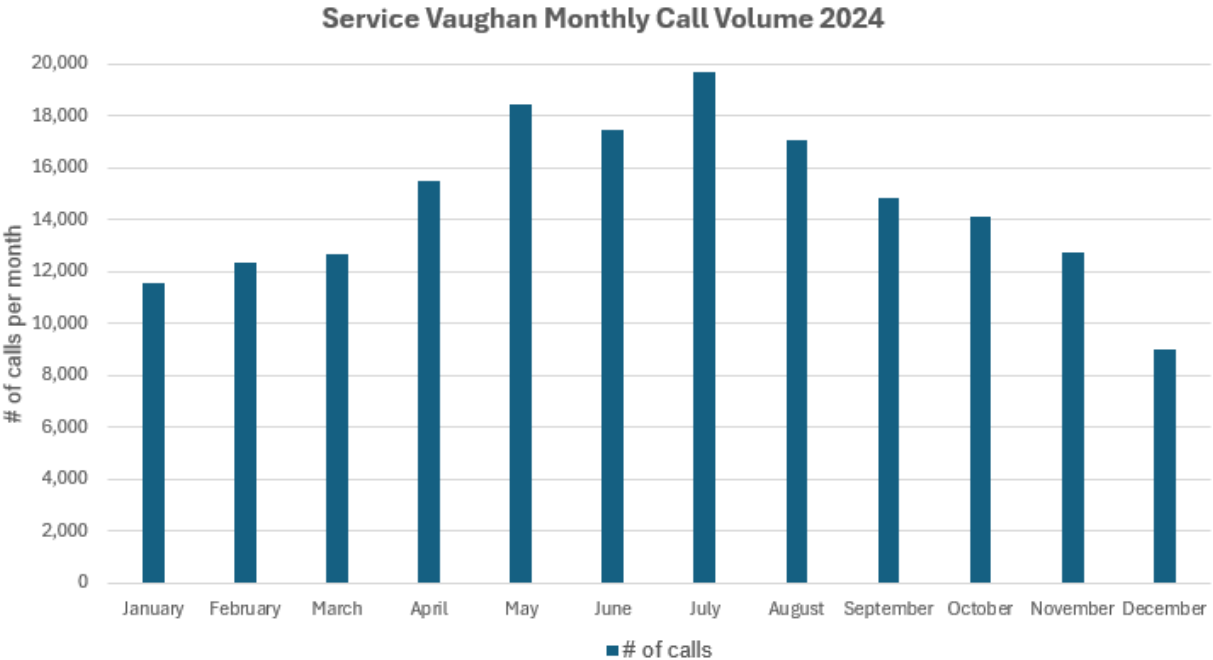
Here is an overview of key metrics and trends from January to December 2024:

Service Vaughan contact centre (Monday-Friday, 8:30 a.m. to 7:30 p.m.)	
Wait time	<ul style="list-style-type: none"> • Average six-minute wait time overall
Call volume	<ul style="list-style-type: none"> • 175,314 calls received • 128,778 calls responded to <p><i>Examples of unanswered calls include unintentional dialing, resolved matters and preference to call back later</i></p>
Email volume	<ul style="list-style-type: none"> • 25,248 emails received and responded to
In person at City Hall	<ul style="list-style-type: none"> • 12,293 in-person visits to the welcome desk at City Hall
Resolution rate	<ul style="list-style-type: none"> • 59 per cent of calls, emails and in-person visits were resolved at the first point of contact <p><i>In this context, resolution is not intended to mean all work regarding the inquiry and/or request has been completed</i></p>
Trending inquiries	<ol style="list-style-type: none"> 1. Financial Services: overdue accounts, late payments and arrears 2. By-law and Compliance, Licensing and Permit Services: booking/cancelling parking ticket dispute appointments 3. Recreation Services: program registration, drop-in activities and fitness memberships 4. Environmental Services: waste collection and set-out requirements, requests for blue and green bin exchanges, and reporting missed waste collection
Overnight/weekend contact centre weekly overview	
Wait time	<ul style="list-style-type: none"> • Average two-minute wait time overall
Call volume	<ul style="list-style-type: none"> • 8,983 calls received
Trending inquiries	<ul style="list-style-type: none"> • Animal Services: reports of injured/dead wildlife • By-law and Compliance, Licensing and Permit Services: parked cars and parking permits

Here is a breakdown of the trending inquiry topics from January to December 2024:



Call volumes vary throughout the year and tend to be cyclical in nature – based on seasons, tax billing cycles, recreation program registration dates and more.



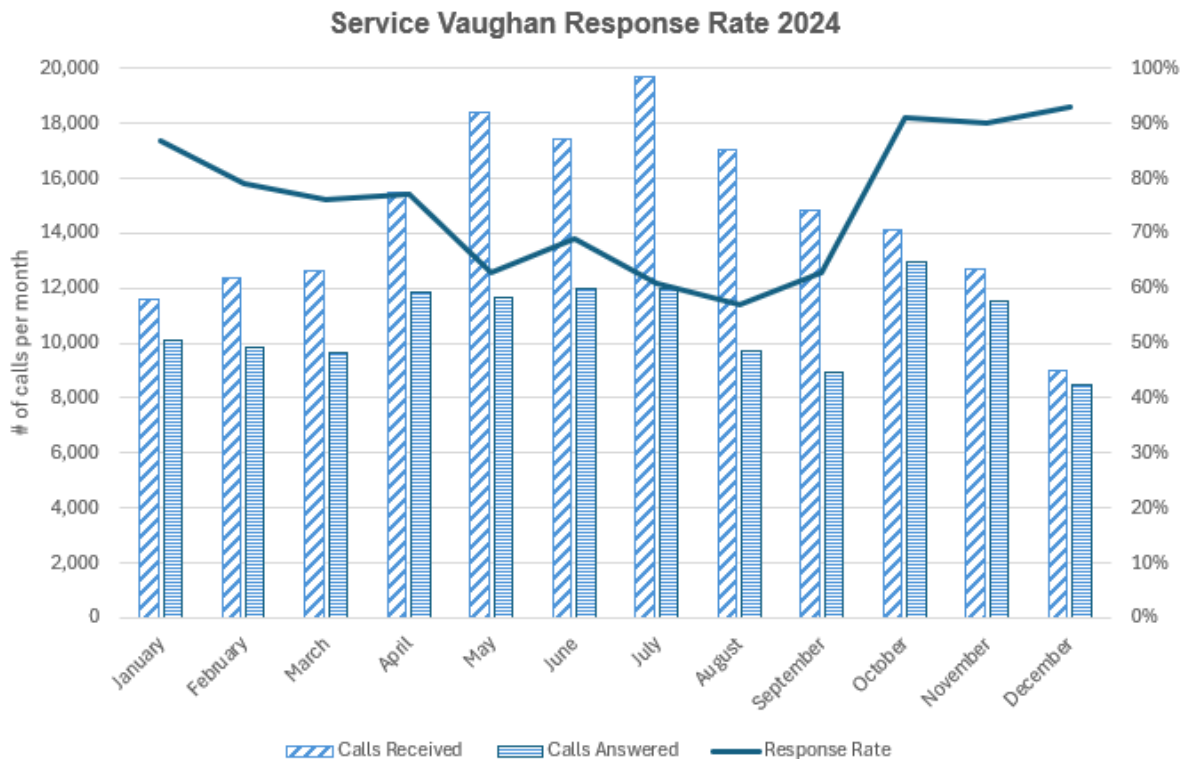
In 2024, Service Vaughan received 175,314 calls, up from 169,330 in 2023, which reflects a 3.5 per cent increase. The overall monthly call volume average for 2024 was 14,610.

Service Vaughan routinely experiences an increase in call volumes in March due to the first property tax installment due date and then in July due to the first installment of the final tax bill. Calls also increase in May/June when the weather improves as residents spend more time outdoors and are more likely to submit requests for seasonal maintenance, like tree pruning or grass cutting. Recreation program registration periods also result in increased calls.

The Communications, Marketing and Engagement department, including Service Vaughan, meets daily to monitor these trends and tailor communications campaigns throughout the year to address issues that are top of mind for residents. This includes a monthly *You Asked, We Answered* campaign on the top resident inquiries over the past month.

As well, the Communications, Marketing, and Engagement department employs campaigns to encourage residents to leverage the self-serve options available on the Service Vaughan portal. The expansion of online service offerings has also contributed to high volumes of email inquiries to Service Vaughan.

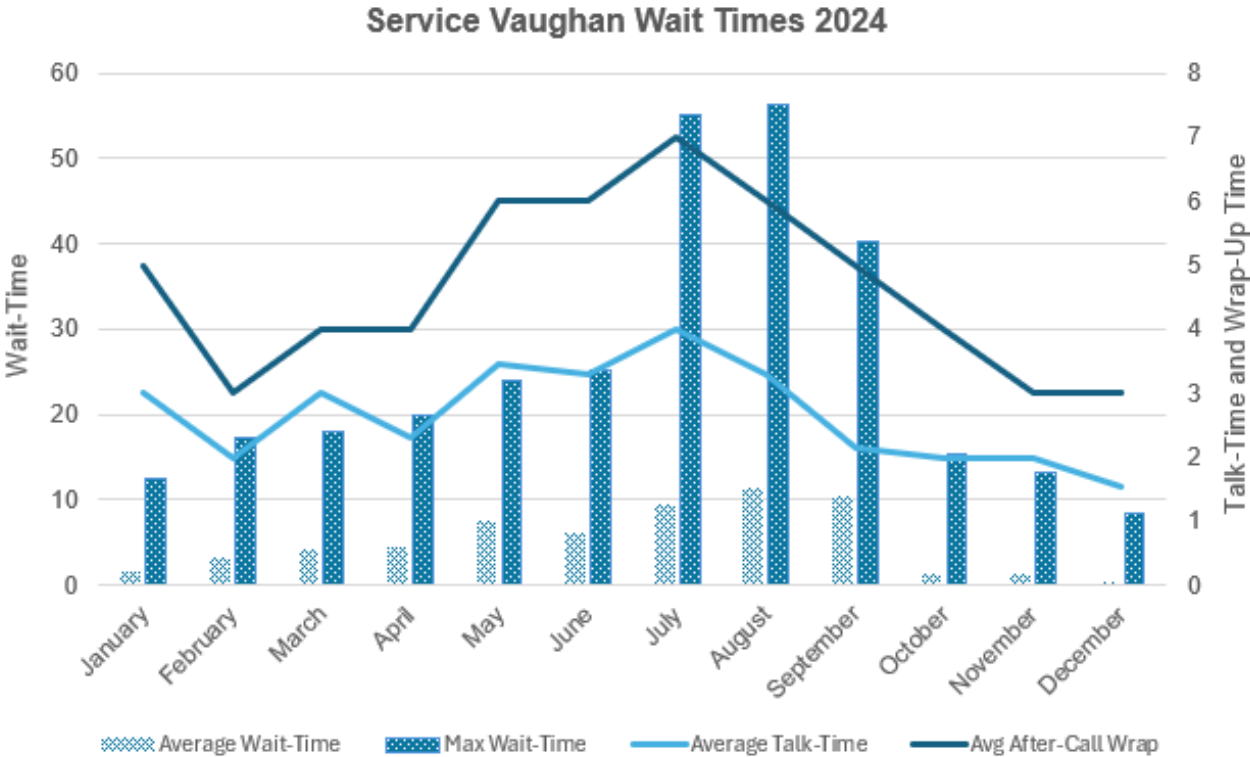
Response rates vary from the number of calls received for a variety of reasons, including the inquiry being addressed by on-hold messaging, technical issues and misdialed numbers.



This graph shows the calls received and responded to from January to December 2024. The number of calls is shown on the left y-axis (horizontal striped bar) and the percentage of calls answered (or response rate, the solid black line) is shown on the right y-axis.

The difference between the number of calls received and responded to is the result of a number of factors. For instance, a caller may hang up if their inquiry is addressed through the on-hold messaging. Other factors include technical issues, the resident dialing an incorrect number or choosing to call back at a different time. All callers that remain on the line are connected to a Service Vaughan agent and receive an action or response to their inquiry.

Keeping call wait times as low as possible is a top priority for Service Vaughan.



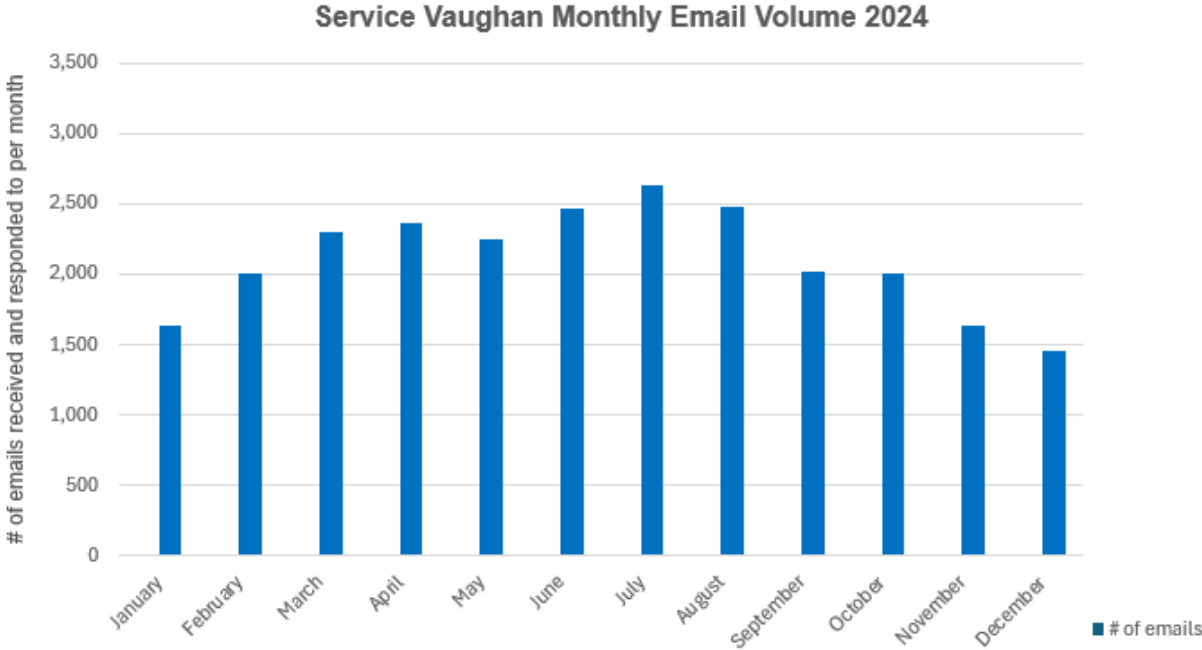
This graph shows the average wait time (lattice line), maximum wait time (adjacent to lattice line), average call length (horizontal grey line) and the average after-call wrap for agents to complete (horizontal black line) from January to December 2024.

Call length reflects the time an agent spends with the caller, while the after-call wrap time reflects what the agent needs to do to complete service delivery. For example, creating and assigning files, tracking interactions and communicating with other City staff. Service Vaughan responds to a variety of inquiry types; some types exclusively require information sharing to achieve first point-of-contact resolution. Other types require information sharing and additional action.

A key trend to note is after-call work is highest in January, May, June and July due to the winter, spring and summer weather; almost every call relating to weather requires a file to be created and assigned for investigation and service delivery. It is important to note the **average** wait time for telephone service reflects more commonly what residents are experiencing when they call Service Vaughan. In contrast, the maximum wait time reflects the **longest** possible wait time during that month.

The average wait time in 2024 was six minutes. As part of the commitment to keeping wait times low, Service Vaughan requested an additional Citizen Service Specialist as part of the 2025 Budget, which was approved by Mayor and Council. As well, during peak call and email periods, contract work surges are brought on to support operations.

In 2024, the number of emails received by the contact centre remained consistent with 2023 with 25,248 received and responded to.



This graph shows the total number of emails (actioned or responded to) received by Service Vaughan from January to December 2024. The team typically experiences an increase in emails in March due to property tax inquiries, with residents requesting to join the Pre-authorized Tax Payment (PTP) program before the first interim bill installment due date. The same is experienced in June and July, with residents requesting to join the PTP program before the first final bill installment due date.

In addition to emails, the Communications, Marketing and Engagement department operates four corporate social media sites – Facebook, Instagram, LinkedIn and X – with a combined total of 87,632 followers as of Dec. 31, 2024. Staff respond to thousands of inquiries over social media each year, in collaboration with Service Vaughan, with every effort made to resolve matters on the first point of contact (via social media in this case). This is another example of the synergies leveraged through Service Vaughan’s reorganization into Communications, Marketing and Engagement.

In 2024, there were 12,293 in-person interactions at the welcome desk at Vaughan City Hall which is consistent with 2024.



This graph shows the number of people who visited City Hall for in-person service delivery from January to December 2024. In addition to an increase in emails, Service Vaughan experiences an increase in in-person visits in March and July because of tax bills. In-person volume continues to be monitored to identify areas for improvement.

Progress is being made to improve centralized in-person service delivery.

Service Vaughan has a dedicated tax service specialist as in-person data continues to show steady volumes and interest in tax-related visits. In 2024, Service Vaughan helped resolve and triage 6,006 in-person tax-related requests.

A recent service improvement by Service Vaughan was providing agents with the ability to provide citizens with tax statements directly from the service counter. Before this improvement, citizens had to wait to meet with a tax specialist directly to obtain a statement. Requests for tax statements continue to be the top in-person tax-related service request, with Service Vaughan assisting with 1,228 tax statement inquiries in 2024. The streamlining of this process has improved the citizen experience, decreasing the amount of time citizens wait to receive a statement. This is especially evident during high-volume periods, when queues to speak with a tax specialist may be long, as citizens can now receive their statements directly from the service counter.

With the continued expansion of the Citizen Relationship Management (CRM) technology throughout the corporation, Service Vaughan is further improving front-line service to the public.

CRM is a tool that allows Service Vaughan agents and other City staff to:

- create resident profiles and maintain a centralized database across the organization.
- create case files to receive and respond to resident reports of issues throughout the city.
- manage communication and interactions with Vaughan residents.
- generate performance reports to track case volumes, resolution timelines, and resident satisfaction.
- improve resident satisfaction with a more accurate and efficient response to reported issues.
- improve the efficiency of administrative tasks associated with case management.

The City's CRM tool was introduced in 2019 through Service Vaughan and Environmental Services. After a successful launch, plans were made to onboard Parks, Forestry and Horticulture Operations, Transportation and Fleet Management Services, Water and Wastewater Services and the winter operations team. These were onboarded between 2020 and 2022. In 2022, this expansion of the CRM was leveraged to provide new self-serve options to the public online at vaughan.ca/ServiceVaughan. Examples of self-serve options include reporting missed waste collection, reporting a pothole and requesting tree pruning. In 2023, CRM technology was expanded to include Development Engineering and Infrastructure Delivery. In 2024, the expansion continued with the addition of Parks Infrastructure Planning and Development. With the Office of the Chief Information Officer staff managing the CRM project and configuring platform changes, the Parks Infrastructure team can now create, update and track case files within the CRM.

As the CRM software is adopted by more departments within the corporation, the delivery of services and the ability to resolve resident inquiries at the first point of contact will improve, as all information is housed in a central repository.

In 2024, Service Vaughan launched a new telephony system to further improve the citizen experience.

In Q3 2024, with facilitation by the Office of the Chief Information Officer, Service Vaughan launched a new call centre solution. With the introduction of this new system, a callback feature was introduced that allows citizens to opt for a callback to avoid waiting on the line. Additionally, a feature was also introduced that updates callers in real-time on their position in the queue.

This solution also offers agents the ability to view the number of calls waiting in the queue, agents logged in, and the wait-time for internal partner queues. Service Vaughan agents can also view their personal call history, review their own call recordings and view their caller's ID where available. The new phone system also provides Work Force Management software that will streamline the creation of agent schedules and further track agent productivity. The configuration and launch of the Work Force Management software is scheduled for Q3 2025.

Service Vaughan continues making progress on the internal audit management action plan.

Service Vaughan management has developed and implemented various operational and staffing strategies to improve service levels in line with the recommendations of the 2022 audit by Internal Audit. Service Vaughan has reviewed, and will continue to review, key metrics, including the data capture and reporting requirements from the after-hours contact centre and improvement opportunities.

Stakeholder consultations and evaluations of service standards and performance metrics for optimal service standards for this project were completed in Q4 2023. In the short term, these efforts will further inform reporting requirements and staffing strategies for peak business periods and provide context for a longer-term staffing strategy based on business demand, which continued in 2024 and was reflected in the 2025 Budget process with the request for an additional Citizen Service Specialist.

In Q4 2023, the audit also led to a winter operations pilot project with the after-hours contact centre to improve customer service during winter storms when inquiries typically spike. The project was created in collaboration with Procurement Services, the Office of the Chief Information Officer and Transportation and Fleet Management Services. It leverages the after-hours contact centre service provider during Service Vaughan's weekday operational hours throughout inclement weather to respond to winter-related inquiries. In Q1 2025, Service Vaughan transitioned to a new afterhours provider and is working to continue this practice going forward.

Furthermore, Service Vaughan management is developing Standard Operating Procedures (SOP) – step-by-step instructions for responding to citizens – and improving the staff training program. The training developed for payment processing functions is also translated into an SOP. All SOPs will be developed for the Service Vaughan team of agents, fully outlining the roles, responsibilities and accountabilities. Further reviews of the SOPs and performance evaluation methods are anticipated to be completed by Q4 2025 and will be ongoing, as required.

Ongoing training of Citizen Service Specialists is a priority. All calls are recorded for quality control purposes and many are routinely listened to by management to identify

areas for coaching. A plan to conduct periodic performance assessments was completed in Q2 2024 to continually improve staff training. Specialists receive weekly summaries of their performance metrics with goals and coaching provided as required.

Keeping Members of Council informed about Service Vaughan operations is essential. Communications, Marketing and Engagement staff meet monthly with Council office staff to discuss planned communications and call volumes, among other initiatives.

These briefings include updates about planned communications, call volumes, wait times and emerging and trending issues, among other initiatives. It is also an opportunity to receive feedback from Council staff on matters that require enhanced communications based on what Members of Council hear directly from their constituents. Council staff provide valuable situational analyses that help Communications, Marketing and Engagement prioritize work and messaging.

As well, every week, Service Vaughan management updates the Mayor and Members of Council and the Senior Leadership Team on key metrics related to the contact centre. This information includes average wait times, calls received and responded to, emails received and responded to, visits for in-person services and trending inquiries. This is intended to complement the standing monthly briefings to ensure open and effective communication on an ongoing basis.

Previous Reports/Authority

[Service Vaughan Audit, Audit Committee Report, September 19, 2022](#)

[Service Vaughan 2023-2024 Update, Committee of the Whole \(2\) Report, March 19, 2024](#)

Analysis and Options

Continuous improvement is critical to implementing the City's mission statement: *Citizens first through Service Excellence*. Service Vaughan continues to pursue its mandate of maintaining low wait times and increasing first-point-of-contact resolution rates by expanding the department's work scope through partnership integrations. This facilitates continuous improvement within Service Vaughan, ensuring residents receive the most efficient and effective service delivery, which remains a top priority.

Service Vaughan staff continue to collaborate with the Internal Audit department to fulfill the priorities within the management action plan.

The scope of the management action plan includes the following components:

- Develop effective and operational staffing strategies.
- Leverage technology.
- Develop SOPs and improve the agent training program.
- Develop a strategy to engage service partners.

These components are aligned with Service Vaughan's mandate. Delivering on this action plan will result in the continuation of effective wait time management, improved first-point-of-contact resolution and expansion of the CRM technology.

Financial Impact

None.

Operational Impact

None.

Broader Regional Impacts/Considerations

The Service Vaughan Leadership Team represents the City's contact centre at the York Region Customer Service Best Practices Group. This customer service group includes all the leadership personnel of all the municipal contact centres in York Region. The group meets to discuss new and ongoing trends, contact centre metrics and contact centre business practices within York Region and beyond.

The Service Vaughan Leadership Team also represents the City's contact centre at the Municipal Services Delivery Officials (MSDO) Association. MSDO brings together senior service delivery professionals for educational and professional development. It also provides municipal representation in federal-provincial-territorial service delivery initiatives. The association focuses on contact centres, service centralization, digital service delivery and emerging technologies.

Conclusion

Service Vaughan, part of the Communications, Marketing and Engagement department, continues to be dedicated to ensuring the public receives timely, accurate and responsive information and service – whether by phone, email or in person. Service Vaughan collaborates with other departments to find process efficiencies and develop partnerships that will continue to improve the resident experience through increased first-point-of-contact resolution.

The Service Vaughan team continues to leverage technology, operational and staffing solutions to ensure low caller wait times and quick email response times. Reviewing and analyzing all data points related to the public's interactions with the contact centre continues to be integral to operations and continuous improvement efforts.

The Communications, Marketing and Engagement department ensures Members of Council receive ongoing reporting about Service Vaughan operations. Continued collaboration with Council offices remains essential to these operations.

Staff will bring a report to Committee of the Whole in Q1/Q2 2026 to report on Service Vaughan's 2025 metrics, trends and highlights.

For more information, please contact: Jennifer Ormston, Chief Communications Officer, ext. 8039.

Attachments

N/A

Prepared by

Diana Ientile, Manager, Service Vaughan, ext. 3816.
Jennifer Ormston, Chief Communications Officer, ext. 8039

Committee of the Whole (2) Report

DATE: Tuesday, April 8, 2025

WARD(S): ALL

TITLE: PROCLAMATION REQUESTS: BUILDING SAFETY MONTH, GUILLAIN-BARRE SYNDROME/CHRONIC INFLAMMATORY DEMYELINATING POLYNEUROPATHY AWARENESS MONTH, WORLD PRESS FREEDOM DAY, MUNICIPAL CLERKS WEEK AND PROVINCIAL DAY OF ACTION ON LITTER

FROM:

Michael Genova, Deputy City Manager, Strategic Initiatives

ACTION: DECISION

Purpose

To seek approval for the above-noted proclamation requests.

Report Highlights

- Respond to the proclamation requests received for the month of May, including:
 - May as “Building Safety Month”
 - May as “Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month”
 - May 3, 2025, as “World Press Freedom Day”
 - May 4 to May 10, 2025, as “Municipal Clerks Week”
 - May 13, 2025, as “Provincial Day of Action on Litter”

Recommendations

1. THAT the following be proclaimed in 2025:
 - a. The month of May as “Building Safety Month”;
 - b. The month of May as “Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month”;
 - c. May 3 as “World Press Freedom Day”;
 - d. The week of May 4 to May 10 as “Municipal Clerks Week”; and
 - e. May 13 as “Provincial Day of Action on Litter”.

2. THAT the proclamations be posted on the City's website and that the Communications, Marketing, and Engagement Department be directed to promote the above-noted proclamations through the various corporate channels.

Background

Building Safety Month

The request for proclamation was received from the City of Vaughan's Building Standards Department on March 11, 2025.

The Ontario Building Officials Association celebrates Building Safety Month every May to bring awareness to the Ontario Building Code and to promote the importance of obtaining building permits, as well as highlight the contributions of Municipal Building Officials.

Council has previously granted this request.

Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month

Proclamation request was received from the Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Foundation on February 14, 2025.

This month has been internationally designated as Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month to educate and raise awareness on these rare conditions. Earlier diagnosis, treatment and access to rehabilitation services can improve the chances of avoiding permanent lifelong residual damage of the nerves due to these conditions.

Council has previously granted this request.

World Press Freedom Day

Proclamation request was received from the Ink-Stained Wretches group on February 14, 2025.

Ink-Stained Wretches is a grassroots advocacy group that believes a healthy, professional news media sector is essential for the proper functioning of civil society and democracy at the local, provincial, federal and international levels. Since 2008, more than 525 news outlets in roughly 350 communities across Canada have closed or merged. World Press Freedom Day helps promote a culture of appreciation for quality journalism in aid of democracy.

Municipal Clerks Week

Proclamation request was received from the City of Vaughan's Office of the City Clerk on February 7, 2025.

This week is recognized and celebrated by municipal clerks across the United States, Canada, and various other countries. The week is a time of recognition on the importance of the Office of the City Clerk as a vital part of local government. The Office of the City Clerk often serves as the primary information hub for the functions of local government and community life, providing essential resources and support to residents in the City of Vaughan.

Council has previously granted this request.

Provincial Day of Action on Litter

Proclamation request was received from the City of Vaughan's Parks, Forestry and Horticulture Operations department on February 14, 2025.

The Provincial Day of Action on Litter raises awareness about the environmental impact of litter and encourages residents to take action by collecting litter in public spaces, including parks, lakes, and rivers.

Council has previously granted this request.

Previous Reports/Authority

Building Safety Month

[Committee of the Whole \(2\) – April 16, 2024](#)

Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month

[Committee of the Whole \(2\) – March 19, 2024](#)

Municipal Clerks Week

[Committee of the Whole \(2\) – June 18, 2024](#)

Provincial Day of Action on Litter

[Committee of the Whole \(1\) – May 7, 2024](#)

Analysis and Options

The proclamation requests listed below meet the requirements of the City's Proclamation Policy 03.C.10, as per sections 2.1.3 "*Charitable and non-profit fundraising campaigns*" and 2.1.4 "*Public awareness campaigns*":

- Building Safety Month
- Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month
- World Press Freedom Day
- Municipal Clerks Week
- Provincial Day of Action on Litter

Financial Impact

There is no financial impact expected in regard to these requests.

Operational Impact

The Communications, Marketing and Engagement team will oversee the promotion of these proclamations on corporate channels.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

Having reviewed the requests, staff is recommending that the following dates in 2025 be proclaimed:

1. The month of May as "Building Safety Month";
2. The month of May as "Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month";
3. May 3 as "World Press Freedom Day";
4. The week of May 4 to May 10 as "Municipal Clerks Week"; and
5. May 13 as "Provincial Day of Action on Litter".

Additionally, staff recommends that the proclamations be posted on the City's website and that the Communications, Marketing and Engagement 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 – Building Safety Month
2. Proclamation Request Form – Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month
3. Proclamation Request Letter – Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy Awareness Month
4. Proclamation Request Form – World Press Freedom Day
5. Proclamation Request Form – Municipal Clerks Week
6. Proclamation Request Form – Provincial Day of Action in Litter

Prepared by

Sonia Furtado, Acting Supervisor, City Clerk's Administrative Services, ext. 8329

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

Ontario Building Officials Association (OBOA)

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Lawrence

FIRST NAME

Wagner

POSITION

CEO

STREET ADDRESS

200 Marycroft Avenue

APT/UNIT NUMBER

Unit 8

CITY/TOWN

Vaughan

PROVINCE

ON

POSTAL CODE

L4L5X4

EMAIL ADDRESS

TELEPHONE NUMBER

(905) 264-1662

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

Pucci

FIRST NAME

Ben

POSITION

Director of Building Standards

STREET ADDRESS

2141 Major Mackenzie Drive

APT/UNIT NUMBER

CITY/TOWN

Vaughan

PROVINCE

ON

POSTAL CODE

L6A1T1

EMAIL ADDRESS

ben.pucci@vaughan.ca

TELEPHONE NUMBER

(905) 832-8585

PART 4: PROCLAMATION REQUEST DETAILS

CAUSE/EVENT/COMMEMORATION TO BE PROCLAIMED *(Written as you want it to be Declared by Council)*

May is Building Safety Month

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 - Please note additional permits, fees and charges may apply for extended use of the space and other resources.

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

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

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

GBS/CIDP Foundation of Canada

ORGANIZATION TYPE

Charitable

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Galaski

FIRST NAME

Nancy

STREET ADDRESS

[REDACTED]

APT/UNIT NUMBER

CITY/TOWN

Aurora

PROVINCE

ON

POSTAL CODE

[REDACTED]

EMAIL ADDRESS

ngalaski@gbscidp.ca

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

ATTACHMENT 3



GBS/CIDP Foundation of Canada

Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy
Support, Education, Research, Advocacy

Honorary Board

Larry Brenneman (*deceased*)
Tom Feasby, MD
Angelika Hahn, MD
Susan Keast, *Founder*
Serge Payer
Kenneth Shonk, MD

Executive Director

Donna Hartlen

Officers

Darryl Bedford
President
Pamela Stoikopoulos
Vice President (Interim)
Ayman Kafall
Treasurer

Board of Directors

Darryl Bedford
Holly Helm
Alexandre Grant
Ayman Kafal
Holly Longstaff
Akash Purewal
Pamela Stoikopoulos
Demetrios Strongolos
Ron Van Holst

Medical Advisory Board

Steven Baker, MD
Katherine Beadon, MD
Timothy Benstead, MD
Pierre Bourque, MD
Vera Bril, MD
Colin Chalk, MD
Kristine Chapman, MD
Angela Genge, MD
Hans Katzberg, MD
Kurt Kimpinski, MD
Sandrine Larue, MD
Rami Massie, MD
Elizabeth Pringle, MD
Zaeem Siddiqi, MD
Jiri Vajsar, MD
Chris White, MD
Douglas Zochodne, MD

February 13, 2025

Office of the Mayor
The of City Vaughan
2141 Major Mackenzie Dr. Vaughan, ON
L6A 1P7

Dear Mayor Steven Del Duca:

We are writing to respectfully request that the city of Vaughan proclaim May 2025 as GBS/CIDP Awareness Month. The Month of May, has been internationally designated as "GBS and CIDP Awareness Month" to educate the public and to focus attention on these rare conditions. The GBS/CIDP Foundation of Canada is a national, not for profit patient organization that supports patients and families afflicted with Guillain-Barré Syndrome, Chronic Inflammatory Demyelinating Polyneuropathy, and variants such as Multifocal Motor Neuropathy. We serve patients through support, education, research and advocacy.

GBS has a sudden onset of symptoms, which can cause complete paralysis within a day. Recovery can be unpredictable, patients and their families face an uncertain future, usually requiring months of hospital care without knowing if or when they will recover, or whether they will face long-term disabilities. Earlier diagnosis, treatment, and access to rehabilitation services can improve the chances of avoiding permanent lifelong residual damage of the nerves. The cause of these conditions is unknown, and can develop in any person, regardless of age, gender or ethnic background

We are working to raise awareness of these rare conditions so that future patients get help sooner and will know that our organization is here to provide hope. We provide support and information through trained volunteers, our website, materials provided to hospitals, and organize local and online peer-to-peer support group meetings. We provide patient educational events and build awareness within the medical community. We advocate for access to diagnosis and appropriate treatment, and also support Canadian research that aims to improve the quality of life of GBS, CIDP, and variant patients.

While considered rare diseases, in Canada GBS affects 2 in 100,000, and in Zika outbreaks 9-24 in 100,000. CIDP affects 5-7 in 100,000. For more information: www.gbscidp.ca
Please let us know if there is anything further you require for our proclamation request to be approved for this year and for subsequent years.

Please see the attached email or application from Nancy Galaski. Nancy is an Ontario liaison her husband is a GBS survivor. We currently support 8 patients in Vaughan.

Thank you for your consideration.

Kim Brooks
Patient Advocate & Volunteer Coordinator
kbrooks@gbscidp.ca
1-403-510-3170
www.gbscidp.ca

Canadian charity registration number: 887327906RR0001

3100 Garden Street, PO Box 80060 RPO Rossland Garden, Whitby, Ontario, L1R 0H1
PH:1-647-560-6842 gbscidp.ca

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

INK-STAINED WRETCHES

ORGANIZATION TYPE

Not-for-profit

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Cardarelli

FIRST NAME

Isabella

POSITION

Volunteer

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

Vaughan/Woodbridge

PROVINCE

ON

POSTAL CODE

EMAIL ADDRESS

TELEPHONE NUMBER

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

Cardarelli

FIRST NAME

Isabella

POSITION

Volunteer

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

Vaughan/Woodbridge

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)*

Proclamation World Press Freedom Day May 3, 2025 WHEREAS, a healthy, professional news media sector is essential for the proper functioning of civil society and democracy at the local, provincial, federal and international levels, and WHEREAS, The United Nations has proclaimed World Press Freedom Day as an annual observance each May 3rd, and WHEREAS, according to the Local News Research Project, since 2008 more than 525 news outlets in roughly 350 communities across Canada have closed or merged (compared to the launch and continued operation of roughly 275 in 170 communities), and WHEREAS, more than two dozen municipalities in 10 Canadian provinces — and provincial legislature buildings in Nova Scotia and Newfoundland and Labrador — acknowledged World Press Freedom Day in 2024, THEREFORE, I, XXXXXX, Mayor of YYYY, do hereby proclaim May 3rd, 2025, as World Press Freedom 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 - Please note additional permits, fees and charges may apply for extended use of the space and other resources.

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

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

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

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Office of the City Clerk

FIRST NAME

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

PROVINCE

ON

POSTAL CODE

EMAIL ADDRESS

TELEPHONE NUMBER

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*)

Municipal Clerks Week · May 4 - 10, 2025

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.)

