

CITY OF VAUGHAN COMMITTEE OF THE WHOLE (1) AGENDA

Tuesday, December 3, 2019 1:00 p.m. Council Chamber 2nd Floor, Vaughan City Hall 2141 Major Mackenzie Drive Vaughan, Ontario

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- 2. DISCLOSURE OF INTEREST
- 3. CEREMONIAL PRESENTATIONS

4. PRESENTATIONS AND DEPUTATIONS

Deputations

- MR. KURT FRANKLIN, WESTON CONSULTING, VAUGHAN Requesting a DC deferral for the recently approved development at 9111 Keele Street.
- 5. COMMUNICATIONS

6. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)

Planning and Growth Management

 EDWARD LETICHEVER OFFICIAL PLAN AMENDMENT FILE OP.13.007 ZONING BY-LAW AMENDMENT FILE Z.13.019 SITE DEVELOPMENT FILE DA.13.042 VICINITY OF CENTRE STREET AND DUFFERIN STREET Report of the Deputy City Manager, Planning and Growth Management with respect to the above.

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

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Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD(S): 5

TITLE: EDWARD LETICHEVER OFFICIAL PLAN AMENDMENT FILE OP.13.007 ZONING BY-LAW AMENDMENT FILE Z.13.019 SITE DEVELOPMENT FILE DA.13.042 VICINITY OF CENTRE STREET AND DUFFERIN STREET

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment Files OP.13.007 and Z.13.019, and Site Development File DA.13.042 to permit a, 4-storey (1,943 m²) office building on the subject lands, as shown on Attachments 3 to 7.

Report Highlights

- The Owner proposes a, 4-storey (1,943 m²) office building as shown on Attachments 2 to 6.
- The Owner proposes to amend Vaughan Official Plan 2010 and Zoning Bylaw 1-88 and requires Site Development approval to permit the development.
- The Development Planning Department supports the approval of the development as it is consistent with the *Provincial Policy Statement 2014,* conforms to the Growth Plan 2019, the York Region Official Plan and Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area.

Recommendations

- THAT Official Plan Amendment File OP.13.007 (Edward Letichever) BE APPROVED, to amend in-effect OPA 210 (Thornhill Vaughan Community Plan), amended by OPA 672 (Centre Street Corridor Plan) to redesignate the subject lands from "Low Density Residential" with a "Special Policy Area" overlay to "General Commercial" to permit a 4-storey office building, as shown on Attachments 5 to 7.
- THAT Zoning By-law Amendment File Z13.019 (Edward Letichever) BE APPROVED, to amend Zoning By-law 1-88, to rezone the subject lands from "R1 Residential Zone" to "C1 Restricted Commercial Zone" in the manner shown on Attachment 5, together with the site-specific zoning exceptions identified in Table 1 of this report.
- 3. Prior to the enactment of the implementing Zoning By-law, the final Arborist report and Phase Two Environmental Site Assessment report shall be approved to the satisfaction of the City.
- 4. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the subject lands comes into effect, to permit minor adjustments to the implementing Zoning By-law, if required.
- THAT Site Development File DA.13.042 (Edward Letichever) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS and warning clauses included on Attachment 1, to the satisfaction of the Development Planning Department, to permit the development of a 4-storey (1,943 m²) office building and 66 parking spaces as shown on Attachments 5 to 7.

Background

The subject lands (the 'Subject Lands') are vacant and are located on the south side of Centre Street east of Dufferin Street, and are municipally known as 1445 Centre Street, as shown on Attachment 3. The surrounding land uses are shown on Attachment 4.

Official Plan and Zoning By-law Amendment and Site Development Applications have been submitted to permit the proposed development

The Owner has submitted the following applications (the 'Applications') to permit a 4-storey (1,943 m²) office building and 66 parking spaces (the 'Development'), as shown on Attachments 5 to 7:

- Official Plan Amendment File OP.13.007 to amend the in-effect OPA 210 (Thornhill Vaughan Community Plan), as amended by OPA 672 (Centre Street Corridor Plan), to redesignate the Subject Lands from "Low Density Residential" with a "Special Policy Area" overlay to "General Commercial" to permit a 4-storey office building.
- Zoning By-law Amendment File Z.13.019 to amend Zoning By-law 1-88, to rezone the Subject Lands from "R1 Residential Zone" to "C1 Restricted Commercial Zone" in the manner shown on Attachment 5, together with the sitespecific zoning exceptions identified in Table 1 of this report.
- 3. Site Development File DA.13.042 (Edward Letichever) to permit the Development.

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

The City on August 9, 2013, and April 12, 2019, circulated a Notice of Public Hearing (the "Notice") to all property owners within 150 m of the Subject Lands and to the Brownridge Ratepayers Association. A copy of the Notice was also posted on the City's website at <u>www.vaughan.ca</u> and a notice sign was installed along the Centre Street frontage, in accordance with the City's Notice Sign Procedures and Protocols.

Vaughan Council on September 17, 2013, and May 14, 2019, ratified the recommendations of Committee of the Whole to receive the Public Hearing reports of September 3, 2013, and May 7, 2019, respectively, and to forward a comprehensive technical report to a future Committee of the Whole meeting.

At the September 3, 2013, and May 7, 2019 Public Hearings written comments were provided by the Brownridge Ratepayers Association, summarized as follows:

- Office uses may not be appropriate for the Subject Lands, residential uses may be more compatible
- Consideration must be given to the potential redevelopment of the vacant land south of the Subject Lands owned by the Province
- The building height should be limited to two-storeys
- The character of the area on the south side of Centre Street would change
- Should the applications be approved the commercial uses should be limited to the following uses: business and professional office, art gallery, banking institution, video store, pharmacy, photography studio
- Significant landscaping should be provided

- Parking and loading should be located further away from the existing residential properties
- Bicycle racks should be included
- Cash-in-lieu of parkland payments should be used to improve landscaping in the Centre Street area

These comments are addressed throughout this report.

On November 22, 2019, a notice of this Committee of the Whole meeting was sent to all individuals who made a deputation before the Committee or submitted written correspondence to the City regarding the Applications.

Previous Reports/Authority

https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=15918 https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(PH)0903 3.pdf

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2014

In accordance with Section 3 of the *Planning Act,* all land use decisions in Ontario shall be consistent with the *Provincial Policy Statement 2014 (the 'PPS')*. The PPS provides policy directions on matters of provincial interest related to land use planning and development which ensures public health and safety and the quality of the natural and built environment are protected.

Vaughan Council's planning decisions are required by the *Planning Act* to be consistent with the PPS. The Development Planning Department has reviewed the Development in consideration of the policies of the PPS, specifically Sections 1.1.1 and 1.3 regarding promoting efficient development with a range of residential, employment uses to meet the long terms needs to support livable and resilient communities.

The Subject Lands are located within a "Settlement Area" as defined by the PPS. The development utilizes a vacant site with a built form and use that is compatible with the surrounding uses and will provide employment opportunities to help meet the City's long-term employment needs (Section 1.1.1). The Subject Lands are also located in an area where servicing and infrastructure are available to the Development. (Section 1.1.3.2). The Development is transit supportive as the Subject Lands are located on Centre Street which will be served by the York Region Rapid Transit Highway 7 Rapidway when construction is completed in 2019 (Section 1.1.3.2). The Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow - Growth Plan for the Greater Golden Horseshoe 2019 (the 'Growth Plan) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan encourages population and employment growth within settlement areas and promotes the development of complete communities that offer a mix of housing types, access to local amenities and connections to municipal water and waste water systems.

The Applications are consistent with the policy framework of the Growth Plan by directing growth to a built-up area and makes efficient use of existing infrastructure. The Subject Lands are located on a Regional Intensification Corridor as designated on VOP 2010, Schedule 1 – Urban Structure that supports the Growth Plan policy to direct development to delineated built-up areas. The Development conforms to the "Moving People" polices of the Growth Plan by supporting existing and planned transit initiatives such as the York Region Rapid Transit Highway 7 Rapidway which is under construction on Centre Street. The Development conforms to the Growth Plan by promoting a more efficient utilization of the Subject Lands and infrastructure, including transit.

The Development conforms to the York Region Official Plan 2010

York Region Official Plan 2010 ('YROP 2010') guides economic, environmental and community building decisions across York Region and encourages compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types.

The Subject Lands are designated "Urban Area" on Map 1, "Regional Structure" of the YROP 2010. Section 5.0 of the YROP states that growth will occur in new community areas throughout the Region." The Subject Lands are located on Centre Street which is designated as a Regional Corridor on YROP 2010, Map 1, "Regional Structure".

YROP 2010 Chapter 4.2 "City Building" requires that local municipalities support the development of Regional Centres and Corridors by encouraging attractive, compact, community design and the clustering of economic activities and culture in York Region. The Development conforms with the objectives of Chapter 4.2 by encouraging economic activities on a Regional Corridor which is supported by regional rapid transit.

An amendment to the Thornhill Vaughan Official Plan 210 is required to permit the Development

The Subject Lands are designated "Low Density Residential" with a "Special Policy Area" overlay by the in-effect OPA 210 (Thornhill Vaughan Community Plan), as

amended by OPA 672 (Centre Street Corridor Plan). The proposed office building is not permitted in the "Low Density Residential" designation, which only permits single detached dwellings, therefore, an Official Plan Amendment is required.

The 2003 Thornhill Centre Street Study, which resulted in OPA 672, did not provide a detailed land use analysis for the Dufferin Street and Centre Street intersection (i.e. the "Western Gateway"), as shown on Attachment 4. Therefore, the land use plan and policies for the "Western Gateway" have not been reviewed comprehensively and a "Special Policy Area" overlay has been placed on the southwest and southeast quadrants of Dufferin Street and Centre Street. Section 2.2.6 of OPA 672 does not identify permitted uses in the Special Policy Area, but states (in part):

"Lands within the Special Policy Area" shall be subject to further study by the applicant. Prior to the submission of any development proposal, the applicant shall provide a planning study, including a traffic report, public participation component, rational for proposed density and land uses, noise study and a height and massing study demonstrating consistency with the urban design principles of OPA 672. This Study shall provide the justification for any proposed Official Plan Amendment to redesignate the lands. Until such Official Plan Amendment is submitted in accordance with the aforementioned Special Policy Area requirements, the current OPA 210 (Thornhill Community Plan) "Low Density Residential" designation shall apply to the subject lands."

Schedule 14-A of the Vaughan Official Plan (VOP 2010), Volume 1, identifies the Dufferin Street and Centre Street intersection as a "Required Secondary Plan Area". Council, in April 2013, directed staff to conduct the Dufferin Street and Centre Street Intersection Land Use Study (the 'Study Report'). The Policy Planning and Environmental Sustainability ('PPES') Department on June 20, 2017, brought forward the Study Report and the amendment to VOP 2010 to Committee of the Whole for consideration. The Study Report and amendment to the VOP 2010 proposed a "Low-Rise Mixed-Use" designation with a maximum building height and Floor Space Index ('FSI') of 4-storeys and 1.5 times the area of the lot for the Subject Lands, which would permit the Development. Council on June 27, 2017, deferred the Study Report and amendment to VOP 2010 until the completion of the 407 ETR Centre Street Interchange Feasibility Study').

The Ministry of Transportation Ontario ('MTO') and 407 ETR recently completed an assessment of the interchange options for Centre Street. The 407 ETR Centre Street Interchange Study was released in September 2018 and concluded that the Centre Street interchange be removed from future consideration. Infrastructure Planning and Corporate Asset Management Department, on February 5, 2019, brought forward a

report to inform Council that the 407 ETR Centre Street Interchange Study was completed and a further update on the status of Dufferin Street and Centre Street Area Specific Plan would be brought forward by the PPES Department in a future report to Committee of the Whole.

The PPES Department, on September 17, 2019, brought forward a status update report on the Dufferin Street and Centre Street Area Specific Plan and an overview of the outcome of the Highway 407 ETR Interchange Study, as well as recent changes to Provincial Plans and policies that impact the Plan area since Council's deferral of the Area Specific Plan in June 2017. The report also provided a recommendation to evaluate a potential boundary expansion and scoped update of the deferred Area Specific Plan to ensure a comprehensive policy framework is in place to assess potential future development.

Council on October 2, 2019, endorsed the recommendation that the Dufferin and Centre Street Area Specific Plan be included in the 2020 PPES Department's budget for review, having a funding request of approximately \$200,000, and to include an evaluation to expand the Plan Area, as deferred by Council on June 17, 2017, to align with the draft Major Transit Station Area ('MTSA') boundary and policies, which includes the Subject Lands.