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

COV - Parks, Forestry and Horticulture Operations

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME

Tavarasa

FIRST NAME

Akila

POSITION

AA to Director

STREET ADDRESS

2800 Rutherford rd

APT/UNIT NUMBER

CITY/TOWN

Vaughan

PROVINCE

ON

POSTAL CODE

L4K2N9

EMAIL ADDRESS

akila.tavarasa@vaughan.ca

TELEPHONE NUMBER

[REDACTED]

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME

FIRST NAME

POSITION

STREET ADDRESS

APT/UNIT NUMBER

CITY/TOWN

PROVINCE

POSTAL CODE

ON

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)*

Provincial Day of Action on Litter (May 13)

The Day of Action on Litter raises awareness about the environmental impact of litter and encourages residents to take action by collecting litter in public spaces, including parks, lakes, and rivers.

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 - Please note additional permits, fees and charges may apply for extended use of the space and other resources.

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

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

Committee of the Whole (2) Report

DATE: Tuesday, April 08, 2025

WARD: 2

TITLE: PROPOSED DEVELOPMENT ON 239, 245, 251 WOODBRIDGE AVENUE (TRANSMITTAL REPORT)

FROM:

Heritage Vaughan Committee

ACTION: DECISION

Purpose

To forward recommendations from the Heritage Vaughan Committee meeting of March 19, 2025, with respect to the subject matter for consideration by Committee of the Whole.

Report Highlights

- This is a transmittal report from the City Clerk on behalf of the Heritage Vaughan Committee forwarding recommendations for consideration by Committee of the Whole.

Recommendations

The Heritage Vaughan Committee forwards the following recommendation from its meeting of March 19, 2025 (Item 1, Report No. 2), for consideration by Committee of the Whole:

- 1) **That the recommendations contained in the following report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, dated March 19, 2025, be forwarded to Council for approval;**
- 2) **That the applicant consider optimizing the height of the mechanical penthouse to potentially reduce the height of the building; and**

3) That comments from the following speakers on behalf of the applicant, be received:

1. Katey Pandey, Weston Consulting, Millway Avenue, Vaughan; and
2. Johnny Chimienti, G+C Architects, Jane Street, Concord.

Recommendations of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery dated March 19, 2025:

1. THAT Heritage Vaughan recommend that Council approve the development as proposed at 239, 245, 251 Woodbridge Avenue under Section 42 of the *Ontario Heritage Act*, subject to the following conditions:
 - a) That any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Director of Policy Planning and Special Programs or delegate; and
 - b) That the applicant submit architectural drawings and building material specifications at the building permit stage to the satisfaction of the City of Vaughan Policy Planning and Special Programs, Cultural Heritage Program.

Background

At its meeting on March 19, 2025, the Heritage Vaughan Committee considered recommendations contained in the report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery [Attachment 1].

Previous Reports/Authority

Not applicable.

Analysis and Options

Recommendations from the Heritage Vaughan Committee meeting of March 19, 2025, are being presented for consideration by Committee of the Whole.

Financial Impact

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

Operational Impact

There are no operational impacts associated with this report.

Broader Regional Impacts/Considerations

There are no Regional impacts associated with this report.

Conclusion

This is a transmittal report from the City Clerk on behalf of the Heritage Vaughan Committee forwarding recommendations from its meeting of March 19, 2025, for consideration by Committee of the Whole.

For more information, please contact: Todd Coles, City Clerk, ext. 8281.

Attachment

1. Report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery dated March 19, 2025 [Heritage Vaughan Committee meeting agenda item # 1: 239, 245, 251 Woodbridge Avenue].

Prepared by

John Britto, Legislative Specialist, Office of the City Clerk, extension 8637.



Heritage Vaughan Committee Report

DATE: Wednesday, March 19, 2025

WARD: 2

TITLE: PROPOSED DEVELOPMENT ON 239, 245, 251 WOODBRIDGE AVENUE

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: DECISION

Purpose

To seek a recommendation from the Heritage Vaughan Committee regarding the proposed seven (7) storey building located at 239, 245, 251 Woodbridge Avenue (Attachment 1), a property located in the Woodbridge Heritage Conservation District (WHCD) and designated under Part V of the *Ontario Heritage Act* (OHA).

Report Highlights

- The Owner is proposing a seven-storey building at 239, 245, 251 Woodbridge Avenue.
- The existing lot is vacant and is identified as 'old building - demolished' in the WHCD Plan.
- The development is being recommended for approval by Cultural Heritage staff.
- Heritage Vaughan review and recommendation and Council review and decision are required under the OHA.

Recommendations

1. THAT Heritage Vaughan recommend that Council approve the development as proposed at 239, 245, 251 Woodbridge Avenue under Section 42 of the *Ontario Heritage Act*, subject to the following conditions:

- a) That any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Director of Policy Planning and Special Programs or delegate; and
- b) That the applicant submit architectural drawings and building material specifications at the building permit stage to the satisfaction of the City of Vaughan Policy Planning and Special Programs, Cultural Heritage Program.

Background

A PAC meeting (PAC.18.057) was held in August 2018 regarding the subject proposal. Initial comments from Cultural Heritage staff were that the proposed height and orientation toward Woodbridge Avenue were not in compliance with the WHCD. A Development Application was submitted in August 2023, followed by an Official Plan Amendment in September 2023.

The applicant has submitted a Cultural Heritage Impact Assessment (CHIA) (Attachment 2) in support of their development proposal. The following is an excerpt from the submitted CHIA:

The proposed development is for a single, multi-unit residential building with a lobby entry at the street level on Woodbridge Avenue, which is a change from the original design which had included a commercial unit at the street level. Through public community consultation, concerns were raised regarding the location of a commercial unit in this location without associated parking as it could potentially cause congestion on Woodbridge Avenue. A grand lobby was determined to be the preferred option to provide a welcoming residential presence at the street level that encourages pedestrians to linger with benches, shade trees and green space. The proposed building maintains similar setbacks at the street to the other buildings along this section of Woodbridge Avenue.

The original location of the underground garage door was to the far east of the street level to allow for the pedestrian activity area to be contained in one area and not to be interrupted by vehicular activity as the public sidewalk ends before the rail overpass. However, discussions with City staff have resulted in a requirement to move the garage entry further west along the street façade which bisects the pedestrian activity area into two distinct areas: one accessed from the street to the staircase and one from the street to the grand lobby, both will include walkways that lead to the public sidewalk to direct pedestrian traffic.

A solid base with a simulated limestone foundation and brick columns and glazing topped with opaque panels transition to the residential upper building 1.5 m step back capped with a cast limestone-like parapet. Oversized vertically oriented punched window openings with limestone lintels and sills in a red brick façade reflect a modern take on historic commercial/industrial factory buildings leaning into a higher ratio of transparency to solid as discussed in 6.3.3 of the WHCD Plan so that it is understood as a building of its time.

The lower level at the street level further emphasizes the large vertically oriented openings of the upper level with the enlarged openings that include panels of the doors and glazing. The Seven (7) storey building from this vantage point provides a transition from the larger massed buildings to the west down to the rail overpass, parkette and residential to the east.

Landscaping is made up of a combination of concrete and paver pathways that edge a garden and several trees. It is recommended that a variety of trees, shrubs and perennials that provide year-round interest at both the upper grade level and street level. Strategic plantings should prevent crossing over the driveway. Seating options should be provided and located where shade from the trees will be cast and that are consistent with the WHCD Plan. A concrete curved bench provides seating in the residential amenity space.

The proposed development utilizes primary materials of red brick with a cast stone-like foundation, cast stone windowsills and parapet accents at the second floor and again at the flat roof.

Previous Reports/Authority

[Extract from Council Meeting Minutes of November 14, 2023, \(Item 3, Report No. 45\) of the Committee of the Whole \(Public Meeting\)](#)

Analysis and Options

All new development must conform to the policies within the WHCD Plan. The following is an analysis of the proposed development according to the WHCD Plan, in combination with the City of Vaughan Official Plan 2010 (VOP 2010).

The following analysis is based on the policies of the WHCD Plan:

Height, Scale and Massing

The ground level of the building along Woodbridge Avenue is at grade level and is flush with the sidewalk and its access from the street. This complies with the WHCD Plan.

The height of the proposed development does not fully align with the WHCD Plan. According to the WHCD Plan, the height of the building is permitted up to six (6) storeys (20 m), provided there is a podium of a minimum of two (2) storeys. This proposal is for seven (7) storeys, and as seen in the architectural set (Attachment 4), is set at a height of 24.8 metres, with the podium only appearing as one (1) storey. The applicant submitted CHIA states that “it is recommended that the proposed building not be taller than the existing building to the west in order to provide a better transition to the railway, landscape and buildings to the east”.

While the proposed development does not meet the requirements of height according to the WHCD, City Cultural Heritage and Planning staff and the property owner(s) agreed that the original height of 25.8m be brought down to 24.8m to match the building directly across the street in order to match the massing on the streetscape.

Cultural Heritage staff recommend that the proposed seven storey building at 239, 245, 251 Woodbridge Avenue be approved as it conforms to the current scale and massing of the area west of the railway on Woodbridge Avenue and general intent of the WHCD.

6.1.1 Woodbridge Avenue

Heritage Attributes:

- 1. Main Street character, with pedestrian oriented retail at grade level and a variety of other uses above grade, mostly residential.*
- 2. A street wall of buildings averaging between 3 and 4 floors, with some buildings rising to 6 floors.*
- 3. Storefronts open directly onto the sidewalk and provide pedestrians with a variety of storefronts, which change every few steps.*
- 4. Buildings are often built with zero (or minimum) setback.*

Guidelines

- 1. The ground level of buildings along Woodbridge Avenue must be flush with the sidewalk, with direct access from the street.*
- 2. Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building’s edge, (see section 6.4 – Built Form Framework).*
- 3. New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45-degree angular plane.*
- 4. Storefronts must be oriented towards the street and should be experienced as a collection of small-scaled retail, with operable doors.*
- 5. New buildings should be built directly to the front property or street line to establish a continuous street wall. When located adjacent to existing contributing buildings that are*

Item 1

Page 4 of 8

set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.

6.4.2 Street Wall Height and Scale

6.4.2.1 Woodbridge HCD (General) Heritage Attributes

- 1. Except for Woodbridge Avenue, buildings are generally 2 to 3 storeys tall.*
- 2. Contributing structures present within limits, a variety of heights and scales. Most often, the heritage attributes of individual buildings include the designed height and its relationship and views within its context.*

Guidelines

- 1. Except where noted, new buildings should be a minimum of 2 floors (8.5 m) and a maximum of 3 floors (11 m).*
- 2. The height of existing contributing buildings should be maintained. New buildings must be sympathetic to, and transition from, the height of adjacent contributing buildings, with a minimum 45-degree angular plane. (See section 6.5, Diagram A)*
- 3. The height of a building is measured from the average elevation of the finished grade at the front of the building to the highest point of the roof surface for a flat roof and a mansard roof; and to the mean height between the eaves and the highest point of a gable, hip, or a gambrel roof. (See Section 6.5, Diagram B)*

Architectural Guidelines and Materials

The chosen materials from the proposed development consist of red brick, cast limestone-like foundation and cast stone windowsills. As the Cultural Heritage Impact Assessment suggests, it is recommended that the colour of the louvres on the exterior of the mechanical penthouse be light in colour like the simulated limestone cladding. The proposed materials are in line with the policies of the WHCD Plan.

The design takes in to account the proportion of parts, pertaining to windows. The oversized window openings (except for the garage door) retain the vertical orientation, which is often seen on historic buildings, and works well with the neighbouring building.

The flat iron inspired building footprint is simple in design and clearly of its time leaning into a higher ratio of transparency to solid. The regular rhythm of window openings is a design feature that is consistent with historic flat iron building designs while the dark window frames and coordinating railings work to emphasize this rhythm.

As this building is within the Woodbridge Avenue Character Area, detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context.

Aside from the scale, the design of this building is respectful to its neighbours and meets the policies of the WHCD Plan.

6.3.3 Architectural Guidelines

Material Palette

There is a very broad range of materials in today's design palette, but materials proposed for new buildings in the district should include those drawn from ones historically in use in Woodbridge.

This includes brick, stone, traditional stucco; wood siding and trim, glass windows and storefronts, and various metals. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The proportional use of materials, use of extrapolated construction lines (window head, or cornices for example) projected from the surrounding context, careful consideration of colour and texture all add to the success of a composition.

Proportions of Parts

Architectural composition has always had at its root the study of proportion. In various styles, rules of proportion have varied from the complex formulas of the classical orders to a more liberal study of key proportions in buildings of the modern movement. For new buildings in this heritage district, the design should take into account the proportions of buildings in the immediate context and consider a design with proportional relationships that will make a good fit.

An example of this might be windows. Nineteenth century buildings were arranged without fail using a vertical proportioning system, organizing windows singly or in groups. This proportioning system extends to the arrangement of panes within individual windows. In buildings of the Art Deco and Art Moderne period windows are often of a horizontal proportion. Although this horizontality is not universally the case, it is a character defining feature of these styles.

Solidity verses Transparency

It is a characteristic of historic buildings of the 19th century to have solid walls with punched windows. This relationship of solid to void makes these buildings less transparent in appearance. It was a characteristic that was based upon technology (the ability to make large windows and to heat space came later, and changed building

forms), societal standards for privacy, and architectural tradition. Buildings of many 20th century styles in contrast use large areas of glass and transparency as part of their design philosophy. In this historic district the relationship of solidity to transparency is a characteristic of new buildings that should be carefully considered. The nature of the immediate context for the new building in each of the defined character areas should be studied. The level of transparency in the new work should be set at a level that provides a good fit on the street frontages. In the Woodbridge Avenue Character Area, a Main Street approach can be taken and a more transparent building permitted between the ratios of 20% solid to 70% solid. In the other character areas this proportion should reflect a more traditional residential proportion of 40% solid to 80% solid.

Detailing

In past styles structure was often hidden behind a veneer of other surfaces. "Detailing" was largely provided by the use of coloured, shaped, patterned or carved masonry and /or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building can potentially add to the artistic composition. Architectural, structural, mechanical and even electrical systems can contribute to the final design. For new buildings in the Woodbridge Heritage District, the detailing of the work should again refer to the nature of the immediate context and the attributes of the Character Area in which it is to be placed.

In the Woodbridge Avenue Character Area, detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context.

In the other character areas, the detailing of new buildings should tend toward a more traditional approach. Whereas a contemporary approach is permitted, the use of moldings, brackets, architraves, entablatures, cornices and other traditional detailing is encouraged, to help ensure a good fit with the immediate context.

It is also noted that the following plans were submitted in support of the application:

- Grading Plan (Attachment 5)
- Arborist Report (Attachment 6)
- Landscape Plans (Attachment 7)
- Tree Protection Plan (Attachment 8)

Financial Impact

N/A

Operational Impact

N/A

Broader Regional Impacts/Considerations

N/A

Conclusion

While the proposed development does not meet the requirements of height according to the WHCD, City Cultural Heritage and Planning staff and the property owner(s) agreed that the original height of 25.8m be brought down to 24.8m to match the building directly across the street in order to match the massing on the streetscape.

Cultural Heritage staff recommend that the proposed seven storey building at 239, 245, 251 Woodbridge Avenue be approved as it conforms to the current scale and massing of the area west of the railway on Woodbridge Avenue and general intent of the WHCD.

Heritage Vaughan Committee recommendations to Council do not constitute any specific support for any Development Application under the *Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.

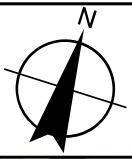
For more information, please contact Vanessa Lio, Heritage Specialist, 8152

Attachments

1. Location Map
2. Cultural Heritage Impact Assessment
3. Heritage District Conformity Report
4. Architectural Set and Materials
5. Grading Plan
6. Arborist Report
7. Landscape Plans
8. Tree Protection Plan

Prepared by

Vanessa Lio, Heritage Specialist, Policy Planning and Special Programs, ext. 8152
Shawn Persaud, Senior Manager, Policy Planning and Special Programs, ext. 8104
Christina Bruce, Director, Policy Planning and Special Programs, ext. 8231



WILLIAM STREET

Subject Lands

JAMES STREET

Context Map



AMOS MAYNARD CIRCLE

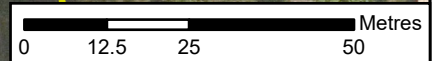
WOODBIDGE AVENUE

OLD FIRE HALL LANE

Old Firehall Parkette

239, 245, 251 Woodbridge Avenue

-  Subject Lands
-  Heritage District



Location Map

Location:
 239, 245, 251 Woodbridge Ave
 Part of Lot 7, Concession 7



Attachment

Date:
 March 19, 2025

1

Cultural Heritage Impact Assessment
Amendment
239-251 Woodbridge Avenue
City of Vaughan, Ontario

December 2024



ROBINSON
EST. 1999
HERITAGE CONSULTING

Subject Property Address:

239-251 Woodbridge Avenue
City of Vaughan, Ontario

Legal Description:

Part of West Half Lot 7, Concession 7 (Being Part of Lot 4, South Side of Pine Street, Plan 546)
City of Vaughan, Regional Municipality of York

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Executive Summary

This report is intended as an amendment that supersedes the original Cultural Heritage Impact Assessment prepared by Robinson Heritage Consulting in August 2023. This amendment discusses changes to the development proposal as a result of communication with staff of various departments at the City of Vaughan and through community consultation.

The property at 239-251 Woodbridge Avenue is included within the boundaries of the Woodbridge Heritage Conservation District (WHCD) and therefore the WHCD Guidelines apply to this development proposal. The Woodbridge HCD was established in 2009 to protect and preserve the heritage character of the village which is one of four small historic communities found within the City of Vaughan.

The unique constraints of the rail line and associated requirement for a crash wall, the steep slope on the northern edge of the property at Woodbridge Avenue has resulted in a flat iron inspired building footprint. The current proposed building is for a seven-storey building with a total height of 24.80 m plus mechanical penthouse. The height is measured from an established grade datum of 159.88 measured along Woodbridge Avenue. The ground floor is at the Woodbridge Avenue elevation.

A 1.5 m stepback at the second floor and a further 1.5 m stepback at the sixth floor on the north elevation which faces Woodbridge Avenue. This is a reduction in overall building height of 0.92 m from the initial development proposal. The WHCD Guidelines section 6.4.2.2. of the Woodbridge Avenue Character Area states a maximum of six floors totalling a maximum of 20 m.

The majority of the lot is on a grade that is shared with Abell Avenue to the south which is higher than the ground floor that fronts on Woodbridge Avenue. The building form on the upper level of the property has six storeys on the three elevations due to the higher grade. The building's height measured from the upper grade level is 18.68 m or 23.68 m with the mechanical penthouse. The street level on Woodbridge Avenue includes the underground parking and the grand lobby for the residential building. The height of the street level is 5.75 m which relates to the distance from the upper grade to the average street grade. Although some reductions have been made in the overall height the proposed building does not meet the maximum height of 20 m/six floors from Woodbridge Avenue.

The proposed development is for a single, multi-unit residential building with a lobby entry at the street level on Woodbridge Avenue which is a change from the original design which had included a commercial unit at the street level. Through public community consultation, concerns were raised regarding the location of a commercial unit in this location without associated parking as it could potentially cause

congestion on Woodbridge Avenue. A grand lobby was determined to be the preferred option in order to provide a welcoming residential presence at the street level that encourages pedestrians to linger with benches, shade trees and green space. The proposed building maintains similar setbacks at the street to the other buildings along this section of Woodbridge Avenue.

The original location of the underground garage door was to the far east of the street level to allow for the pedestrian activity area to be contained in one area and not to be interrupted by vehicular activity as the public sidewalk ends before the rail overpass. However, discussions with City staff have resulted in a requirement to move the garage entry further west along the street façade which bisects the pedestrian activity area into two distinct areas: one accessed from the street to the staircase and one from the street to the grand lobby, both will include walkways that lead to the public sidewalk to direct pedestrian traffic.

A solid base with a simulated limestone foundation and brick columns and glazing topped with opaque panels transition to the residential upper building 1.5 m stepback capped with a cast limestone-like parapet. Oversized vertically oriented punched window openings with limestone lintels and sills in a red brick façade reflect a modern take on historic commercial/industrial factory buildings leaning into a higher ratio of transparency to solid as discussed in 6.3.3 of the WHCD Guidelines so that it is understood as a building of its time.

The lower level at the street level further emphasises the large vertically oriented openings of the upper level with the enlarged openings that include panels of the doors and glazing. The 7-storey building from this vantage point provides a transition from the larger massed buildings to the west down to the rail overpass, parkette and residential to the east.

Landscaping is made up of a combination of concrete and paver pathways that edge a garden and several trees. It is recommended that a variety of trees, shrubs and perennials that provide year-round interest at both the upper grade level and street level. Strategic plantings should prevent crossing over the driveway. Seating options should be provided and located where shade from the trees will be cast and that are consistent with the WHCD Plan. A concrete curved bench provides seating in the residential amenity space.

The proposed development utilizes primary materials of red brick with a cast stone-like foundation, cast stone windowsills and parapet accents at the second floor and again at the flat roof.

1.0 Study Rationale and Methodology

Robinson Heritage Consulting (RHC) conducted a site visit to the property on January 17, 2019 to document the property through photographs.

This Report reviews several documents to inform this assessment:

- Planning Act
- Ontario Heritage Act
- Ontario Heritage Toolkit
- City of Vaughan Official Plan
- Woodbridge Heritage Conservation District Study
- Woodbridge Heritage Conservation District Plan
- Standards and Guidelines for the Conservation of Historic Places in Canada (Second Edition)

This Cultural Heritage Impact Assessment (CHIA) assesses the proposed development in terms of its compliance with these policies, guidelines and recommendations and assesses any impacts of the development on the cultural heritage value of the subject property and of the Woodbridge Heritage Conservation District.

The Cultural Heritage Impact Statement (CHIA) was undertaken according to guidelines set out in the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI)'s booklet "Heritage - Resources in the Land Use Planning Process" from the *Ontario Heritage Toolkit*. A Heritage Impact Assessment is a study that:

- evaluates the significance of a cultural heritage resource;
- determines the impact that a proposed development or site alteration will have on a cultural heritage resource;
- recommends an overall approach to the conservation of the cultural heritage resource.

2.0 Legislation and Policy Framework

2.1 Planning Act

Part 1, Section 2 of the Ontario Planning Act identifies matters of provincial interest, which includes the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest.

Section 3 of the Planning Act allows the Province to issue policy statements on matters of provincial interest. In respect of the exercise of any authority that affects a planning matter, Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.”

2.2 Provincial Planning Statement 2024

The Provincial Policy Statement (issued under the authority of Section 3 of the Planning Act) was introduced in 2005 and updated in 2014, 2020 and revised to become the Provincial Planning Statement in 2024. PPS (2024), Policy 4.6.1, in Section 4.6: Cultural Heritage and Archaeology, states that “Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved”.

The 2024 Provincial Planning Statement provides definitions of key terms in the heritage planning process.¹

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

¹ <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf>

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

Heritage attributes: means, as defined under the Ontario Heritage Act, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

Heritage attributes may also have what are defined in the federal Standards and Guidelines for the Conservation of Historic Places in Canada as *character-defining elements* or the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place, which must be retained to preserve its heritage value.²

2.3 Ontario Heritage Act

Typically, the significance of a built heritage resource is identified by evaluation criteria that define cultural heritage value or interest to local, provincial, or federal jurisdictions. Criteria to define local cultural heritage value or interest is prescribed in Ontario Regulation 569/22 under the Ontario Heritage Act.

2.3.1 Use of Ontario Regulation 9/06 (as amended by O. Reg. 569/22) to Determine Cultural Heritage Value or Interest

A property may be determined to have cultural heritage value if it satisfies one of the following criteria:

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

² <https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

The assessment of potential impact by development on cultural heritage resources is guided by the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 – *Heritage Impact Assessments and Conservation Plans* contained within *Ontario Heritage Tool Kit* booklet *Cultural Heritage Resources in the Land Use Planning Process: Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*.³

Robinson Heritage Consulting recognizes the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 which describes “Principles in the Conservation of Historic Properties” as:

Respect for Documentary Evidence

Do not base restoration on conjecture.

³ http://www.mtc.gov.on.ca/en/publications/Heritage_Tool_Kit_Heritage_PPS_infoSheet.pdf. As indicated above, the Provincial Policy Statement was updated in 2020.

Respect for Original Location

Do not move buildings unless there is no other means to save them.

Respect for Historic Material

Repair/conservate rather than replace building materials and finishes, except where necessary.

Respect for Original Fabric

Repair with like materials.

Respect for the Building's History

Do not restore to one period at the expense of another period.

Reversibility

Alterations should allow a resource to return to its original conditions.

Legibility

New work to be distinguishable from old.

Maintenance

With continuous care, future restoration will not be necessary.

Negative impacts on a cultural heritage resource identified in Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 include, but are not limited to:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 recommends methods of minimizing or avoiding a negative impact on a cultural heritage resource. These include, but are not limited to:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting, and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanism

2.4 City of Vaughan Official Plan

City of Vaughan Official Plan⁴

Section 6 of the City of Vaughan Official Plan contains policies for the conservation of cultural heritage resources.

6.1.1.1. To recognize and conserve cultural heritage resources, including heritage buildings and structures, cultural heritage landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources.

6.2.2.5. To require that, for an alteration, addition, demolition or removal of a designated heritage property, the applicant shall submit a Cultural Heritage Impact Assessment, as set out in this Plan and in the Vaughan Heritage Conservation Guidelines when:

a. the proposed alteration or addition requires:

- i. an Official Plan amendment;
- ii. a Zoning By-law amendment;
- iii. a Block Plan approval;
- iv. a Plan of Subdivision;
- v. a minor variance;
- vi. a Site Plan application; or

b. the proposed demolition involves the demolition of a building in whole or part or the removal of a building or designated landscape feature.

⁴ City of Vaughan Official Plan, 2010, Volume 1 (As Approved by the Ontario Municipal Board) 2020 Office Consolidation.

6.2.2.6. That, in reviewing heritage permit applications, the City be guided by the following heritage conservation principles:

a. Good heritage conservation practices;

[...]

e. new development on vacant lots or lots currently occupied by non-heritage structures in Heritage Conservation Districts designated under Part V of the Ontario Heritage Act be designed to fit harmoniously with the immediate physical or broader district context and streetscapes, and be consistent with the existing heritage architectural style through such means as:

i. being similar in height, width, mass, bulk and disposition;

ii. providing similar setbacks;

iii. using like materials and colours; and

iv. using similarly proportioned windows, doors and roof shape.

6.2.4.1. That Cultural heritage impact assessments shall be prepared by a professional with expertise in cultural heritage resources and in accordance with the requirements of this Plan, and that:

a. the assessment must demonstrate whether the heritage values and character of cultural heritage resources, as identified by the City, are being retained, improved, adversely impacted or lost by the proposed development;

b. the assessment may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and

c. where there is no designation by-law, approved heritage character statement or approved conservation plan, the assessment must document, to the City's satisfaction, the cultural heritage values of the property.

6.3.2.3. To conserve Heritage Conservation Districts by approving only those alterations, additions, new developments, demolitions, removals and public works in accordance with the respective Heritage Conservation District Plans and the policies of this Plan. When there is a conflict between the policies of the Heritage Conservation District Plan and the policies of this Plan, the Heritage Conservation District Plan shall prevail.

6.3.2.4. That any proposed private or public development within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district as described in the Heritage Conservation District Plan.

6.3.2.5. That a demolition permit for a building or part of a building within a Heritage Conservation District shall not be issued until plans for a replacement structure have been submitted to the City and Council has approved the replacement structure and any related proposed landscaping features in accordance with the relevant Heritage Conservation District Plan, the Vaughan Heritage Conservation Guidelines and the policies of this Plan.

2.5 Woodbridge Heritage Conservation District Plan

The Woodbridge Heritage Conservation District (WHCD) was established in 2009 with as one of seven special character areas of the WHCD and Section 6.1.1 Woodbridge Avenue describes the heritage attributes of this area of the District and provides guid.

Heritage Attributes:

1. Main Street character, with pedestrian oriented retail at grade level and a variety of other uses above grade, mostly residential.
2. A street wall of buildings averaging between 3 and 4 floors, with some buildings rising up to 6 floors.
3. Storefronts open directly onto the sidewalk and provide pedestrians with a variety of storefronts, which change every few steps.
4. Buildings are often built with zero (or minimum) setback.

Guidelines

1. The ground level of buildings along Woodbridge Avenue must be flush with the sidewalk, with direct access from the street.
2. Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building's edge, (see section 6.4 - Built Form Framework).
3. New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45o angular plane.
4. Storefronts must be oriented towards the street and should be experienced as a collection of small-scaled retail, with operable doors.
5. New buildings should be built directly to the front property or street line to establish a continuous street wall. When located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.
6. Existing contributing building should retain their historic setbacks and create front landscaped courtyards that open onto Woodbridge Avenue to build on the “green” character of the street. (See Section 6.4.1.2 for setback guidelines)
6. As noted in Section 5.3.1, it has been identified that there needs to be a comprehensive review of the development activity within the Woodbridge Core area as a result of increasing pressures for redevelopment. The Woodbridge Core Area Study, 2009, will determine the development capability in the area, especially within the existing SPA's.

3.0 Historical Summary

3.1 Indigenous Communities

The Humber River was believed to first be home to the Attawaderons or Neutrals until the powerful Iroquois nation drove these people from their home and settled in the lush river valley. As village building people, they constructed a number of long houses out of lashed timber poles with bark sheathing. Floors were swept and soft boughs, rushes and corn husks were spread for about for comfort with some being woven for sleeping or sitting on. Several families would share a longhouse and live communally working together and personal possessions may consist of fur robes for warmth, clay pots, pipes, sacred items. The river provided both transport and fishing for these early native peoples. Two of these village sites have been identified in the area including the closed to the subject site known as the Mackenzie site.⁵

⁵ Excerpt from the Burwick Women's Tweedsmuir History, pgs. 87-89

3.2 European Settlement

3.2.1 History of Vaughan Township

Vaughan Township (Figure 1) was created when Upper Canada was divided into townships to better manage the planned settlement. The Township was named in 1792 for Benjamin Vaughan, one of the peace negotiators for the end of the American War of Independence. The Township would be later surveyed and divided into land parcels with lot numbers and concession roads established.

The township was slow to settle with only 54 people recorded in the township in 1800 with most of these settlers being Pennsylvanian Germans. With the end of the War of 1812, a large number of British migrants arrived settling all arable land by 1840 with a recorded population of 4,300. The largest of the settlements were Thornhill and Woodbridge with smaller villages like Maple becoming established.

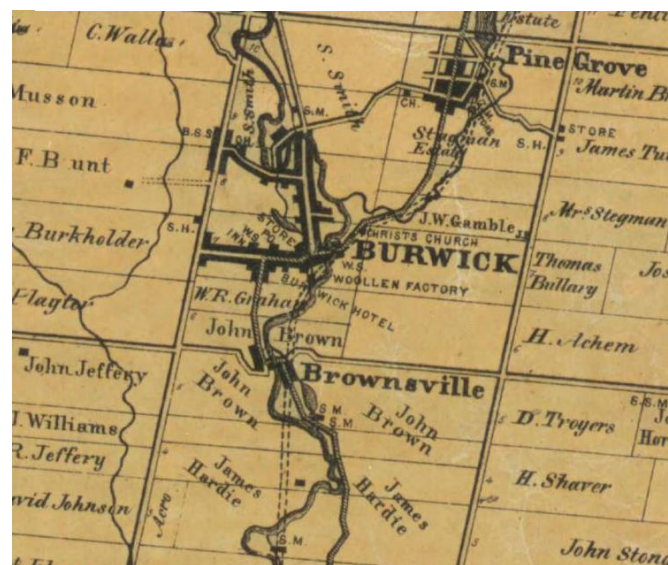
Figure 1 - Detail from Tremaine's Map of the County of York, 1860 showing Township of Vaughan. (Source: Ontario Historical County Maps Project, University of Toronto Map and Data Library)



3.2.2 History of Woodbridge

In *A History of Vaughan Township* by G.E. Reaman it is stated that a Unionville man named Simon Miller had a most prized possession of a document dated April 29, 1793 and signed by J.G. Simcoe to the commanding officer at Fort Niagara to permit a number of named men to bring in free of duty a number of personal and household goods as they made their way into Canada as Loyalists. Not unlike the indigenous peoples, it would be the lush valley and power of the Humber River that would draw the early settlers to the area. Like other early communities Woodbridge would grow up around a waterway. With water power for mills and fertile soils with good water supply the community would become a centre for economic growth. Even in the early 1800's development in surrounding areas can be seen with a school being erected on the eighth concession and mills found in numerous places along the Humber River and its tributaries including mills at Pinegrove and a mill on the Humber at what is now Wallace Street. However, an enterprising man named Rowland Burr would arrive in 1837 and would establish two mills on the River between the two settlements naming it Burwick (Figure 2). As his businesses grew to include a flour mill and textile mill the area became very prosperous and soon would establish a post office and be renamed as Woodbridge firmly establishing it as the commercial centre of the area.

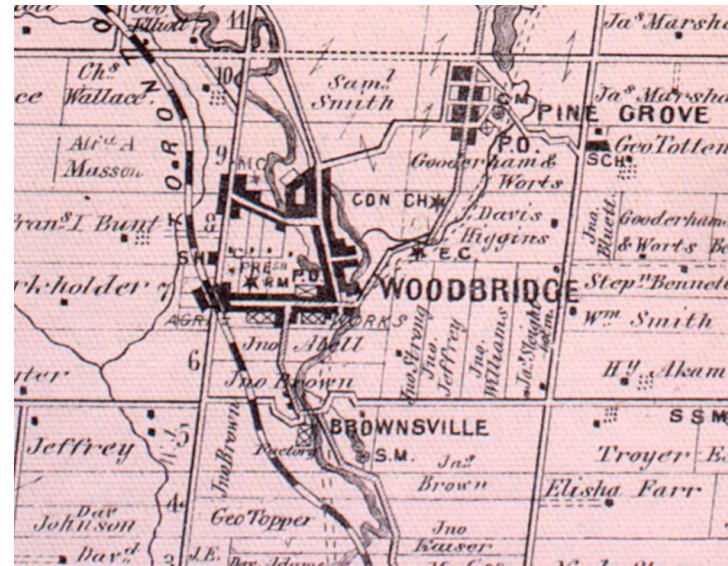
Figure 2 – Detail from Tremaine's Map of the County of York, 1860 (Source: Ontario Historical County Maps Project, University of Toronto Map and Data Library)



Growth continued with the establishment of Abell Agricultural Works in 1862. John Abell's factory produced steam powered agricultural equipment employing nearly 200 people by 1874. By 1880 this thriving community had two general stores, two hotels, a school, a carriage works, two newspapers a library and a post office with professionals listed as bricklayer, druggist, printer, watchmaker tinsmith, undertaker, cooper, physician and surgeon.

Local government was established by 1882 (Figure 3) when the population reached 1,000 and the community was incorporated into a village. Brownsville is considered a part of Woodbridge at this time as is sanctioned in the articles of incorporation. In 1971 Woodbridge is amalgamated with Vaughan Township to form the Town of Vaughan.

Figure 3 - Detail from map of Vaughan Township within the Illustrated Historical Atlas of the County of York. Toronto: Miles & Co., 1878) (Source: Canadian County Atlas Digital Project. McGill University)



Woodbridge experienced real decline in population when John Abell relocated his factory to Toronto.

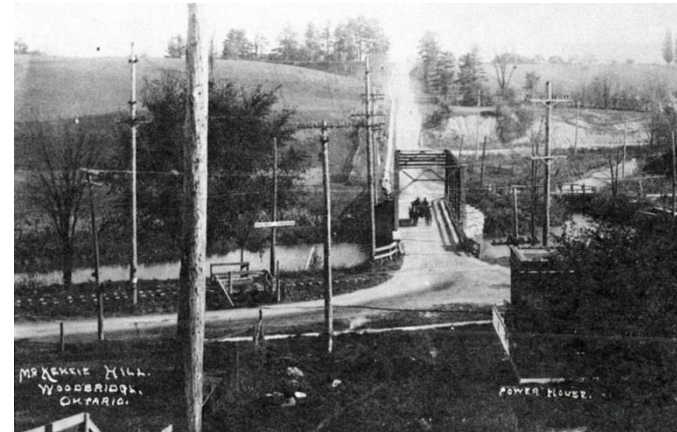
In 1911 County Road works were introduced and shortly after the new bridge was built over the Humber in 1926 (Figure 4) a depression era make work project saw the construction of Highway #7 during the years 1930-31.⁶

The first phone service in Woodbridge was in 1891 with full service to follow in 1909. This was followed by hydro in 1914 and water service by the mid-1920's.

Encompassing the former hamlets of Brownsville, Elder's Mills, Vaughanville, and Pine Grove, recent population statistics put Woodbridge at more than 40,000 inhabitants.