Draft MTSAs and polices have been identified by York Region as part of the Region's Municipal Comprehensive Review ('MCR') which is in process. The Subject Lands are within a draft MTSA boundary, as shown on Attachment 4. City staff are currently working with York Region staff to confirm the draft boundaries and allocate minimum density targets for all MTSAs in Vaughan. The Development will add office uses to the area increasing the opportunities for employment within the draft MTSA. On this basis, the Development Planning Department can support the approval of Official Plan Amendment File OP.13.007.

Amendments to Zoning By-law 1-88 are required to permit the Development

The Subject Lands are zoned "R1 Residential Zone", which does not permit the 4-storey office building use. The Owner proposes to rezone the Subject Lands to "C1 Restricted Commercial Zone" in the manner shown on Attachment 5, together with the following site-specific zoning exceptions:

<u>Table 1</u>

	Zoning By-law 1- 88	C1 Restricted Commercial Zone Requirements	Proposed Exceptions to the C1 Restricted Commercial Zone Requirements
a.	Permitted Uses	By-law 1-88 C1 Restricted Commercial Zone Uses	Permit only the following uses: - Business and Professional Office - Office Building - Print Shop
b.	Min. Front Yard Setback	9 m	2.4 m (Centre Street)
C.	Min. Building Setback Below Grade	1.8 m	0.7 m (Centre Street)
d.	Min. Lot Depth	60 m	47 m (existing)
e.	Min. Setback to a Residential Zone	9 m	1.2 m (west side yard)
f.	Max. Building Height	11 m	18.8 m
g.	Loading Space	One loading space	No loading space
h.	Min. Landscape Strip Width	6 m	2.4 m (Centre Street)
i.	Min. Landscape Strip Width abutting a Residential Zone	2.4 m	0.7 m (west side yard)
j.	Min. Landscape Area	10%	6.4%
k.	Min. Parking Space Size	2.7 m x 6 m	2.7 m x 5.8 m
Ι.	Min. Number of Parking Spaces	1,943 m ² @ 3.5 spaces/100 m ² = 69 spaces	1,943 m ² @ 3.4 spaces/100 m ² = 66 spaces
		Total Parking Required = 69 spaces	Total Parking Required = 66 spaces

The Development Planning Department supports the proposed site-specific exceptions in Table 1. The orientation of the building close to Centre Street with parking behind the building implements the Centre Street Urban Design Guidelines and Streetscape Plan to promote the creation of a pedestrian-friendly environment with adjacent built form. The 'Avenue' typology of the Centre Street Urban Design Guidelines and Streetscape Plan apply to the Subject Lands which permits for continuous at grade retail/commercial uses. The proposed building setbacks and landscaping permits the built form to be located closer to the street. The Subject Lands are located within a draft MTSA and has frontage on Centre Street where a bus rapidway is under construction, which supports the redevelopment of the property and adjacent lands for non-residential uses or mixed-lands use at a higher density than currently exists in the area. On this basis, the Development Planning Department can support the approval of Zoning By-law Amendment File Z.13.019, subject to the Recommendations in this report.

The Development Planning Department is satisfied with the proposed site plan and building elevations, subject to the Recommendations in this report <u>Site Plan</u>

The Development shown on Attachments 4 to 7 includes a 4-storey (1,943m²) office building with driveway access from Centre Street. The driveway access will be restricted to right-in right-out movements only, once York Region's VivaNext Rapidway project is completed. A walkway connects to the proposed 2 m sidewalk on Centre Street to the proposed building and the parking area. Thirteen at grade parking spaces, inclusive of one barrier free space, and 53 underground parking spaces, inclusive of two barrier free spaces, are provided for a total of 66 parking spaces. A 1.8 m high wood privacy fence, retaining walls and landscaping (including deciduous and coniferous tress, and ornamental shrubs) are proposed to screen at the at-grade parking spaces from the adjacent properties.

Building Elevations and Signage

The proposed building elevations shown on Attachment 7 consist primarily of brick veneer with stone veneer across the first floor. The building design includes a 5.34 m high vehicular drive through which provides access to the parking spaces at the back of the property. Three building entrances are located on the north elevation that lead to the building lobby and individual ground floor units. Additional building entrances are located on the east and south elevations. An overhead door located on the south elevation provides access to the interior garbage room.

Large first floor glass windows are located on the north, south and east elevations. Signage will be located above the first floor windows within a dedicated stucco faced sign area. Smaller vision glass windows are located on the second to fourth floors of each elevation as shown on Attachment 7.

Landscape Plan

The landscape plan shown on Attachment 6 includes unit paving along the front of the building which extends to the parking spaces at the back of the property. A bicycle parking area is located at the northwest corner of the building. Colorado Blue Spruce line the east and west property line in front of the building. Deciduous and coniferous trees and ornamental shrubs will be located in a 2.5 m landscape strip along the rear property line. Sod is proposed along a portion of the east property line.

Tree Protection Protocol

Prior to the enactment of the Zoning By-law, the Owner shall provide an updated arborist report to the satisfaction of the City and enter into a "Tree Protection Agreement" with the City in accordance with the Vaughan Council enacted Tree Protection By-law 052-2018 and the City's Tree Protection Protocol. The Development may result in the removal of trees on the adjacent property to the west and east. The Owner must obtain approval through the updated arborist report for removal of any neighbouring trees that are located less than 6 m outside of the Subject Lands. A condition to this effect is included in Attachment 1 of this report.

The Subject Lands are clear of any built heritage or cultural heritage landscapes

The Subject Lands are cleared of any built heritage or cultural heritage landscapes, however, are located in an area identified in the City's database of archaeological resources as being of high archaeological potential. The appropriate warning clauses regarding archaeological resources will be included in the Site Plan Agreement.

The Development Engineering (DE) Department has no objection to the Development, subject to conditions

Water Servicing

The Subject Lands will be serviced for municipal water via a connection to the existing watermain located on the north side of Centre Street. Dedicated fire and domestic, private watermains will be provided within the Subject Lands to service the proposed building.

Sanitary Servicing

The Subject Lands will be serviced for sanitary drainage via a new connection with manhole to the existing sewer located on the north side of Centre Street. A new sanitary control manhole will be located within 1.0m of the property line, on private lands.

Storm Drainage

Stormwater is proposed to be captured and released in a controlled fashion at the south-east corner of the Subject Lands to the Fisherville Creek Channel. This outlet for the Subject Lands is the same as the existing overland flow pattern for the area. Stormwater quantity control will be provided by surface storage of water and the release of stormwater via an orifice tube. Quality control is proposed to be achieved to Enhanced Level 1 standards (80% total suspended solids ('TSS') removal) by installation of an oil-grit separator. However, the oil-grit separators shall be installed downstream of the control maintenance hole and influent flow velocity shall comply with manufacturer's specifications. Oil-grit separators shall be designed for 80% TSS removal based on manufacturer's specifications, however, will only receive credit for 50% TSS removal. Oil-grit separators are not permitted within the municipal right-of-way.

Oil-grit separators only qualify for 50% maximum TSS removal, therefore, the Owner shall explore a treatment train approach to quality control on the Subject Lands to restore the deficit. Post-development stormwater flows will be controlled to less than flows in the pre-development condition; however, this is still greater than the prescribed unit flow rate of 70 litres/second/hectare for the area of the City. The Owner shall meet the unit flow rate prescribed for the area, to the satisfaction of the DE Department.

Erosion and Sediment Control

The Erosion & Sediment Control Guidelines for Urban Construction (December 2006) was created as a consolidated document that best suits jurisdictions within the Greater Golden Horseshoe Area Conservation Authorities for common usage in land development, construction and water management. Erosion and sediment control mitigation measures are to be implemented during construction to minimize silt laden runoff discharge from the Subject Lands in accordance with the aforementioned document and the erosion control plan prepared by Valdor Engineering.

Environmental Site Assessment

A Phase One Environmental Site Assessment ('ESA') report was submitted and reviewed by the DE Department. The findings of the Phase One ESA identified potential contaminating activities mainly associated with offsite adjacent commercial properties and recommended a Phase Two ESA. The Phase Two Environmental Site Assessment report and, if required and as applicable, a Remedial Action Plan ('RAP'), Risk Evaluation, and Risk Assessment report(s) shall be provided in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the Subject Lands, to the satisfaction of the DE Department. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City. A condition to this effect has been included in the Recommendation of this report.

Transportation

The Development Transportation Engineering Division has no concerns with the Development.

Development Charges are applicable

The Owner will be required to pay all applicable development charges in accordance with the development charges by-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board. A condition to this effect shall be included in the Site Plan Agreement.

The Environmental Services Department, Waste Management Division has no objection to the Development, subject to conditions

The Environmental Services ('ES') Department have no objection to the Development. Prior to final approval and execution of a Site Plan Agreement, the Owner must satisfy all requirements of the Environmental Services Department. A condition to this effect is included in Attachment 1 of this report.

Cash-in-lieu of the Dedication of Parkland is required for the Development

The Owner is required to pay to the City of Vaughan by way of certified cheque, cashin-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands, as shown on Attachment 3, prior to issuance of a Building Permit, in accordance with Section 42 of the *Planning Act.* The Owner shall submit an appraisal of the Subject Lands prepared by an accredited appraiser for approval by the Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Alectra Corporation, Enbridge Distribution Inc., Rogers and Bell Canada have no objection to the Development

The above noted utilities have no objection to the Development, subject to the Owner coordinating servicing connections, easements and locates with the above noted utilities prior to commencement of any site works.

Canada Post has no objection to the Development, subject to conditions

Canada Post has no objection to the Development, subject to the Owner satisfying their requirements for the provision of mail box facilities for the Development.

The Toronto and Region Conservation Authority ('TRCA') has no objection to the Development

The TRCA has no objection to the Development, subject to the Owner obtaining a TRCA permit pursuant to the Development Interface with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06). Site Plan Agreement conditions to address the TRCA's requirements are included in Attachment 1.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has reviewed the Official Plan Amendment Application and has determined that the proposed amendment is a matter of local significance and, in accordance with Regional Official Plan Policy 8.3.8, does not adversely affect Regional planning policies or interest. York Region has exempted the Official Plan Amendment Application from approval by Regional Planning Committee and Council.

York Region has reviewed the Zoning By-law Amendment and Site Development Applications and has no objection to their approval. The Owner is required to satisfy all requirements of York Region including entering into a Site Plan Agreement with the Region. A condition to this effect is included in Attachment 2 of this report.

Conclusion

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.13.007 and Z.13.019 and Site Development File DA.13.042 in consideration of the applicable provincial policies, the polices of YROP 2010 and VOP 2010, the requirements of Zoning By-law 1-88, comments from the City Departments and external public agencies and the surrounding area context.

The Development shown on Attachments 3 to 7 is consistent with provincial plans and policies, conforms to YROP 2010. The Development is considered to be appropriate and compatible with the existing and planned uses in the surrounding area. Accordingly, the Vaughan Planning Department supports the approval of Official Plan and Zoning By-law Amendment Files OP.13.007 and Z.13.019 and Site Development File DA.13.042, subject to the Recommendations in this report.

For more information, please contact: Carol Birch, Planner, ext. 8485.