Figure 4 - Old level rail crossing on Hwy 7 at Woodbridge in 1929.

(Photo courtesy of Ontario Ministry of Transportation - © Queen's Printer for Ontario, 1929. Image source: <http://www.thekingshighway.ca/PHOTOS/Hwy7photos.htm>)



⁶ [https://www.vaughan.ca/.../A Brief History of Woodbridge.pdf](https://www.vaughan.ca/.../A%20Brief%20History%20of%20Woodbridge.pdf).

3.3 Land Title and Ownership

The 2007 surveyor's plan (Figure 5) shows the footprints of the brick, semi-detached dwellings formerly on the subject development property as 239 and 245 Woodbridge Avenue. The survey also shows the subject property within Lot 4, south of Pine Street, on the unregistered Village Plan 546. The Woodbridge Heritage Conservation District Plan (WHCDP) indicated 239 Woodbridge Avenue as "Old Building (Demolished)".⁷

In a detail of Sheet 3 from the 1926 Fire Insurance Plan of Woodbridge, we see the same two semi-detached dwellings but addressed as 257 and 259 Woodbridge Avenue. The building is indicated with two storeys in height, brick construction and a metal roof.

The 2-storey, brick veneer foursquare house previously at 259 Woodbridge Ave (shown as 273 Woodbridge Ave in the 1926 fire insurance plan) has been demolished to make way for the development at 275 Woodbridge Avenue.

Figure 5 - Detail from surveyor's plan dated 2007

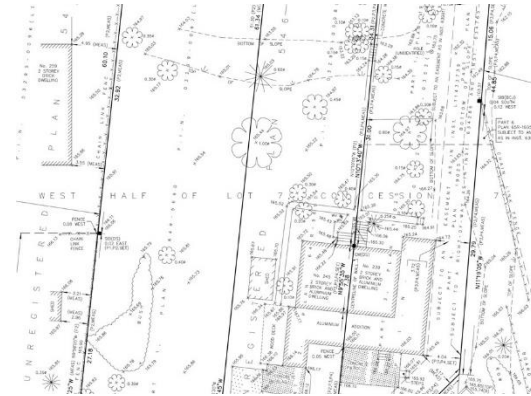
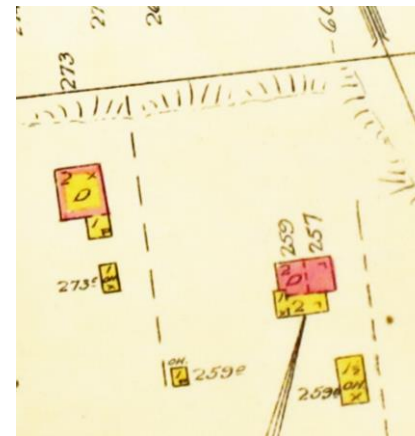


Figure 6 - Detail from Fire Insurance Plan of Woodbridge, 1926. (McLaughlin Library, University of Guelph)



⁷ WHCDP, Appendix, p. 145.

Part of Lot 4, south of Pine Street, on unregistered Village Plan 546 was granted in 1894 by James and Olive Barrett to Elisha B. Harris for \$200 (Instrument 364). Near the end of the following year (1895) Elisha Harris granted the west part of Lot 4 (1 acre) of Lot 4 to Maria J. Harris for \$1,000 (Instrument 414). This significant jump in property value may be seen as an indication that the two semi-detached dwellings had been built at that time. Upon her death, Maria Harris's will (Instrument 8312) transferred the property to her executors Thomas Harris and Arthur Harris in February 1927. Thomas and Arthur Harris appear to have split the property between themselves in the same year (Instruments 1288, 1289 and 1290). Thomas and Ada Harris registered a quit claim on property to Harriett Blake in 1936 (Instrument 1594). Arthur and Alma Harris granted their property to Mabelle W. Harris in 1937 (Instrument 1632). Archibald Craig purchased the Blake property in 1966 (Instrument 6105).

The 2007 survey indicates the former semi-detached dwellings at 245 Woodbridge Ave and 239 Woodbridge Ave as being within Part 2 of Plan 64R-5690 and Part 2 of Registered Plan 19025 respectively. In 1994 a land transfer occurred between Jack Aretusi and Mickael Gaudet involving Part 2 on Plan 64R-5690.

4.0 Subject Property

4.1 Property Description

The subject property consists of two formerly residential lots known as 239 and 251 Woodbridge Avenue. The any buildings on the lots were demolished prior to 2007 and only a concrete staircase from the sidewalk up the slope remains. The lots front onto Woodbridge Avenue to the north and to the west is the newer Regional Affordable Housing building and the Canadian Pacific Railway bridge to the east. The CPR bridge was built between 1900-1925 and is recognized as a structure that contributes to the cultural heritage value of the Woodbridge HCD.

The lot is irregular in shape and has access onto Abell Avenue to the south which is residential with single family homes.

The subject property has little in the way of vegetation as there has been significant disturbance due to the construction of both the crash wall next to the rail line and the construction of the building to the west.

There is a slope at the front of the lot with a significant grade difference from street level to the balance of the lot that is treed. A tree inventory has been prepared by others as part of the submission.

The lots are to be assembled for the purposes of constructing a multi-family residential 7-storey building.

5.0 Proposed Development

The unique constraints of the rail line and associated requirement for a crash wall and the steep slope on the northern edge of the property at Woodbridge Avenue has resulted in a flat iron inspired building footprint. The current design proposal is for a building with a total height of 24.80 m plus mechanical penthouse. A 1.5 m stepback at the second floor and a further 1.5 m stepback at the sixth floor on the north elevation which faces Woodbridge Avenue. This is a reduction in overall building height of 0.92 m from the initial development proposal.

The building appears as seven storeys at Woodbridge Avenue as the underground parking level is exposed due to the drop in grade at the street leading to the underpass to accommodate the overhead rail line. The majority of the lot is on a grade that is shared with Abell Avenue to the south which is higher than the ground floor that fronts on Woodbridge Avenue. The building form on the upper level of the property has six storeys on the three elevations due to the higher grade. The building's height at the upper grade level is 18.68m or 23.68m with the mechanical penthouse. The street level includes the underground parking and the grand lobby for the residential building. The height at this level is 5.75 m which relates to the distance from the upper grade to the street level. The WHCD Guidelines section 6.4.2.2. of the Woodbridge Avenue Character Area states a maximum of six floors totalling a maximum of 20m which is met at the upper level although not at the street level.

The proposed development is for a single multi-unit residential building with a lobby entry at the street level is a change from the original design which had included a commercial unit at street level on Woodbridge Avenue. Through public community consultation, concerns were raised regarding the location of a commercial unit in this location without associated parking as it could potentially cause congestion on Woodbridge Avenue. A grand lobby was determined to be the preferred option in order to provide a welcoming residential presence at the street level that encourages pedestrians to linger with benches, shade trees and green space. The proposed building maintains the similar setbacks at the street to the other buildings along this section of Woodbridge Avenue.

The original location of the underground garage door was to the far east of the street level to allow for the pedestrian activity area to be contained in one area and not to be interrupted by vehicular activity as the public sidewalk ends before the railway overpass. However, discussions with City staff have resulted in a requirement to move the garage entry further west along the street façade which bisects the pedestrian activity area into two distinct areas: one accessed from the street to the staircase and one from the street to the grand lobby.

Design Details

A solid base with a simulated limestone foundation grounds the building at both grades and brick columns to create rhythm and continuity along the street level from the two buildings to the west. A liberal variation on the historic proportion of parts is taken with oversized window openings and with the exception of the garage door they retain the vertical orientation typified on historic buildings. The grand lobby is defined with an arched opening with a canopy and clear addressing that stands out as the principal entrance at the street level and echoes the design detail at the top floor.

Oversized vertically oriented punched windows with limestone-like lintels and sills in a red brick façade with limestone-like parapet at each of stepbacks (second and sixth floors) frame the openings of the red brick façade. The flat iron inspired building footprint is simple in design and clearly of its time leaning into a higher ratio of transparency to solid as discussed in 6.3.3 of the WHCD Guidelines. The regular rhythm of window openings is a design feature that is consistent with historic flat iron building designs while the dark window frames and coordinating railings work to emphasize this rhythm.

The street level repeats the large vertically oriented openings of the upper level with the enlarged openings that include panels of the doors and glazing. The building has smaller massing than the two buildings to the west and therefore provides a transition from those buildings to the west down to the railway overpass bridge and to the parkette and residential buildings further to the east.

The proposed development utilizes primary materials of red brick with a cast limestone-like foundation, cast stone windowsills and parapet accents at the second floor and again at the flat roof. The mechanical penthouse is to be clad in limestone-like panels to blend both with the sky and to repeat the buildings material palette.

Landscaping is made up of a combination of pathways of pavers that edge gardens and several trees. A concrete curved bench provides seating in the residential amenity space while benches backed by large planters provide seating at the street level.

6.0 Cultural Heritage Value Assessment

6.1 Evaluation

The proposed development has been assessed using the Woodbridge Heritage Conservation District Plan and Guidelines according to HCD Plan and Guidelines.

6.2 Determining Cultural Heritage Value and Interest

The following criteria (in the left column of the table below) are prescribed by Ontario Regulation 9/06 (as amended by O. Reg. 569/22) under the Ontario Heritage Act for determining cultural heritage value or interest. In the opinion of Robinson Heritage Consulting, the properties known as 239 & 251 Woodbridge Avenue do not have cultural heritage value and do not merit individual designation under Part IV of the Ontario Heritage Act.

<p>The property has design value or physical value because it...</p> <ol style="list-style-type: none"> 1. ...is a rare, unique, representative, or early example of a style, type, expression, material, or construction method, 2. ...displays a high degree of craftsmanship or artistic merit, <p>or</p> <ol style="list-style-type: none"> 3. ...demonstrates a high degree of technical or scientific achievement. 	<p>The properties known as 239 & 251 Woodbridge Avenue do not have design value or physical value because they do not meet criteria 1, 2 or 3 of O. Reg. 9/06. The buildings have been demolished prior to this assessment.</p>
<p>The property has historical value or associative value because it...</p>	<p>The properties known as 239 & 251 Woodbridge Avenue have no historical value or associative value because they do not meet criteria 4, 5 or 6 of O. Reg. 9/06. The buildings have been demolished prior to this assessment.</p>

<p>4. ...has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community,</p> <p>5. ...yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or</p> <p>6. ...demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</p>	
<p>The property has contextual value because it,</p> <p>7. ...is important in defining, maintaining, or supporting the character of an area,</p> <p>8. ...is physically, functionally, visually, or historically linked to its surroundings, or</p> <p>9. ... is defined by, planned around or is itself a landmark.</p>	<p>The properties known as 239 & 251 Woodbridge Avenue do not have contextual value because it does not meet criteria 7, 8 or 9 of O. Reg. 9/06. The buildings have been demolished prior to this assessment.</p>

6.3 Statement of Cultural Heritage Value or Interest

The properties known as 239 & 251 Woodbridge Avenue do not have **design value or physical value, historical value or associative value or contextual value** because they do not meet any of the nine criteria of Ontario Regulation 9/06. The buildings have been demolished prior to this assessment.

7.0 Recommendations and Mitigation

The proposed development consists of primary materials of red brick with a cast limestone-like foundation, cast stone windowsills and parapet accents at a flat roof and stepbacks at the second and sixth floors (from street level). These choices reflect the materiality sought by the Woodbridge HCD Guidelines.

It is recommended that the colour of the louvres on the exterior of the mechanical penthouse be light in colour like the simulated limestone cladding to avoid giving too much prominence to this utilitarian necessity.

It is recommended that the spaces between floor plates are reduced as much as possible and that the mechanical penthouse be lowered in height as much as possible so that they do not detract from the overall heritage inspired design particularly when viewed from the residential area to the south and the approach up Woodbridge Avenue from the east. It is recommended that reductions in overall height be made where possible particularly to reduce the prominence of the mechanical penthouse and to bring the overall building into closer compliance with the WHCD Guidelines. It is recommended that the proposed building not be taller than the existing building to the west in order to provide a better transition to the railway, landscape and buildings to the east.

Landscaping is made up of paver pathways that edge gardens that should be made up of native varieties of trees, shrubs and perennials that provide year-round interest at both the upper grade level and street level. Detailed planting schedules should include native and heritage inspired trees, shrubs and perennials that provide year around interest including conifers and trees and shrubs with interesting bark for winter, flowering in the spring, canopy trees for summer shade and leaves with interesting fall colour.

Strategic plantings should prevent crossing over the driveway. Planting layouts should include curves and random layouts and lines should be avoided; this will better blend into the natural vegetation edge along the rail line.

8.0 Conclusion

The proposed development for the property known as 239 and 251 Woodbridge Avenue in the Woodbridge Heritage Conservation District does not contain any cultural heritage resources as they had been demolished before 2009. The subject property has a number of unique features due to the existing constraints in terms of landform and grade differentials, CPR safety setbacks, sidewalk termination and overbuilding of the adjacent development. The significant difference between the street grade and the upper grade is exacerbated by the drop in the street grade to accommodate the rail overpass.

The assessment of the proposed development with the materials provided determines that in many respects it complies with the District Guidelines particularly with regard to the design, materials, and much of the landscaping. The non-conforming challenges that the project faces are the overall building height at Woodbridge Avenue of which the introduction of 1.5 m setbacks at the second and sixth floors to create a sense of podium at the street and to pull the building back further from the street at the higher floors. The overall building height could benefit by any reductions that could be found to better comply with the WHCD Guidelines.

Overall, the development provides and continuation in the street wall providing animation with its unique building shape and details, becoming a landmark while the overall massing provides transition from the larger massing of the buildings to the west to the lower landscape and built features of the rail line, parkette and residential to the east of the subject property.

9.0 In Closing

RHC denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of RHC.

Respectfully submitted,



Tracie Seedhouse

Principal, Robinson Heritage Consulting



Stephen Robinson MA CAHP

Principal, Robinson Heritage Consulting

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Policy and Legislation

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Appendices

Appendix 1 - Proposed Design Drawings

Appendix 2 - Robinson Heritage Consulting – Curriculum Vitae and Project List

Appendix 1 - Proposed Design Drawings

Figure 8 - Ground Floor Plan, A301 (Graziani & Corazza Architects Inc. Dec 4, 2024)

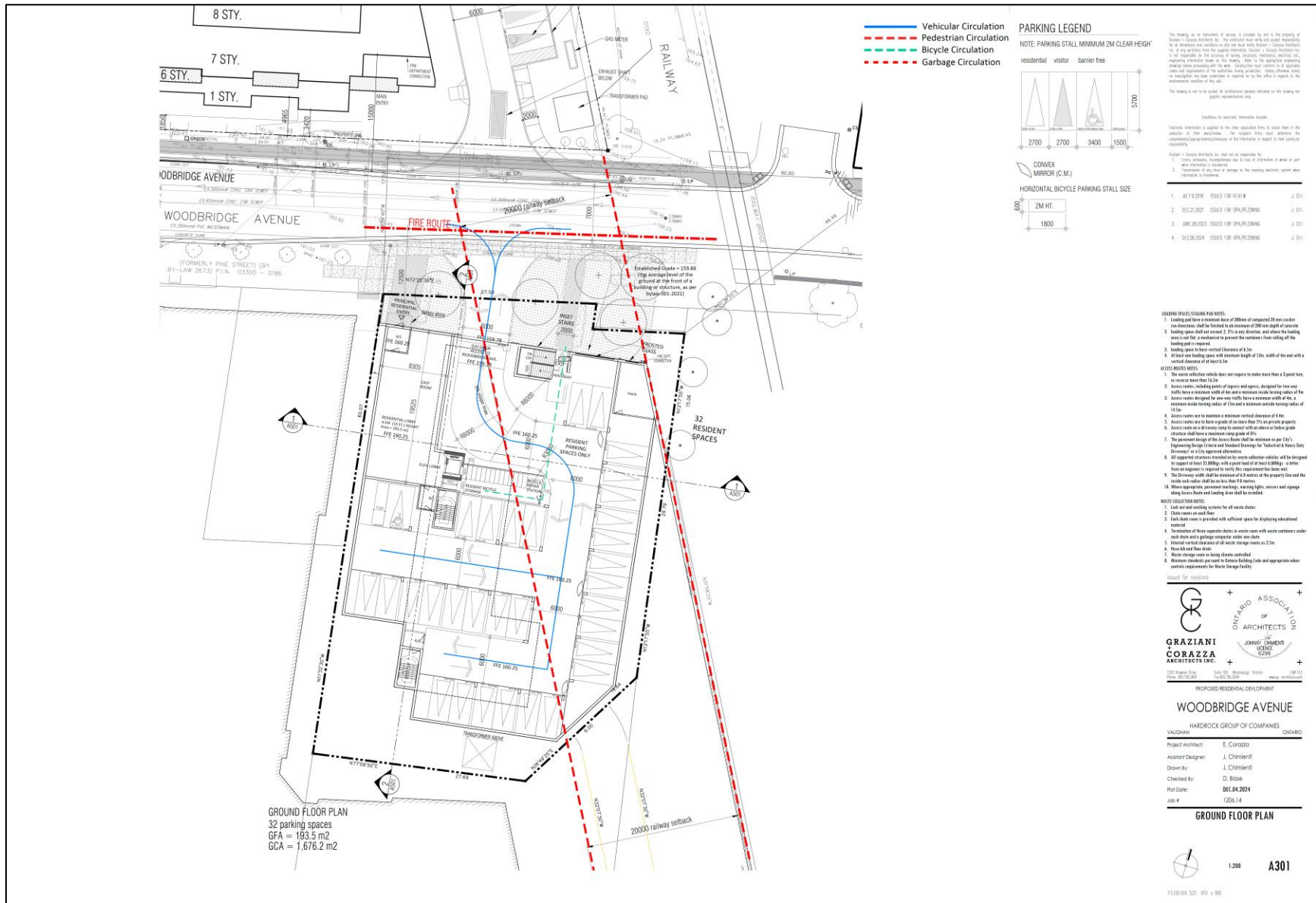


Figure 9 - Mid-Rise East Elevation, A401 (Graziani & Corazza Architects Inc. Dec 4, 2024)



Figure 10 - Mid-Rise North Elevation, A402 (Graziani & Corazza Architects Inc. Dec 4, 2024)

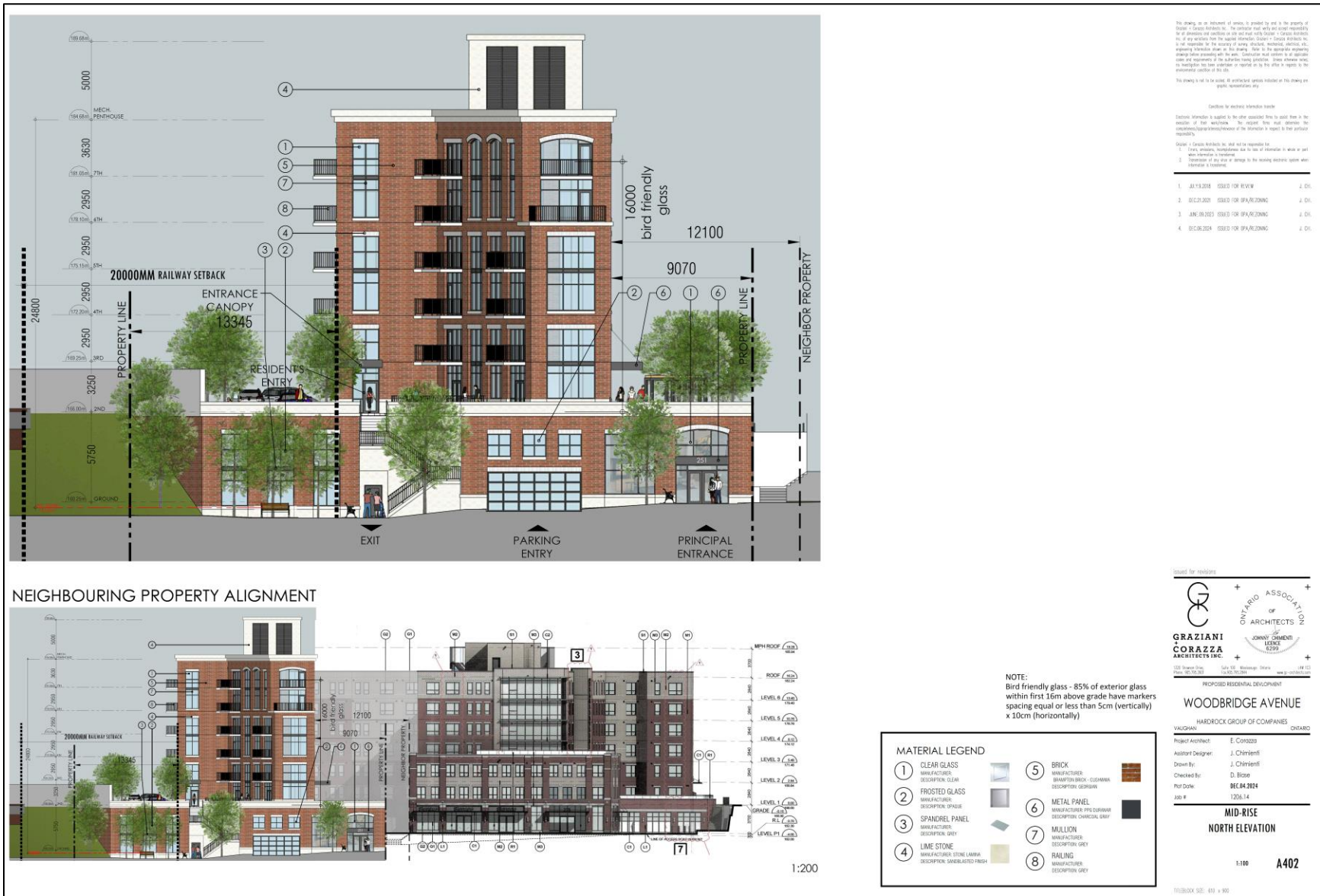


Figure 11 - Mid-Rise South Elevation, A403 (Graziani & Corazza Architects Inc. Dec 4, 2024)

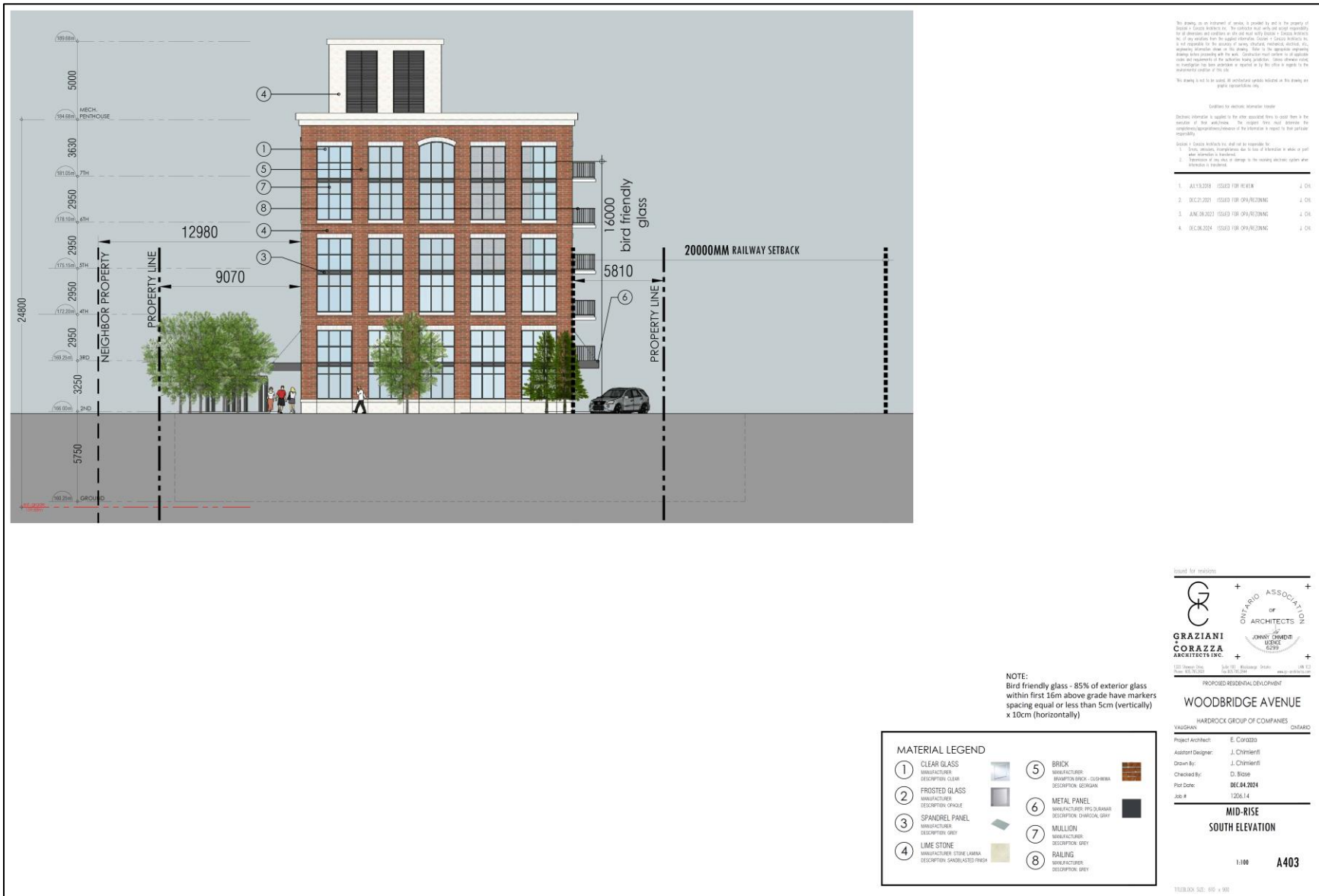


Figure 12 - Mid-Rise West Elevation, A404 (Graziani & Corazza Architects Inc. Dec 4, 2024)

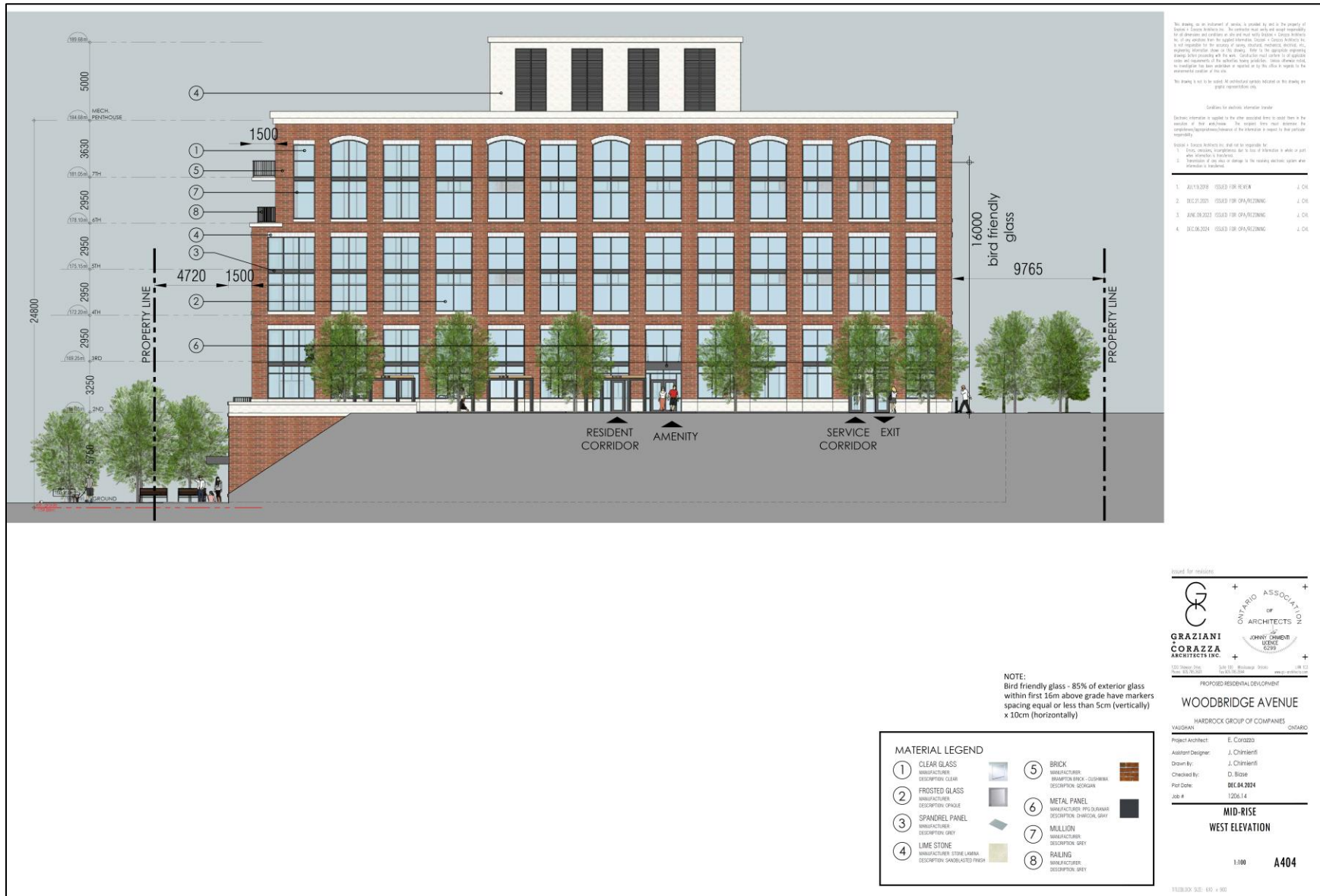


Figure 14 - Section 2, A502 (Graziani & Corazza Architects Inc. Dec 4, 2024)

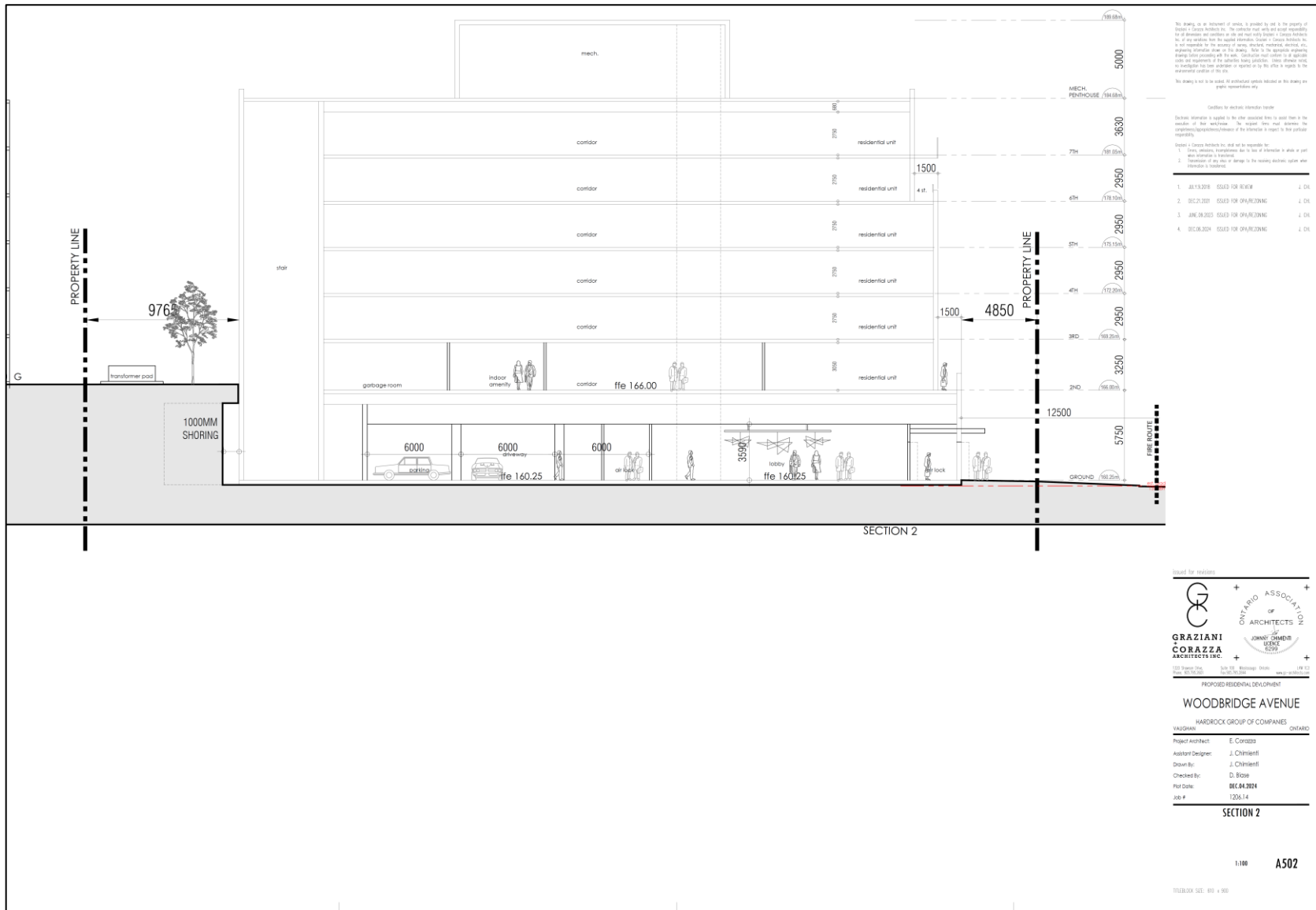
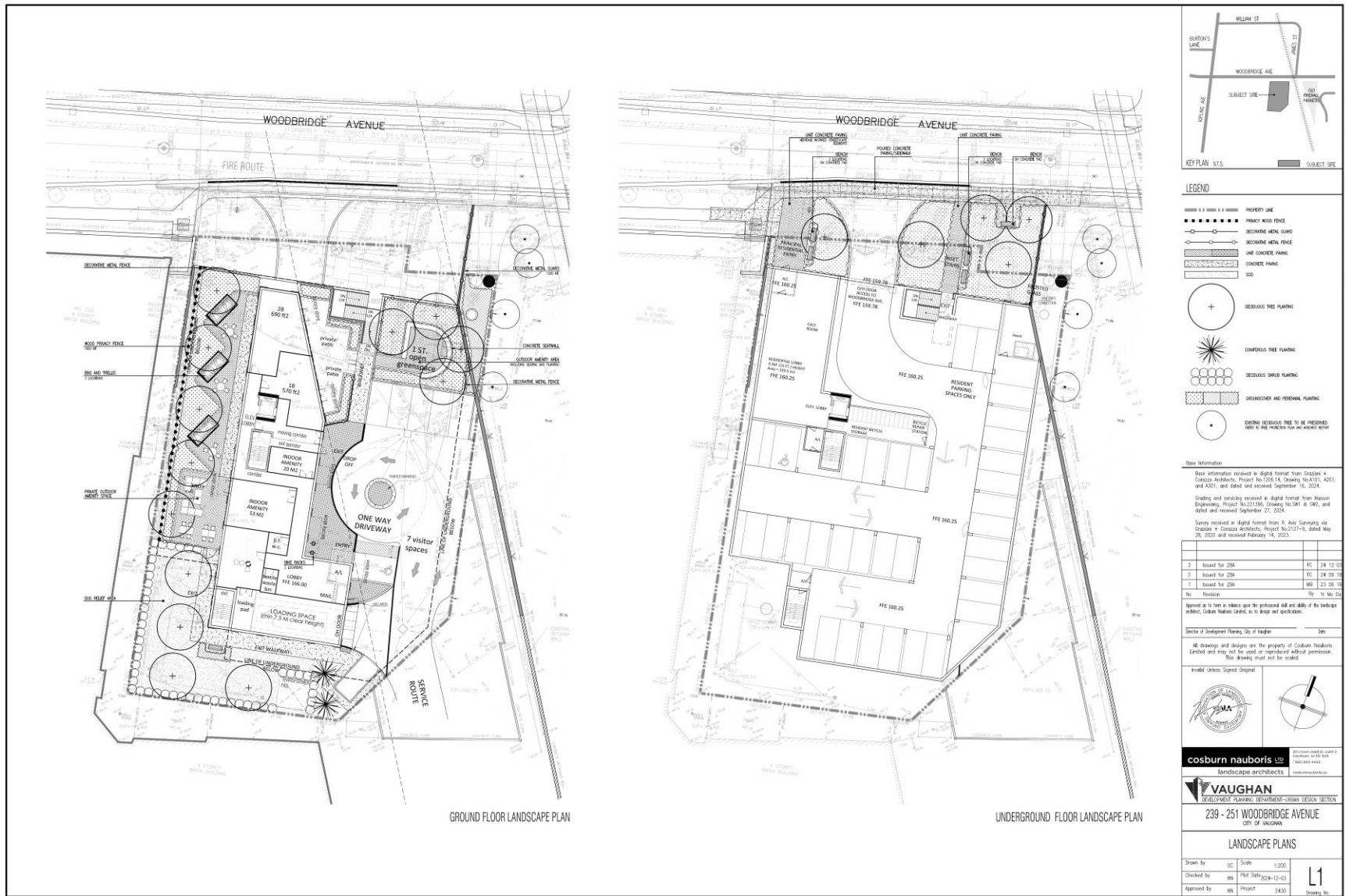


Figure 15 - Massing Views, A601 (Graziani & Corazza Architects Inc. Dec 4 2024)



Figure 16 – Landscape Plans, L1 (Cosburn Nauboris Ltd Landscape Architects, Dec 3, 2024)



Appendix 2 - Robinson Heritage Consulting – Curriculum Vitae and Project List

Stephen Robinson

Professional Member, Canadian Association of Heritage Professionals (CAHP)
Certificate in Heritage Planning, University of Waterloo (1999)
M. A., Canadian Art & Architectural History, Concordia University Montreal (1992)
B. A., University of Toronto and Sheridan College, Oakville (1986)
Senior Heritage Planner, Planning Services, City of Guelph (July 2009 to present)
Cultural Heritage Co-ordinator, Cultural Services, Department of Recreation & Culture, City of Vaughan (March 2005 to June 2009)
Heritage Inventory Researcher, Planning Department, City of Brantford (June 2001 to Feb 2005)



Tracie Seedhouse

Certificate in Heritage Planning, University of Waterloo (1999)
Diploma, Construction Engineering Technology Program, Conestoga College (1993)
Member, Heritage Kitchener, Municipal Heritage Committee (1996-1999)
President of Architectural Conservancy of Ontario, Cambridge and North Dumfries (2006)



Established in 1999, Robinson Heritage Consulting (RHC) has provided clients with solid heritage advice through specialized knowledge and commitment to conserving our collective cultural heritage resources. Working independently or within a team, RHC has the experience and skill to undertake studies and prepare reports including Cultural Heritage Evaluation Reports, Heritage Impacts Assessments, Conservation Plans and Cultural Heritage Landscape studies to assist with restoration, rehabilitation, adaptive reuse and commemoration of cultural heritage resources. RHC applies sound heritage planning principles and a thorough understanding of associated legislation, guidelines and current practice to provide the client or design team with advice to help realize goals and aspirations of projects involving cultural heritage resources.

**24 Carlton Place
Centre Wellington (Elora), Ontario**

24 Carlton Place, Elora, Ontario was built by Joseph Walsler to expand the Elora Furniture Company's factory in 1911. Referred to as Building No. 2, it was a functional space that housed finishing, shipping and administration for the company. More recently it is remembered as the Little Folks children's furniture factory administration building before being left vacant. 24 Carlton Place now enjoys its role in the Elora Mill revitalization project which has been a masterful reinvigoration of the picturesque Elora Mill on the north bank and surrounding buildings into gracious wedding facilities and hotel accommodations. 24 Carlton Place was the first building on the south bank to be brought back from its vacant state of disrepair and reimagined as a chapel and offices in concert with the mill facilities on the north bank. RHC prepared the Heritage Impact Assessment and Conservation Plan that identified the property's heritage attributes and guided their conservation as well as advising on the new elements to be incorporated in the building envelope. With RHC's guidance the design team has reimagined the building keeping the simplicity of its industrial heritage intact while adding details that mark the building in Pearle Hospitality's signature style. RHC is continuing work on the balance of the development on the south bank of the Grand River in Elora.



**Fergus High School
Centre Wellington (Fergus), Ontario**

Built in 1929 this cut limestone school building was the Fergus High School for many Centre Wellington teens before the doors closed when a modern high school was built to accommodate a growing population. First imagined as apartments or office suites, the building was eventually purchased by the Emmanuel Christian School to be reopened as their high school. This landmark building marks an architectural period when form and function were embraced even within the constraints of limited budgets. When heritage buildings can continue in the service for which they were built it is always an exciting project. RHC prepared a Heritage Impact Assessment and Conservation Plan that resulted in the restoration of the old GIRLS entrance leaving the stone exterior exposed inside the new addition and restoration of stonework on the remaining facades. The Conservation Plan remains a relevant guiding document for future such changes as window replacement and repointing.



**Dickson Public School
Cambridge, Ontario**

Dickson Public School, located at 65 St. Andrews Street in the old Galt area of Cambridge, was originally built in 1876 with two expansions for the growing town made by 1894. Closed by the school board as being inadequate for the community's needs it was sold and plans are underway to convert the space into high end commercial office space. RHC prepared a Heritage Impact Assessment that uncovered the history of the additions and original layout of the building that kept the style and proportion of the original design. Rehabilitation is underway that would retain and highlight the wonderful heritage attributes in these new sophisticated offices.



Robert Orr Farmhouse
Huron Road, Kitchener, Ontario

Rural cultural heritage landscapes may be protected by retaining views of original farms with treed laneways that dot the countryside as landmarks of craftsmanship and prosperity. This Huron Road property is one of the few remaining farmhouses along a portion of the Huron Road within the City of Kitchener. RHC worked with Mattamy Homes and the City of Kitchener to integrate the historic home within a residential subdivision that established an appropriate lot and dedicated lands in front of the home protecting the views of the house and treed laneway to and from the Huron Road. RHC prepared the Heritage Impact Assessment and the Conservation Plan which guided the removal of the rear outbuilding and recommended protective measures until restoration began. The new owners of the property have restored the windows and front door, had new storm windows created and are restoring interior features using the Conservation Plan which also guides recreating the front porch and addresses landscaping and potential additions.



PROJECT HISTORY

2021

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Client: Elora South Inc., September 2021

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Client: Elora South Inc., Sept 2020 - Present

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Client: Enzo Di Fonzo, 2019 – Present

251 Woodbridge Avenue, Vaughan – Heritage District Conformity Report

Client: Dan Cesana, 2019 – Present

40 College Street, Kitchener – Heritage Impact Assessment (Scoped)

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28 Fallbrook Lane, Cambridge – Heritage Impact Assessment

Client: Azhar and Mahnaz Ansari, February 2021

16238 St. Andrew's Road, Town of Caledon - Cultural Heritage Impact Assessment

Client: Nardeep & Amar Swaich, January 2021

2020

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2019

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Client: City of Cambridge, November 2019

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Client: Tim Tavares, November 2019

209 West River Road – Cultural Heritage Impact Assessment

Client: Mark Melo, October 2019

11 Irwin Avenue, Town of Aurora – Heritage Impact Assessment

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2018

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Client: City of Kitchener, November 2018

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Client: Garner Investments Inc., October 2018

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2016

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2015

Huronian Regional Centre, 700 Memorial Avenue, Orillia - Heritage Impact Assessment

Client: Infrastructure Ontario (represented by MHPM Development Solutions Inc. and DST Consulting Engineers Inc.) December 2015

Chatham Provincial Courthouse and Walkway, 21 Seventh Street, Chatham - Heritage Impact Assessment

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63-67 Woolwich Street, Guelph – Heritage Documentation Report

Client: Wellington Catholic District School Board, February 2004

Grand Old Bridges: The Grand River Watershed Bridge Inventory

Assessment of heritage bridges within the Grand River watershed

Client: Grand River Conservation Authority, 2004

John McCrae in Flanders Fields – web tour

produced with Tracie Seedhouse for the *Keys to History* series

Client: Guelph Civic Museum / McCord Museum, Montreal, April 2004

2003

Brant Arts, Culture & Heritage Centre (BACH Project)

Heritage assessments for Roger Jones & Associates and The Ventin Group Architects

Client: BACH Steering Committee, September 2003

340 Clair Road, Guelph – Heritage Documentation Report

Produced in association with The Ventin Group Architects

Client: Reid's Heritage Homes, July 2003

1471 Gordon Street, Guelph – Heritage Documentation Report

Produced in association with The Ventin Group Architects

Client: Reid's Heritage Homes, July 2003

2002

341 Forestell Road, Guelph – Heritage Documentation Report

Produced in association with TSH Engineers Architects and Planners

Client: City of Guelph, September 2002

Heritage Sampler and An Interactive Guide to Tremaine's Map of County of Waterloo, 1861

Client: Waterloo Regional Heritage Foundation, 2002 (compact disc)

Heritage Conservation District Conformity Report
Amendment
239-251 Woodbridge Avenue
Woodbridge Heritage Conservation District
City of Vaughan, Ontario

December 2024



ROBINSON
EST. 1999
HERITAGE CONSULTING

Subject Property Address:

239-251 Woodbridge Avenue
City of Vaughan, Ontario

Legal Description:

Part of West Half Lot 7, Concession 7 (Being Part of Lot 4, South Side of Pine Street, Plan 546)
City of Vaughan, Regional Municipality of York

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This Heritage Conservation District Conformity report (HCDC) amendment has been prepared to assess the proposed development of the property known as 239-251 Woodbridge Avenue in the Woodbridge Heritage Conservation District for conformity with the District Plan and Guidelines. This amendment has been prepared to address the changes in the development proposal since the initial HCDC report in May 2023. These changes are the result of consultation with the community and staff at the City of Vaughan.

1.0 Qualifications

Robinson Heritage Consulting (RHC) has specialized in the assessment and preparation of various heritage conservation reports over the past two decades. Stephen Robinson is a past member of the Board of Directors for the Canadian Association of Heritage Professionals (CAHP). Tracie Seedhouse is a past member of the Board of Directors for the Architectural Conservancy of Ontario for Cambridge and North Dumfries. Stephen Robinson has been a heritage planning expert witness in several hearings of the Conservation Review Board, the Ontario Municipal Board and the Ontario Land Tribunal. A curriculum vitae and project list for Robinson Heritage Consulting has been attached to this document.

2.0 Background

Woodbridge was named in 1855 in part for the number of bridges that crossed the Humber River and its tributaries. Rail bridges soon joined the river crossings and are identified as contributing elements in the Woodbridge Heritage Conservation District Study and Guidelines. The Woodbridge HCD was established in 2009 to protect and preserve the heritage character of the village which is one of four small historic communities found within the City of Vaughan. All properties within the WHCD are protected under Part V of the Ontario Heritage Act.

The property at 239-251 Woodbridge Avenue is within the boundaries of the Woodbridge Heritage Conservation District (WHCD). The two addresses, 239 and 251 Woodbridge Avenue were for two residences that were semi-detached and constructed of brick. The building had been set well back on the lots and had been demolished prior to the WHCD Study completed in 2009 and is listed as '239' on page 145 of the study as 'Old Building (demolished)'. There are no cultural heritage resources remaining on either lot.

The Woodbridge Avenue Railway Bridge is listed as a contributing structure in the WHCD which provided an elevated rail crossing of Woodbridge Avenue for the Canadian Pacific Railway. The bridge is immediately to the east of the subject property.

All new construction, additions, demolitions and alterations to building exteriors are subject to the Heritage Permit process which includes a Heritage Permit application, heritage planning staff and Heritage Vaughan Committee reviews and approvals in addition to all other Building and Planning Permits and approvals.

3.0 Comments from the City of Vaughan

Comments from the municipality are typical and help guide the new development through the planning process. A number of comments identify concerns regarding the design as it relates to conforming to the WHCD Guidelines and are generally able to be organized into several categories including:

1. The overall building height with mechanical penthouse from Woodbridge Avenue and the clarifications for the points of measurement. (6.1.1. WHCD)
2. The number of floors of the proposed building. (6.1.1. WHCD)
3. A required two-storey podium. (6.1.1. WHCD)
4. Increasing a sense of welcoming and pedestrian oriented amenities, (5.1 WHCD) and pedestrian travel around vehicular traffic (5.3.2.5 WHCD)
5. Landscaping treatments at the street level. (6.7.1. WHCD)

Comments have been addressed in whole or in part with an explanation or rationale provided with this submission. Heritage related comments have been addressed through the Cultural Heritage Impact Assessment (RHC 2024) and/or this document and should be submitted and read together.

4.0 Proposed Development

The proposed development consists of a single, seven-floor building with a distinctive angled east wall and narrow north elevation reminiscent of historic flat iron buildings. This building design was influenced by the constraints of the lot with the railway to the east including the crash wall and appropriate setbacks from the building to the immediate west resulting in a unique building shape.

A total building height of 24.8m plus mechanical penthouse as measured from 159.88 along Woodbridge Avenue as the average grade. The overall gross floor area of the development is 3,045.6 m² (32,785 ft²). The entirety of the development is residential without commercial/retail components but has a grand lobby as the primary entrance to the residential building located at the Woodbridge Avenue street level. There is a 1.5 m step back at the second-floor level and a further 1.5 m step back at the sixth-floor level along the north elevation (facing Woodbridge Avenue). The building has been designed to incorporate materiality found in the Woodbridge HCD including red brick with and limestone at the foundation, sills, lintels and parapet.

5.0 Evaluation

The proposed development has been assessed using the Woodbridge Heritage Conservation District Plan and Guidelines according to Section 6.0 Heritage Attributes and District Guidelines. HCD Plan and Guideline section numbers have been used in the headings and table titles of this document with an asterisk (*) and follow the order that they appear in the HCD Plan and Guidelines. Guidelines that do not require assessment or comment been eliminated from their respective tables.

This amendment to the earlier conformity report includes updated text in bolded (strong) text for quick reference to the changes.

***6.1 Heritage Character Areas (Woodbridge HCD Plan and Guidelines Section 6.1)**

The development is within the Woodbridge Avenue Character Area and is therefore subject to the Section 6.1.1 of the HCD Plan and Guidelines.

***6.1.1 Woodbridge Avenue**

#	Guideline	Assessment
1	The ground level of buildings along Woodbridge Avenue must be flush with the sidewalk, with direct access from the street.	<p>The ground level of the building at Woodbridge Avenue is at grade level flush with the sidewalk and accessed from the street.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

2	<p>Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building's edge.</p>	<p>The subject property is in an area of Woodbridge Avenue permitted to have six floors (20m). The subject lot is unique in that it has two grade levels; the upper grade is in relation to the adjacent development to the west and to Abell Avenue to the south while the grade level at Woodbridge Avenue is on a decline which passes under the railway subway (underpass). The proposed building height along Woodbridge Avenue is 24.8m plus mechanical penthouse while the building height for the balance of the property is 18.68m. This is a .92 m reduction in height. A 1.5 m step back at the second floor as well as a second 1.5 m step back at the sixth floor has been introduced. The design works to provide a transition of scale and massing from the larger buildings to the west to the lower elements of the rail bridge, parkette and residential buildings to the east without being diminutive.</p> <p>The neighbouring building is not a contributing building to the HCD.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>
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3	<p>New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45-degree angular plane.</p>	<p>The vast majority of the total building is located on the upper grade which is consistent with the rest of the neighbourhood along Abell Avenue. On this grade the building is six floors and is 18.68 m plus mechanical penthouse in height. The ground level is dictated by this discrepancy in grade heights from the street and the balance of the lot and is 5.75 m in height after which point there is a parapet wall and a 1.5 m setback to form a podium. A second setback at the sixth-floor steps back a further 1.5 m.</p> <p>It is recommended that reductions in overall height be made where possibly particularly with the mechanical penthouse to reduce its prominence and to bring the overall building into closer compliance with the WHCD Guidelines. It is recommended that it not be taller than the building to the west in order to provide a better transition to the landscape and buildings to the east.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>
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4	<p>New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45-degree angular plane.</p>	<p>The proposed building fronting Woodbridge Avenue is seven floors and six floors from the upper grade. A 1.5 m step back at the second floor creates a podium whose height in combination with the 5.75 m ground floor combined with the parapet wall amount to what appears to be two floors. The windows on the ground floor also help create a strong sense of two floors at the street grade. A further step back at the sixth floor pulls the massing further from the street.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
5	<p>Storefronts must be oriented towards the street and should be experienced as a collection of small, scaled retail, with operable doors.</p>	<p>As a result of community consultation and discussion with city staff it was felt that with the lack of parking and the narrow character of Woodbridge Avenue would not support added retail in this area and that a grand lobby entrance to the residential units would be a preferred expression at the street level.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

	<p>New buildings should be built directly to the front property or street - line to establish a continuous street wall. When located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.</p>	<p>The proposed building at Woodbridge Avenue is in line with the adjacent buildings to form a continuous street wall and maintain open views to the termination of the sidewalk just before the rail bridge. The rail bridge does not have a pedestrian sidewalk on this side (south) of Woodbridge Avenue and therefore the sidewalk terminates at this point. The underground parking access is expressed as part of the retaining wall for the ground floor.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
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***6.2 Approach: Conservation of Contributing Buildings (Woodbridge HCD Plan Section 6.2)**

As there are no buildings on the subject property that are considered contributing to the Woodbridge HCD, conservation is not considered a required strategy for this development. The guidelines in Section 6.2 of the Woodbridge HCD Plan are not applicable.

***6.3 Architectural Guidelines for New Buildings, Additions and Alterations (Woodbridge HCD Plan Section 6.3)**

The development is new construction and is therefore subject to Sections 6.3.2 (Contemporary Design) and 6.3.3 (Architectural Guidelines) of the HCD Plan and Guidelines.

***6.3.2 Contemporary Design**

#	Guideline	Assessment
1	Contemporary work should be “of its time”. It should avoid blurring the line between real historic “artifacts” and contemporary elements. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided. Architectural Guidelines for design include Material Palette, Proportions of Parts, Solidity verses Transparency and Detailing.	<p>The proposed building is clearly “of its time” and employs the use of materials of red brick and colour palette found in the historic district for reference and harmony with the surrounding buildings. The window openings maintain the verticality of openings found in contributing buildings in the Woodbridge Avenue area of the District and provide a modern balance of solidity versus transparency. Simple detailing with solid cast stone sills provides basic detailing that grounds the design.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.3.3 Architectural Guidelines

	Guideline	Assessment
Material Palette	Materials proposed for new buildings in the district should include those drawn from ones historically in use in Woodbridge. This includes brick, stone, traditional stucco, wood siding and trim, glass windows and storefronts and various metals.	<p>The proposed buildings will be clad in red brick, cast limestone foundation, cast limestone window and door lintels, and sills.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
Proportions of Parts	New buildings in the district must consider the proportions of immediate neighbouring buildings, but must also consider portions of historical precedents (e.g., window height, base- body-cap, etc.)	<p>The proposed building at the street has a distinctive base-body-cap ratio through the use of contrasting brick and continues the rhythm of pilasters established by the larger buildings to the west at the street level. A modern approach to window heights balances the nature of the narrow building façade and interesting angled east elevation reminiscent of flat iron buildings and echoes the verticality of historic window openings.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

<p>Solidity verses Transparency</p>	<p>The level of transparency in the new work should be set at a level that provides a good fit on the street frontages. In the Woodbridge Avenue Character Area, a Main Street approach can be taken, and a more transparent building permitted between the ratios of 20% solid to 70% solid.</p>	<p>The level of transparency to solid ratio echoes that of the larger buildings to the west on Woodbridge Avenue. The solid retaining wall has detailing to animate it at the street level, and it becomes a part of the pedestrian space. The design has increased ratio of solid to transparent by adding a higher percentage of transparency.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
<p>Detailing</p>	<p>For new buildings in the Woodbridge Heritage District, the detailing of the work should again refer to the nature of the immediate context and the attributes of the Character Area in which it is to be placed. In the Woodbridge Avenue Character Area, detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context.</p>	<p>The detail of the proposed building at the street is in keeping with the base-body-cap typical of buildings along Woodbridge Ave. The design maintains the rhythm established by the buildings to the west and provides a transition from the larger massing to the more modest scales that are found in both commercial and residential forms east of the rail overpass and parkette.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

***6.4 Built Form Framework (Woodbridge HCD Plan Section 6.4)**

The development is subject to Section 6.4.1 (Street Wall Setbacks) and Sections 6.4.1.1 (General HCD Guidelines), 6.4.1.2 (Woodbridge Avenue Character Area Guidelines) as well as Sections 6.4.2 (Street Wall Height and Scale) and 6.4.2.2 (Woodbridge Avenue).

***6.4.1.1 (General HCD Guidelines)**

#	Guideline	Assessment
1	The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.	<p>The front (north) setback is consistent with the adjacent buildings along this section of Woodbridge Avenue and is sympathetic to the setbacks of the contributing residential buildings on the north side of Woodbridge Avenue. The setbacks along the west and south provided are similar to those of the adjacent building to the west.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	When new buildings are located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.	<p>There are no contributing buildings in this section of Woodbridge Avenue with exception of ones at the intersection with Kipling Avenue. The proposed building maintains a similar setback from Woodbridge Avenue to those of the surrounding buildings providing a consistent street wall. The CPR rail bridge is a contributing structure but will not be impacted by the development. All current views to it will be uninterrupted.</p>

		This aspect of the proposed development complies with the WHCD Guidelines.
5	All buildings must have active uses facing the street. No building shall have a blank wall facing a street or public space.	The retaining wall at the street level runs from the grand lobby entrance to the underground parking garage door and are animated with window opening and the staircase from the upper level, complemented by trees, and benches creating two distinct pedestrian amenity areas. This aspect of the proposed development complies with the WHCD Guidelines.
6	Retail is recommended as the predominant use at grade along Woodbridge Avenue, especially between Wallace Street and Clarence Avenue, to encourage an animated street character.	

* 6.4.1.2 Woodbridge Avenue Character Area Guidelines

#	Guideline	Assessment
7	New buildings should have no side yards fronting onto Woodbridge Avenue and should create a continuous street wall.	<p>For safety, a large 20m building setback and crash wall is required from the rail line. An animated pedestrian space has been created with the retaining wall as described in 6.4.1.1. (5) that serves to transition from the proposed building to the rail overpass and the Old Firehall Parkette east of it.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

The development is subject to Section 6.4.2 (Street Wall Height and Scale) and in particular Sections 6.4.2.2 (Woodbridge Avenue).

*6.4.2.1 General HCD Guidelines

#	Guideline	Assessment
1	<p>Except where noted, new buildings should be a minimum of 2 floors (8.5m) and a maximum of 3 floor(11m).</p>	<p>This proposed development is on Woodbridge Avenue which allows up to 6 floors in this area. This aspect of the proposed development appears to comply with the WHCD Guidelines on the upper grade and does not at the street grade on Woodbridge Avenue due to the unique drop in grade to accommodate the CPR rail line underpass.</p> <p>The proposed residential building is 7 floors from the street grade and 6 floors on the upper grade. The proposed building has more modest massing than the neighbouring buildings that front Woodbridge Avenue and would provide a transition between the larger buildings to the west and the rail bridge, parkette and low-rise residential further east.</p> <p>It is recommended that reductions in overall height be made where possible particularly with the mechanical penthouse to reduce its prominence and to bring the overall building into closer compliance with the WHCD</p>

		<p>Guidelines (20 m). It is recommended that it not be taller than the building to the west in order to provide a better transition to the landscape and buildings to the east.</p>
2	<p>The height of existing contributing buildings should be maintained. New buildings must be sympathetic to, and transition from, the height of adjacent contributing buildings, with a minimum 45-degree angular plane.</p>	<p>The surrounding buildings are not contributing to the WHCD. The setbacks at the second and six floors provide a setback from the street to be sympathetic to and transition from the larger noncontributing buildings to the west and respects the setbacks and character of this section of Woodbridge Avenue.</p>

*6.4.2.2 Woodbridge Avenue

#	Guideline	Assessment
1	<p>New buildings must have a building podium, lining the street, of 2 floors minimum and 4 floors maximum.</p>	<p>A 1.5 m step back at the second floor creates a podium whose height in combination with the 5.75 m ground floor combined with the parapet wall amount to what appears to be two floors. The windows on the ground floor also help create a strong sense of two floors at the street grade. A further step back at the sixth floor pulls the massing further from the street.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	<p>Additional building height, to a maximum of 6 floors (20m), may be considered only when there is no undue impact to the public realm and/or adjacent properties, including an impact on sunlight penetration and views. Additional building height must step-back along a 45-degree angular plane from:</p> <ul style="list-style-type: none"> • the street, starting at 13 metres, when facing a street and starting at 9.5 metres, when facing another property; and • the height of any contributing building (see Section 6.5) 	<p>The vast majority of the total building is located on the upper grade which is consistent with the rest of the neighbourhood along Abell Avenue. On this grade the building is six floors and is 18.68 m plus mechanical penthouse in height. The ground level is dictated by this discrepancy in grade heights from the street and the balance of the lot and is 5.75 m in height after which point there is a parapet wall and a 1.5 m stepback to form a podium. A second stepback at the sixth-floor steps back a further 1.5 m. The building immediately to the west is seven floors and there is no undue impact to</p>

		<p>the adjacent property and little perceived impact from the public realm. Recommendations to reduce the overall height and or the height of the mechanical penthouse are recommended where possible to better comply and not be taller than the building immediately to the west (259 Woodbridge Avenue)</p> <p>This aspect of conformity is not strictly in compliance due to the challenges with the non-compliance of the building to the immediate west in providing for the 45-degree angular plan on the shared lot line in combination with the required railway crash wall both having significantly reduced the development area of the subject property but is a negotiated building height that provides some transition from the buildings to the west.</p>
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***6.5 Transitions of New Buildings in Relation to Heritage Resources (Woodbridge HCD Plan Section 6.5)**

The development is subject to Section 6.5.2 and in particular the iii) Height and iv) Side Yard and Back Yard Setback Guidelines

Guideline	Assessment
<p>Consideration may be given to the construction of new buildings, and additions to contributing buildings, joining with contributing buildings only when</p>	
<ul style="list-style-type: none"> • New buildings must transition from the height of adjacent • contributing buildings with a minimum 45 degree angular plane, • starting from the existing height of the contributing building [...] 	<p>Transitions are appropriate in this development although h a reduction of height particularly of the mechanical penthouse is recomended.</p>
<ul style="list-style-type: none"> • new construction is of a good architectural quality and contributes to the district’s heritage character. 	<p>The proposed development is of good architectural quality and materiality for the district heritage character.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

***6.6 Open Space Framework (Woodbridge HCD Plan Section 6.6)**

The development is subject to the guidelines of Sections 6.6.1 (Public Open Spaces, Parks and Public Streets), 6.6.2 (Pedestrian Circulation), 6.6.3 (Tree Canopy and Vegetation) and 6.6.4 (Views and Landmarks)

***6.6.1 Public Open Spaces, Parks and Public Streets**

#	Guideline	Assessment
1	The HCD Plan should conserve the inherent signature of past environments, especially in the pattern and relationship of the open space to built form and continue to promote Woodbridge as a community within a park.	<p>The proposed development includes green spaces and walkways to the east that transition to the naturalized area along the rail line. At the street level, trees and benches also work to transition from the streetscape to a green landscape.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
4	Any intervention in areas identified by TRCA as located within the flood line or as conservation lands require the approval of the TRCA and the City of Vaughan. Natural conservation lands owned by the TRCA should be conserved.	See TRCA for any comments on the proposed development within this area.

8	<p>Existing small-scaled open spaces must be conserved. New small-scaled open spaces should be designed where possible. All open spaces must be publicly accessible, should be accessible from all directions and should be linked to the larger system of open spaces.</p>	<p>Green spaces on the east side of the development will be maintained to transition to the naturalized rail line and both upper grand and street grade green spaces are incorporated into the overall design.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
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*6.6.2 Pedestrian Circulation

#	Guideline	Assessment
4	The accommodation of pedestrians will have priority over the accommodation of vehicles.	<p>The existing sidewalk terminates at the rail bridge abutment. Pedestrian traffic is only accommodated on the north side of Woodbridge Avenue under the bridge. The hard and soft landscaping combined with the retaining wall provides a sense of destination for pedestrian activity in two locations: one at the base of the staircase from the upper grand and one from the grand lobby entrance. Both have trees, gardens and benches. Discussions with city staff resulted in the parking garage entry being moved west along the ground floor bisecting the pedestrian area into two from the original one.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines as per the discussions with city staff.</p>

*6.6.3 Tree Canopy and Vegetation

#	Guideline	Assessment
1	Existing natural forest stands, or groupings of trees should be conserved.	<p>A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	Streetscapes should conserve the existing green canopy and provide new tree planting where none exists, in order to create a continuous tree canopy along the street.	<p>The steep slope between the upper grade and street grade will be replaced with a retaining wall and lower public area that includes, trees and seating that would be connected by a set of stairs. Further trees are proposed at the street and in conjunction with the Woodbridge Avenue Street Improvement plan.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

3	Trees on public and private property, having a tree diameter of twenty (20) centimetres or more or having a base diameter of twenty (20) centimetres or more, must be conserved, and the requirements of the City of Vaughan Tree Bylaw 185-2007 must be adhered to.	A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved.
4	Prior to the issuance of a Heritage Permit, Building Permit or Site Plan approval, a tree conservation plan is required to be submitted and approved by the City.	A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved.
8	The forested character should be encouraged to expand within the urban context, within the neighbourhoods and especially along streets or trail routes in order to create a continuous system of open spaces, provide a “soft” transition to the built form and ensure that Woodbridge is continuously planned as “a community within a park setting.”	<p>The development to the west of the subject property cited the retention of the trees on the subject property and CPR rail line as justification for conformity for this guideline rather than retaining or planting on their own property. The natural landscape is expected to be retained by the CNR on their property and outdoor amenity spaces with tree and shrub plantings are proposed both on the upper grade level around the proposed building and at the street grade level to provide seating, shade and seasonal interest.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

***6.7 Urban Design (Woodbridge HCD Plan Section 6.7)**

The development is subject to the guidelines of Sections 6.7.1 (Roads, Curbs, Sidewalks and Streetscape), 6.7.2 (Street Furniture and Pedestrian Amenities), 6.7.3 (Street Trees), 6.7.4 (Signage), 6.7.5 (Street Lighting), 6.7.6 (Parking) and 6.7.7 (Bridges)

***6.7.1 Roads, Curbs, Sidewalks and Streetscape**

#	Guideline	Assessment
1	Should continue to function as a mixed-use commercial street and promenade with commercial animation at grade.	<p>As a result of community consultation and discussion with City staff it was felt that with the lack of parking and the narrow character of Woodbridge Avenue would not support added retail in this area and that a grand entrance to the residential units would be a preferred expression at the street level.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>

2	<p>The street section should reflect a more formal landscape treatment and tree planting design that responds to at-grade retail amenities such as building shade canopies, cafe furnishings and ease of pedestrian movement. The sidewalks should have special paving to enhance the identity of the commercial core, and gateway treatments at the Kipling Avenue and Woodbridge intersection.</p>	<p>The street grade level and the upper grade level introduces a public gathering space with permanent bench seating proposed. Trees are proposed for shade and tree canopy as well as garden areas. Native plantings for seasonal interest and for the prevention of pedestrian crossing over the driveway are recommended.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>
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3	The sidewalks should be primarily hard surfaced to accommodate pedestrian traffic and there should be continuous sidewalk on both sides of the street.	Generous sidewalks are provided to accommodate pedestrian traffic. This aspect of the proposed development complies with the WHCD Guidelines.
4	Should have a continuous enhanced paving treatment and palette of furnishings such as special lighting standards and benches that demarcate it as a “special street” and enhances the identity of the Woodbridge Core.	Paving treatment and street furniture will enhance the heritage character of the pedestrian areas on both the upper and lower grades and will be consistent with the Woodbridge Avenue Improvement Plan. This aspect of the proposed development complies with the WHCD Guidelines.
5	Should accommodate on street parking where possible.	No on-street parking is present on Woodbridge Avenue.

*6.7.2 Street Furniture and Pedestrian Amenities

#	Guideline	Assessment
1	Establish a palate of high-quality durable materials for street furnishing and pedestrian amenities.	<p>The sidewalk fronting Woodbridge Avenue will consist of modular durable paving materials. Street furnishings will enhance the historic character and will be coordinated with WHCD street furnishing program and or the Woodbridge Avenue Improvement Plan.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

2	Existing furnishings that are of value should be retrofitted and incorporated into the new design.	There are no existing furnishings other than street lighting. This aspect of the proposed development complies with the WHCD Guidelines.
---	--	--

*6.7.3 Street Trees

#	Guideline	Assessment
1	Streets should be well planted with street trees to enhance the green character of the HCD.	Street trees are proposed, see Landscape Plan. This aspect of the proposed development complies with the WHCD Guidelines.
2	Trees along commercial streets such as Woodbridge Avenue should be planted at grade, with urban street tree planting techniques that provide longevity to trees in a more urban and traversed context, including trench planting. It is important for streets such as Woodbridge Avenue with building heights up to six storeys, to have street trees that provide human scale comfort to the street.	Street trees are proposed, see Landscape Plan. This aspect of the proposed development complies with the WHCD Guidelines.

*6.7.4 Signage

#	Guideline	Assessment
1	Commercial signage should be limited to ground level uses along Woodbridge Avenue and Kipling Avenue and should remain flush with the building facade. Back-lit signage and third-party signage are prohibited within the HCD.	<p>There is no retail activity planned at this location.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.7.5 Street Lighting

#	Guideline	Assessment
1	Placement of lighting should be coordinated and in keeping with the rhythm and placement of other streetscape features.	<p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	Style of lighting should be respectful of the heritage character of Woodbridge and vary in scale according to the type and character of the street.	<p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
3	Along Woodbridge Avenue and Kipling Avenue, both street lighting and pedestrian scaled lighting should be applied as part of the streetscape furnishing and should also accommodate opportunities for additional features such as banners, signage or plant material.	<p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.7.5 Street Lighting

#	Guideline	Assessment
1	<p>On street parking is allowed along the main commercial and mixed use streets: Kipling Avenue and Woodbridge Avenue.</p>	<p>No on-street parking is proposed along Woodbridge Avenue.</p> <p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
3	<p>On-site parking, including structured parking should not be visible from the street or from public spaces.</p> <p>Parking areas should be concealed and buffered with buildings with active uses.</p>	<p>Car parking is not visible from the street.</p> <p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>



Figure 1 - Schedule 3 from Woodbridge HCD Plan showing properties that contribute to the heritage character (City of Vaughan). Detail shows development site indicated by RHC with dashed red line.

6.0 Conclusion

Assessment of the proposed development with the materials provided determines that in many respects it complies with the District Guidelines particularly with regard to the design, materials, and landscaping. The subject property has a number of unique features due to the existing constraints in terms of landform and grade differentials, CPR safety setbacks, sidewalk termination and overbuilding of the adjacent development. The significant difference between the street grade and the upper grade is exacerbated by the drop in the street grade to accommodate the rail overpass.

The vast majority of the total building is located on the upper grade which is consistent with the rest of the neighbourhood along Abell Avenue and at this grade the building is six floors. The ground level height is dictated by this discrepancy in grade heights and results in a ground floor that is 5.75 m in height plus a parapet wall and combined with a 1.5 m stepback to form a podium which visually appears as two floors. A further 1.5 m stepback at the sixth floor pulls the building back further from the street. We suggest that reductions in overall height be made where possible particularly with the mechanical penthouse to reduce its prominence bringing the overall development into closer compliance with the WHCD Guidelines.

As a result of community consultation and discussion with City staff it was felt that with the lack of parking and the narrow character of Woodbridge Avenue combined would not support added retail in this area. A grand entrance to the residential units would be a preferred expression at the street level which resulted in the garage entry being moved from the far east end of the ground floor to roughly the middle which bisects the pedestrian area into two distinct destinations. Landscaping and pathways have been introduced to direct pedestrian traffic safely to the sidewalk.

7.0 In Closing

The information and opinion contained herein represents RHC's best professional judgment based on the knowledge and information available to RHC at the time of preparation. RHC denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of RHC and the client.