Attachments

- 1. Conditions of Site Plan Approval (City of Vaughan)
- 2. Conditions of Site Plan Approval (Region of York)
- 3. Location Map
- 4. Excerpt from OPA 672 Schedule 'A'
- 5. Site Plan and Proposed Zoning
- 6. Landscape Plan
- 7. Building Elevations

Prepared by

Carol Birch, Planner, ext. 8485 Eugene Fera, Senior Planner, ext. 8003 Nancy Tuckett, senior Manager of Development Planning, ext. 8529 Mauro Peverini, Director of Development Planning, ext. 8409

/MEO

Attachment 1 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.13.042 (Edward Letichever) Conditions of Approval:

- 1) THAT prior to the execution of the Site Plan Agreement:
 - a) The Development Planning Department shall approve the final site plan, landscape plan and cost estimate, tree inventory and removal plan, building elevations, signage details and lighting plan;
 - b) The Development Engineering Department shall approve the final grading and servicing plan, erosion and sedimentation control plan, servicing and stormwater management report, hydrogeological assessment, environmental site assessment report, traffic impact study, transportation demand management plans and construction management plans;
 - c) A final Servicing and Stormwater Management Report and accompanying engineering drawings shall be submitted to the satisfaction of the City. The Report shall include a comprehensive stormwater, sanitary and water network analysis of the proposed development's systems, proposed connections to existing services and the adequacy of the existing infrastructure to support the demands of the proposed building. The revised Report shall demonstrate that adequate stormwater management measures, sanitary discharge and water supply for the fire flow demands are available for the Subject Lands;
 - d) Sanitary and water service connections (i.e. decommissioning existing/installation of proposed) must be completed by a City contractor and paid by the Owner. The Owner is required to contact the Development Inspection and Lot Grading Division directly, upon receipt of Site Plan Approval, to coordinate the proposed works. If servicing connections are located within York Region's right-of way, the York Region's Road Occupancy Permit ('ROP') must be issued prior to the commencement of any works;
 - e) Prior to Site plan Approval, the Owner shall supply the shoring drawings required for the construction of the underground garage. The proposed shoring design shall be subject to the City of Vaughan Development Engineering encroachment review and agreement process. Further payments to the City of Vaughan may be required subject to the review of the shoring design and further to the City's Fees and Charges By-law, as amended;

- f) The Owner shall pay the Development Engineering Complex Site Plan Review Fee per the Fees and Charges By-law, as amended. The fee amount is \$8,550.00 (HST exempt) and shall be made with the subsequent submission drawings and documents;
- g) The Owner shall enter into a Tree Protection Agreement, which includes securities for trees to be preserved and protected in accordance with the approved Arborist Report and approval for the removal of any neighbouring trees that are located less than 6 m outside of the Subject Lands;
- h) Access location, access geometry and the Traffic Impact Study shall be reviewed and approved by York Region;
- i) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Rogers, Bell Canada and Canada Post; and
- j) The Owner shall satisfy all requirements of the Environmental Services Department, Waste Management Division.
- 2) THAT the Site Plan Agreement shall include the following conditions and warning clauses, to the satisfaction of the City:

Conditions

- a) "The Owner shall submit a complete copy of the Record(s) of Site Condition ('RSCs') filed on the Environmental Site Registry including the acknowledgement letter from the Ministry of the Environment, Conservation, and Parks ('MECP') should remediation of any portions of the Subject Lands be required to meet the applicable Standards set out in the MECP document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended). All Environmental Site Assessment reports prepared in support of the RSC shall be submitted to the City with the reliance from the Owner's environmental consultant."
- b) "The Owner shall agree in the Site Plan Agreement to obtain all necessary permits from the TRCA pursuant to the Development, Interference and Wetlands and Alterations to Shorelines and Water Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of the Toronto and Region Conservation Authority."
- c) "The Owner must supply, install and maintain a centralized mail box facility to Canada Post's specifications in accordance with the Canada Post Delivery

Standards Manual. The Owner shall contact Canada Post in advance of the construction start date, to discuss a suitable mail box/mailroom location."

- d) "The Owner must pay all applicable development charges in accordance with the development charges by-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board."
- e) "The Owner must pay by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the Subject Lands, prior to issuance of a Building Permit."

Warning Clauses

- "Should archaeological resources be found on the Subject Lands during construction activities, the Owner must immediately cease all construction activities and immediately notify the Ontario Ministry of Tourism, Culture and Sport and the Development Planning Department, Urban Design and Cultural Heritage Division."
- "In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division."

Attachment 2 – Conditions of Site Plan Approval

York Region Conditions of Approval for Site Development File: DA.13.042 (Edward Letichever)

- a) Prior to undertaking any work within the Regional right-of-way of Centre Street (construction access, grading, installation of services, access construction, landscaping) and/or encroaching within the Regional right-ofway of Centre Street (crane swing, hoarding, tie-backs, excavation), the Owner must be in receipt of a Site Plan Approval from the Region.
- b) To obtain final Site Plan Approval the Owner is required to enter into a Site Plan Agreement with the Region by meeting the requirements in Section A of the Regions letter dated January 10, 2019.
- c) The City of Vaughan shall not issue any conditional permits until the Region has issued Site Plan Approval. A conditional permit does not authorize the Developer to undertake any development related works within the Regional right-of-way (e.g. grading and service installation), or to encroach onto the Regional right-of-way with landscaping, hording, fencing, crane swing, shoring and/or excavation.





Created on: 10/31/2019







Development Planning

33

Edward Letichever





Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD: 1

TITLE: KIRBY ROAD DEVELOPMENTS INC. ZONING BY- LAW AMENDMENT FILE Z.16.032 DRAFT PLAN OF SUBDIVISION FILE 19T-16V007 WARD 1- VICINITY OF KIRBY ROAD AND KIPLING AVENUE

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Draft Plan of Subdivision Files Z.16.032 and 19T-16V007 (Kirby Road Developments Inc.) to permit a residential Draft Plan of Subdivision comprised of 9 lots for detached dwelling units, one future residential block, open space blocks, landscape vista blocks, a block for stormwater management pond and a18.5 m public street, as shown on Attachment 3.

Report Highlights

- The Owner proposes to rezone the Subject Lands and seek Draft Plan of Subdivision approval for 9 lots for detached dwelling units, one future residential lot, open space and vista blocks.
- The Development Planning Department recommends approval of the applications as they will facilitate a development that is consistent with the Provincial Policy Statement, conforms to the Growth Plan and the York Region and City of Vaughan Official Plans, and is compatible with the existing and planned land uses in the surrounding area.

Recommendations

- THAT Zoning By-law Amendment File Z.16.032 (Kirby Road Developments Inc.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachment 2 from "A Agricultural Zone" to "A Agricultural Zone", "RD1(H) Residential Detached Zone One" with the addition of the Holding Symbol "(H)", "RD2 Residential Detached Zone Two", "OS2 Open Space Park Zone" and "OS1 Open Space Conservation Zone", in the manner shown on Attachment 4, together with the site-specific zoning exceptions identified in Table 1 of this report.
- 2. THAT the Holding Symbol "(H)" shall not be removed from the Subject Lands until the following conditions are addressed to the satisfaction of the City:
 - a) Draft Plan of Subdivision File 19T-17V002 (G. Farruggio et al.) to the immediate east of the Subject Lands is approved to allow access and services to the subject lands through the continuation of Street A, and the construction of the stormwater management pond to the satisfaction of the City; and
 - b) The Holding Symbol "(H)" for Blocks 16 and 17 (future residential lot) shall only be removed once the adjacent lands to the immediate west develop and Street A is extended westward, thereby removing the temporary turning circle.
- 3. THAT the Owner be permitted to apply for a Minor Variance Application(s) from the Vaughan Committee of Adjustment, if required, to permit minor adjustments to the in-effect Zoning By-law before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into full force and effect.
- 4. THAT Draft Plan of Subdivision File 19T-16V007 (Kirby Road Developments Inc.) BE APPROVED, to facilitate a residential Draft Plan of Subdivision comprised of 9 lots for detached dwellings, residential blocks, open space blocks, stormwater management block, one 18.5 m public street and be permitted to proceed in 2 phases, as shown on Attachment 3, subject to the Conditions of Draft Plan of Subdivision Approval set out in Attachment 1 of this report.
- 5. THAT the Owner shall dedicate land and/or pay to Vaughan by way of certified cheque, cash-in-lieu of dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Infrastructure Development Department Real Estate Division, and the approval shall form the basis of the cash-in-lieu payment.
6. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

"THAT Draft Plan of Subdivision File 19T-16V007 be allocated servicing capacity for a total of 9 residential units (32 persons equivalent). The allocation of said capacity may be revoked by Council resolution and/or in accordance with the City's current Servicing Capacity Distribution Protocol in the event that (at the discretion of the City) the development does not proceed with a building construction program within a reasonable timeframe."

Background

The 3.291 ha. subject lands (the 'Subject Lands') shown on Attachments 2 and 3, are located south of Kirby Road, west of Kipling Avenue, municipally known as 5445 Kirby Road. The Subject Lands do not include the lands identified as "Other Lands Owned By The Applicant" as shown on Attachment 3. These lands are located entirely within the Greenbelt and consists of one residential dwelling and will remain zoned "A Agricultural Zone".

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

On November 11, 2016, a Notice of a Public Hearing was circulated to all property owners within an expanded notification area beyond 150 m of the Subject Lands and to the Kleinburg and Area Ratepayers' Association ('KARA'). A copy of the Notice of Public Hearing was also posted on the City's web-site at <u>www.vaughan.ca</u> and a Notice Sign was installed on the property in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on December 6, 2016, to receive comments from the public and the Committee of the Whole. Vaughan Council on December 13, 2016, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of December 6, 2016, and to forward a comprehensive report to a future Committee of the Whole meeting.

Two letters were received prior to the Public Hearing:

- An email from Melissa (no last name or address provided) a resident from Kleinburg, regarding the existing road system and the lack of improvements cannot accommodate more residential development in the Kirby Road and Kipling Avenue area
- A letter from Brutto Consulting, the planning consultant representing the owners of lands to the immediate east (5315 Kirby Road) with active development applications (Files Z.17.007 and 19T-17V002 G. Farruggio et al.) requesting to be informed of any future meetings

Response:

The proposed Draft Plan including Street 'A" conforms to the approved Block 55 East Plan. Lots 7 to 9 will have access from an existing municipal road, First Nations Trail. No new road networks or services are required to facilitate this Development as it was planned and approved through the Block 55 East Plan process.

A Notice of this Committee of the Whole meeting was mailed to Brutto Consulting and to other individuals requesting notification on November 22, 2019.

The Applications have been amended to include a Provincially Significant Wetland (Block 13) in order to convey these lands into public ownership

At the time of the December 6, 2016 Public Hearing, the Applications did not include Block 13, a Provincially Significant Wetland ('PSW') as shown on Attachment 3. Block 13 and the lands to the north identified as the 'Other Lands Owned By The Applicant' are located entirely within the Greenbelt Plan.

In response to both internal and external agency comments and the policies of Vaughan Official Plan 2010 ('VOP 2010") respecting the protection of core features, Block 13 and its related vegetated protection zone(s) ('VPZ') will remain zoned "A Agricultural Zone", will not be developed and will be conveyed into public ownership. A condition to convey the lands into public ownership is included in Attachment 1A) Conditions of Draft Plan of Subdivision Approval.

Previous Reports/Authority

December 6, 2016, Committee of the Whole Public Hearing (Item 1 Report No. 44)

Analysis and Options

Zoning By-law Amendment and Draft Plan of Subdivision applications have been submitted to permit a residential development

The Owner has submitted the following applications (the 'Applications') to permit a development consisting of 9 lots for detached dwelling units, one future residential lot, open space blocks and a public street (the 'Development') as shown on Attachments 2 and 3:

 Zoning By-law Amendment File Z.16.032 to amend Zoning By-law 1-88, to rezone the Subject Lands from "A Agricultural Zone" to "A Agricultural Zone", "RD1(H) Residential Detached Zone One" with the addition of the Holding Symbol "(H)", "RD2 Residential Detached Zone Two", "OS2 Open Space Park Zone" and "OS1 Open Space Conservation Zone", in the manner shown on Attachment 4, together with the site-specific zoning exceptions identified in Table 1 of this report. 2. Draft Plan of Subdivision File 19T-16V007 to facilitate a residential Plan of Subdivision (the 'Draft Plan'), as shown on Attachment 3, and consisting of the following:

Lots/ Blocks	Land Use	Area (ha)	Number of Units
1-9	Single Detached Residential Lots	0.66	9
10-11	30 m buffer Blocks	0.825	
12-13	Open Space Blocks	1.47	
14	Landscape Vista Block	0.037	
15	Stromwater Management Pond Block	0.026	
16-17	Future Residential Blocks	0.065	1
18	Future ROW Block	0.012	
19	Future Landscape Vista Block	0.004	
20	Road Widening Block	0.006	
21-22	0.3 m Reserves	0.001	
	Street 'A' 18.5 m ROW	0.185	
TOTAL		3.291	10

The Draft Plan is consistent with the Provincial Policy Statement ('PPS') 2014 In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement 2014 (the 'PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development Planning Department is of the opinion that the Development is consistent with the policies of the PPS, specifically:

- Section 1.1.1 to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses
- Section 1.1.3 settlement areas being the focus of development based on densities and land uses which efficiently use land
- Section 1.5.1 planning for and providing publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkage
- Section 1.7 encouraging a sense of place, by promoting well-designed built form, cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes

The Draft Plan is for a residential use (detached dwelling units) within a settlement area, that efficiently utilizes existing and planned infrastructure and protects the open space core features (the provincially significant wetland Blocks 12 and 13) and their related

VPZs (Blocks 10 and 11) through their conveyance into public ownership. The Owner also proposes to convey into public ownership the open space vistas (Blocks 14 and 19) and the provide a trail system within Block 11, as shown on Attachment 3. On this basis, the Draft Plan is consistent with the PPS.