Sincerely,



Tracie Seedhouse
Principal Robinson Heritage Consulting



Stephen Robinson MA CAHP
Principal Robinson Heritage Consulting

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- | | | |
|------------------|-------------------------|--------|
| 1. JULY 9, 2018 | ISSUED FOR REVIEW | J. CHI |
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- LOADING SPACES/STAGING PAD NOTES:**
- Loading pad have a minimum base of 300mm of compacted 20 mm crusher run limestone; shall be finished to an minimum of 200 mm depth of concrete
 - loading space shall not exceed ± 2% in any direction, and where the loading area is not flat, a mechanism to prevent the containers from rolling off the loading pad is required.
 - loading space to have vertical clearance of 6.5m
 - At least one loading space with minimum length of 13m, width of 4m and with a vertical clearance of at least 6.5m

- ACCESS ROUTES NOTES:**
- The waste collection vehicle does not require to make more than a 3-point turn, or reverse more than 16.5m
 - Access routes, including points of ingress and egress, designed for two-way traffic have a minimum width of 6m and a minimum inside turning radius of 9m
 - Access routes designed for one-way traffic have a minimum width of 4m, a minimum inside turning radius of 15m and a minimum outside turning radius of 14.5m
 - Access routes are to maintain a minimum vertical clearance of 4.4m
 - Access routes are to have a grade of no more than 5% on private property
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 - Internal vertical clearance of all waste storage rooms as 2.5m
 - House bib and floor drain
 - Waste storage room as being climate controlled
 - Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

issued for revisions

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JOHNNY CHIMIENTI LICENCE 6299

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Phone: 905.795.2814 Fax: 905.795.2814 www.gc-architects.com

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

Project Architect: E. Corazza
Assistant Designer: J. Chimienti
Drawn By: J. Chimienti
Checked By: D. Biase
Plot Date: DEC. 04, 2024
Job #: 1206.14

SITE PLAN & STATISTICS

1:200
A101

TITLE BLOCK SIZE: 610 x 900

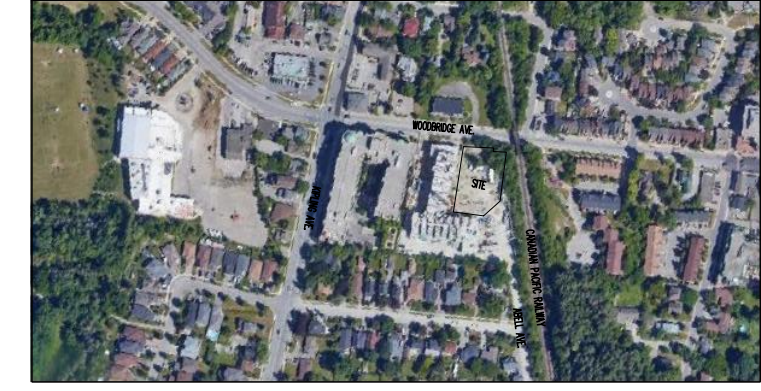
LIST OF DRAWINGS

A101	STATISTICS + SITE PLAN	1:200
A301	GROUND FLOOR LEVEL	1:150
A302	2ND FLOOR PLAN	1:150
A303	3RD-4TH + 5TH FLOOR PLANS	1:150
A304	6TH + 7TH FLOOR PLANS	1:150
A305	MECH PH. + ROOF PLANS	1:150
A400	MATERIALS BOARD	N.T.S.
A401	ELEVATIONS	1:100
A402	ELEVATIONS	1:100
A403	ELEVATIONS	1:100
A404	ELEVATIONS	1:100
A501	SECTION 1	1:100
A502	SECTION 2	1:100
A601	MASSING VIEWS	N.T.S.

GENERAL NOTES

- For landscaping, refer to landscape drawings.
- For proposed grading, refer to landscape drawings.
- All perimeter existing information indicated taken from survey.
- All work to be done in conformance with the 2018 Ontario Building Code. [OBC AS AMENDED]

KEY MAP



SURVEY INFORMATION

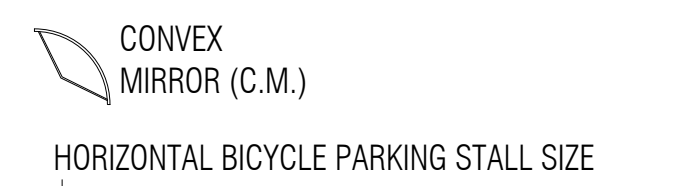
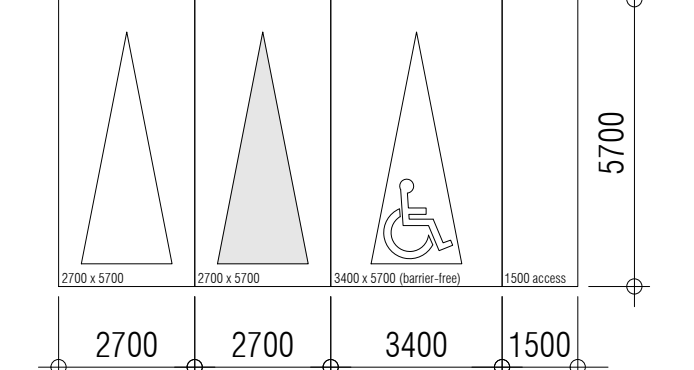
TOPOGRAPHIC SURVEY OF PART OF WEST HALF LOT 7 CONCESSION 7 (BEING PART OF LOT 4, SOUTH SIDE OF PINE STREET, PLAN 546) CITY OF VAUGHAN REGIONAL MUNICIPALITY OF YORK

R. AVIS SURVEYING INC.
SUITE 203
235 YORKLAND BOULEVARD
TORONTO, ONTARIO M2J 4Y8
TEL.: (416)-490-8352
FAX: (416)-491-6206
EMAIL: office@avisurveying.com

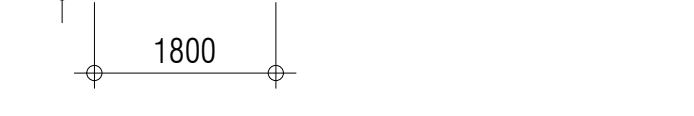
PARKING LEGEND

NOTE: PARKING STALL MINIMUM 2M CLEAR HEIGHT

residential visitor barrier free



HORIZONTAL BICYCLE PARKING STALL SIZE

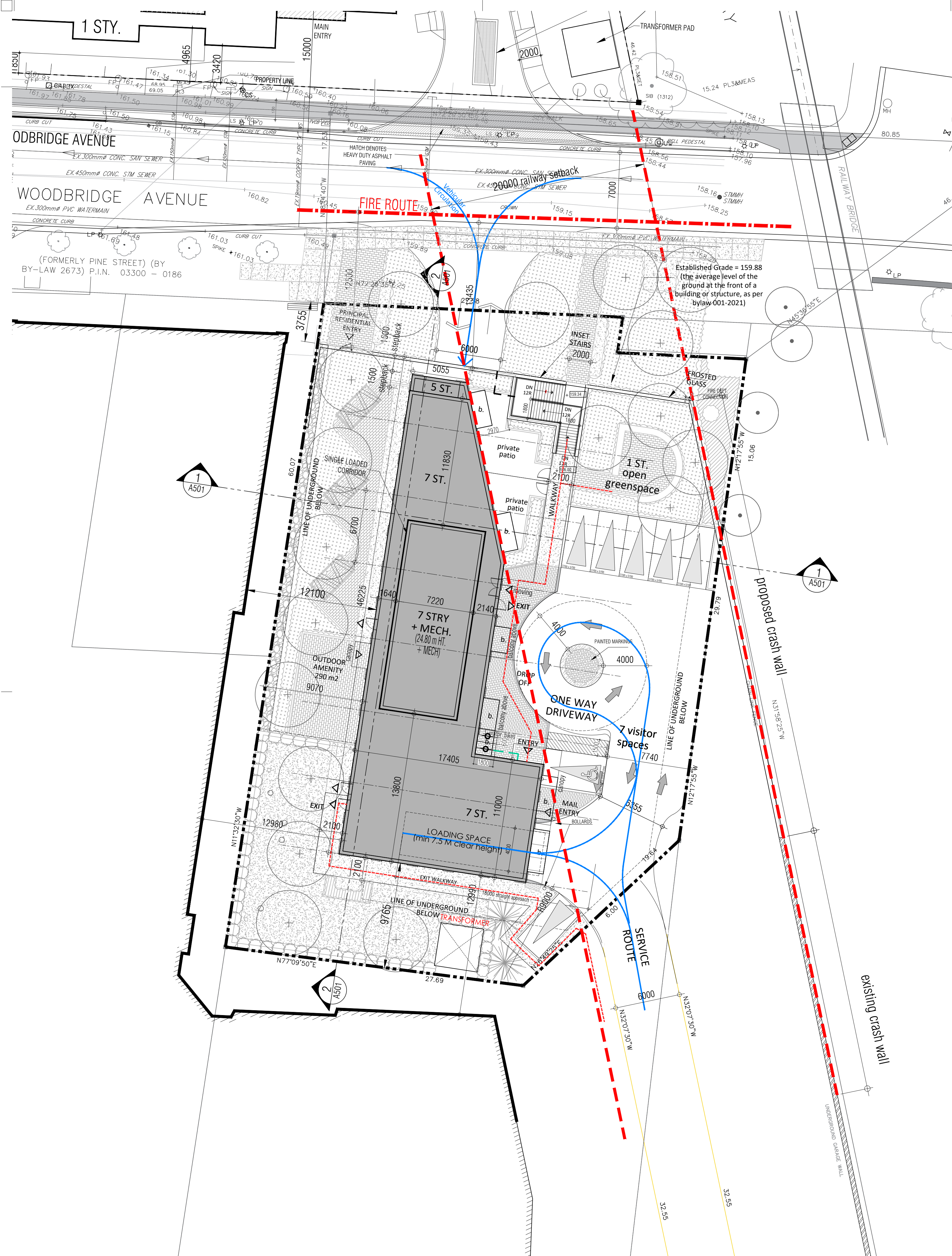


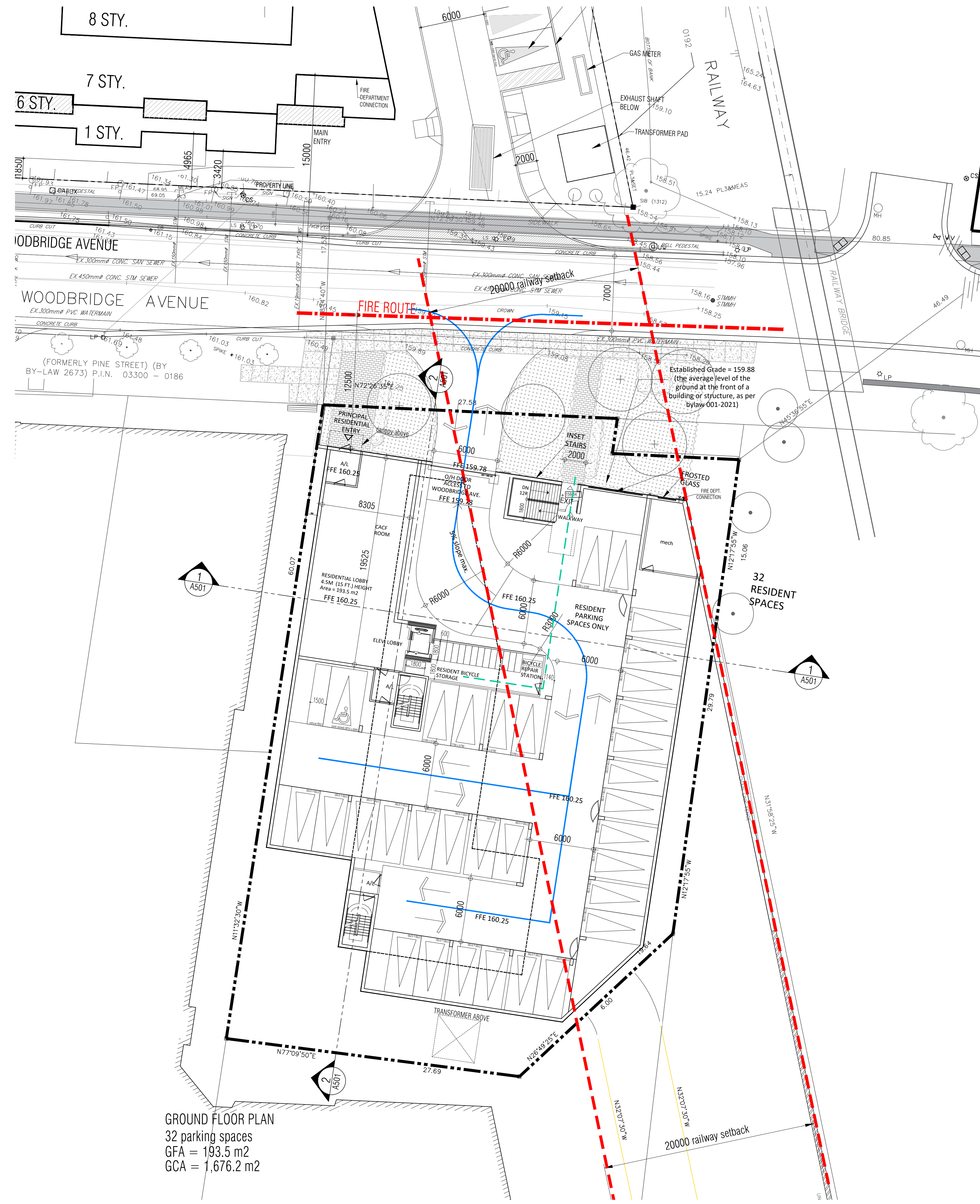
- Vehicular Circulation
- - - Pedestrian Circulation
- - - Bicycle Circulation
- · - · - Garbage Circulation

STATISTICAL INFORMATION

	REQUIRED	PROVIDED
1. SITE AREAS	2,314 m ² 0.23 ha. 24,912 ft ² 0.57 ac.	TOTAL DEVELOPABLE AREA - 2,314 m ² (100%) MID-RISE BUILDING AREA - 522 m ² (23%) LANDSCAPED AREA - 1,357 m ² (58%) DRIVEWAY AREA - 435 m ² (19%)
2. GFA		RESIDENTIAL: 3,045.6 m ² / 32,785 ft ² NON-RESIDENTIAL: 0 m ² / 0 ft ² TOTAL GFA: 3,045.6 m ² / 32,785 ft ²
3. FSI		1.31 x
4. BUILDING HEIGHT		7 STOREYS + MECH. (24.80 m + MECH) HEIGHT MEASURED FROM ESTABLISHED GRADE DATUM OF 159.88 WHICH IS MEASURED ALONG WOODBRIDGE AVE. (GROUND FLOOR IS AT THE WOODBRIDGE AVE. ELEVATION)
5. UNIT COUNT		1B 11 UNITS 1B+D 7 UNITS 2B 8 UNITS 2B+D 6 UNITS Total 32 u **
6. AMENITY	(8.0M ² PER UNIT FOR FIRST 8 UNITS 5.0M ² PER UNIT FOR ADDITIONAL UNITS) = 8.0M ² X 8 UNITS = 64.0M ² = 5.0M ² X 24 UNITS = 120.0M ²	GROUND LEVEL: INDOOR 73 M ² OUTDOOR 290 M ²
7. PARKING	TOTAL REQUIRED 184 m ²	TOTAL PROVIDED 363 m ²
RESIDENTS	1.0 x 32 u. = 32 SPACES***	RESIDENTIAL: 32 SPACES (OF WHICH 1 SPACE IS BARRIER FREE)
VISITORS	0.20 x 32 u. = 6.4 (7) SPACES***	VISITOR: 7 SPACES * *(VISITOR AND RETAIL TO BE SHARED) (OF WHICH 1 SPACE IS BARRIER FREE)
TOTAL REQUIRED	39 SPACES***	TOTAL PROVIDED 39 SPACES***
8. BUILDING SETBACKS		NORTH 3.7 m WEST 9.0 m SOUTH 9.7 m EAST 20 m
9. BICYCLE STORAGE	AS PER VAUGHAN GREEN STANDARD: RESIDENTIAL ZONE = 0.5 SP/UNIT OCCUPANT 0.5 x 32** = 16 16 BICYCLE SPACES VISITOR ZONE = 0.1 SP/UNIT VISITOR 0.1 x 32** = 3.2 3 BICYCLE SPACES	BICYCLE SPACES PROVIDED: RESIDENTIAL ZONE UNDERGROUND = 16 SPACES VISITOR ZONE SURFACE = 03 SPACES
TOTAL REQUIRED	19 SPACES	TOTAL PROVIDED 19 SPACES

** FINAL SUITE MIX AND DWELLING UNIT COUNT SUBJECT TO MARKET CONDITIONS
*** FINAL PARKING COUNT MAY VARY DEPENDING ON FINAL DWELLING UNIT COUNT



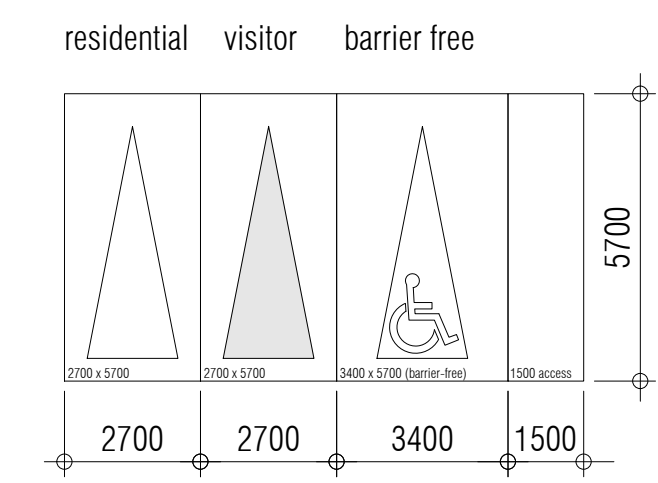


GROUND FLOOR PLAN
 32 parking spaces
 GFA = 193.5 m²
 GCA = 1,676.2 m²

- Vehicular Circulation
- - - Pedestrian Circulation
- - - Bicycle Circulation
- - - Garbage Circulation

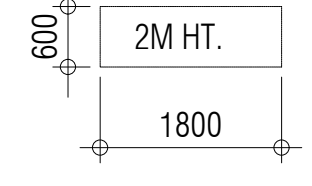
PARKING LEGEND

NOTE: PARKING STALL MINIMUM 2M CLEAR HEIGHT



CONVEX MIRROR (C.M.)

HORIZONTAL BICYCLE PARKING STALL SIZE



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 6. Hose bib and floor drain
 7. Waste storage room as being climate controlled
 8. Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.
 JOHNNY CHIMIENTI
 LICENCE 6299

1320 Sheppard Drive, Suite 100, Mississauga Ontario L4W 1C3
 Phone: 905.795.2801 Fax: 905.795.2844

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

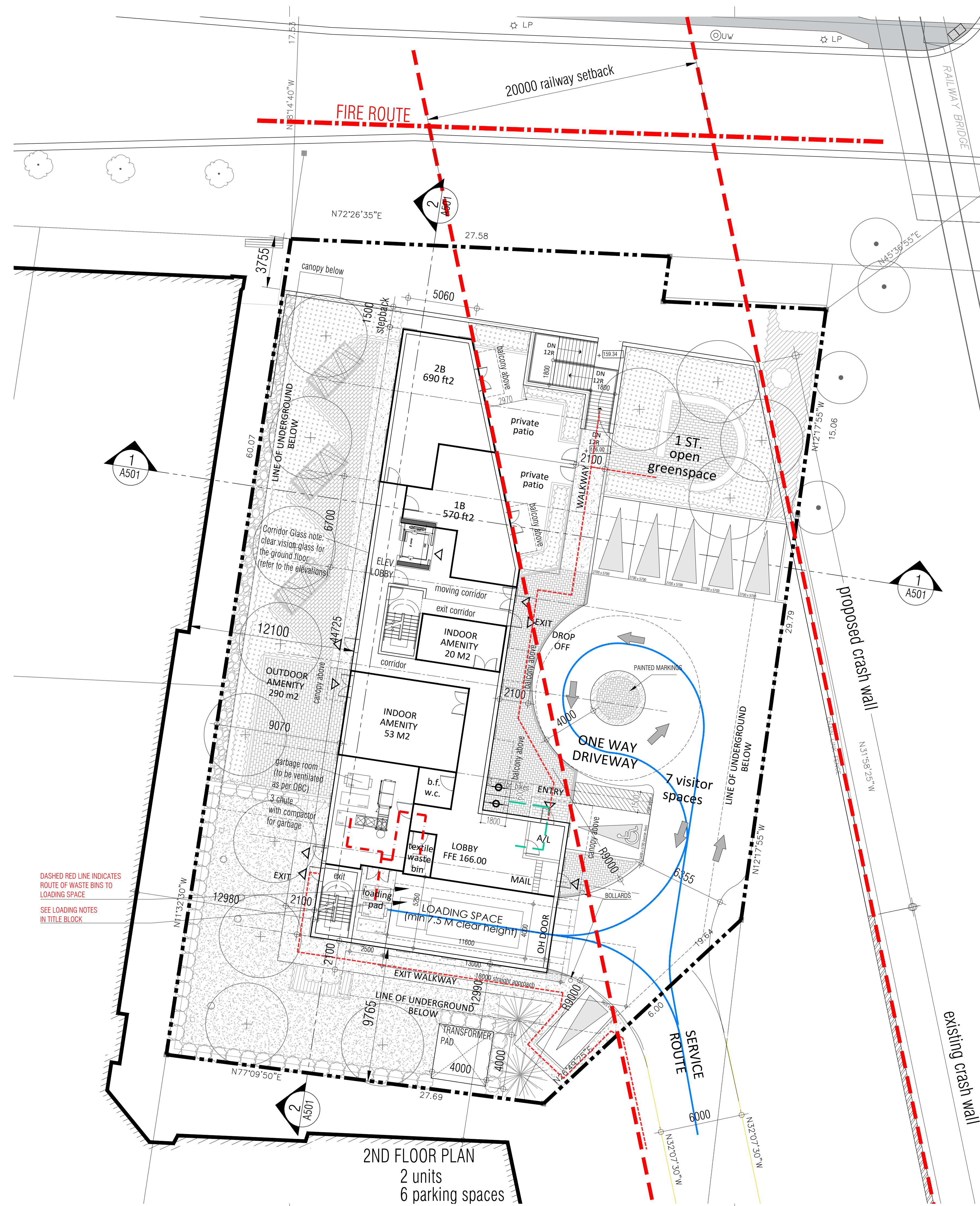
VAUGHAN ONTARIO

Project Architect: E. Corazza
 Assistant Designer: J. Chimienti
 Drawn By: J. Chimienti
 Checked By: D. Biase
 Plot Date: DEC. 04, 2024
 Job #: 1206.14

GROUND FLOOR PLAN

1:200 **A301**

TITLEBLOCK SIZE: 610 x 900



- Vehicular Circulation
- - - Pedestrian Circulation
- - - Bicycle Circulation
- · - · - Garbage Circulation

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ONTARIO ASSOCIATION OF ARCHITECTS

JOHNNY CHIMIENTI
LICENCE 6299

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza
Assistant Designer: J. Chimienti
Drawn By: J. Chimienti
Checked By: D. Biase
Plot Date: DEC. 04, 2024
Job #: 1206.14

2ND FLOOR PLAN

1:150 **A302**

TITLEBLOCK SIZE: 610 x 900

DASHED RED LINE INDICATES ROUTE OF WASTE BINS TO LOADING SPACE

SEE LOADING NOTES IN TITLE BLOCK

2ND FLOOR PLAN
2 units
6 parking spaces

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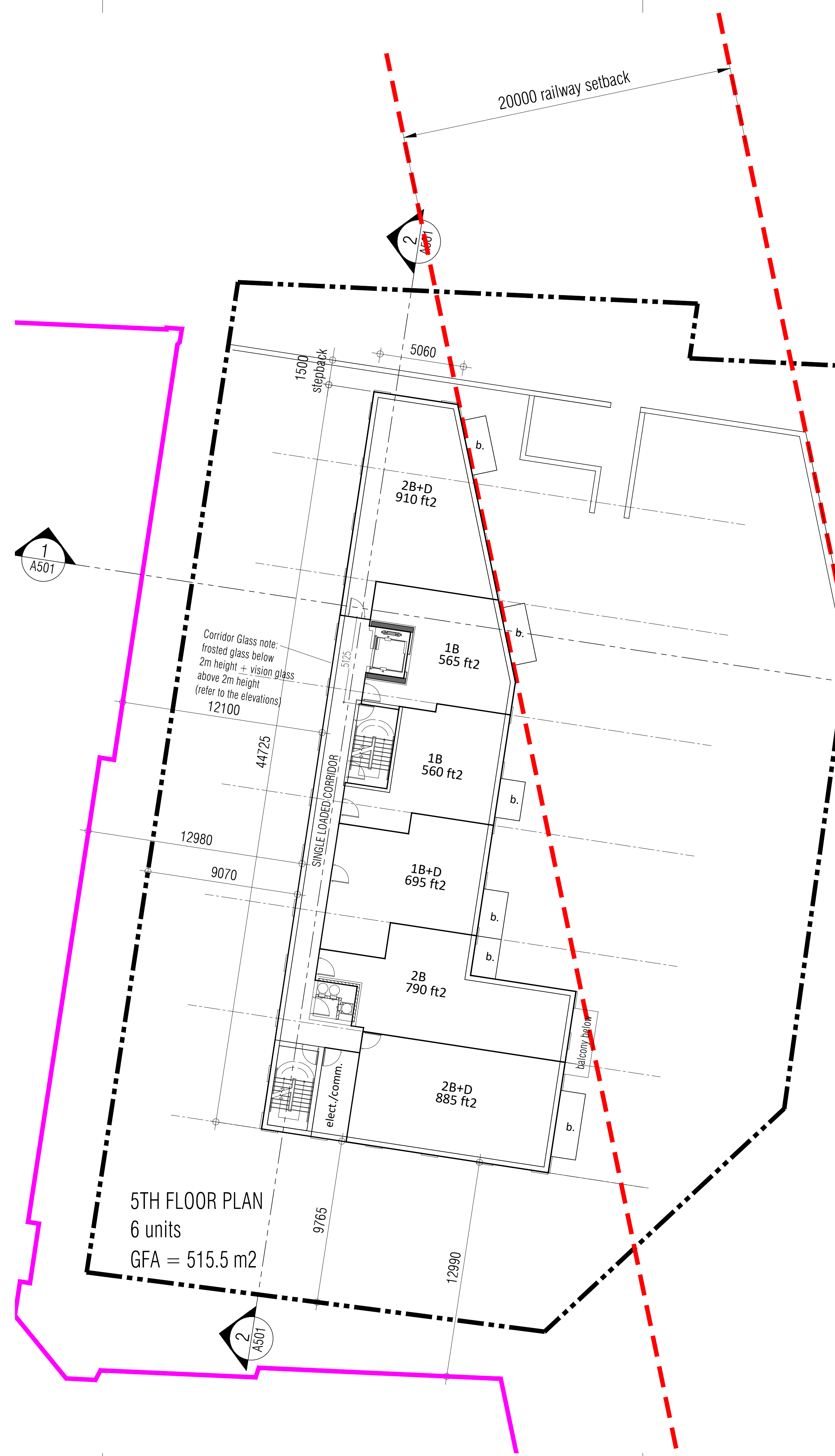
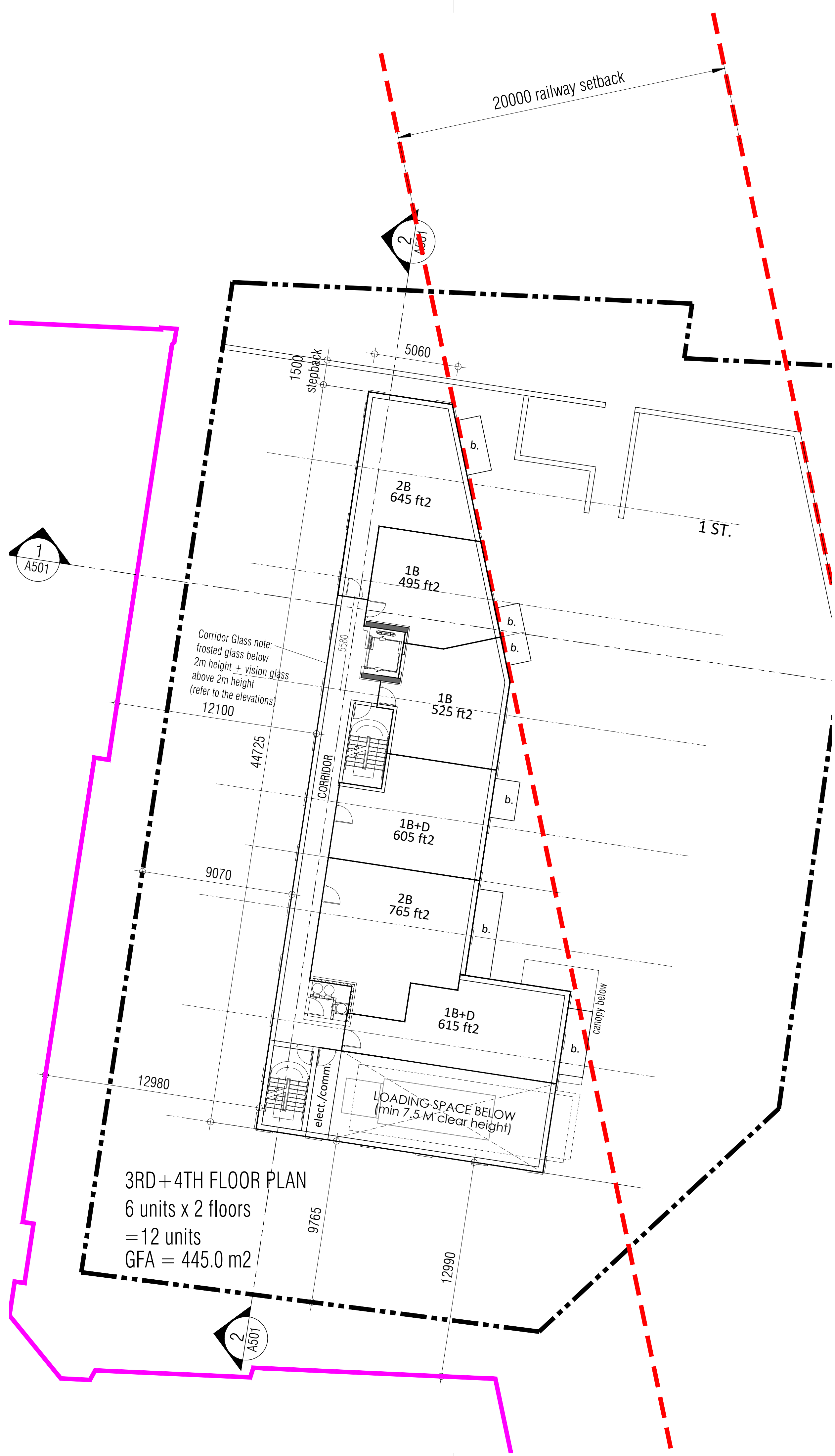
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GRAZIANI + CORAZZA ARCHITECTS INC. ONTARIO ASSOCIATION OF ARCHITECTS

JOHNNY CHIMIENTI LICENCE 6299

1320 Sheppard Drive, Suite 100, Mississauga, Ontario L4W 1C3
 Phone: 905.795.2801 Fax: 905.795.2844 www.gc-architects.com

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza
 Assistant Designer: J. Chimienti
 Drawn By: J. Chimienti
 Checked By: D. Biase
 Plot Date: DEC. 04, 2024
 Job #: 1206.14

3RD-4TH + 5TH FLOOR PLANS

1:150 A303

TITLEBLOCK SIZE: 610 x 900

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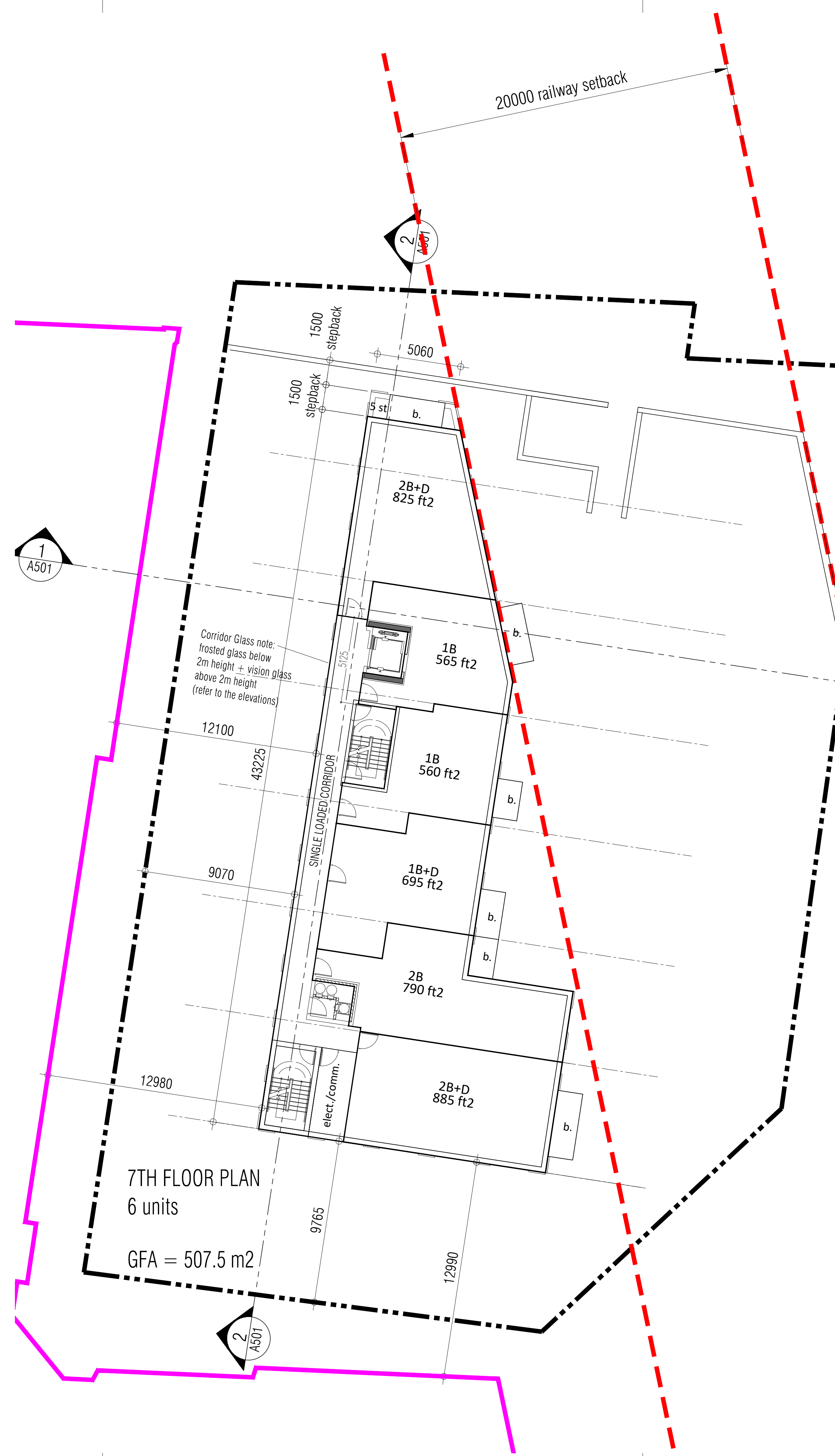
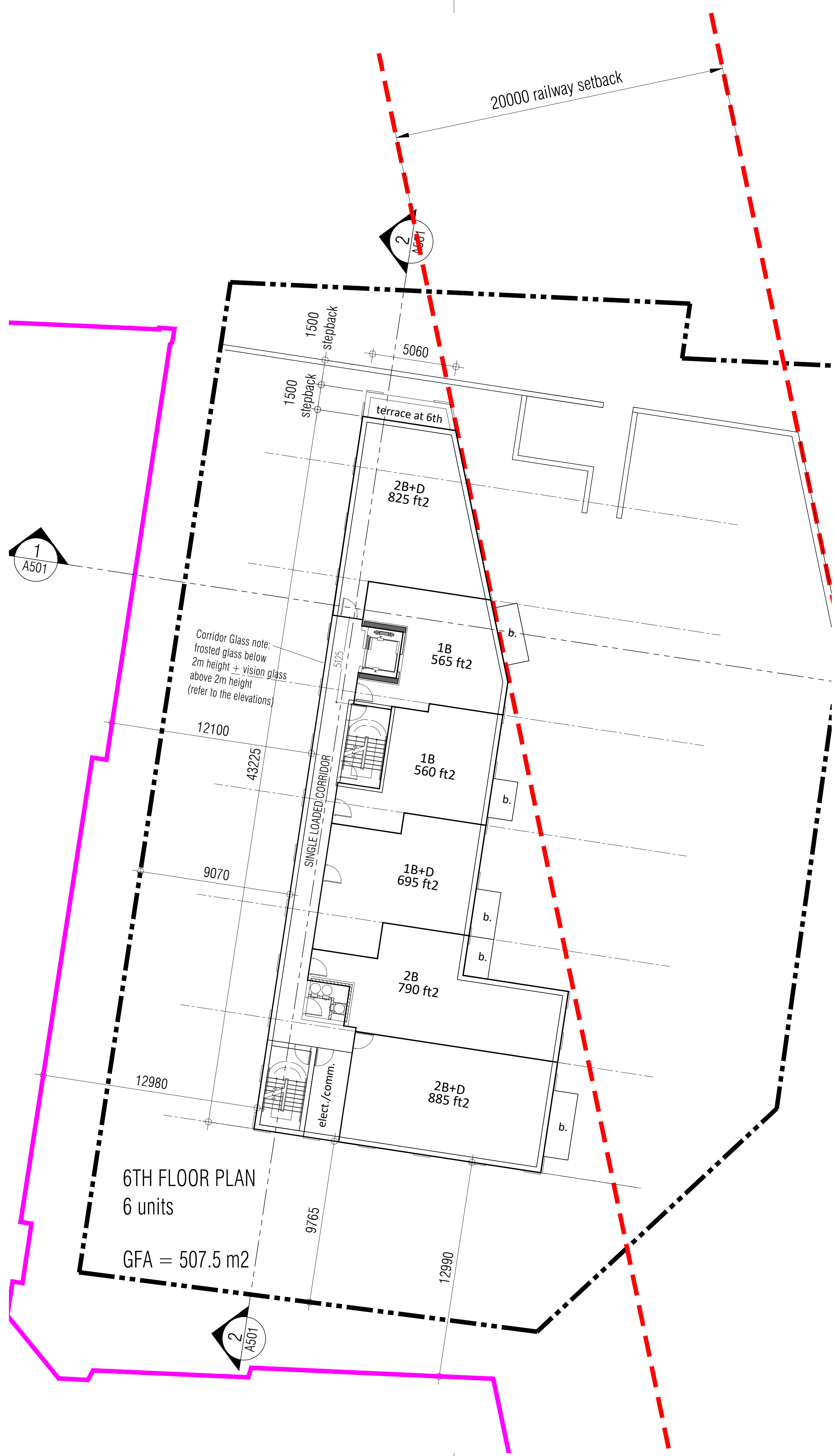
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4.	DEC.06.2024	ISSUED FOR OPA/REZONING	J. CHI.



- WASTE COLLECTION NOTES:
1. Lock out and washing systems for all waste chutes
 2. Chute rooms on each floor
 3. Each chute room is provided with sufficient space for displaying educational material
 4. Termination of three separate chutes in waste room with waste containers under each chute and garbage compactor under one chute
 5. Internal vertical clearance of all waste storage rooms as 2.5m
 6. Hose bib and floor drain
 7. Waste storage room as being climate controlled
 8. Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza
Assistant Designer: J. Chimienti
Drawn By: J. Chimienti
Checked By: D. Biase
Plot Date: DEC.04.2024
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6TH+7TH FLOOR PLANS

1:150 A304

TITLEBLOCK SIZE: 610 x 900

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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

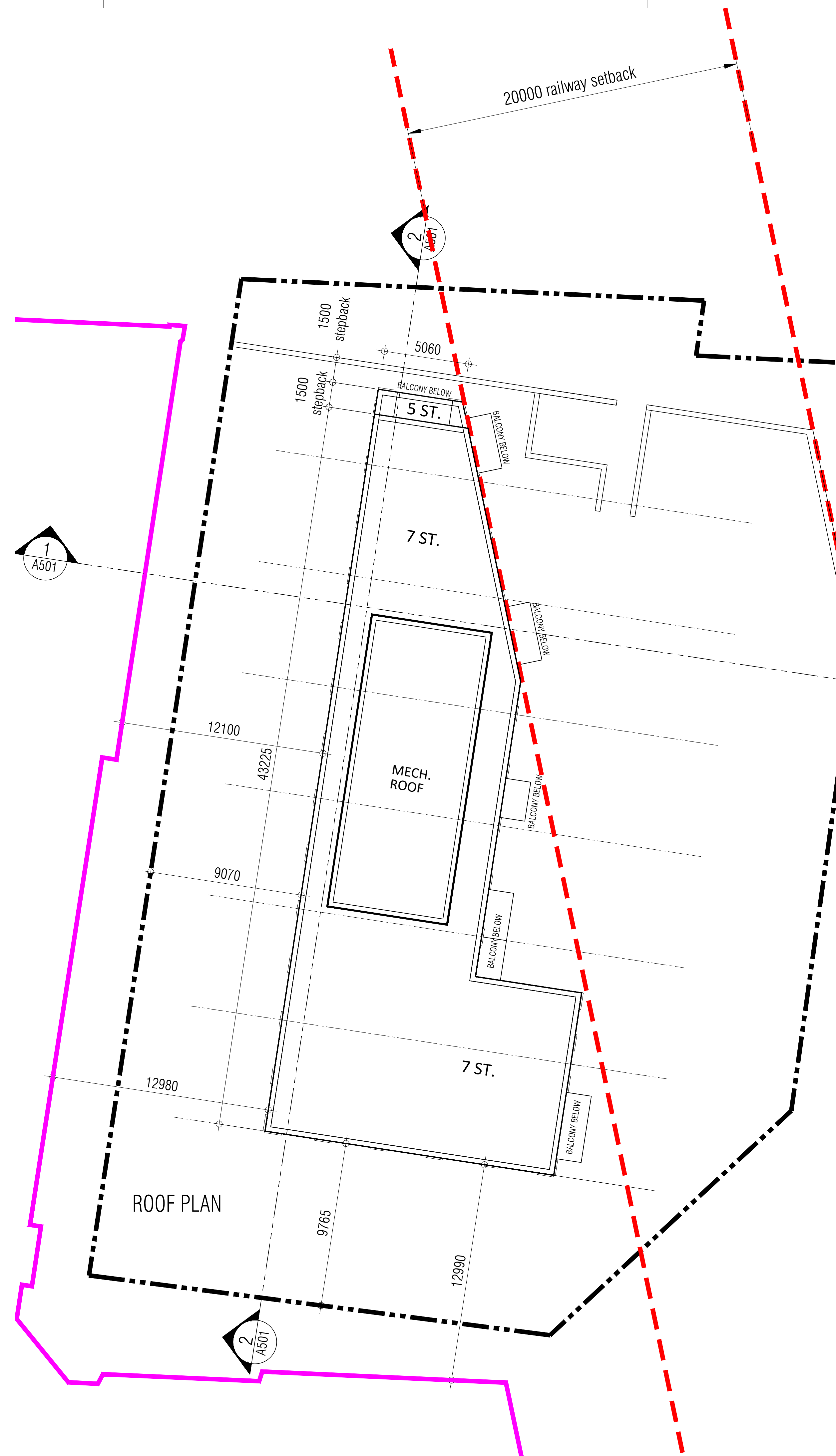
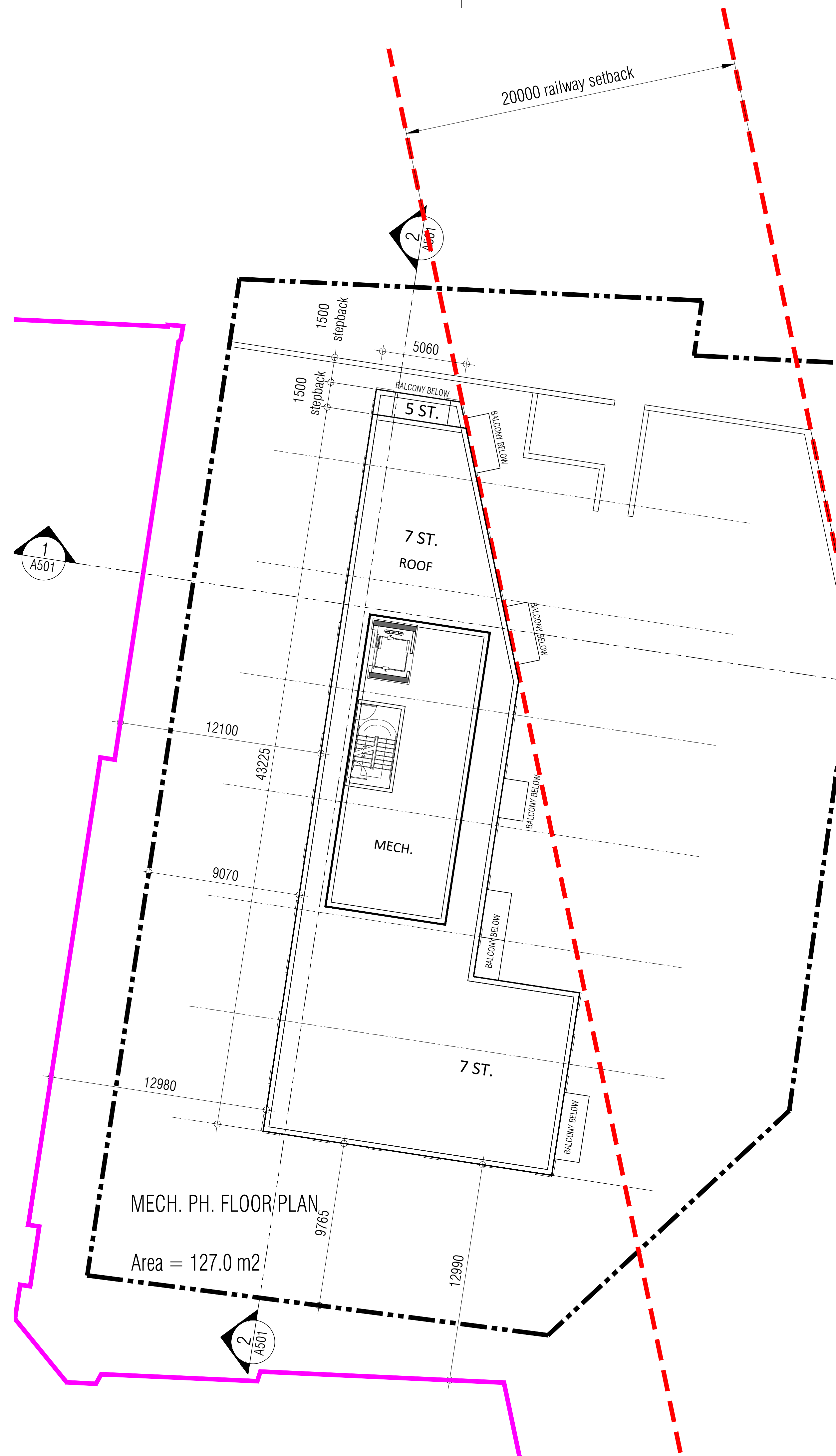
HARDROCK GROUP OF COMPANIES

Project Architect: E. Corazza
 Assistant Designer: J. Chimienti
 Drawn By: J. Chimienti
 Checked By: D. Biase
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 Job #: 1206.14

MECH PH. + ROOF PLANS

1:75 A305

TITLEBLOCK SIZE: 610 x 900



MATERIAL LEGEND

1

CLEAR GLASS

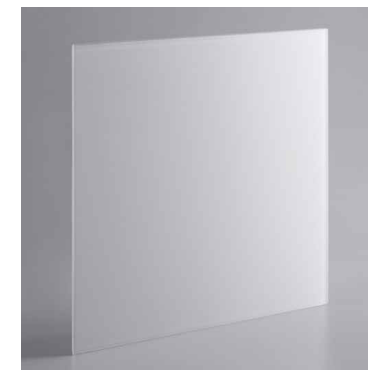
MANUFACTURER:
DESCRIPTION: CLEAR



2

FROSTED GLASS

MANUFACTURER:
DESCRIPTION: OPAQUE



3

SPANDREL PANEL

MANUFACTURER:
DESCRIPTION: GREY



4

LIME STONE

MANUFACTURER: STONE LAMINA
DESCRIPTION: SANDBLASTED FINISH



5

BRICK

MANUFACTURER:
BRAMPTON BRICK - CUSHWWA
DESCRIPTION: GEORGIAN



6

METAL PANEL

MANUFACTURER: PPG DURANAR
DESCRIPTION: CHARCOAL GRAY



7

MULLION

MANUFACTURER:
DESCRIPTION: GREY

8

RAILING

MANUFACTURER:
DESCRIPTION: GREY

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PROPOSED RESIDENTIAL DEVELOPMENT
WOODBRIDGE AVENUE
HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO
Project Architect: E. Corazza
Assistant Designer: J. Chimienti
Drawn By: J. Chimienti
Checked By: D. Biase
Plot Date: DEC.04.2024
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MATERIAL LEGEND

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NOTE:
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② FROSTED GLASS MANUFACTURER: DESCRIPTION: OPAQUE	⑥ METAL PANEL MANUFACTURER: PPG DURANAR DESCRIPTION: CHARCOAL GRAY
③ SPANDREL PANEL MANUFACTURER: DESCRIPTION: GREY	⑦ MULLION MANUFACTURER: DESCRIPTION: GREY
④ LIME STONE MANUFACTURER: STONE LAMINA DESCRIPTION: SANDBLASTED FINISH	⑧ RAILING MANUFACTURER: DESCRIPTION: GREY

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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

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 Assistant Designer: J. Chimienti
 Drawn By: J. Chimienti
 Checked By: D. Biase
 Plot Date: DEC. 04, 2024
 Job #: 1206.14

MID-RISE EAST ELEVATION

1:100 A401

TITLE BLOCK SIZE: 610 x 900

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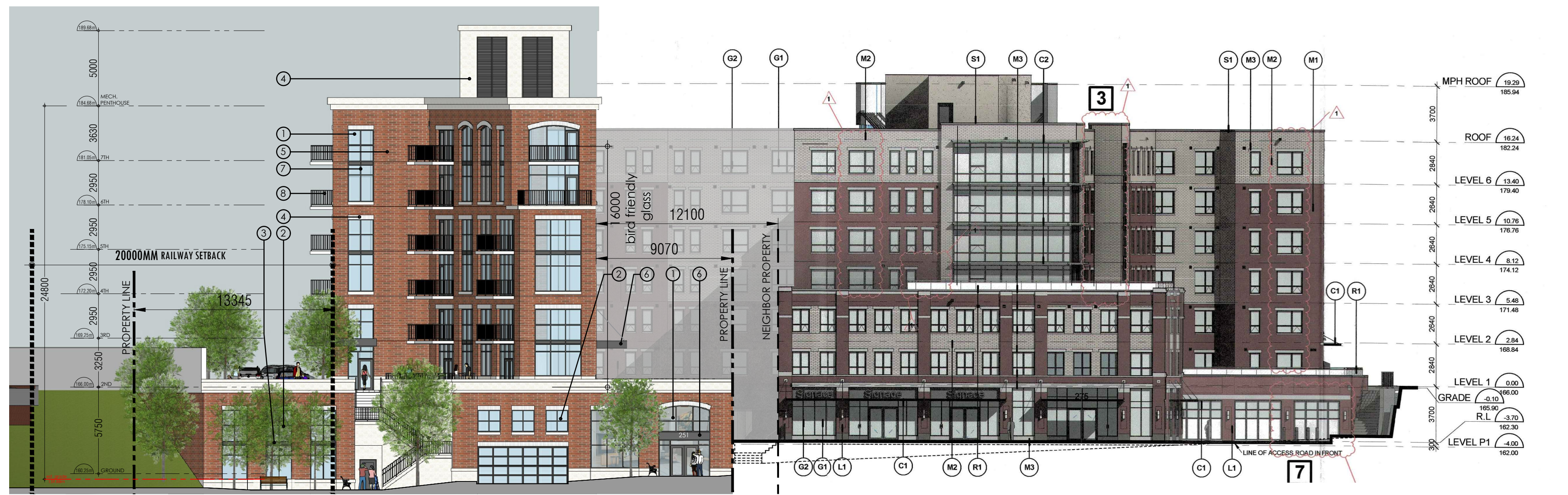
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NEIGHBOURING PROPERTY ALIGNMENT



1:200

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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza
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 Drawn By: J. Chimenti
 Checked By: D. Biose
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MID-RISE NORTH ELEVATION

1:100 A402

TITLEBLOCK SIZE: 610 x 900



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MATERIAL LEGEND	
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② FROSTED GLASS MANUFACTURER: DESCRIPTION: OPAQUE	⑥ METAL PANEL MANUFACTURER: PPG DURANAR DESCRIPTION: CHARCOAL GRAY
③ SPANDREL PANEL MANUFACTURER: DESCRIPTION: GREY	⑦ MULLION MANUFACTURER: DESCRIPTION: GREY
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ONTARIO ASSOCIATION OF ARCHITECTS
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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza
Assistant Designer: J. Chimienti
Drawn By: J. Chimienti
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MID-RISE SOUTH ELEVATION

1:100 **A403**

TITLEBLOCK SIZE: 610 x 900



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16000
bird friendly
glass

9765

RESIDENT CORRIDOR AMENITY SERVICE EXIT CORRIDOR

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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

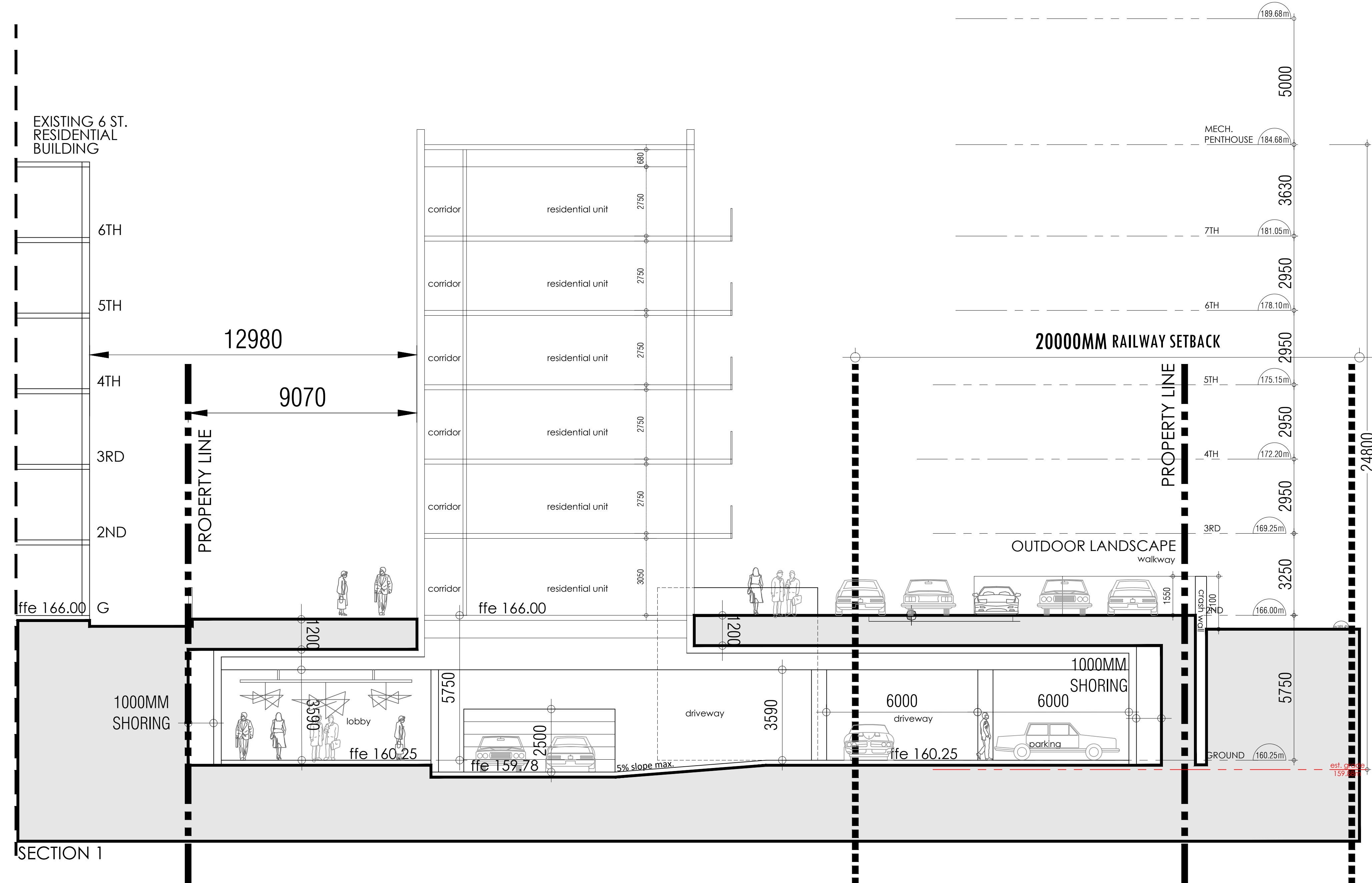
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Assistant Designer: J. Chimienti
Drawn By: J. Chimienti
Checked By: D. Biase
Plot Date: DEC. 04, 2024
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MID-RISE WEST ELEVATION

1:100 **A404**

TITLEBLOCK SIZE: 610 x 900



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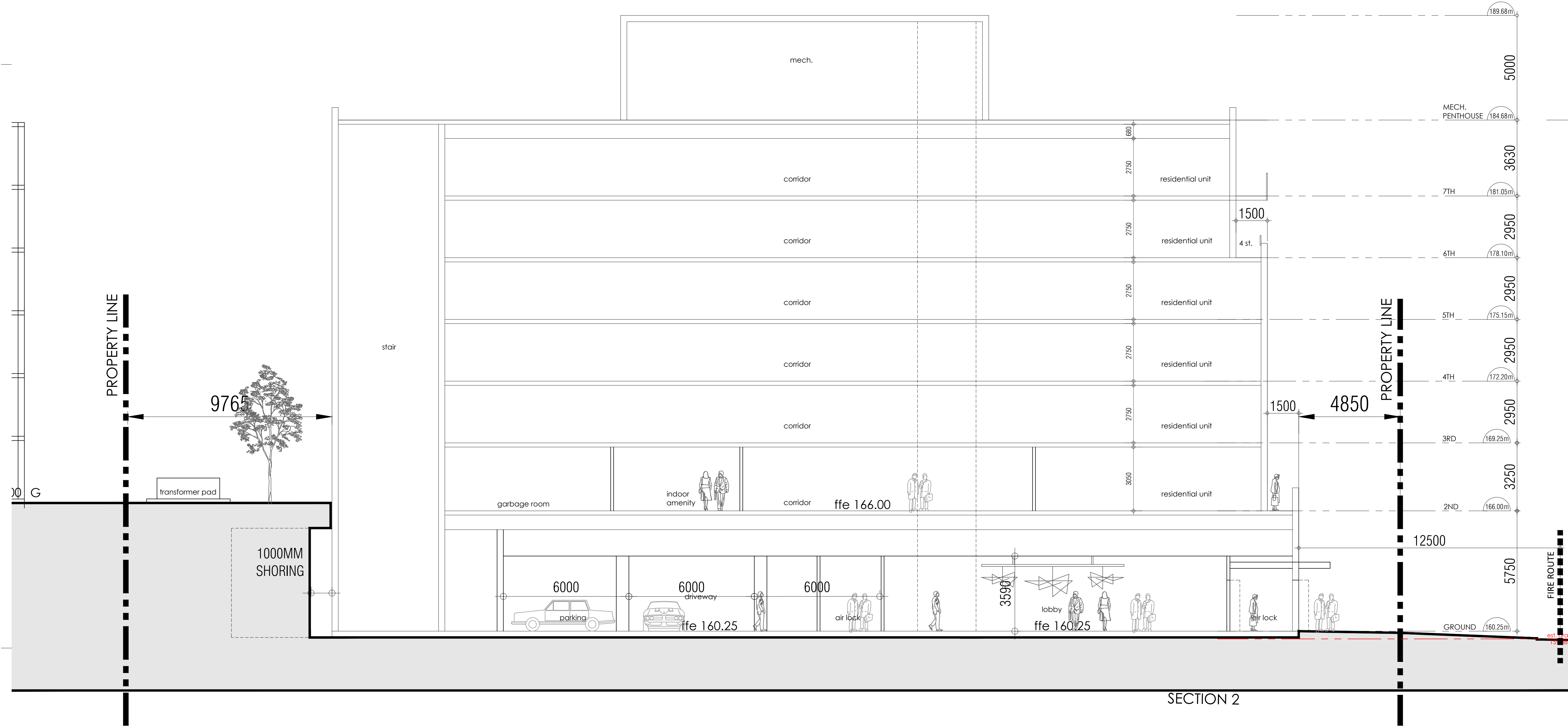
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SECTION 1

1:100 **A501**

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SECTION 2

1:100 **A502**

TITLE BLOCK SIZE: 610 x 900



VIEW LOOKING SOUTH WEST



VIEW LOOKING SOUTH EAST

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1.	JULY.9.2018	ISSUED FOR REVIEW	J. CHI.
2.	DEC.21.2021	ISSUED FOR OPA/REZONING	J. CHI.
3.	JUNE.09.2023	ISSUED FOR OPA/REZONING	J. CHI.
4.	DEC.06.2024	ISSUED FOR OPA/REZONING	J. CHI.

issued for revisions

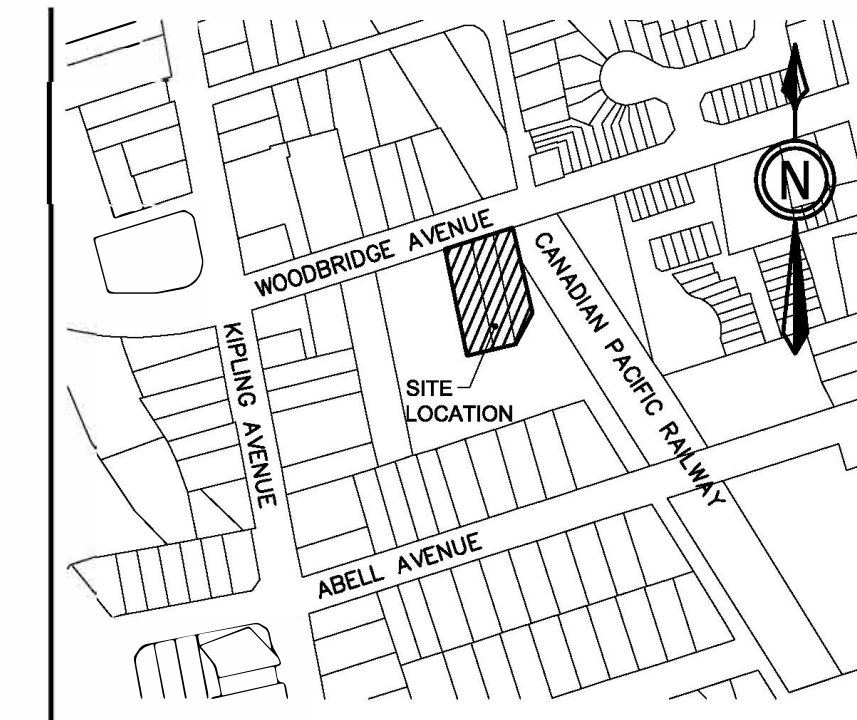
GRAZIANI + CORAZZA ARCHITECTS INC.
 1320 Sheppard Drive, Suite 100, Mississauga, Ontario L4W 1C3
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PROPOSED RESIDENTIAL DEVELOPMENT
WOODBIDGE AVENUE
 HARDROCK GROUP OF COMPANIES
 VAUGHAN ONTARIO
 Project Architect: E. Corazza
 Assistant Designer: J. Chimienti
 Drawn By: J. Chimienti
 Checked By: D. Biase
 Plot Date: **DEC.04.2024**
 Job #: 1206.14

MASSING VIEWS

N.T.S. **A601**

TITLEBLOCK SIZE: 610 x 900



LEGEND

- x 224.25EX EXISTING ELEVATION
- x 227.25 PROPOSED ELEVATION
- x 226.49SW PROPOSED SWALE ELEVATION
- 2.0% SLOPE
- OVERLAND FLOW ROUTE
- PROPOSED STORM MANHOLE
- PROPOSED STORM CATCHBASIN
- PROPOSED STORM OGS
- PROPOSED SANITARY
- ⊗ VALVE
- ⊕ HYDRANT AND VALVE
- EXISTING STORM CATCHBASIN
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- ⊗ EXISTING VALVE
- ⊕ EXISTING HYDRANT
- - - PROPERTY LINE
- ⊗ EXISTING STRUCTURES TO BE REMOVED
- x 160.17EX ELEVATIONS ON THE WOODBRIDGE AVENUE BASED ON WOODBRIDGE AVENUE PROPOSED WATERMAIN & SANITARY SEWER REPLACEMENT & ROAD REHABILITATION DRAWINGS PREPARED BY IBI GROUP FOR CITY OF VAUGHAN, DATED MARCH 2022.

REV.No.	REVISION NOTE	DATE
2	ISSUED FOR ZBA	24-12-06
1	ISSUED FOR ZBA	23-06-05



239-251 WOODBRIDGE AVENUE
CITY FILE : Z.22.001

HUSSON ENGINEERING + MANAGEMENT
P 905.709.8825
200 CACHET WOODS COURT, SUITE 204
MARKHAM, ON L3C 0Z9
HUSSON.CA

SW1
GRADING PLAN

GENERAL NOTES:

- STANDARD DRAWINGS OF THE CITY OF VAUGHAN CONSTITUTE PART OF THESE DRAWING(S).
- ALL CONSTRUCTION WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS.
- THE OWNER SHALL RETAIN THE SERVICES OF HIS CONSULTANTS TO ENSURE REQUIRED INSPECTION REPORTS AND OR CERTIFICATION REQUIREMENTS ARE SUBMITTED TO THE DEVELOPMENT ENGINEERING DEPARTMENT AND OTHER AFFECTED CITY DEPARTMENTS.
- THE OWNER AND/OR HIS REPRESENTATIVE SHALL RECTIFY ALL DISTURBED AREAS TO ORIGINAL CONDITION OR BETTER AND TO THE SATISFACTION OF THE CITY.
- THE LOCATION OF ALL UNDER/ABOVE GROUND UTILITIES AND STRUCTURES IS APPROXIMATE ONLY AND WHERE SHOWN ON THE DRAWING(S) THE ACCURACY OF THE LOCATION OF SUCH UTILITIES IS NOT GUARANTEED. THE OWNER AND/OR HIS REPRESENTATIVE SHALL DETERMINE THE LOCATION OF SUCH UTILITIES AND STRUCTURES BY CONSULTING THE APPROPRIATE AUTHORITIES OR UTILITY COMPANIES CONCERNED. THE OWNER SHALL PROVE THE LOCATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE OR RESTORATION OR ADJUSTMENT FOR THE SAME.
- ANY CONFLICTS WITH EXISTING SERVICES SHALL BE RECTIFIED AT THE OWNER'S EXPENSE.
- APPROPRIATE CONSTRUCTION DETAILS SHOULD BE PROVIDED FOR RETAINING WALLS HIGHER THAN 1.0 M. DETAILS SHALL BE DESIGNED AND CERTIFIED BY A PROFESSIONAL ENGINEER UPON APPROVAL. HANDRAIL/GUARD/FENCE IS REQUIRED WHEN HEIGHT EXCEEDS 0.60 M (AS PER CITY STANDARD DRAWING FRW-105 OR APPROVED EQUAL). UPON COMPLETION, RETAINING WALLS GREATER THAN 1.0 M TO BE CERTIFIED BY A STRUCTURAL AND GEOTECHNICAL ENGINEERS.
- LANDSCAPING WORK SHALL NOT ENCROACH ON BOULEVARD NOR SHALL BOULEVARD GRADES BE ALTERED.
- SLOPES IN LANDSCAPED AREAS AND ON BERMS SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL.
- GRASSED DRAINAGE SWALE GRADES: MIN. 2%; MAX 5%.
- OUTSIDE LIGHTING SHALL BE DIRECTED DOWNWARD AND INWARD AND DESIGNED TO MAINTAIN ZERO CUT-OFF LIGHT LEVEL DISTRIBUTION AT THE PROPERTY LINE.
- SILT FENCE(S) AND OTHER EROSION CONTROL MEASURES TO BE INSTALLED AND MAINTAINED TO PREVENT SILT FLOWING ONTO ADJACENT LANDS UNTIL THE COMPLETION OF SODDING ACTIVITIES.
- CONSTRUCTION ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM DEPTH OF 450 MM CRUSHED STONE BASE FROM THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE, TO THE SATISFACTION OF THE CITY.
- ALL PROPOSED BARRIER-FREE PARKING SPACES TO INCLUDE "RB-93 BY PERMIT ONLY" TRAFFIC SIGN AND BARRIER-FREE PAVEMENT SYMBOL MARKING.

SITE GRADING NOTES:

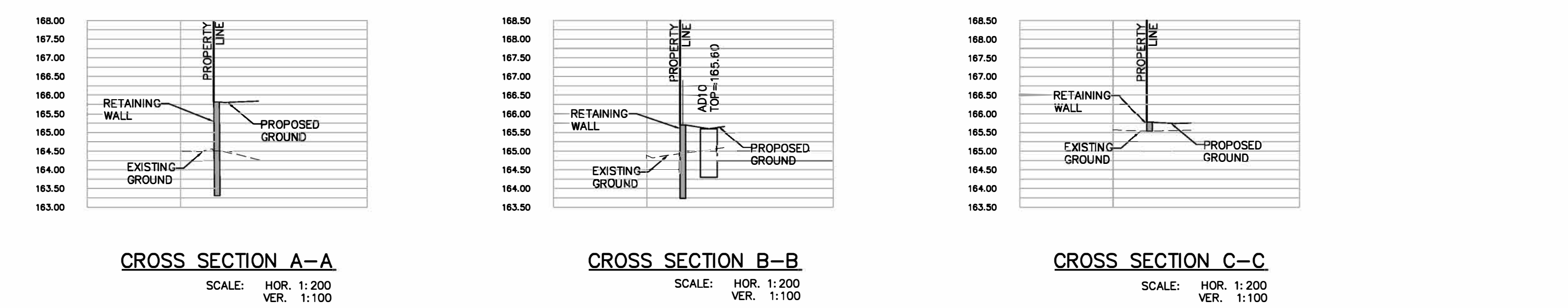
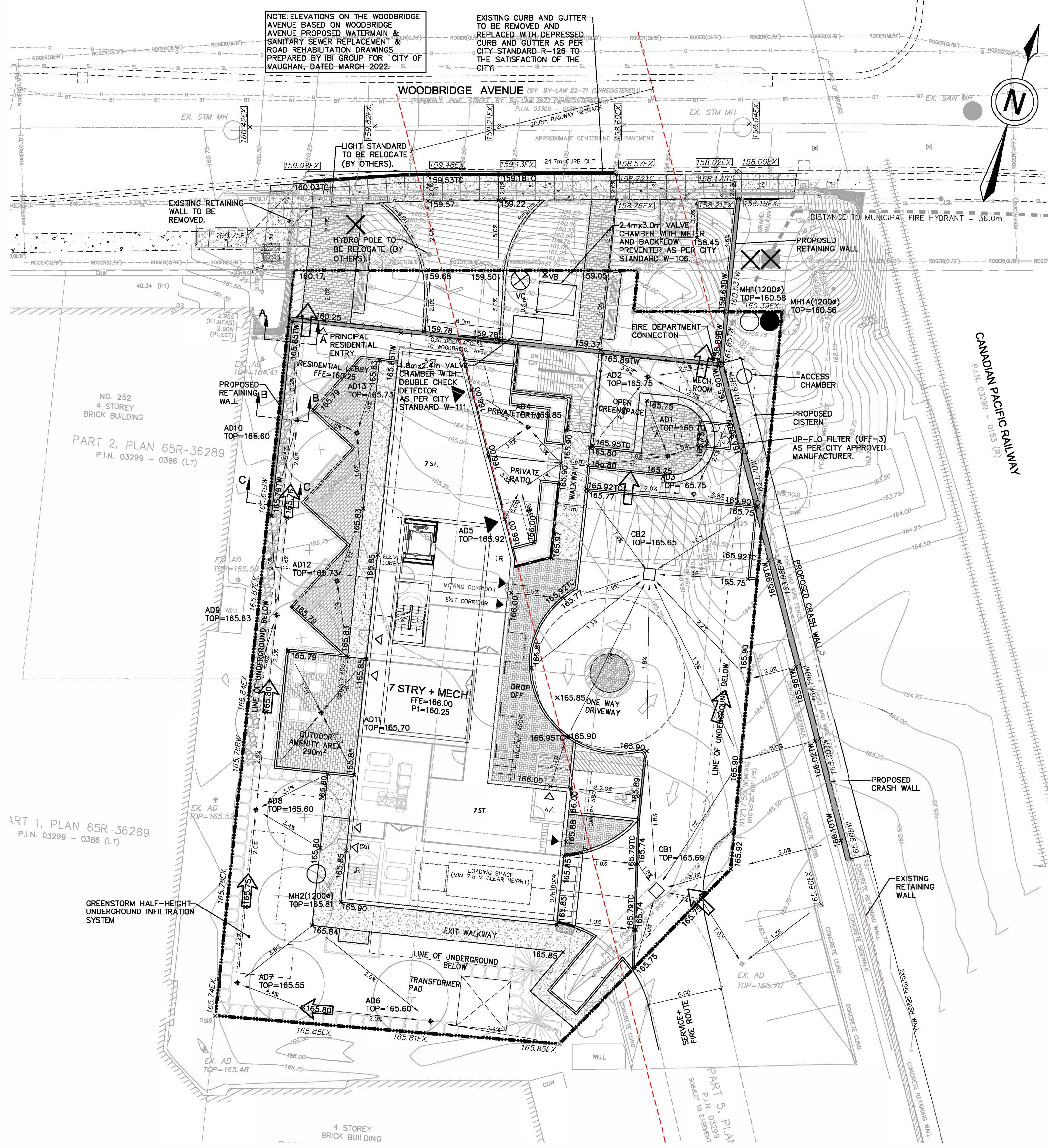
- FOR LAYOUT INFORMATION ON BUILDINGS, PARKING AREAS, AND ACCESS ROUTES REFER TO PLAN PREPARED BY ARCHITECT.
- ALL EXISTING STRUCTURES, TO BE REMOVED WITHIN PROPERTY BOUNDARY, UNLESS OTHERWISE NOTED.
- ALL EXTERNAL SITE AREAS DISTURBED BY THE ACTIVITIES OF THE CONTRACTOR SHALL BE RESTORED TO EXISTING CONDITION OR BETTER AND TO THE SATISFACTION OF THE CITY. GRASSED AREAS SHALL BE RESTORED BY PLACING A MINIMUM OF 100mm TOPSOIL AND SOD.
- ALL CONSTRUCTION TO BE CARRIED OUT IN ACCORDANCE WITH THE MOST CURRENT CITY OF VAUGHAN CRITERIA AND OPSS.
- THE SOIL CONSULTANT SHALL VERIFY THE SUITABILITY OF THE ENGINEERED FILL AT SOURCE PRIOR TO HAULING ANY MATERIAL ON SITE.
- COMPACTION OF ALL MATERIAL AS PER RECOMMENDATIONS IN THE GEOTECHNICAL REPORT.
- ALL BARRIER CURB WITHIN THE SITE TO BE CONSTRUCTED AS PER OPSD 600.110. HEIGHT OF BARRIER CURB TO BE 0.15m UNLESS OTHERWISE SHOWN IN SITE GRADING PLAN. ALL CURB ON MUNICIPAL P.O.W. TO BE CONSTRUCTED AS PER DETAIL OPSD 600.040.
- ALL CURB UNDERMINED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE CITY OF VAUGHAN.
- METHOD OF TERMINATION FOR CONCRETE CURB AND GUTTER AS PER OPSD 608.010.
- PERFORATED SUBDRAINS WITH FILTER FABRIC ARE TO BE CONNECTED TO INTERNAL CATCH BASINS AT THE SUB-GRADE INTERFACE AND SHOULD EXTEND AT LEAST 3.0m IN ALL DIRECTIONS EXCEPT IN THE BOULEVARD AREAS. CONTRACTOR IS TO ENSURE A MINIMUM 3% SLOPE OF THE SUBDRAIN TOWARDS THE CATCH BASIN. SUBDRAIN PIPE TO BE 100mm PERFORATED, CORRUGATED OR POLYETHYLENE ENCASED IN FILTER FABRIC "SOCK" AS PER OPSD 405 AND 1860. BACKFILL WITH 20mm WELL GRADED FREE DRAINING GRANULAR MATERIAL APPROVED BY THE ENGINEER.
- REFER TO LANDSCAPING PLANS FOR ISLAND DETAILS AND THE LIMITS OF LANDSCAPED AREAS.
- ALL RECYCLED, PROCESSED OR OTHERWISE ALTERED MATERIALS ARE CONSIDERED ALTERNATIVES AND MUST BE APPROVED BY THE OWNER AND ENGINEER PRIOR TO USE ON SITE.
- ALL SERVICE TRENCH EXCAVATION AND BACKFILL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.
- ALL UNSUITABLE SOIL OR SURPLUS MATERIAL OBTAINED FROM EXCAVATIONS TO BE DISPOSED OF OFF-SITE AT A SUITABLE WASTE DISPOSAL FACILITY IN ACCORDANCE WITH ALL APPLICABLE STANDARDS, REGULATIONS AND SPECIFICATIONS.
- CONTRACTOR TO PROVIDE TOPOGRAPHIC SURVEYS FOR ORIGINAL GROUND, POST TOPSOIL STRIPPING AND SUBGRADE ELEVATIONS TO VERIFY EARTHWORK QUANTITIES.