The Draft Plan conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe Growth Plan 2019 (the 'Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The Development conforms to the policy framework of the Growth Plan as the built form would utilize the Subject Lands more efficiently, make more efficient use of existing infrastructure, and provide a housing type that is compatible with the adjacent area, which are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 directing growth to settlement areas that have existing or planned municipal water and wastewater systems
- Section 2.2.2 contributing to meeting the residential density within a delineated built-up area by 2031 and identifying the appropriate type and scale of development and transition of built form to adjacent areas
- Section 4.1 protecting and managing valuable and important hydrological and natural heritage features and areas

The Draft Plan shown on Attachment 3 provides for a residential development within a settlement area and a delineated built-up area while also protecting the Greenbelt and natural core features in accordance with the policies of VOP 2010. Accordingly, the proposed Draft Plan conforms to the Growth Plan.

The Draft Plan conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 (the 'YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Towns and Villages" on Map 1, "Regional Structure" of the YROP. Section 5.0 of the YROP states that "Growth will also occur in new community areas, Towns and Villages throughout the Region." Section 3.5.4 of the YROP requires that "local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community." The Draft Plan is comprised of lots for detached dwellings that are compatible with and contribute to the range of lot and unit sizes in the community. The proposed Draft Plan conforms to the YROP.

The Draft Plan conforms to Vaughan Official Plan 2010

The Subject Lands are identified as "Community Areas", "Greenbelt" and "Natural Areas and Countryside" under Schedule 1 Urban Structure of Volume 1 of Vaughan Official Plan 2010 ('VOP 2010').

Policy 2.2.3 of VOP 2010 states that, "Community Areas" are characterized by predominantly Low-Rise Residential housing stock, with local amenities including local retail, community facilities, schools and parks, and provide access to the City's natural heritage and open spaces. The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these Community Areas will remain mostly stable. However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area."

The subject lands are desiganted "KN Low-Rise Residential 1" "Special Study Area", "Natural Heritage System: Core Area" and Agricultural" by the North Kleinburg-Nashville Secondary Plan ('NKNSP'), and are located within the Kipling Avenue Community as identified on Schedule 3B of the NKNSP, Volume 2 of VOP 2010. The "KN Low Rise Residential 1" designation permits detached dwelling units with a maximum building height of 3-storeys.

The Special Study Area (the 'SSA') designation recognizes that lands within the SSA may have some development potential, subject to a detailed Environmental Impact Study (the 'EIS') prepared to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority ('TRCA') and any other agency having jurisdiction. Through the review of the EIS report any lands found to have development potential shall be considered for development under the policies of the "KN Low-Rise Residential 1" designation, without further amendment to the Plan.

Through the Block 55 East Plan approval process, Environmental Impact Studies were submitted and concluded that the most appropriate use for the developable area of SSA's is residential, particularly larger lot sizes to reduce impervious surfaces and promote groundwater infiltration and water quality treatment. The Owner has submitted an addendum Letter to the EIS (Block 55 East) prepared by Beacon Environmental as it pertains to the Subject Lands, which was required because of the natural heritage features including the PSWs on the Subject Lands and to establish development limits. The City and the TRCA accept the findings of the EIS and addendum study.

The Development conforms to the Community Area policy objectives, the "KN Low-Rise Residential 1" designation and the "Special Study Area" designation as the proposed lotting for the Draft Plan is compatible with the lot sizes and frontages of the development within the immediate area. The proposed land use conforms to VOP 2010.

The Draft Plan is consistent with the approved Block 55 East Plan

The Neighbourhood Development objectives of the NKNSP are to create an urban environment that provides for safe, functional and attractive residential / mixed-use neighbourhoods. The Draft Plan forms part of the Block 55 East Plan (Attachment 5), which facilitates the development of a cohesive and complete community, with a mix of

land uses, housing types and activities. The Draft Plan conforms to the May 27, 2014, Vaughan Council approved Block 55 East Plan.

Amendments to Zoning By-law 1-88 are required to permit the Draft Plan

The Subect Lands are zoned "A Agricultural Zone" by Zoning By-law 1-88, which does not permit the proposed Draft Plan. In order to implement the proposed Draft Plan a Zoning By-law Amendment is required to rezone the Subject Lands to "RD1(H) Residential Detached Zone One with a Holding Symbol "(H)", "RD2 Residential Detached Zone Two", "OS1 Open Space Conservation Zone", "OS2 Open Space Park Zone" and "A Agricultural Zone" in the manner shown on Attachment 4, together with the following site-specific exceptions:

<u> Table 1:</u>

	Zoning By-law 1-88 Standard	RD1 Residential Detached Zone One Requirements	Proposed Exceptions to the RD1 Residential Detached Zone One Requirements
а.	Min. Lot Depth	30 m	Blocks 16 & 17 -11.5 m (along east lot line), 29 m (along west lot line)
b.	Min. Rear Yard	7.5 m	Blocks 16 & 17 - 3.5 m (east portion of lot)
C.	Min. Front Yard	4.5 m	Blocks 16 & 17 - 3.5 m

	Zoning By-law 1-88 Standard	RD2 Residential Detached Zone Two Requirement	Proposed Exception to the RD2 Residential Detached Zone Two Requirements
a.	Min. Lot Frontage	15 m	7.2 m (Lot 9)

The proposed development standards for the future residential blocks (Blocks 16 and 17) when combined will create 1 future lot, are required because of its irregular shape. The future block meets the minimum lot area and frontage requirements of the RD1 Zone. In addition, this future block will abut open space to the south and east which lessens any impact to the surrounding land uses.

The proposed lot frontage for Lot 9 is also a result of its irregular shape and the configuration of the road and is considered minor in nature as this lot meets or exceeds all other requirements of the RD2 Residential Zone category.

The Development Planning Department can support the proposed site-specific zoning exceptions as they are minor in nature and will not significantly impact the surrounding development.

Lots 1 to 6 and Blocks 10, 11, 12 and 15 on the Draft Plan will be zoned with the Holding Symbol "(H)" in the manner shown on Attachment 4 and will not be removed until the development approvals for the lands to the immediate east (Files Z.17.007 and 19T-17V002 G. Farruggio et. al.) in order to allow the westerly continuation of Street A through to the Subject Lands and the construction of the stormwater management pond, as shown on Attachment 3. Blocks 16 and 17 on the Draft Plan will also be zoned with the Holding Symbol and removed once the lands to the west are developed and the temporary turning circle is no longer required. Condition to this effect are included in the Recommendations of this report and in the Conditions of Draft Plan of Subdivision Approval in Attachment 1A.

The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Committee of Adjustment within two (2) years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment. Development Planning Department Staff support the inclusion of a resolution to accommodate minor design changes that may occur through the finalization of all plans and construction. A condition to this effect is included in the Recommendations of this report.

The Development Planning Department has no objection to the approval of the Draft Plan, subject to the Recommendations in this report <u>Subdivision Design</u>

The Draft Plan shown on Attachment 3, includes 2 phases. Phase 1 include 3 lots with frontages on First Nations Trail, an existing public road, the PSW Block 13 and Kirby Road widening Block 20. Phase 2 includes 6 residential lots and 2 residential blocks (to be combined to make one residential lot) with minimum lot frontages of 18 m, and an 18.5 m public street terminating in a temporary turning circle, open space Blocks 10 to 11 and future stormwater management pond Block 15 as shown as Attachment 3. The extension of Street 'A' through the Subject Lands is dependent on the Draft Plan of Subdivision File 19T-17V002 being approved and developed. Street "A" will be the extension of Silver Morning Court, which currently serves development east of the Subject Lands.

The Open Space Blocks 10 to 13 inclusive, consist of two Provincially Significant Wetlands (PSW) features (Blocks 12 and 13) and related VPZs (Blocks 10 and 11) which will be conveyed into public ownership. A condition to this effect is included in Attachments 1A and 1C of the Conditions of Draft Plan of Subdivision Approval.

The Development Planning Department is satisfied with the proposed design and phasing of the Draft Plan, subject to the Recommendations in this report, and the Conditions of Draft Plan of Subdivision Approval outlined in Attachment 1 of this report.

The Owner must enter into the Developer's Group Agreement to the satisfaction of the City

The Owner shall enter into a Developers Group Agreement which shall deal with, but not limited to, all cost sharing for the development, the provision of parks, cash-in-lieu of parkland, roads and municipal services for the Block 55 East Plan. The Owner as a member of the Block 55 East Developers' Group is required to satisfy all obligations to the satisfaction of the Block 55 East Trustee and the City of Vaughan. A condition to this effect is included in Attachment 1A.

The Development Engineering Department has no objection to Development, subject to the Conditions of Approval in Attachment 1A).

The Development Engineering ('DE') Department has no objection to the Applications subject to the Owner satisfying their comments and conditions of Draft Plan of Subdivision Approval.

Road Network

The proposed 18.5 m local road (Street "A") connects to Kleinburg Summit Way. Street "A" shall be constructed as an 18.5 m modified right-of-way which conforms with the Block 55 East Plan. Lots 7 to 9 will be accessed from First Nations Trail.

Sidewalk Plan

The proposed pedestrian system will consist of an on and off-road trail system that link with the proposed road network and connect to the residential community. The internal sidewalk plan conforms to the approved Transportation Management and Sidewalk Master Plan.

Water and Sanitary Servicing

The Draft Plan be serviced by extension of the existing watermain and sanitary sewer on Silver Morning Court.

Storm Drainage

The storm water management pond is proposed to control the urban storm water runoff to the target release rates established for the East Humber River watershed. The Subject Lands are designed to drain to a Storm Water Management Pond 1 ('Pond 1"), located west of the hydro corridor and south of Silver Morning Court and is external to the Subject Lands. Pond 1 must be constructed to accommodate the flow from this Draft Plan.

Environmental Site Assessment ('ESA')

The Owner submitted Phase One ESA and Test pitting documents. The findings indicated that the soil met applicable criteria. The DE Department is satisfied with the ESA documents.

Environmental Noise Impact

The Owner is required to submit a noise report for review and approval by the City as part of the detailed engineering submission.

Street-lighting

The design and type of street lighting in the Draft Plan shall meet City's design criteria and standards with respect to the use of LED luminaire technology in the new development. This matter will be addressed at the detailed engineering design stage.

Sewage and Water Allocation

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. This Draft Plan was reserved servicing capacity for 9 detached residential units (32 persons equivalent). Accordingly, servicing capacity to the Draft Plan is available and unrestricted and a resolution regarding allocation is included in the Recommendations of this report.

The Parks Planning Department has no objection to the approval of the Draft Plan, subject to Conditions of Approval

The Parks Planning Department have no objection to the Draft Plan, subject to their conditions set out in Attachment 1A, and has provided the following comments:

The Parks Planning Department advise that the open space valley lands and the PSW's (Blocks 12 and 13) and the related 30 m ecological buffer/setback (Blocks 10 and 11) and the landscape vistas (Blocks 14 and 19) shall be dedicated into public ownership, either to the TRCA or the City of Vaughan free of all costs and encumbrances. However, it is noted that the landscape vista blocks are not considered as part of the parkland dedication for the approved Block 55 East plan.

The Owner shall design and agree to complete base works, including the grading shelf for the proposed multi-use recreational pathway from the Stormwater Management Pond (Block 15) through the open space buffer block (Bock 11) to the south limit of the Subject Lands as shown on Attachment 3. The proposed shelf is to have a total width of 6 m (minimum trail width of 3 m and minimum 1.5 m maintenance clearance on both sides) and not to exceed a 5% grade. As such should the buffer blocks be dedicated to the TRCA ownership, an easement for the purposes of establishing and/or maintaining the proposed pedestrian trail shall be provided in favour of the City of Vaughan. The appropriate warning clauses shall be included in all Offers of Purchase and Sale for all lots abutting open space, buffer blocks, trail system and landscape vista blocks as included in Attachment 1A.

Development Charges apply to the Draft Plan

The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board. A condition to this effect is included in Attachment 1A of this report.

The Toronto and Region Conservation Authority has no objection to the Development, subject to Conditions of Approval

The TRCA has no objection to the Draft Plan, subject to their conditions included in Attachment 1C of this report.

Alectra Utilities Corporation, Bell Canada and Enbridge Gas Distribution have no objection to the Development, subject to Conditions of Approval

Alectra Utilities Corporation, Bell Canada and Enbridge Gas Distribution have no objection to the approval of the Draft Plan, subject to their Conditions of Draft Plan of Subdivision Approval in Attachments 1D,1E and 1F of this report.

The School Boards have no objection to the Development

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the Draft Plan and have no conditions of approval.

Canada Post has no objection to the approval of the Draft Plan, subject to Conditions of Approval

Canada Post has no objection to the Draft Plan, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post. Conditions to this effect are included in Attachment 1G of this report.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has no objection to the Development, subject to Conditions of Draft Plan of Subdivision Approval

The York Region Community Planning Department has no objection to the approval of the Draft Plan, subject to their Conditions of Draft Plan of Subdivision Approval and comments in Attachment 1B.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File Z.16.032 and Draft Plan of Subdivision File 19T-16V007, which if approved, would facilitate the development of the Subject Lands with 9 lots for detached dwelling units, one future residential block, open space blocks, landscape vista blocks, stormwater management block and an 18.5 m street as shown on Attachment 3. The proposed Draft Plan and zoning for the Subject Lands is consistent with the policies in the PPS,

conforms to the Growth Plan, York Region Official Plan, Vaughan Official Plan 2010 and the Block 55 East approved plan.

The Development Planning Department is satisfied that proposed Draft Plan, shown on Attachment 3, and the proposed zoning and site-specific exceptions identified in Table 1 of this report will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. On this basis, the Development Planning Department can support the approval of the Applications subject to the Recommendations of this report, and the Conditions of Draft Plan of Subdivision Approval set out in Attachment 1.

For more information, please contact: Eugene Fera, Senior Planner, Development Planning Department, ext. 8003.

Attachments

- 1. Conditions of Draft Plan of Subdivision Approval
- 2. Context and Location Map
- 3. Draft Plan of Subdivision File 19T-16V007 & Phasing Plan
- 4. Proposed Zoning
- 5. Approved Block 55 East Plan

Prepared by

Eugene Fera, Senior Planner, ext. 8003 Carmela Marrelli, Senior Manager of Development Planning, ext. 8791 Mauro Peverini, Director of Development Planning, ext. 8407

/MEO

ATTACHMENT NO. 1

CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL

DRAFT PLAN OF SUBDIVISION FILE 19T-16V007 (THE 'PLAN') KIRBY ROAD DEVELOPMENTS INC. (THE 'OWNER') PART OF LOT 30, CONCESSION 9, CITY OF VAUGHAN

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-16V007 (THE 'PLAN'), ARE AS FOLLOWS:

The Owner shall satisfy the following Conditions of Approval:

- The Conditions of Approval of the City of Vaughan as set out on Attachment No. 1A).
- 2. The Conditions of Approval of York Region as set out on Attachment No. 1B) and dated May 29, 2017.
- 3. The Condition of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1C) and dated August 6, 2019.
- 4. The Conditions of Approval of Alectra Utilities Corporation as set out on Attachment No. 1D) and Revised August 7, 2019.
- 5. The Conditions of Approval of Bell Canada as set out on Attachment No. 1E) and dated August 18, 2018.
- 6. The Conditions of Approval of Enbridge Gas Distribution Inc. as set out on Attachment No. 1F) and dated October 15, 2018.
- 7. The Conditions of Approval of Canada Post as set out on Attachment No. 1G) and dated October 15, 2019.

Clearances

- 1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
 - a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and

- all commenting agencies agree to registration by phases and provide clearances, as required in the Conditions in Attachment Nos. 1A), 1B), 1C), 1D), 1E), 1F) and 1G) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
- 2. The City shall advise that the Conditions on Attachment No. 1A) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
- 3. York Region shall advise that the Conditions on Attachment No. 1B) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
- 4. The Toronto and Region Conservation Authority shall advise that the Condition on Attachment No. 1C) has been satisfied and the clearance letter shall include a brief statement detailing how the condition has been met.
- 5. Alectra Utilities shall advise that the Conditions on Attachment No. 1D) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
- 6. Bell Canada shall advise that the Conditions on Attachment No. 1E) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
- 7. Enbridge Gas Inc. shall advise that the Conditions on Attachment No. 1F) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
- 8. Canada Post shall advise that the Conditions on Attachment No. 1G) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

ATTACHMENT NO. 1 A)

CITY OF VAUGHAN CONDITIONS

- 1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Malone Given Parsons, MGP File 16-2492, dated June 7, 2019, (the 'Plan').
- 2. The lands within the Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
- 3. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
- 4. The Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies/charges, the provision of roads and municipal services, and landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
- 5. The Owner shall agree in the Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Plan to the satisfaction of the City.
- 6. a) Prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 55 East to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 55 East. The agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands.

The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the *Planning Act* and conform to the City's "Cash-in-lieu of Parkland Policy". If required, non-participating Owners shall be required, to pay additional cash-in-lieu to the City.

 b) Prior to final approval of the Plan, the Trustee for Block 55 East Landowners Group shall provide the City with a letter confirming the Owner has fulfilled all cost sharing and other obligations of the Block 55 East Cost Sharing Agreement.

- 7. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanently built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
- 8. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
- 9. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
- 10. The Owner shall agree in the Subdivision Agreement to provide a Letter of Credit for the removal of the temporary turning circle to the satisfaction of the City.
- 11. Any dead end or open side of a road allowance created by this Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
- 12. The Owner shall agree in the Subdivision Agreement that construction access shall be provided only in a location approved by the City and/or York Region.
- 13. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.
- 14. Prior to final approval of the Plan, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations of the report including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
- 15. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) that describes the storm drainage system for the proposed development within the Plan, which shall include:
 - a) plans illustrating how this drainage system will tie into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
 - b) the location and description of all outlets and other facilities;
 - c) stormwater management techniques which may be required to control

minor and major flows; and

d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned report(s) to the satisfaction of the City.

- 16. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.
- 17. The Owner shall include the following warning clause in all Agreements of Purchase and Sale/Lease for all purchasers and/or tenants for all lots/blocks within the Plan:
 - (a) abutting or in proximity of any open space, valleylands, woodlots or stormwater facility:
 - "Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance."
 - (b) abutting or in proximity of any open space, parkland or walkway:
 - "Purchasers and/or tenants are advised that the lot abuts an "Open Space Area", "Park" or "walkway" of which noise and lighting and/or vehicular or pedestrian traffic may be of concern due to the nature of the uses for active recreation."
 - (c) street ending in a dead end:
 - "Purchasers and/or tenants are advised that the Street "A", ending in a temporary hammerhead turn-around or cul-desac will be extended in the future to facilitate development of adjacent lands without further notice."
 - (d) encroachment and/or dumping:
 - "Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the park,

open space, woodlot and/or storm water management facility are prohibited."

- (e) gate of access point:
 - "Purchasers and/or tenants are advised that the installation of any gate of access point from the lot to the open space, stormwater management facility, watercourse corridor, woodlot, and/or park is prohibited."
- (f) infiltration trench:
 - "Purchasers and/or tenants are advised that their rear yard lot area has been design to incorporate an infiltration trench or soak-away pit system to achieve groundwater balance. It is the responsibility of the homeowner to maintain the infiltration trench or soak-away pit systems in good operating condition, which may include periodic cleaning of the rear yard catch basin. No planting activity or structures are permitted on the infiltration trenches and soak-away pits."
- (g) Small Front Yard Lot a single driveway and sidewalk

"Purchasers and/or tenants are advised that small front yard lots with a single driveway and sidewalk may be limited to on lot parking opportunities.

 (h) The warning clause Vaughan Council approved September 29th, 1997.
with respect to "Tree Fees" shall be included in the Subdivision Agreement:

"Purchasers are advised that the planting of trees on City boulevards in front of residential units is a requirement of the Subdivision Agreement. A drawing depicting the conceptual location for boulevard trees is included as a schedule in this Subdivision Agreement. This is a conceptual plan only and while every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice."

"The City has not imposed an amount of a 'Tree Fee' or any other fee which may be charged as a condition of purchase for the planting of trees. Any 'Tree Fee' paid by the purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling" (i) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the Subdivision Grading Plans is a requirement of this Subdivision Agreement.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for lot grading purposes, is NOT a requirement of this Subdivision Agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord."

- (j) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
- (k) "Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan By-law 1-88, as amended, as follows:
 - a) The maximum width of a driveway shall be 6 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9 metres measured at the street curb.
 - b) Driveway in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage	Max. Width of Driveway
6 - 6.99m¹	3.5 m
7 - 8.99m¹	3.5 m 3.75 m
9 - 11.99m¹	6 m
12 m and greater ²	9 m

¹The Lot Frontage for Lots between 6 – 11.99 m shall be comprised of a Minimum of 33% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

²The Lot Frontage for Lots 12.0m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior side yard and a minimum

sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2."

- (I) "Purchasers and/or tenants are advised that mail delivery will be from a designated community mail box as per requirements dictated by Canada Post. The location of the mail box shall be shown on the community plan provided by the Owner in its Sales Office."
- (m) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the Plan of Subdivision and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants."
- (n) "Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of Lots and Blocks abutting public lands, including highways, laneways, walkways or other public and open spaces is a requirement of this Subdivision Agreement and that all required fencing, noise attenuation feature and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 metre reserve, as shown on the Construction Drawings.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is NOT a requirement of this Subdivision Agreement.

The maintenance of the noise attenuation feature or fencing shall not be the responsibility of the City, or the Region of York and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter, the maintenance of the noise attenuation feature or fencing shall be the sole responsibility of the lot Owner. Landscaping provided on Regional Road right-of-ways by the Owner or the City for aesthetic purposes shall be approved by the Region and maintained by the City with the exception of the usual grass maintenance."

(o) "Purchasers and/or tenants are advised that this Plan of Subdivision is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner's responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice." (p) "Purchasers and/or tenants are advised that the Owner (Subdivision Developer) has made a contribution towards recycling containers for each residential unit as a requirement of this Subdivision Agreement. The City has taken this contribution from the Owner to off-set the cost for the recycling containers, therefore, direct cash deposit from the Purchasers to the Owner for recycling containers purposes is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the home Purchasers to participate in the City's waste diversion programs and obtain their recycling containers from the Joint Operation Centre ('JOC,), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue."

Any additional warning clause as noted in the Subdivision Agreement shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.

- 18. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
- 19. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a street lighting system in the Plan in accordance with City standards and specifications. The Plan shall be provided with decorative street lighting to the satisfaction of the City.
- 20. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, fenced with temporary fencing maintained and signed to the satisfaction of the City to prohibit dumping and trespassing.
- 21. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis as determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
- 22. The road allowance included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.

- 23. Prior to final approval of the Plan and/or commencement of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase One Environmental Site Assessment ('ESA') report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan ('RAP'), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation ('O. Reg'.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City;
 - b) Should there be a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks ('MECP') document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the Record(s) of Site Condition ('RSCs') filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan;
 - c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City; and
 - d) Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
- 24. Prior to the conveyance of land and/or release of applicable portion of the Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
 - a) For all parks, open spaces, landscape buffers, and stormwater management pond block(s) in the Plan that are being conveyed to the City, submit a limited Phase Two Environmental Site Assessment ('ESA') report in accordance or generally meeting the intent of Ontario Regulation ('O. Reg'.) 153/04 (as amended) assessing the fill in the conveyance block(s) for applicable contaminants of concern. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City. The implementation of the sampling and analysis plan shall be completed to the satisfaction of the City and shall only be undertaken following certification of rough grading but prior to placement of topsoil placement. Reliance on the ESA report(s) from the Owner's environmental consultant shall be provided to the City.;
 - b) If remediation of any portions of the conveyance block(s) is required in order to meet the applicable Standards set out in the Ministry of the

Environment, Conservation, and Parks ('MECP') document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of Record(s) of Site Condition ('RSCs') filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering the entire conveyance block(s) where remediation was required;

- c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the conveyance block(s); and
- d) Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
- 25. Prior to final approval of the Plan, the Owner shall submit an Environmental Noise Report to the City for review and approval. The preparation of the Noise Report shall include the ultimate traffic volumes associated with the surrounding road network according to the Ministry of Environment, Conservation and Parks Guidelines. The Owner shall convey any required buffer block(s) for acoustic barrier purposes, free of all costs and encumbrances to the satisfaction of the City. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved noise report to the satisfaction of the City.
- 26. The Owner shall agree in the Subdivision Agreement that Blocks 16 and 17 both inclusive shall not be developed until the temporary turning circle has been removed and shall be developed only in conjunction with the development of the abutting lands (future Draft Plan of Subdivision) to the west. The Owner shall not apply for a Building Permit and the City shall not issue a building permit for any unit in Blocks 16 and 17, both inclusive until the lands are combined to the satisfaction of the City.
- 27. Prior to final approval of the Plan, the Owner shall submit an updated Traffic Impact Study to the satisfaction of the City.
- 28. The proposed development cannot be developed until adequate access and municipal services are available to service the Plan or demonstrate that alternative arrangements have been made for their completion to the satisfaction of the City.
- 29. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots, etc.), which may be reflected in the final Plan to the satisfaction of the City.
- 30. Prior to final approval of the Plan, the Owner shall submit to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the lot and block

areas, frontages and depths in accordance with the approved Zoning By-law for all the lots and blocks within the Plan.