ROADWORKS NOTES:

- ENTRANCE DRIVEWAYS SHALL BE CONSTRUCTED WITH HEAVY DUTY ASPHALT FROM THE BACK OF THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE (AREA HIGHLIGHTED ON DRAWING(S) IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
 - 50 mm COMPACTED DEPTH OF HL3 ASPHALT - TOP COURSE
 - 75 mm COMPACTED DEPTH OF HL8 ASPHALT - BINDER COURSE
 - 150 mm COMPACTED DEPTH OF 20 mm CRUSHER-RUN LESTONE - GRANULAR BASE
 - 300 mm COMPACTED DEPTH OF 50 mm CRUSHER-RUN LESTONE - GRANULAR SUB-BASE
- THE SURFACE OF ALL LOADING SPACES AND RELATED DRIVEWAYS, PARKING SPACES, AND MANUEVERING AREAS WITHIN THE SITE SHALL BE PAVED WITH A HARD SURFACE. THE MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS, OR AS SPECIFIED BY GEOTECHNICAL ENGINEER:
 - 25 mm COMPACTED DEPTH HL3 ASPHALT TOP COURSE (TOP COURSE ASPHALT SHALL NOT BE PLACED UNTIL THE BASE COURSE ASPHALT HAS BEEN IN PLACE FOR ONE WINTER SEASON. OTHER HARD SURFACES MAY BE INSTALLED AS APPROVED BY THE CITY.)
 - 50 mm COMPACTED DEPTH HL8 ASPHALT BASE COURSE
 - 200 mm COMPACTED DEPTH 20 mm CRUSHER-RUN LESTONE BASE
- FOR CONDOMINIUM UNIT DRIVEWAYS, THE MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS, OR AS SPECIFIED BY GEOTECHNICAL ENGINEER:
 - 50 mm COMPACTED DEPTH HL3 ASPHALT TOP COURSE
 - 150 mm COMPACTED DEPTH 20 mm CRUSHER-RUN LESTONE - GRANULAR BASE
 - 200 mm COMPACTED DEPTH 50 mm CRUSHER-RUN LESTONE - GRANULAR SUB-BASE
- ALL CONCRETE CURB FROM EXISTING ROAD CURB TO STREET LINE SHALL BE BARRIER CURB OPSD 600.110. ALL CONCRETE CURB HEIGHTS SHALL BE 150mm UNLESS OTHERWISE NOTED. ENTRANCE DRIVEWAY CURB TO BE DISCONTINUOUS AT SIDEWALK AND TAPERED BACK 600 mm MINIMUM.
- ALL REQUIRED CURB CUTTING AT ENTRANCE DRIVEWAY AND CURB DEPRESSIONS AT SIDEWALK CROSSINGS SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY.
- EXISTING ROADWAY CURB AND GUTTER TO BE CONTINUOUS THROUGH THE PROPOSED NEW DRIVEWAY ENTRANCE(S) ALONG WITH THE MUNICIPAL SIDEWALK.
- SIDEWALK TO BE 200 mm THICK THROUGH DRIVEWAY ENTRANCE PER CITY STANDARD R-128 AND TO INCLUDE TACTILE INDICATORS IN ACCORDANCE WITH YORK REGION STANDARD.
- ENTRANCE DRIVEWAYS SHALL BE SETBACK A MINIMUM CLEARANCE OF 1.0 M FROM ALL ABOVEGROUND SERVICES OR OTHER OBSTRUCTIONS.
- PAVEMENT GRADES: MIN. 0.5% MAX 5%.

CITY STANDARD NOTES:

- STANDARD DRAWINGS OF THE CITY OF VAUGHAN CONSTITUTE PART OF THE SITE PLAN DRAWING(S).
- ALL CONSTRUCTION WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS.
- THE OWNER SHALL RETAIN THE SERVICES OF HIS CONSULTANTS TO ENSURE REQUIRED INSPECTION REPORTS AND OR CERTIFICATION REQUIREMENTS ARE SUBMITTED TO THE ENGINEERING DEPARTMENT AND OTHER AFFECTED CITY DEPARTMENTS.
- THE OWNER AND/OR HIS REPRESENTATIVE SHALL RECTIFY ALL DISTURBED AREAS TO ORIGINAL CONDITION OR BETTER AND TO THE SATISFACTION OF THE CITY.
- THE LOCATION OF ALL UNDER/ABOVE GROUND UTILITIES AND STRUCTURES IS APPROXIMATE ONLY AND WHERE SHOWN ON THE DRAWING(S) THE ACCURACY OF THE LOCATION OF SUCH UTILITIES IS NOT GUARANTEED. THE OWNER AND/OR HIS REPRESENTATIVE SHALL DETERMINE THE LOCATION OF SUCH UTILITIES AND STRUCTURES BY CONSULTING THE APPROPRIATE AUTHORITIES OR UTILITY COMPANIES CONCERNED. THE OWNER SHALL PROVE THE LOCATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE OR RESTORATION OR ADJUSTMENT FOR THE SAME.
- ANY CONFLICTS WITH EXISTING SERVICES SHALL BE RECTIFIED AT THE OWNER'S EXPENSE.
- SANITARY AND STORM CONTROL MANHOLES SHALL BE IN ACCORDANCE WITH PROVINCIAL STANDARD OPSD 701.010. FRAME AND COVER SHALL BE MCCOY HM331 OR APPROVED EQUAL. THE MANHOLES SHALL BE BENCHMARKED TO THE OVERTOP OF PIPES.
- ALL SANITARY MANHOLE COVERS IN THE PONDING AREAS TO BE WATER TIGHT SEALED COVERS.
- ALL CATCHBASINS SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARD DRAWING K-4. ALL CATCHBASIN FRAMES AND COVERS SHALL BE MCCOY HM311 OR APPROVED EQUAL.
- ALL INDUSTRIAL/COMMERCIAL/CONDOMINIUM WATERMAIN CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARD DRAWINGS C-102, C-103 AND W-106.
- WATERMAIN SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 0.5m AND HORIZONTAL SEPARATION OF 2.5m BETWEEN ANY SEWER OR MANHOLE.
- HYDRANTS TO BE INSTALLED AS PER CITY STANDARD W-104 WITH 1.0m MINIMUM CLEAR FROM ALL OBSTRUCTIONS.
- ENTRANCE DRIVEWAYS SHALL BE CONSTRUCTED WITH HEAVY DUTY ASPHALT FROM THE BACK OF THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE (AREA HIGHLIGHTED ON DRAWING(S) IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
 - 50mm COMPACTED DEPTH OF HL3 ASPHALT - TOP COURSE
 - 75mm COMPACTED DEPTH OF HL8 ASPHALT - BINDER COURSE
 - 150mm COMPACTED DEPTH OF 20mm CRUSHER RUN LESTONE - GRANULAR BASE
 - 300mm COMPACTED DEPTH OF 50mm CRUSHER RUN LESTONE - GRANULAR SUB-BASE
- ALL CONCRETE CURB FROM EXISTING ROAD CURB TO STREET LINE SHALL BE BARRIER CURB OPSD 600.110. ALL CONCRETE CURB HEIGHTS SHALL BE 150mm UNLESS OTHERWISE NOTED. ENTRANCE DRIVEWAY CURB TO BE DISCONTINUOUS AT SIDEWALK AND TAPERED BACK 600mm MINIMUM.
- ALL REQUIRED CURB CUTTING AT ENTRANCE DRIVEWAY AND CURB DEPRESSIONS AT SIDEWALK CROSSINGS SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY.
- EXISTING ROADWAY CURB AND GUTTER TO BE CONTINUOUS THROUGH THE PROPOSED NEW DRIVEWAY ENTRANCE(S) ALONG WITH THE MUNICIPAL SIDEWALK.
- SIDEWALK TO BE 200mm THICK THROUGH ENTRANCE DRIVEWAY ENTRANCE PER CITY STANDARD R-128.
- FROST COLLARS ARE TO BE PROVIDED ON CURB STOPS AND VALVE BOXES WHEN LOCATED WITHIN THE LIMITS OF THE DRIVEWAYS.
- ENTRANCE DRIVEWAYS SHALL BE SETBACK A MINIMUM CLEARANCE OF 1.0m FROM ALL ABOVEGROUND SERVICES OR OTHER OBSTRUCTIONS.
- APPROPRIATE CONSTRUCTION DETAILS SHOULD BE PROVIDED FOR RETAINING WALLS HIGHER THAN 1.0m. DETAILS SHALL BE DESIGNED AND CERTIFIED BY A PROFESSIONAL ENGINEER UPON APPROVAL. HANDRAIL/GUARD/FENCE IS REQUIRED WHEN HEIGHT EXCEEDS 0.60m (AS PER CITY STANDARD DRAWING FRW-105 OR APPROVED EQUAL). UPON COMPLETION, RETAINING WALLS GREATER THAN 1.0m TO BE CERTIFIED BY A STRUCTURAL AND GEOTECHNICAL ENGINEER.
- LANDSCAPE SHALL NOT ENCROACH ON BOULEVARD NOR SHALL BOULEVARD GRADES BE ALTERED.
- SLOPES IN LANDSCAPED AREAS AND ON BERMS SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL.
- PAVEMENT GRADES (MIN. 0.5%, MAX 5%).
- DRAINAGE GRASSED SWALES WITH GRADES (MIN. 2%, MAX 5%).
- OUTSIDE LIGHTING SHALL BE DIRECTED DOWNWARD AND INWARD AND DESIGNED TO MAINTAIN ZERO CUT-OFF LIGHT LEVEL DISTRIBUTION AT THE PROPERTY LINE.
- SANITARY, STORM AND WATER SERVICE CONNECTIONS WHICH ARE NOT IN PLACE ON THE MUNICIPAL ROAD ALLOWANCE TO THE PROPERTY LINE SHALL BE ARRANGED FOR INSTALLATION BY THE CITY ON PAYMENT OF INSTALLATION COSTS BY THE OWNER. TO INITIATE THE INSTALLATION OF THE SERVICE CONNECTION(S), THE OWNER SHALL FILE AN APPLICATION WITH THE DEVELOPMENT INSPECTION & LOT GRADING DIVISION OF THE DEVELOPMENT ENGINEERING DEPARTMENT WHICH INCLUDES 2 COPIES OF THE APPROVED SITE PLAN DRAWING(S) WITH DEPARTMENT'S APPROVAL SEAL AND IF REQUIRED A COPY OF THE REGIONAL APPROVAL SCHEDULE AS PER THE EXECUTED SITE PLAN AGREEMENT.
- SILT FENCE(S) TO BE INSTALLED AND MAINTAINED TO PREVENT SILT FLOWING ONTO ADJACENT LANDS UNTIL THE COMPLETION OF SODDING ACTIVITIES.
- CONSTRUCTION ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM DEPTH OF 450mm CRUSHED STONE, BASE FROM THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE, TO THE SATISFACTION OF THE CITY.
- THE SURFACE OF ALL LOADING SPACES AND RELATED DRIVEWAYS, PARKING SPACES, AND MANUEVERING AREAS WITHIN THE SITE SHALL BE PAVED WITH A HARD SURFACE. THE RECOMMENDED MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS:
 - 40mm COMPACTED DEPTH HL3 ASPHALT - TOP COURSE
 - 50mm COMPACTED DEPTH HL8 ASPHALT - BINDER COURSE
 - 150mm COMPACTED DEPTH 20mm CRUSHER RUN LESTONE - GRANULAR BASE
 - 200mm COMPACTED DEPTH 50mm CRUSHER RUN LESTONE - GRANULAR SUB-BASE
- CONDOMINIUM UNIT DRIVEWAYS - THE MINIMUM RECOMMENDED DEPTH REQUIREMENTS ARE AS FOLLOWS:
 - 25mm COMPACTED DEPTH HL3 ASPHALT TOP COURSE
 - 50mm COMPACTED DEPTH HL8 ASPHALT BASE COURSE
 - 200mm COMPACTED DEPTH 20mm DIA. CRUSHER RUN LESTONE
- TOP COURSE ASPHALT SHALL NOT BE PLACED UNTIL THE BASE COURSE ASPHALT HAS BEEN IN PLACE FOR ONE WINTER SEASON. OTHER HARD SURFACES MAY BE INSTALLED AS APPROVED BY THE CITY.
- THE CONSULTING ENGINEER SHALL DESIGN, IMPLEMENT AND MONITOR THE EROSION AND SEDIMENT CONTROL MEASURES DURING ALL PHASES OF CONSTRUCTION ON THE LANDS IN ACCORDANCE WITH THE TRCA EROSION AND SEDIMENT CONTROL GUIDELINES FOR URBAN CONSTRUCTION DATED DECEMBER 12, 2006, TO THE SATISFACTION OF THE CITY AND TRCA.
- ALL PROPOSED PARKING SPACES FOR DISABLED TO INCLUDE "RB-93 BY PERMIT ONLY" TRAFFIC SIGN AND PAVEMENT DISABLED SYMBOL MARKING IN ACCORDANCE WITH CITY STANDARD DRAWING.





Arborist Report

239 - 251 Woodbridge Avenue
Vaughan, ON

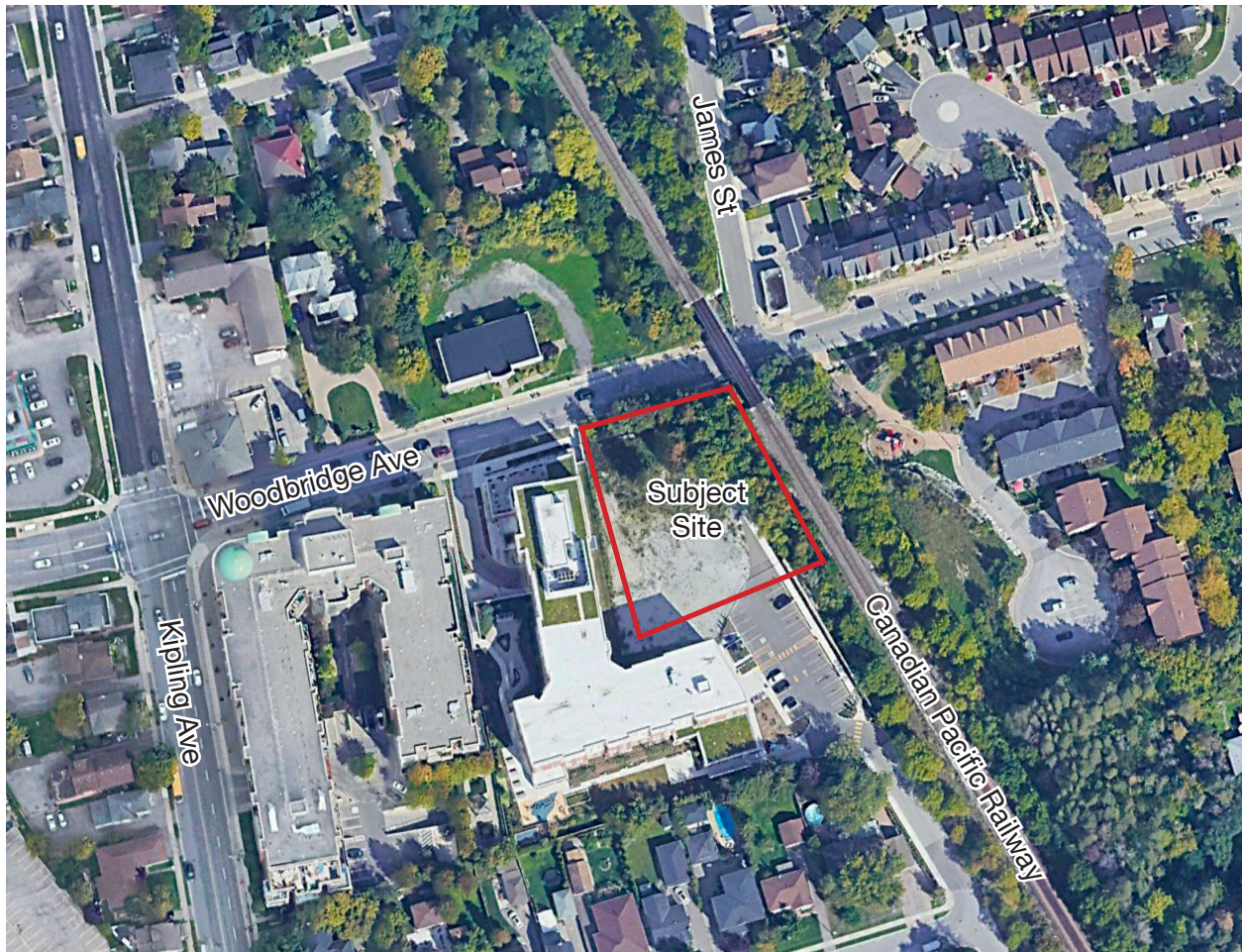
Prepared by:

Nick Taylor, ISA Certified Arborist, ON-2068A
ntaylor@thincdesign.ca

Dec 20, 2024

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Site Context



Summary

The subject site, 239 - 251 Woodbridge Avenue, is located south of Woodbridge Avenue, between Kipling Avenue to the West and the Canadian Pacific Railway to the East. It is anticipated that a multi-storey residential building with ground floor retail will be developed on the site and that the area of construction will extend to the property line. Currently, the site consists of a grouping of trees and open gravel area. A total of 16 trees were inventoried — 5 of which are located on the City right-of-way, 4 which are located on Canadian Pacific Railway property, and 7 which are located on private property. All trees with a DBH of 18cm or more, located within 6m of the subject site or with canopies reaching the subject site were inventoried. Trees located on the right-of-way were inventoried regardless of DBH. It is recommended that 12 of the 16 trees be removed in order to accommodate construction. The 4 remaining trees will be preserved and protected but will be injured during construction.

Recommendations

As indicated in the Tree Inventory Chart, and on the Tree Protection Plan:

- Trees #8, and 11-16 are located on private property and will need to be **removed** to accommodate construction. Trees #8, 11, 12, 14, 15, and 16 will require a tree removal permit.
- Trees #6, 9, and 10 are located on Canadian Pacific Railway property and should be **preserved**, but they will be **injured** during construction. Tree #7 is located on Canadian Pacific Railway property and will need to be **removed** to accommodate construction. Tree #7 will require a tree removal permit. Since tree #7 is located on the neighbouring property, permission from the property owner is needed prior to their removal.
- Trees #1-4 are located within the municipal right-of-way, and will need to be **removed** to accommodate construction. Trees #1, 2, and 4 will require a tree removal permit. Tree #3 is dead and will be exempt from needing a permit. Tree #5 is located within the municipal right-of-way, and should be **preserved**, but they will be **injured** during construction.
- As shown in the Tree Protection Plan, tree protection fencing will be installed to enclose the tree protection zone of trees #5, 6, 9, and 10, as per City of Vaughan standards. When feasible tree protection fencing should be extended to the edge of the dripline for these trees, in order to reduce soil compaction and increase potential for post-construction recovery.

Tree Protection Measures

Tree protection barriers must be installed in accordance with the City of Vaughan, Private Property Tree Removal and Protection By-law. Minimum required distances for determining a tree protection zone shall be:

Trunk Diameter (DBH)	City owned/ Private Trees	Trees in Naturalized Areas
< 10 cm	1.2 m	The drip line or 1.2 m
10-20 cm	1.2 m	The drip line or 1.2 m
21-30 cm	1.8 m	The drip line or 3.6 m
31-40 cm	2.4 m	The drip line or 4.8 m
41-50 cm	3.0 m	The drip line or 6.0 m
51-60 cm	3.6 m	The drip line or 7.2 m
61-70 cm	4.2 m	The drip line or 8.4 m
71-80 cm	4.8 m	The drip line or 9.6 m
81-90 cm	5.4 m	The drip line or 10.8 m
91-100 cm	6.0 m	The drip line or 12.0 m
>101 cm	6 cm protection for each 1 cm diameter	12 cm protection for each 1 cm diameter or the drip line

DBH, diameter measured at 1.4m above ground. TPZ distance to be measured from the outside edge of the tree base to the drip line or above distance, whichever is the greater of the two. All trees to be saved would be protected with barriers as per the minimum distances required. The barriers comprise of two types of hoarding. Heavy duty tree hoarding (municipal drawing #MLA 107) min 2500mm high of plywood for most conditions and light duty tree hoarding (municipal drawing #MLA 107B) comprised of min 1200mm snow fence for naturalized areas and woodlots.

Areas within the TPZ are considered 'no touch areas'. Grading, excavation, machinery access and material storage are prohibited. If access is required, a compaction plan is required. Tree barriers would need to be installed prior to construction to the satisfaction of the municipality.

Private Tree Permit, Fees, and Replacements

The application is applicable to the injury or destruction of any one or more trees having a diameter of 20 cm or more measured at base (DAB). A non-refundable processing fee of \$115.00 is required. The fee for removal of each tree more than 20cm in diameter is \$154.00. Replacement cost is \$625.00/tree if where replacement trees cannot be planted on the development site. City staff will determine if the site can or cannot accommodate all of the required replacement trees and if a 'cash-in-lieu' payment is appropriate. Replacement costs and fees are reviewed annually and are subject to change

The applicant proposes seven (7) private trees of 20cm DAB (diameter at base) or greater to be removed. The number of trees to be replanted is determined by the number and size of tree(s) being removed using the following City of Vaughan formula:

0cm-30cm = 1 tree replacement x 6 trees = 6 trees to be replaced

31cm-40cm = 2 tree replacements x 0 trees = 0

41cm-50cm = 3 tree replacements x 0 trees = 0

Over 50cm = 4 tree replacements x 1 tree = 4 trees to be replaced

Based on the above, the applicant is required to provide ten (10) new private trees or cash in lieu of \$6,250.00 (10 x \$625.00) plus public tree valuation, to be determined by the City. Replacement tree(s) for coniferous tree, minimum 200cm height, deciduous tree calliper minimum 50mm, non invasive species, installed as per City approved details standards. The applicant is proposing fifteen (15) trees on private property, and three (3) trees on public property.

Tree Protection Fee

A one-time Tree Protection Fee of \$4,505 applies to this project. This fee is subject to HST (13%).

Site Photos



Figure 1: Tree #1 & #2



Figure 2: Tree #3



Figure 3: Tree #4



Figure 4: Tree #5 & #6



Figure 5: Tree #7



Figure 6: Tree #9



Figure 7: Tree #10



Figure 8: Tree #11 & #12



Figure 9: Tree #13



Figure 10: Tree #14



Figure 11: Tree #15



Figure 12: Tree #16

Tree Inventory Chart

#	Scientific Name	Common Name	Location	DBH (cm)	DAB (cm)	Crown (m)	Condition Rating	Structural & Biological Condition Notes	Native Status	Tree Action	Minimum Protection Distance Required (m)
1	<i>Acer platanoides</i>	Norway Maple	municipal right-of-way	18.5, 11	32	8	Good		non-native	Remove	NA
2	<i>Juglans nigra</i>	Black Walnut	municipal right-of-way	21.5	27	8	Good	good form, even crown	native	Remove	NA
3	<i>Picea glauca</i>	White Spruce	municipal right-of-way	43	64	9	Dead	no living needles present on tree	native	Potential Hazard, Remove	NA
4	<i>Prunus sp.</i>	Cherry	municipal right-of-way	14, 16.5	27	6	Fair	2 stems, one stem with major storm damage (missing canopy), tree leans west, old LDD moth egg masses present	native genus	Remove	NA
5	<i>Acer saccharum</i>	Sugar Maple	municipal right-of-way	15.5, 6	33	7	Good-Fair	one stem pruned at base, 2 stub cuts in canopy	native	Preserve	1.8
6	<i>Acer saccharum</i>	Sugar Maple	CP Railway	19.5	25	6	Good-Fair	multiple leaders	native	Preserve	1.8
7	<i>Juglans nigra</i>	Black Walnut	CP Railway	24.5	31	9	Good-Fair	high canopy, 3 small dead branches in lower canopy, co-dominant leaders	native	Remove	NA
8	<i>Acer platanoides</i>	Norway Maple	private property, edge of tree line	20	26	7	Good	co-dominant leaders	non-native	Remove	NA
9	<i>Acer platanoides</i>	Norway Maple	CP Railway	20	26	7	Good	co-dominant leaders	non-native	Preserve	1.8
10	<i>Malus sp.</i>	Apple Tree	CP Railway	12.5, 26	37	9	Fair	1 dead limb (~10cm cal)	non-native genus	Preserve	2.4
11	<i>Acer platanoides</i>	Norway Maple	private property, edge of tree line	23	30	10	Good	2 dead branches in lower canopy	non-native	Remove	NA
12	<i>Acer platanoides</i>	Norway Maple	private property, edge of tree line	21.5	26	10	Good	crooked trunk	native	Remove	NA
13	<i>Betula papyrifera</i>	Paper Birch	private property	18	24	6	Fair	uneven canopy, canopy grows mostly on north side of tree, co-dominant leaders	native	Remove	NA
14	<i>Acer platanoides</i>	Norway Maple	private property	24.5	27	10	Good-Fair	poor form, 1 dead limb (~8 cal lower canopy)	non-native	Remove	NA
15	<i>Acer platanoides</i>	Norway Maple	private property	25	32	9	Good	good form, even crown	non-native	Remove	NA
16	<i>Picea glauca</i>	White Spruce	private property	57	80	11	Fair	thin lower crown, partially healed trunk wound at base extending ~2m up trunk	native	Remove	NA

Limiting Conditions

The field data collection and reporting for this tree inventory was carried out by ISA Certified Arborist, Jillian Albert. Data for this tree inventory was gathered on site on March 14th, 2023 using accepted arboricultural practices that reflect the guidelines provided by the City of Vaughan.

From ground level, a visual examination was made to identify species, canopy width, DBH, tree location, and structural and biological condition. This examination did not include coring, probing, climbing or root crown inspections. All numerical data was visually estimated, with the exception of DBH values which were accurately measured.

While this inventory describes health, structural stability and potential hazards to a reasonable extent, there is no guarantee that all trees to be preserved will not experience decline following construction activities. This is for two main reasons. First, unless an arborist remains in constant supervision of the site construction, it cannot be guaranteed that required tree preservation measures will be followed. And second, the distribution of roots in an urban environment is unpredictable. Therefore trees to be preserved may still become injured if roots extend past the limits of the tree protection zone.

Lastly, while removing potential hazard trees was a major consideration in this report, it cannot be guaranteed that no trees will fail and become hazardous now, during or after construction. A Certified Tree Risk Assessor should be contacted in ever guidance is required concerning hazard trees.

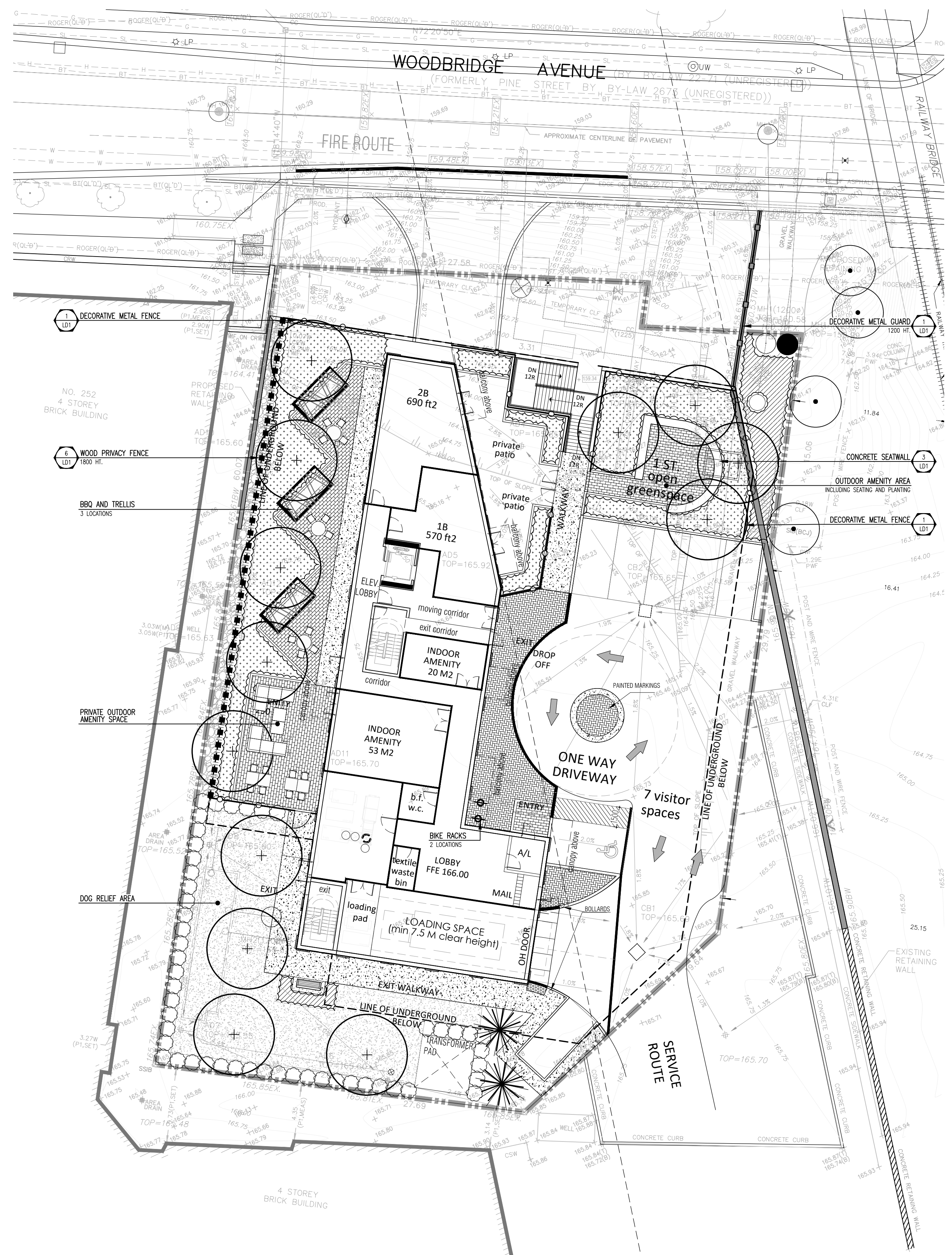


Jillian Albert
ISA Certified Arborist, ON-23994
TOCHER HEYBLOM DESIGN INC

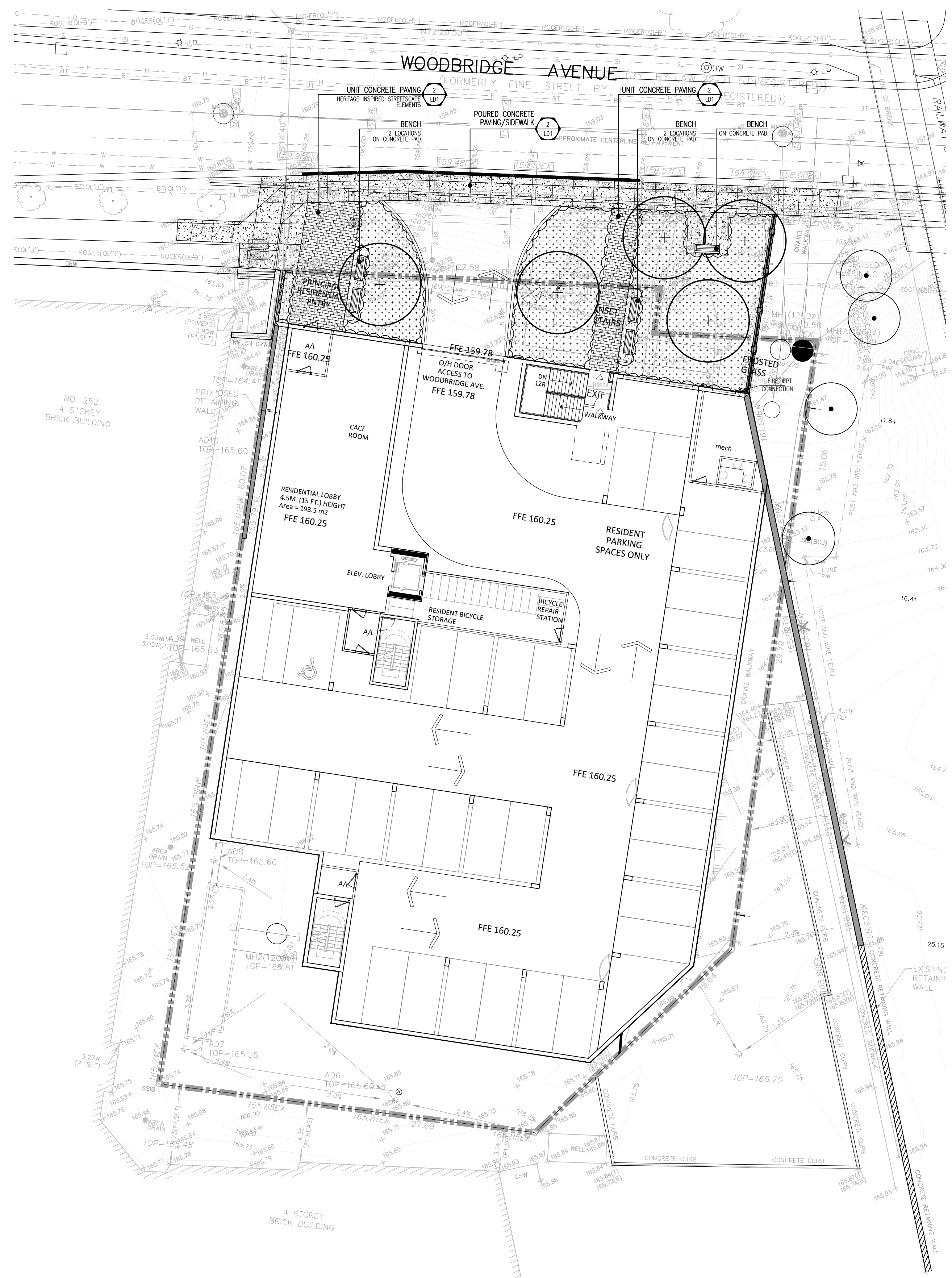


Nick Taylor
ISA Certified Arborist, ON-2068A
TOCHER HEYBLOM DESIGN INC

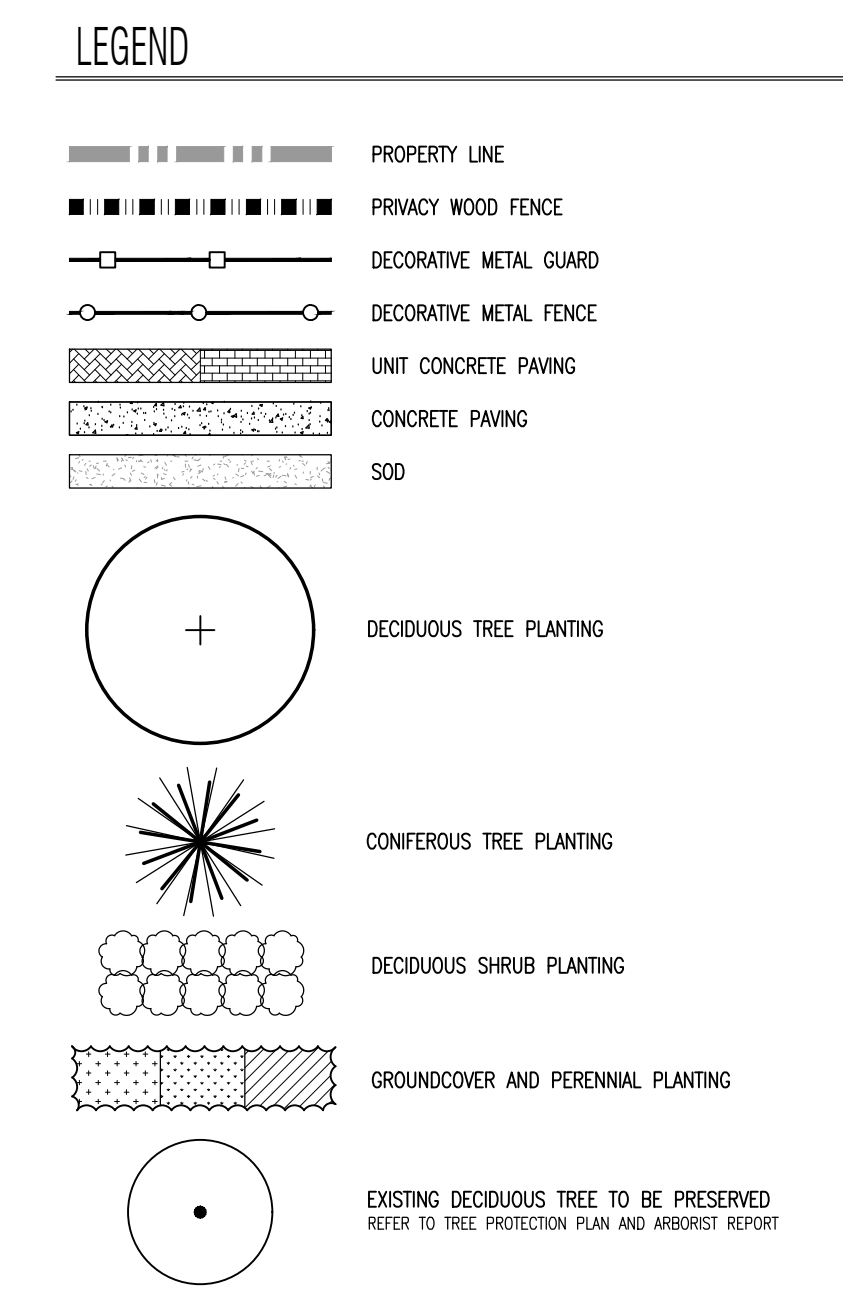




GROUND FLOOR LANDSCAPE PLAN



UNDERGROUND FLOOR LANDSCAPE PLAN



Base Information

Base information received in digital format from Graziani + Corazza Architects, Project No.1206.14, Drawing No.A101, A201, and A301, and dated and received September 16, 2024.