- 31. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan, as approved by the City.
- 32. The Owner shall agree in the Subdivision Agreement to conduct a preconstruction survey which shall include, but not limited to, an inventory of the existing municipal right-of-way of First Nations Trail. The Owner shall provide a copy of this pre-construction survey to the City prior to commencement of construction. All driveways, fences, trees and any other private properties damaged during construction to be replaced/reinstated to original conditions or better at the Owner's expense, to the satisfaction of the City.
- 33. The Owner shall agree in the Subdivision Agreement that Street 'A' shall be developed and constructed with abutting lands to the east to provide access for Lots 1 to 6 all inclusive and Blocks 16 and 17. The Owner shall not apply for a Building Permit and the City shall not issue a building permit for the subject lots until Street 'A' is constructed or other arrangement have been made to the satisfaction of the City.
- 34. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued for any lots and/or blocks until the Owner's consulting engineer certifies, to the satisfaction of the City, that the lot grading complies with the City of Vaughan lot grading criteria and the driveway(s) as shown on the Plan submitted for the construction of the building(s) on the subject lots and/or blocks conform in terms of location and geometry (i.e. width, etc.) with the approved or amended and subsequently approved Construction Drawings.
- 35. The Owner shall convey the following lands to the City or TRCA, where appropriate, free of all charges and encumbrances:
 - i) Block 15 for storm water management purposes
 - ii) Blocks 10 to 13 inclusive for open space and buffer purposes
 - iii) Block 14 and 19 for future landscape vista purposes
 - iv) Block 20 for the purposes of Kirby Road widening
 - v) Block 18 for future right-of-way

Should Block 11 be conveyed to the TRCA, then an easement in favour of the City of Vaughan, for the purposes of accessing and maintaining the proposed trail will be provided on said block, to the satisfaction of the City

36. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchases and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the

satisfaction of the Development Engineering Department.

- 37. Prior to the initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the Toronto and Region Conservation Authority ('TRCA') Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.
- 38. Prior to the initiation of the grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either the park, or school block(s).
- 39. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
- 40. The Owner shall agree in the Subdivision Agreement to inspect, evaluate and monitor all wells within the zone of influence prior to, during and after construction has been completed. Progress reports should be submitted to the City as follows:
 - a) A base line well condition and monitoring report shall be submitted to the City prior to the pre-servicing or registration of the Plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - i) Bacteriological Analysis: total coliform and E-coli counts;
 - ii) Chemical Analysis: Nitrate Test; and
 - iii) Water level measurement below existing grade;
 - In the event that the test results are not within the Ontario Drinking Water Standards, the Owner shall notify in writing, the Purchaser, the Regional Health Department and the City within twenty-four (24) hours of the test results;
 - c) Well monitoring shall continue during construction and an interim report shall be submitted to the City for records purposes;

- d) Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the City prior to Completion Approval; and
- e) If the private well systems in the zone of influence deteriorate due to the servicing of the Plan, the Owner will provide temporary water supply to the affected residents upon notice by the City. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Owner will engage the services of a recognized hydro geologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the municipal watermain system.
- 41. The Owner shall convey, free of all costs and encumbrances, the required stormwater management block, (Block 15) based on the updated/revised SWM report to accommodate the required stormwater management controls, that may include additional lands and/or changes to the lotting pattern, to the satisfaction of the City.
- 42. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City, which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and each phase thereof.
- 43. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
- 44. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider.
- 45. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan prior to release of the Plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.

- 46. The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport, and the City of Vaughan Development Planning Department immediately in the event that:
 - a) archaeological resources are found on the property during grading or construction activities, to which the proponent must cease all grading or construction activities; and
 - where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
- 47. The Owner shall agree in the Subdivision Agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
- 48. Prior to final approval, the Owner shall provide a detailed tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the arborist report recommendations:
 - In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation outlined in the City's Tree Protection Protocol
 - The Owner shall not remove trees without written approval by the City
 - The Owner shall enter into a tree protection agreement in accordance with City Council enacted Tree By-law 052-2018, which will form a condition of the draft plan approval
- 49. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the Owner to the Development Planning Department in accordance with recent Council approved fee by-laws (commencing March 19, 2019); i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review:
 - This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, natural feature edge restoration/management plans), and tree inventory/preservation/removals plans

- In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the development by the City of Vaughan
- 50. Prior to final approval, the Owner shall prepare an urban design brief. The document must articulate how the design and concept is consistent with the performance standards outlined in the Vaughan City-Wide Urban Design Guidelines and Vaughan City-Wide Official Plan. The document shall address but not be limited to the following issues:
 - Landscape master plan; co-ordination of the urban design/streetscape elements
 - The appropriate landscaping within landscape buffer block #3 with lowmaintenance plant material
 - The appropriate edge treatment along Jane Street and Highway 400.
 - Architectural control design guidelines
 - Sustainability design practices/guidelines
- 51. The Owner shall agree in the Subdivision Agreement to the following:
 - All development shall proceed in accordance with the Council approved Block 55 East architectural design guidelines prepared by John G. Williams Limited, Architect
 - A control architect shall be retained at the cost of the Owner with concurrence of the City to ensure compliance with the architectural design guidelines
 - Prior to the submission of individual building permit applications, the control architect shall have stamped and signed drawings certifying compliance with the approved architectural guidelines
 - The City may undertake periodic reviews to ensure compliance with the architectural design guidelines. Should inadequate enforcement be evident, the City may cease to accept drawings stamped by the control architect and retain another control architect, at the expense of the Owner.
- 52. Prior to final approval, the Owner shall prepare a streetscape landscape master plan in accordance with the approved Block 55 East urban design guidelines. The master plan shall address but not be limited to the following issues:
 - Co-ordination of the urban design/streetscape elements as they relate to the approved urban design guidelines including fencing treatments and street tree planting
 - Edge restoration along the open space lands.
 - The appropriate landscaping within the stormwater management pond block 15
 - The appropriate landscaping within the landscape vista blocks 14 and 19

- 53. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the City of Vaughan Sustainability Metrics program.
 - The program shall present a set of metrics to quantify the sustainability performance of new development projects.
- 54. Prior to final approval, the Owner shall provide a buffer block abutting the open space lands in accordance with TRCA policies along residential lots and residential blocks
- 55. Prior to final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the open space lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the open space edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The Owner shall not remove any vegetation without written approval by the City.
 - The Owner shall provide a report for a 20 metre zone within all staked open space edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.
- 56. The Owner shall agree in the Subdivision Agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the residential lots and blocks that abut the open space blocks and associated buffer blocks, the limits of the "Other Lands Owned by the Applicant" that abut open spaces blocks and buffers and along the limits of the residential lots that abut the stormwater management pond block.
- 57. The Owner shall agree in the Subdivision Agreement to erect permanent wood fence treatments for flanking residential lots and residential blocks; to be co-ordinated with the environmental noise report and architectural design guidelines.
- 58. Prior to final approval, the Owner shall prepare a landscape master plan to the satisfaction of the City, which shall address but not be limited to the following issues:
 - Cost estimates for the complete base works for a proposed multi-use recreational pathway from the Stormwater Management Pond Block (Block 15) through the Open Space Block 11 to the southern limit of the property.
 - Details on the location of the proposed base works for a proposed multi-use recreational pathway are to take into account existing vegetation and grades;
 - Details on drainage and any culvert crossing(s), if required

- Grading details
- Assessment of impact on existing vegetation and proposed vegetation removals, if required and landscape restoration planting plan(s)
- 59. The Owner shall agree in the Subdivision Agreement to provide a soils report for all tree pits and planting beds throughout the subdivision to the satisfaction of the City.
- 60. Prior to the execution of the Subdivision Agreement, the Owner shall design and agree to complete base works for a proposed multi-use recreational pathway in accordance with an approved Landscape Master Plan, Streetscape and Urban Design Guidelines to the satisfaction of and at no cost to the City. The Owner shall agree to convey into public ownership lands within which the future multi-use recreational trail shall be located and constructed. The proposed base work in not to exceed 5% in grade and cross-slopes are not to exceed 2% in grade.
- 61. The shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board.
- 62. Prior to final approval of the Plan, the Owner shall provide the City of Vaughan with a copy of a letter review from the Ministry of Tourism, Culture and Sport confirming that the Subject lands are considered to be free or archaeological concerns, that the report has been deemed compliant with Ministry requirements for archaeological fieldworks and reporting, and that it has been entered into the Ontario Public Register of Archaeological Reports to the satisfaction of the City.
- 63. The Owner shall update the Block 55 East Plan to reflect the Development to the satisfaction of the Development Planning Department and cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit(s) shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.
 - the plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.;
 - the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
 - the location of parks, open space, buffer blocks, stormwater management facilities and trails;
 - the location of institutional uses, including schools, places of worship, and

community facilities;

- the location and type of commercial sites;
- colour-coded residential for singles, semis, multiples, and apartment units; and
- the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1; (905) 832-8585."

"For detailed grading and berming information, please call the developer's engineering consultant, (name) at ."

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."

[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]

ATTACHMENT 1B



Corporate Services File No.: 19T-16V07 Refer To: Justin Wong

B. i

May 29, 2017

Mr. Mauro Peverini Director of Development Planning City of Vaughan 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1

Attention: Eugene Fera, Planner

Re: Draft Plan of Subdivision 19T-16V07 Part of Lot 30, Concession 9 (Frank Greco, Kirby Developments Inc.) City of Vaughan

York Region has now completed its review of the above noted draft plan of subdivision prepared by Malone Given Parsons Ltd., Project No. 16-2492, dated July 14, 2016. The proposed development is located south of Kirby Road and west of Kipling Avenue, in the City of Vaughan. The draft plan of subdivision consists of 9 single detached units and blocks for open space, buffers, landscape vista, stormwater management pond, future landscape vista, future residential and reserves, within a 2.02 ha site.

Sanitary Sewage and Water Supply

This development is within the Maple North wastewater area and will be serviced from the Kleinburg Pressure District.

Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification 2021 pending the outcome of the Class EA
- Northeast Vaughan Water and Wastewater Servicing 2028 expected completion
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

Based on our understanding of the Stormwater Management Compliance and Servicing Analysis, prepared by SCS Consulting Group Ltd., dated October 7, 2015, the proposed wastewater and the water servicing for this development will be connecting to the proposed municipal servicing

The Regional Municipality of York, 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1 Tel: 905-830-4444, 1-877-464-YORK (1-877-464-9675) Internet: www.york.ca

ATTACHMENT 1B

19T-16V07 (Frank Greco, Kirby Developments Inc.) Page 2 of 3

in the adjacent development (19T-13V09 - Monarch Castlepoint Kipling North Development Limited).

Summary

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached Schedule of Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above or the attached conditions please contact Justin Wong, Planner, at extension 71577 or through electronic mail at *justin.wong@york.ca*.

ours truly,

Dancan MacAskill, M.C.I.P., R.P.P.

Manager, Development Planning

JW/

Attachment (1) Schedule of Conditions

YORK-#7603577-v1-19T-16V07_-_Regional_Condition_Letter

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ATTACHMENT 1B

19T-16V07 (Frank Greco, Kirby Developments Inc.)

Schedule of Conditions 19T-16V07 Part of Lot 30, Concession 9 (Frank Greco, Kirby Developments Inc.) City of Vaughan

Re: Malone Given Parsons Ltd., Project No. 16-2492, dated July 14, 2016

- 1. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
- 2. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
- 3. The Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
- 4. Prior to final approval, an electronic copy of the engineering drawing(s) showing the layout of the watermains and sewers shall be submitted to the Community Planning and Development Services Section and the Infrastructure Asset Management Branch for record.
- 5. Prior to approval, the Owner shall agree to provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments, to promote the usage of non-auto travel modes. The owner shall provide drawings showing the pedestrian and cycling connections.
- 6. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
- 7. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
- 8. The Regional Corporate Services Department shall advise that Conditions 1 to 7 inclusive, have been satisfied.
August 6, 2019

CFN 56283 EXREF CFN 49623, 57726

BY E-MAIL ONLY (Eugene.Fera@vaughan.ca)

Eugene Fera Development Planning Department City of Vaughan 2141 Major Mackenzie Drive Vaughan, Ontario L6A 1T1

Dear Mr. Fera:

Re: Draft Plan of Subdivision Application 19T-16V007 Zoning By-law Amendment Application Z.16.032 5445 Kirby Road Within Block 55 East Part of Lot 30, Concession 9 City of Vaughan, Regional Municipality of York (Kirby Road Developments Inc.)

The purpose of this letter is to acknowledge receipt of and to provide comments on the following:

• Draft Plan of Subdivision 19T-16V007, Part of Lot 30, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons, dated June 7, 2019, received by TRCA on June 13, 2019.

This revised draft plan of subdivision was submitted in support of Draft Plan of Subdivision Application 19T-16V007 and Zoning By-law Amendment Application Z.16.032 in Block 55 East, in the City of Vaughan. A list of supporting materials reviewed can be found in Appendix 'A' of this letter. Toronto and Region Conservation Authority (TRCA)'s detailed-design comments can be found in Appendix 'B' and draft plan conditions can be found in Appendix 'C'.

Background

The intent of the subject applications is to facilitate a residential plan of subdivision comprised of 9 lots, 2 future residential blocks, open space blocks, open space buffers and vistas, a portion of a stormwater management (SWM) pond, and a residential street. The subject submission now recognizes the addition of an Open Space block, noted as 'Block 13', to the Draft Plan of Subdivision lands. Block 13 is located within the Greenbelt Plan area and encompasses lands that contain a Provincially Significant Wetland (PSW) feature as well as a portion of a contiguous woodland feature and their associated buffers. The proponent has agreed to convey Block 13 into public ownership for its long-term protection, along with Blocks 10 through 12 which also contain natural features (including an additional PSW) and hazards.

The zoning by-law amendment application proposes to re-zone the lands from A Agricultural to RD1 Residential Detached Zone One, RD2 Residential Detached Zone Two, OS1 Open Space Conservation

Zone (Blocks 10-12) and OS2 Open Space Park Zone (Block 14), with a H Holding Symbol and sitespecific exceptions applying to select areas throughout the draft plan of subdivision. Block 13, which contains the PSW, will remain zoned A Agricultural.

Application-Specific Comments

Based on our review of the original Block Plan and addendum documents provided to our office, TRCA notes that previous comments pertaining to water resources engineering (indicating the Regulatory flood plain on the plans, erosion and quantity control) and amending the stormwater management block (Block 15) to respect the 30 m PSW buffer have been satisfactorily addressed. The remaining comments (Appendix 'B') can be addressed at the detailed design stage.

Recommendations

Based on the above, TRCA recommends approval of Draft Plan of Subdivision 19T-16V007, subject to the conditions listed in Appendix 'C'.

TRCA's comments on Zoning By-law Amendment Application Z.16.032 can be found within the conditions of draft plan approval.

We would be happy to meet with the City and Owner to discuss TRCA's comments and conditions further.

Should any revisions to Draft Plan of Subdivision Application 19T-16V007 or Zoning By-law Amendment Application Z.16.032 be proposed now or in the future, TRCA staff asks to be given the opportunity to amend our conditions and comments accordingly.

Please provide the Notice of Decision for both the draft plan of subdivision and zoning by-law amendment once they are approved.

We trust these comments are of assistance. We look forward to our continued meetings on this and other projects within the Block 55 East area.

Should you have any questions, please contact me at extension 5936, or at <u>mark.andrews@trca.ca</u>.

Yours truly,

Uffueleer

Mark Andrews, B.A. (Hons.), M.Pl., RPP Planner Development Planning and Permits

/MA

Copy: Joan McIntyre, Malone Given Parsons (<u>imacintyre@mgp.ca</u>) Coreena Smith, Toronto and Region Conservation Authority (<u>coreena.smith@trca.ca</u>) Ruth Rendon, City of Vaughan (<u>ruth.rendon@vaughan.ca</u>)

J:\DSS\Correspondence\VAUGHAN\2019\19T-16V007 Z.16.032 - 5445 Kirby Road (Greco) Draft Plan Conditions.docx

Appendix 'A' – List of Materials Reviewed

- Draft Plan of Subdivision, prepared by Malone Given Parson, dated June 7, 2019, received by TRCA on June 13, 2019.
- Stormwater Management Compliance and Servicing Analysis 3rd Submission, prepared by SCS Consulting Group Ltd., dated April 30, 2019, received by TRCA on June 13, 2019.
- Addendum Stormwater Management Compliance and Servicing Analysis 3rd Submission, prepared by SCS Consulting Group Ltd., dated June 13, 2019, received by TRCA on June 21, 2019.
- Figure No. 1.2, Post-Development Drainage Plan, prepared by SCS Consulting Group Ltd., dated July 2018, received by TRCA on June 13, 2019.
- Figure No. 1.4, Preliminary Servicing Plan, prepared by SCS Consulting Group Ltd., dated April 2019, received by TRCA on June 13, 2019.
- Figure No. 1.5, Preliminary Grading Plan, prepared by SCS Consulting Group Ltd., dated April 2019, received by TRCA on June 13, 2019.
- Draft Zoning By-law and Schedule, received by TRCA on June 13, 2019.
- Response letter, prepared by SCS Consulting Group Ltd., dated May 2, 2019, received by TRCA on June 13, 2019.

Appendix 'B' – Detailed-Design Comments

The following comments are carried over from our correspondence of January 31, 2019, however, can be deferred to the detailed-design (site plan) stage. These comments follow the same numbering scheme from the aforementioned correspondence.

Water Resources Engineering

Water Balance

- 5. At the detailed design stage please provide detailed supporting information that will confirm that the design of the infiltration trenches will provide the necessary water balance and erosion controls; including:
 - a. Post- to pre- infiltration, runoff, and evapotranspiration calculations based on existing soil conditions;
 - b. Design cross-sections of the trench, including sizing, details on the infiltration medium, and overflow drain (if necessary); and
 - c. Calculated drawdown time of the infiltration facilities.

Erosion and Sediment Control

- 6. It is recommended that an Erosion and Sediment Control (ESC) drawing be submitted to demonstrate the erosion protection for the subject site and the staging plan for the proposed works. Please ensure that the erosion and sediment control plan follow the Erosion and Sediment Control Guideline for Urban Construction, December 2006. The most up to date guideline can be found on the Sustainable Technologies Evaluation Program (STEP) website at www.sustainabletechnologies.ca. An erosion and sediment control report and phased drawings are to be submitted along with the future detailed design submission.
- 7. To preserve the infiltration capability of the areas in which the low impact development (LID) measure(s) are proposed to be installed, and to avoid unnecessary compaction, the areas specified for LID measures must be protected. TRCA staff recommend that these areas are isolated with the necessary ESCs. This will prevent the entrance of construction equipment as well as sediment transfer into the area, therefore ensuring the sediment generated during construction will not clog the native soil. This should be addressed at the detailed design stage.

Planning Ecology

8. The Stormwater Management Compliance and Servicing Analysis dated April 30, 2019 (Figure No. 1.5 – Preliminary Grading Plan) indicates fill placement and grading within the 30 m buffer from the south PSW. At the detailed-design stage, every effort should be made to minimize the proposed grading within the 30 m PSW buffer. This may be achieved by steepening slopes from 3:1 to 2.5:1, etc. All buffers will require planting of native trees and shrubs, which may be impeded by the fill and grading. The flow spreader should also be redesigned to minimize encroachment into the buffer.

<u>Appendix 'C' – TRCA's Conditions of Draft Plan Approval and Comments on</u> <u>the Zoning By-law Amendment Application</u>

TRCA's Conditions of Draft Plan Approval

TRCA staff recommends approval of Draft Plan of Subdivision 19T-16V007, Part of Lot 30, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons, dated June 7, 2019, subject to the following conditions:

- 1. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This submission shall include:
 - a. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology; and
 - b. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping.
- 2. That prior to site alteration (with the exception of topsoil stripping) and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with the Block Plan Resubmission Revised, Block 55 East, Kleinburg Summit Community, Volumes 1 and 2, prepared by Malone Given Parsons Ltd. et al., dated June 2014, as amended by Stormwater Management Compliance and Servicing Analysis, prepared by SCS Consulting Group Ltd., dated April 30, 2019, as may be further amended to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - a. A description of the storm drainage system (quantity and quality) for the proposed development;
 - b. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
 - c. Appropriate stormwater management techniques which may be required to control minor and major flows;
 - d. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial;
 - e. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
 - f. Proposed measures to mitigate the potential erosive impacts of development on the natural system, both on and off-site;
 - g. Proposed measures to promote infiltration and maintain water balance for the plan area;

- h. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
- i. A subsurface investigation (including assessment of groundwater levels) at the location of the stormwater management pond and for the final design of site grading and house basement elevations. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;
- j. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
- k. Grading plans for the subject lands;
- Cross-sections and details where grading is proposed in or adjacent to the Open Space and Buffers (Blocks 10 – 13 inclusive), including but not limited to existing and proposed grades, limits of the natural features and hazards, buffers, transition to the development lands, interim stabilization of the slopes/disturbed areas, mitigation, and supporting geotechnical/soils analyses;
- m. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and
- n. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended.
- 3. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner prepare a tree protection and preservation plan for the site to the satisfaction of TRCA. The Vegetation Community Preservation Report, Block 55 East Kleinburg Summit, prepared by Aboud & Associates Inc., dated January 15, 2014, can be used as a basis for the detailed tree protection and preservation plan, but would need to be updated to reflect the most up-to-date development limits and proposed areas of disturbance. The recommendations of the tree protection and preservation plan shall be implemented by the Owner to the satisfaction of TRCA prior to topsoil stripping.
- 4. That prior to topsoil stripping, the Owner initiate and continue to undertake the monitoring programs outlined in the Master Environmental Servicing Plan, prepared by SCS Consulting Group Ltd., dated June 2014, as may be amended to the satisfaction of TRCA and the City of Vaughan, which includes but is not limited to the submission of monitoring reports and mitigation and adaptive management plans where negative impacts are anticipated or have occurred as a result of development in the plan area, to the satisfaction of TRCA and the City of Vaughan.
- 5. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA for the Open Space and Buffers (Blocks 10 13 inclusive).

- 6. That prior to the registration of this plan or any phase thereof, the Owner prepare planting plans for the Stormwater Management Block (Block 15) to the satisfaction of TRCA.
- 7. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Open Space and Buffers (Blocks 10 13 inclusive) to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state.
- 8. That prior to the registration of this plan or any phase thereof, the Owner obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
- 9. That the Open Space and Buffer (Blocks 10-13 inclusive) be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA.
- 10. That the implementing zoning by-law recognize the Open Space and Buffers (Blocks 10-12 inclusive) in an open space, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of TRCA. TRCA recognizes that the Open Space Block 13 will remain zoned A Agricultural.
- 11. That the Owner provide a copy of the approved implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
- 12. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
 - To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of draft plan approval;
 - b. To carry out, or cause to be carried out, to the satisfaction of TRCA, the monitoring programs outlined in the Master Environmental Servicing Plan, prepared by SCS Consulting Group Ltd., dated June 2014, as may be amended to the satisfaction of TRCA and the City of Vaughan, which includes but is not limited to the submission of monitoring reports and mitigation and adaptive management plans where negative impacts are anticipated or have occurred as a result of development in the plan area, to the satisfaction of TRCA and the City of Vaughan. The Owner agrees to carry out, or cause to be carried out, the mitigation and adaptive management plans to the satisfaction of TRCA and the City of Vaughan.
 - c. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
 - d. To obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;

- e. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
- f. To erect a permanent fence along all residential lots and blocks that abut the Open Space and Buffers (Blocks 10 – 13 inclusive) and in other areas as may be required to the satisfaction of TRCA to protect existing and future open space lands from unauthorized/non-programmed entry. It was previously agreed that Eastern Red Cedar trees would be planted along the southerly and easterly limits of the 'Other Lands Owned by Applicant', to provide a landscaped transition between the private lands and the subdivision lands specifically Open Space Block 13;
- g. To prohibit grading works within the Open Space and Buffers (Blocks 10 13 inclusive) unless approved by TRCA;
- h. To prohibit retaining walls in or adjacent to the Open Space and Buffers (Blocks 10 13 inclusive) unless approved by TRCA.
- 13. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of draft plan approval, if necessary, to the satisfaction of TRCA.
- 14. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

TRCA's Comments on the Zoning By-law Amendment Application

TRCA's comments on Zoning By-law Amendment Application Z.16.032 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-16V007. Further comments may be provided on the zoning by-law amendment once a final draft has been received by TRCA for review.