Grading and servicing received in digital format from Hussion Engineering, Project No.221396, Drawing No.SW1 & SW2, and dated and received September 27, 2024.

Survey received in digital format from R. Avis Surveying via Graziani + Corazza Architects, Project No.2127-9, dated May 28, 2020 and received February 14, 2023.

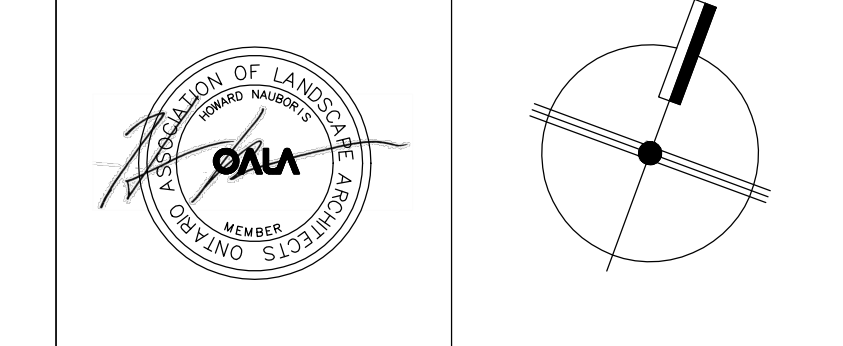
3	Issued for ZBA	SKC	24 12 20
2	Issued for ZBA	FC	24 09 18
1	Issued for ZBA	MB	23 06 16
No	Revision	By	Yr Mo Da

Approved as to form in reliance upon the professional skill and ability of the landscape architect, Cosburn Nauboris Limited, as to design and specifications.

Director of Development Planning, City of Vaughan Date

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cosburn nauboris LTD
 landscape architects
 30 crown steel dr. suite 2
 markham, on l3r 9v9
 1 905 940 4443
 cosburnnauboris.ca

VAUGHAN
 DEVELOPMENT PLANNING DEPARTMENT—URBAN DESIGN SECTION

239 - 251 WOODBRIDGE AVENUE
 CITY OF VAUGHAN

LANDSCAPE PLANS

Drawn by	OC	Scale	1:200
Checked by	HN	Plot Date	2024-12-20
Approved by	HN	Project	2430

L1
 Drawing No.

ELEVATION

1. ALL MATERIAL COMPONENTS AND WORKMANSHIP TO CONFORM TO LOCAL BY-LAWS.
 2. ALL FENCING TO BE BLACK IN COLOUR.
 3. POSTS, RAILS & PICKETS - EXTRUDED MARINE ALUMINUM CHROMATE CONVERSION COATING ELECTROSTATICALLY APPLIED THERMALLY BLENDED POLYESTER POWDER COATING MINIMUM FILM THICKNESS 2.5 mm
 4. FITTINGS - 12 GAUGE STAMPED MARINE ALUMINUM FACTORY FINISH AS ABOVE
 5. WELDS - ALUMINUM
 6. WARRANTY - 5 YEAR MAINTENANCE FREE
 7. PREFERRED MANUFACTURER/SUPPLIER:
 IRON EAGLE INDUSTRIES
 1256 CANTARY BLVD.
 MISSISSAUGA, ONTARIO L5S 1R1
 PHONE: (905) 670-2915 FAX: (905) 670-2841
 www.iron eagle.com

DECORATIVE METAL GUARD
ON TOP OF RETAINING WALL

cosburn nauboris LTD
landscape architects
DATE: 24.11.01 SCALE: 1:25
PROJECT: 2436

UNIT CONCRETE PAVING

cosburn nauboris LTD
landscape architects
DATE: 20.08.11 SCALE: 1:25
DETAIL NAME: 2293

ON SLAB - FREESTANDING - POURED CONCRETE SEAT WALL

cosburn nauboris LTD
landscape architects
DATE: 24.12.20 SCALE: AS SHOWN
PROJECT: 2430

POURED-IN-PLACE CONCRETE PAVING IN URBAN AREAS DETAIL

NOTES:
 1. 32MPa Class 'A' concrete max. cement/water ratio 0.5 @ 28 days with 6% air entrainment.
 2. Concrete to have broom finish.
 3. Expansion joints to be located every 6m and where concrete paving abuts other structures or buildings.
 4. Contraction joints to be located at minimum intervals of 1.5m. To be formed with a double edger in fresh concrete, then saw cut to a depth of 30mm.
 5. Concrete to be sprayed with white pigment curing compound immediately after finishing.
 6. All dimensions are in millimetres.

VAUGHAN
DEVELOPMENT PLANNING DEPT.
URBAN DESIGN DIVISION

cosburn nauboris LTD
landscape architects
DATE: 03/01/2011
STD. DWG. NO. ULA 301

AT GRADE

ON A SLOPE

NOTES:
 1. Position crown of root ball 50mm above finish grade to allow for settling.
 2. Do corrective pruning to retain natural form of tree as directed by City Forestry Supervisor.
 3. Water all plant material sufficiently to maintain vigorous, healthy growth from time of delivery/ installation until the end of the specified guarantee period.
 4. Stake height shall be a minimum of 1.5 metres above finish grade.
 5. For trees planted within planting or shrub beds, delete saucer around base of tree.
 6. Remove all tree guards/ stakes 12 months after acceptance/ assumption or as specified.
 7. No tree pits shall be left open overnight.
 8. Do not allow air pockets when backfilling.
 9. All dimensions are in millimetres.

VAUGHAN
DEVELOPMENT PLANNING DEPT.
URBAN DESIGN DIVISION

cosburn nauboris LTD
landscape architects
DATE: 03/01/2011
STD. DWG. NO. ULA 101

ELEVATION (STREET SIDE)

SECTION B

NOTES:
 1) REFER TO FENCING NOTES
 2) FOR RESIDENTIAL SIDE SEE DETAIL
 3) 19x140 BOARD WIDTHS MAY VARY SLIGHTLY - ADJUST GAPS BETWEEN ADJACENT BOARDS TO ENSURE OVERLAP REMAINS CONSISTENT ALONG FACE OF FENCE PANEL.

PRIVACY WOOD FENCE

cosburn nauboris LTD
landscape architects
DATE: 24.12.20 SCALE: 1:25
PROJECT: 2430

SECTION A (PRIVACY WOOD FENCE)

RESIDENTIAL SIDE

NOTES:
 1) REFER TO FENCING NOTES
 3) 19x140 BOARD WIDTHS MAY VARY SLIGHTLY - ADJUST GAPS BETWEEN ADJACENT BOARDS TO ENSURE OVERLAP REMAINS CONSISTENT ALONG FACE OF FENCE PANEL.

PRIVACY WOOD FENCE SECTION

cosburn nauboris LTD
landscape architects
DATE: 24.12.20 SCALE: 1:10
PROJECT: 2430

RESIDENTIAL SIDE

PRIVACY WOOD FENCE RESIDENTIAL SIDE

cosburn nauboris LTD
landscape architects
DATE: 24.12.20 SCALE: 1:25
DETAIL NAME: 2430

1. ALL MATERIALS, COMPONENTS AND WORKMANSHIP TO CONFORM TO LOCAL BY-LAWS.
 2. CONSTRUCT FENCING IN ACCORDANCE WITH CAN3-086.1-94 EXCEPT WHERE SPECIFIED.
 3. WOOD FENCING TO NLGA STANDARD GRADING RULES FOR CANADIAN LUMBER 2003 EFFECTIVE DECEMBER 1, 2005.
 4. ALL TIMBER CUTS SHALL BE STRAIGHT AND PLUMB.
 5. ALL WOOD SHALL BE DRESSED FOUR SIDES.
 6. ALL WOOD SHALL BE PRESSURE TREATED (NOT SPRUCE OR HEMLOCK), SELECTED MAINLY FOR GOOD APPEARANCE AND FREE OF WANE AND BARK POCKETS. ALL TORN GRAIN SHALL BE FREE, ELIMINATED BY SANDING AND PLANING. MEMBERS EXHIBITING MODERATE TO HEAVY KNOTS SHALL BE WELL DISTRIBUTED THROUGHOUT THE INSTALLATION. WARPED OR CLIPPED BOARDS ARE NOT ACCEPTABLE.
 7. ALL ACOUSTIC AND PRIVACY POSTS SHALL BE "No. 1 STRUCTURAL" (NLGA 1314). ALL FACER BOARDS SHALL CONFORM TO NLGA 2046 "SELECT KNOTTY".
 8. ACOUSTIC FENCE POST SIZES
 140 x 140 FOR FENCE HEIGHT ≤ 2200
 140 x 184 FOR FENCE HEIGHT >math>2200</math> AND ≤ 2600
 9. ACOUSTIC FENCE FOOTINGS - NOT APPLICABLE TO BERMS (450 DIA. 2500 WIDE POST SPACING MAX)
 1500 FOR FENCE HEIGHTS ≤ 2000
 1800 FOR FENCE HEIGHTS >math>2000</math> AND ≤ 2400
 2000 FOR FENCE HEIGHTS >math>2400</math> AND ≤ 2600
 10. FENCES CONSTRUCTED ON BERMS:
 (A) EXTEND FOOTING 300MM INTO UNDISTURBED SUB-GRADE.
 (B) COMPACT BERMS TO A MINIMUM OF 100% STANDARD PROCTOR DENSITY.
 (C) CONSTRUCT BERMS WITH A 1000MM FLAT TOP AND SIDE SLOPE NO STEEPER THAN 3:1.
 11. FOR ACOUSTIC FENCES USING PRESSURE TREATED LUMBER (NOT SPRUCE OR HEMLOCK), MINIMUM PANEL THICKNESS WILL BE 45MM (THIS IS EQUIVALENT TO 20kg/m² FACE DENSITY).
 12. ALL LUMBER SIZES ARE ACTUAL SIZES RATHER THAN NOMINAL SIZES.
 13. ACOUSTIC FENCE SHALL BE FREE OF ALL HOLES, GAPS AND CRACKS.
 14. WHEN USING CONSTRUCTION METHOD OPTION B CONTRACTOR MAY PROVIDE ALTERNATIVE FACER BOARD THICKNESS TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
 15. LAG SCREWS, BOLTS, FASTENERS, AND BRACKETS SHALL BE GALVANIZED AND CONFORM TO ASTM A307.
 16. ALL GALVANIZING TO BE HOT DIPPED IN CONFORMANCE TO CSA STANDARD 6164.
 17. COUNTERSINK ALL LAG SCREWS AND BOLTS AND DRIVE ALL NAIL HEADS BELOW SURFACE OF WOOD.
 18. CONCRETE TO HAVE MINIMUM COMPRESSIVE STRENGTH OF 25 MPa @ 28 DAYS WITH 5-7% AIR ENTRAINMENT.

FENCING NOTES

cosburn nauboris LTD
landscape architects
DATE: 24.12.20 SCALE: 1:25
PROJECT: 2430

3	Issued for ZBA	SKC	24 12 20
2	Issued for ZBA	FC	24 09 18
1	Issued for ZBA	MB	23 06 16
No	Revision		By Yr Mo Da

Approved as to form in reliance upon the professional skill and ability of the landscape architect, Cosburn Nauboris Limited, as to design and specifications.

Director of Development Planning, City of Vaughan _____ Date _____

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VAUGHAN
DEVELOPMENT PLANNING DEPARTMENT-URBAN DESIGN SECTION

239 - 251 WOODBRIDGE AVENUE
CITY OF VAUGHAN

DETAILS

Drawn by: FC Scale: AS SHOWN
 Checked by: HN Plot Date: 2024-12-20
 Approved by: HN Project: 2430

LD1
Drawing No.

TREE INVENTORY TABLE

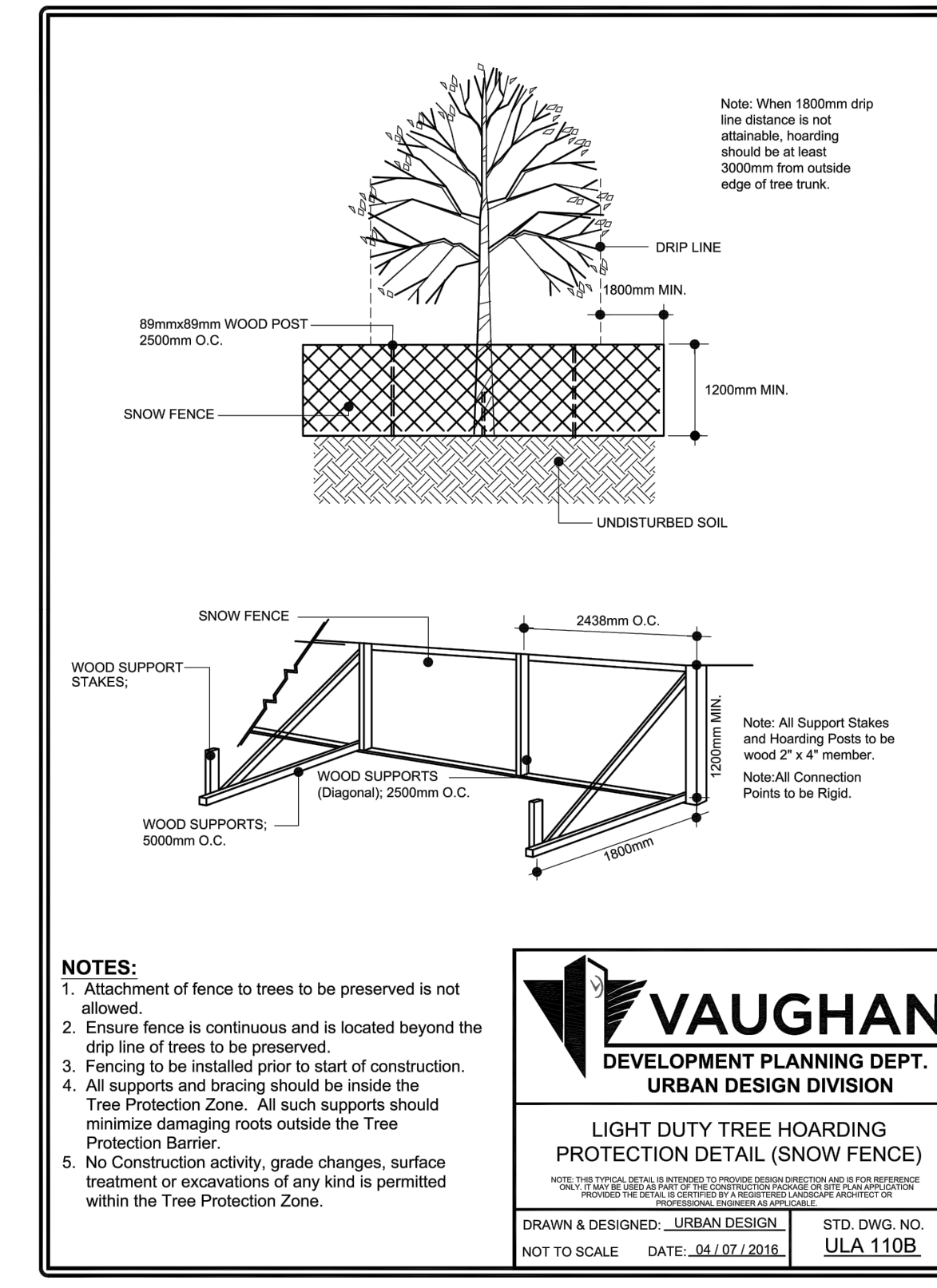
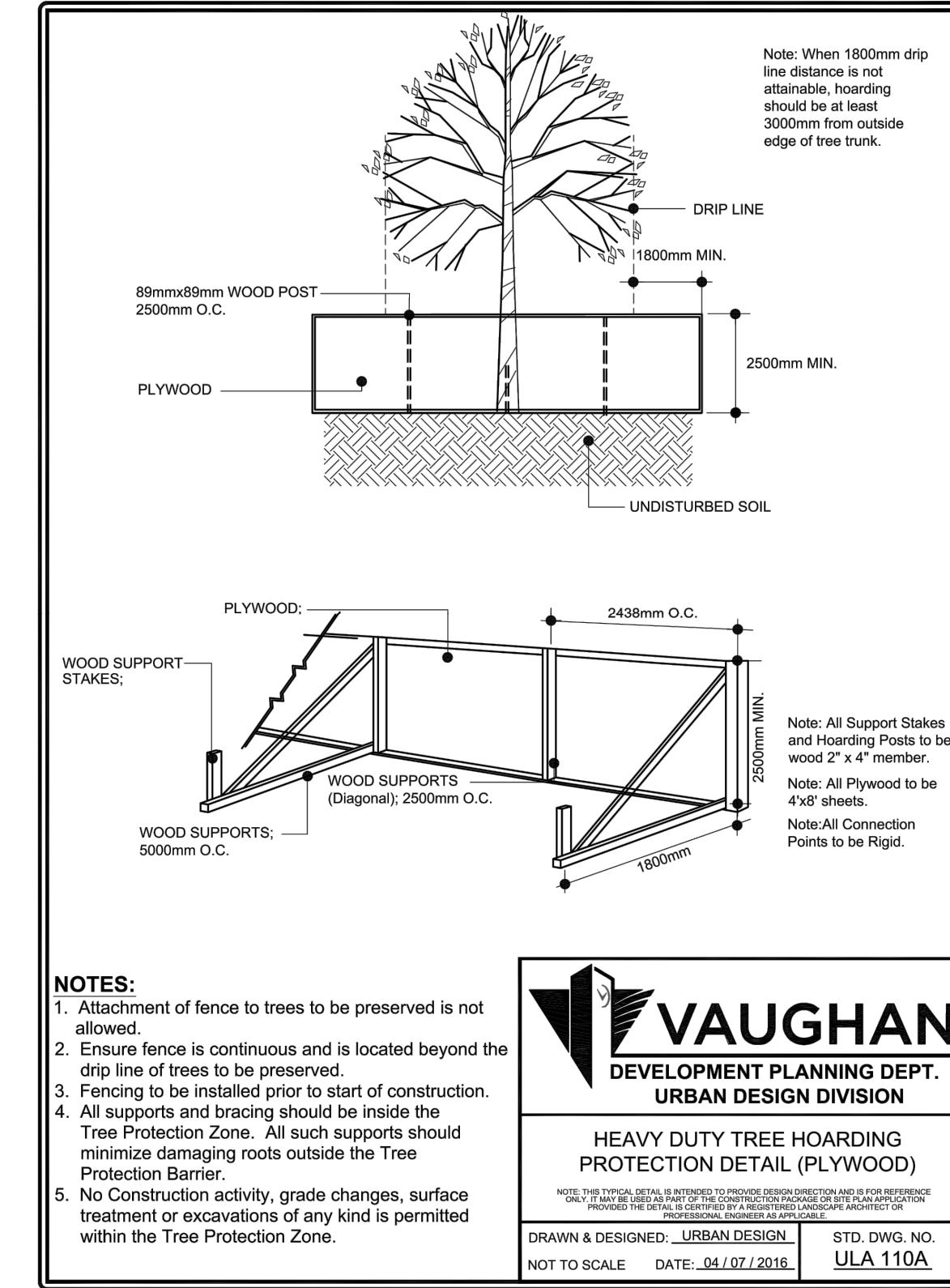
#	Scientific Name	Common Name	Location	DBH (cm)	DAB (cm)	Crwn (m)	Condition Rating	Structural & Biological Condition Notes	Native Status	Tree Action	Minimum Protection Distance Required (m)	
1	Acer platanoides	Norway Maple	municipal right-of-way	18.5	11	32	8	Good	non-native	Remove	NA	
2	Juglans nigra	Black Walnut	municipal right-of-way	21.5	27	8	Good	good form, even crown	native	Remove	NA	
3	Picea glauca	White Spruce	municipal right-of-way	43	64	9	Dead	no living needles present on tree	native	Historical Hazard, Remove	NA	
4	Prunus sp.	Cherry	municipal right-of-way	14	16.5	27	6	Fair	2 stems, one stem with major storm damage (missing canopy), tree leans west, old 100' high sign masses present	non-native genus	Remove	NA
5	Acer saccharum	Sugar Maple	municipal right-of-way	15.5	6	33	7	Good/Fair	one stem pruned at base; 2 stub cuts in canopy	native	Preserve	1.8
6	Acer saccharum	Sugar Maple	CP Railway	19.5	25	6	Good/Fair	high canopy, 3 small dead branches in lower canopy, co-dominant leaders	native	Preserve	1.8	
7	Juglans nigra	Black Walnut	CP Railway	24.5	31	9	Good/Fair	multiple leaders	native	Remove	NA	
8	Acer platanoides	Norway Maple	private property, edge of tree line	20	26	7	Good	co-dominant leaders	non-native	Remove	NA	
9	Acer platanoides	Norway Maple	CP Railway	20	26	7	Good	co-dominant leaders	non-native	Remove	1.8	
10	Malus sp.	Apple Tree	CP Railway	12.5	26	37	9	Fair	1 dead limb (~20m call)	non-native genus	Preserve	2.4
11	Acer platanoides	Norway Maple	private property, edge of tree line	23	30	10	Good	2 dead branches in lower canopy	non-native	Remove	NA	
12	Acer platanoides	Norway Maple	private property, edge of tree line	21.5	26	10	Good	brooked trunk	native	Remove	NA	
13	Betula papyrifera	Paper Birch	private property	18	24	6	Fair	uneven canopy, canopy grows mostly on north side of tree, co-dominant leaders	native	Remove	NA	
14	Acer platanoides	Norway Maple	private property	24.5	27	10	Good/Fair	poor form, 1 dead limb (~8' at lower canopy)	non-native	Remove	NA	
15	Acer platanoides	Norway Maple	private property	25	32	9	Good	good form, even crown	non-native	Remove	NA	
16	Picea glauca	White Spruce	private property	57	80	11	Fair	thin lower crown, partially heeled trunk wound at base extending ~2m up trunk	native	Remove	NA	

CLIENT: WESTON CONSULTING VAUGHAN
TEAM ARCHITECT: MECHANICAL: CIVIL: ELECTRICAL: TRANSPORTATION: IRRIGATION:
GENERAL NOTES:

LEGEND



NOTE: TREE INVENTORY CONDUCTED BY ISA CERTIFIED ARBORIST, JILLIAN ALBERT ON MARCH 14, 2023. LOCATIONS OF TREES NOT LOCATED ON THE SURVEY ARE APPROXIMATE.



04	SUBMISSION TO CITY	2024.12.20
03	SUBMISSION FOR COORDINATION	2023.06.15
02	SUBMISSION FOR CLIENT REVIEW	2023.05.04
01	SUBMISSION FOR CLIENT REVIEW	2023.03.17
NO.	REVISIONS	DATE

PROJECT: 239-251 WOODBRIDGE AVE WOODBRIDGE, ON

TITLE: TREE PROTECTION PLAN

PROJECT NO: 23006
SCALE: 1:150
DRAWN BY: JA
REVIEWED BY: NT
PRINT DATE: 12/23/2024



**CITY OF VAUGHAN
REPORT NO. 2 OF THE
HERITAGE VAUGHAN COMMITTEE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on April 8, 2025*

The Heritage Vaughan Committee met at 7:01 p.m., on March 19, 2025, via electronic participation. The following members were present at the meeting:

Members

Giacomo Parisi, Chair
Charlie (Hao) Zheng
Michael Eckler
Sandra Colica
Zohaib Malhi
Regional Councillor Mario G. Racco
Councillor Marilyn Iafrate
Councillor Chris Ainsworth

Staff

Sharzad Davoudi-Strike, Manager of Urban Design & Cultural Heritage, Development and Parks Planning
Vanessa Lio, Heritage Specialist, Development and Parks Planning
Katrina Guy, Heritage Specialist, Development and Parks Planning
John Britto, Legislative Specialist, Office of the City Clerk

Others

Johnny Chimienti, GC Architects, Jane Street, Concord
Katie Pandey, Weston Consulting, Millway Ave, Vaughan

The following items were dealt with:

1. PROPOSED DEVELOPMENT ON 239, 245, 251 WOODBRIDGE AVENUE

The Heritage Vaughan Committee recommends:

- 1) That the recommendations contained in the following report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, dated March 19, 2025, be forwarded to Council for approval;**

**REPORT NO. 2 OF THE HERITAGE VAUGHAN COMMITTEE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
APRIL 8, 2025**

- 2) That the applicant considers optimizing the height of the mechanical penthouse to potentially reduce the height of the structure; and
- 3) That the comments from the following speakers on behalf of the applicant, be received:
 1. Katey Pandey, Weston Consulting, Millway Avenue, Vaughan; and
 2. Johnny Chimienti, G+C Architects, Jane Street, Concord.

Recommendations

1. THAT Heritage Vaughan recommend that Council approve the development as proposed at 239, 245, 251 Woodbridge Avenue under Section 42 of the *Ontario Heritage Act*, subject to the following conditions:
 - a) That any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Director of Policy Planning and Special Programs or delegate; and
 - b) That the applicant submit architectural drawings and building material specifications at the building permit stage to the satisfaction of the City of Vaughan Policy Planning and Special Programs, Cultural Heritage Program.
2. **REMAINING LISTED PROPERTIES ON THE CITY OF VAUGHAN MUNICIPAL HERITAGE REGISTER**

The Heritage Vaughan Committee advises Council:

- 1) That the recommendation contained in the following report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, dated March 19, 2025, was approved:

Recommendation

1. That this report be received as information.
-

The meeting adjourned at 7:30 p.m.

Respectfully submitted,

Giacomo Parisi, Chair

CITY OF VAUGHAN
REPORT NO. 2 OF THE
ACCESSIBILITY ADVISORY COMMITTEE
*For consideration by the Committee of the Whole
of the City of Vaughan
on April 8, 2025*

The Accessibility Advisory Committee met at 7:00 p.m., on March 24, 2025, via electronic participation. The following members were present at the meeting:

Members:

Councillor Gila Martow, Chair
Michelle Zaldin, Vice-Chair
Rudy Barrell
Noor Din
Paresh Jamnadas
Luke Rashkovan

Staff:

Michael Genova, Chief, Communications and Economic Development
Jessica Stronghill, Manager, Strategic Engagement
Sari Liem, Program Manager, Transportation Projects MoveSmart (Traffic Engineering)
Grace Mulcahy, Project Manager and Liaison Specialist (Traffic Engineering)
Joanne Huy, Senior Advisor, Strategic Engagement
An Nguyen, Acting Manager, Inclusion and Community Outreach
Mihaela Neagoe, Recreation Supervisor Inclusion and Support Services
Samantha Michaels, Specialist, Indigenous Relations
Erin Lane, Legal Services
Susan Teicht, Communications Advisor, Partner Communications
Tolulope Ojo, Anti-Racism Specialist
Adelina Bellisario, Legislative Specialist

The following items were dealt with:

1. INCLUSIVE DESIGN STANDARD PROCESS PROPOSAL

The Accessibility Advisory Committee advises Council:

- 1) That the presentation by An Nguyen, Acting Manager, Inclusion and Community Outreach and Communication C1, presentation material entitled, “Proposed Consultation Process”, were received; and**

**REPORT NO. 2 OF THE ACCESSIBILITY ADVISORY COMMITTEE FOR
CONSIDERATION BY THE
COMMITTEE OF THE WHOLE, APRIL 8, 2025**

- 2) The staff move forward with the proposed approach outlined in the presentation.

**2. CITY OF VAUGHAN 30-KILOMETER COMMUNITY ENGAGEMENT
AND POLICY STUDY**

The Accessibility Advisory Committee advises Council:

- 1) That the presentation by Justin Jones, Project Manager and Facilitator HDR Inc., and Communication C2, presentation material entitled, “City of Vaughan 30-Kilometer Community Engagement And Policy Study”, were received.

3. YORK REGIONAL POLICE (YRP) EQUITY AUDIT CONSULTATION

The Accessibility Advisory Committee advises Council:

- 1) That the presentation by Nancy Mitchell, the Diversity Institute, was received.
-

The meeting adjourned at 7:54 p.m.

Respectfully submitted,

Councillor Gila Martow, Chair



CITY OF VAUGHAN
REPORT NO. 2 OF THE
VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE

*For consideration by the Committee of the Whole
of the City of Vaughan
on April 8, 2025*

The Vaughan Metropolitan Centre Sub-Committee met at 1:01 p.m., on March 26, 2025, via electronic participation. The following members were present at the meeting:

Members:

Mayor Steven Del Duca, Chair
Councillor Rosanna DeFrancesca
Councillor Chris Ainsworth
Councillor Gila Martow

Staff:

Zoran Postic, City Manager
Emilie Alderman, Deputy City Manager, Public Works
Michael Coroneos, Deputy City Manager, Corporate Services and Chief Financial Officer/City Treasurer
Michael Genova, Deputy City Manager, Strategic Initiatives
Vince Musacchio, Deputy City Manager, Infrastructure Development
Andy Lee, Director, Environmental Services
Anna Dara, Director, Recreation Services
Christina Bruce, Director, Policy Planning & Special Programs
Diana Soos, Director of Legal Services and Deputy City Solicitor
Effie Lidakis, Deputy City Solicitor
Jennifer Ormston, Chief Communications Officer
Michael Marchetti, Director, Financial Planning & Development Finance/Deputy City Treasurer
Nancy Tuckett, Director, Development and Parks Planning
Raphael Costa, Director, Economic Development
Roberto Sguassero, Director, Infrastructure Delivery
Selma Hubjer, Director, Infrastructure Planning & Corporate Asset Management
Shanon Kalra Ramjoo, Director, Parks, Forestry & Horticulture Operations
Gaston Soucy, Senior Manager, Planning & Urban Design (VMC)
Cory Gray, Manager, Parks & Strategic Initiatives, VMC
Lindsay Davidson, Manager, Economic Development
Sharon Gaum Kuchar, Program Manager, Public Art and Corporate Art Curator
Anna Rosen, Project Manager, Parks Development - VMC
Brianna Clace, Project Manager, Fiscal Policy & Forecasting

**REPORT NO. 2 OF THE VMC SUB-COMMITTEE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
APRIL 8, 2025**

Jillian Britto, Transportation Project Manager, Policy Planning & Special Programs
Alannah Slattery, Senior Planner, Policy Planning & Special Programs
Matthew Peverini, Senior Development Planner - VMC
Nicholas Trajkovski, Planner, Policy Planning and Special Programs
Andrea Shotlander, Project Manager, Urban Design (VMC)
Ashwani Kumar, Urban Designer - VMC
James Norris, Development Engineering Lead, Policy Planning & Special Programs
Dana Khademi, Stormwater Engineer, Policy Planning & Special Programs
Temi Fashina, Development Engineering Coordinator, Policy Planning & Special Programs
Julia Crane, Landscape Architect, Policy Planning & Special Programs
Morteza Litkoohi, Systems Analyst/Project Leader, Office of the Chief Information Officer
Anna Commisso, Executive Assistant to Councillor (Ainsworth)
Natalie McBoyle, Executive Advisor to Councillor (Jackson)
Eden Davis, Council Administrative Assistant
Frances Manocchio, Administrative and Program Coordinator, Policy Planning & Special Programs
Stephen O'Sullivan, AV Tech.
John Britto, Legislative Specialist, Office of the City Clerk

Also Present

Billy Tung, Partner, KLM Planning, Jardin Drive, Concord

The following items were dealt with:

1. VMC SECONDARY PLAN UPDATE

The VMC Sub-Committee advises Council:

- 1. That the presentation by Gaston Soucy, Senior Manager, Planning and Urban Design (VMC) and Communication C1., presentation material titled “*VMC Secondary Plan Update*”, were received;**
- 2. That the comments from Billy Tung, Partner, KLM Planning, Jardin Drive, Concord, and Communication C3., dated March 25, 2025, were received; and**
- 3. That Communication C2., from Allyssa Hrynyk, Associate, Malone Given Parsons, Renfrew Drive, Markham, dated March 25, 2025, was received.**

**REPORT NO. 2 OF THE VMC SUB-COMMITTEE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
APRIL 8, 2025**

The meeting adjourned at 1:40 p.m.

Respectfully submitted,

Mayor Steven Del Duca, Chair