Should any revisions to Draft Plan of Subdivision Application 19T-16V007 or Zoning By-law Amendment Application Z.16.032 be proposed now or in the future, TRCA staff asks to be given the opportunity to amend our conditions and comments.





Date:	September 24 th , 2019
Attention:	Eugen Fera
RE:	Request for Comments
File No.:	19T-16V007
Applicant:	Frank Greco
Location	Part Lot 30, Concession 9

Revised: August 7, 2019

ATTACHMENT 1D





COMMENTS:

	We have reviewed the Proposal and have no comments or objections to its approval.
X	We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).
	We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by
	We have reviewed the proposal and have the following concerns (attached below)
	We have reviewed the proposal and our previous comments to the Town/City, dated, are still valid.

Alectra Utilities has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner(s), or his/her/their agent, for this plan is/are required to contact Alectra Utilities to obtain a subdivision application form (SAF) and to discuss all aspects of the above project. The information on the SAF must be accurate to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue. A subdivision application form is enclosed with this request for comments.

Alectra Utilities will prepare the electrical distribution system (EDS) design for the subdivision. The subdivision project will be assigned to an Alectra Utilities design staff upon receipt of a completed SAF. The design of the subdivision can only commence upon receiving a design prepayment and the required information outlined on the SAF.

Alectra Utilities will obtain the developer(s) approval of the EDS design, and obtain the required approvals from local government agencies for EDS installed outside of the subdivision limit. Alectra Utilities will provide the developer(s) with an Offer to Connect (OTC) agreement which will specify the responsibilities of each party and an Economic Evaluation Model outlining the cost sharing arrangement of the EDS installation between both parties. The OTC agreement must be executed by both parties and all payments, letter of credits and easements received in full before Alectra Utilities can issue the design for construction.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

All communication, street light or other pedestal(s) or equipment(s) must not be installed near Alectra Utilities transformers and/or switchgears. Enclosed with this request for comments are Alectra Utilities clearance standards.

Existing Alectra Utilities plant in conflict due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

Revised: August 7, 2019

We trust this information is adequate for your files.

Regards, Mr. Tony D'Onofrio Supervisor, Subdivisions *Phone*: 905-532-4419 *E-mail:* tony.donofrio@alectrautilities.com

Subdivision Application Information Form is available by emailing tony.donofrio@alectrautilities.com



Construction Standard 17-140



NOTES:

- 1. FINAL GRADE WITHIN THE RESTRICTED OPERATIONAL CLEARANCE ZONE
- FINDLE GABLE INTHINT THE RESTRICTED BEPARTONNE CLEARAGE 20NE (SHOWN AS "HATCHED ZONES" ABOYE) MUST NOT BE ALTERED.
 HATCHED ZONES AROUND THE APPARATUS AND IN FRONT OF ACCESS DOORS/HOODS TO RENAIN CLEAR OF ALL SHRUBS AND THEES. WHEN THE APPARATUS IS POSITIONED WITHIN THE HATCHED ZONE, THE ZONE WITHIN OR ABOVE MUST REMAIN CLEAR OF, INCLUDING BUT NOT LIMITED TO, BUILDINGS, STRUCTURES, FENCES OR OBSTRUCTIONS INCLUDING ANY LANDSCAPING FEATURES.
- 3. PREFERRED SURFACE COATING WITHIN THE HATCHED ZONES IS LAWN (SEEDED OR SOD) AND WITH
- PRIDE WRITTEN CONSENT OF POWERSTREAM GRAVEL AND/DE PAVED WITH ASPHALT OR PAVERS OR A CONCRETE FINISH MAY BE PERMINITED. ACCESS TO ALL EQUIPMENT DOORS/HODDS MUST REMAIN PERMANENTLY CLEAR OF ALL OBSTRUCTIONS. 4.

REFERENCES		
UNDERGROUND	SECTION 17	
	Approval.	
This construction fitmle requirements of fection 4 Jay Consist, F.Ban, Name		

PADMOUNT TRANSFORMER/SECTIONALIZER CLEARANCES

ORIGINAL SSUE DATE: 2007-JAN-25 REVISION NO: 82 REVISION DATE: 2011-JUN-23



Construction Standard 17-141



NOTES:

- FINAL GRADE WITHIN THE RESTRICTED OPERATIONAL CLEARANCE ZONE (SHOWN AS "HATCHED ZONES" ABOVE) MUST NOT BE ALTERED.
 HATCHED ZONES AROUND THE APPARATUS AND IN FRONT OF ACCESS DODRS/HDODS TO REMAIN CLEAR OF ALL SHRUBS AND TREES. WHEN THE APPARATUS IS POSITIONED WITHIN THE HATCHED ZONE, THE ZONE WITHIN DR ABOVE MUST REMAIN CLEAR OF, INCLUDING BUT NOT LIMITED TO, BUILDINGS, STRUCTURES, FENCES OR OBSTRUCTIONS INCLUDING ANY LANDSCAPING FEATURES.
 BREFARED EVERADE CONSIDER WITHIN THE HATCHED ZONEE IN LANDSCAPING FEATURES.
- 3. PREFERRED SURFACE COATING WITHIN THE HATCHED ZONES IS LAWN (SEEDED OR SOD) AND WITH REFERENCES
- PRIOR WRITTEN CONSENT OF POWERSTREAM GRAYEL AND/OR PAVED WITH ASPHALT OR PAVERS OR A CONCRETE FINISH MAY BE PERMITTED. ACCESS TO ALL EQUIPMENT DOORS/HOODS MUST REMAIN PERMANENTLY CLEAR OF ALL OBSTRUCTIONS. 4.

PADMOUNT SWITCHGEAR CLEARANCES

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UNDERGROUND

SECTION 17

ORIGINAL ESSUE DATE: 2008-JULY-07 REVISION NO: 82 REVISION DATE: 2011-JUN-23

8/18/2016

Eugene Fera

Vaughan

...

Attention: Eugene Fera

Re: Draft Plan of Subdivision - 5445 Kirby Rd.; Your File No. 19T-16V007

Our File No. 72711

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

"The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements".

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

MMM (a WSP company) operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from MMM. MMM is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk Manager, Municipal Relations Access Network Provisioning, Ontario Phone: 905-540-7254 Mobile: 289-527-3953 Email: Meaghan.Palynchuk@bell.ca



Enbridge Gas Distribution 500 Consumers Road North York, Ontario M2J 1P8 Canada

October 15, 2018

Eugene Fera Planner City of Vaughan Development Planning Division 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1

Dear Eugene,

Re: Draft Plan of Subdivision – Revised Kirby Road Developments Inc. Kirby Road, Part Lot 30, Concession 9 City of Vaughan File No.: 19T-16V007 & Z-16-032

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing <u>SalesArea30@enbridge.com</u> for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

Hice Colemien

Alice Coleman Municipal Planning Coordinator ENBRIDGE GAS DISTRIBUTION TEL: 416-495-5386 MunicipalPlanning@enbridge.com 500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com Integrity. Safety. Respect.

DELIVERY PLANNING 200 – 5210 BRADCO BLVD MISSISSAUGA, ON L4W 2G7

CANADAPOST.CA

October 15, 2019

City of Vaughan – Planning Department

To: Eugene Fera, Development Planning Department

Reference: File: 19T-16V007 related file: Z.16.032 Part Lot 30, Concession 9 9 residential lots

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

Canada Post has reviewed the proposal of the 9 residential lots for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.

In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The Owner/Developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
- ⇒ The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
- ⇒ The Owner/Developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The Owner/Developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The Owner/Developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy;

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

- 1. The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox location.
- 2. Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy.
- 3. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
- 4. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
- 5. The complete guide to Canada Post's Delivery Standards can be found at: <u>https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</u>

As the project nears completion, it is requested that the Developer contact me directly during the design stage of the above project, to discuss a suitable mailbox location.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Sincerely,

Lorraine Farguharson

Lorraine Farquharson Delivery Services Officer | Delivery Planning - GTA 200 – 5210 Bradco Blvd Mississauga, ON L6W 1G7 (416) 262-2394 lorraine.farquharson@canadapost.ca



Applicant: Kirby Road Developments Inc.

November 5, 2019







Approved Block 55 East Plan

Location: Part of Lot 30, Concession 8

Applicant: Kirby Road Developments Inc.





Attachment

FILES: Z.16.032 & 19T-16V007 DATE: November 5, 2019



Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD: 4

TITLE: FIRSTGREEN CORP. DRAFT PLAN OF CONDOMINIUM FILE 19CDM-19V007 VICINITY OF BATHURST STREET AND RUTHERFORD ROAD

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Draft Plan of Condominium File 19CDM-19V007 to create the condominium tenure for the common elements shown on Attachment 3 for an approved townhouse development shown on Attachment 4.

Report Highlights

- The Owner has submitted a Draft Plan of Condominium (Common Elements) Application to create the condominium tenure of privately owned and maintained (through a future Condominium Corporation) common elements for an approved townhouse development.
- The Development Planning Department supports the approval of the Application as it conforms to Vaughan Official Plan complies with Zoning Bylaw 1-88 and is consistent with the Council approved Site Development File DA.17.041.

Recommendations

1. That Draft Plan of Condominium (Common Elements) File 19CDM-19V007 (Firstgreen Corp.), BE APPROVED, as shown on Attachment 3, subject to the Conditions of Draft Approval in Attachment 1.

Background

The subject lands (the 'Subject Lands') shown on Attachment 2, are located on the southeast corner of Ilan Ramon Boulevard and George Kirby Street. The surrounding land uses are shown on Attachment 2.

Previous Reports/Authority

Council Approved Rezoning and Site Development Files Z.17.017 and DA.17.041

Analysis and Options

The Owner has submitted Draft Plan of Condominium (Common Elements) File 19CDM-19V007 (the 'Application') to create the condominium tenure for the privately owned and maintained (through a future Condominium Corporation) common elements (the 'Draft Plan'), shown on Attachment 3. The common elements consist of the following:

- Private internal roads
- Parking areas (12 visitor spaces and 1 barrier-free space)
- Sidewalks, walkways, landscaped areas and exterior amenity areas
- Community mail box

The Application conforms to Vaughan Official Plan 2010 and Zoning By-law 1-88

The Subject Lands are designated "Mid-Rise Mixed-Use" by Vaughan Official Plan 2010 ('VOP 2010'), with a maximum permitted building height of 12-storeys and maximum Floor Space Index ('FSI') of 3.5 times the area of the lot. The "Mid-Rise Mixed-Use" designation permits residential units, home occupation, community facilities, retail, office and hotel uses in a mid-rise building form. Townhouses, stacked townhouses and low-rise buildings are also permitted, provided that the lands area located within 70 m of lands designated "Low-Rise Residential" in VOP 2010 or on streets that area not arterial streets or major collector streets.

The Subject Lands are located with 70 m of lands designated "Low-Rise Residential" in VOP 2010, specifically the existing street townhouse dwellings on the north side of George Kirby Street, as shown on Attachment 2. The Subject Lands are not located on an arterial or major collector street. The Development for 50, 3-storey townhouse units conforms to VOP 2010.

The Subject Lands are zoned "RT1 Residential Townhouse Zone" by Zoning By-law 1-88, as shown on Attachment 2, and subject to site-specific Exception 9(1217) which permits the approved townhouse development. The Draft Plan would create a condominium tenure for a development that complies with Zoning By-law 1-88.

The Draft Plan is consistent with the approved Site Development Application

Vaughan Council, on June 19, 2018, approved Site Development File DA.17.041 (Firstgreen Corp.) to permit a development consisting of 50, three-storey townhouse dwelling units as shown on Attachment 4.

The Draft Plan shown on Attachment 3 is required to create the common element tenure for the following elements:

- Private internal roads
- Parking areas (12 visitor spaces and 1 barrier-free space)
- Sidewalks, walkways, landscaped areas and exterior amenity areas
- Community mail box

The Subject Lands are accessed from George Kirby Street via an existing driveway from the commercial plaza (the Rutherford Marketplace) to the east, which is subject to an access easement in favour of the Subject Lands. A second access driveway is proposed from Ilan Ramon Boulevard.

The Owner is required to submit a Part Lot Control Exemption application to lift the part lot control provisions of the *Planning Act* from the Subject Lands, in order to create conveyable freehold lots for the 50 townhouse units.

The Environmental Services Department, Solid Waste Management Division, has no Objection to the Draft Plan

The Owner is proposing a controlled access gate adjacent to Block 8 for municipal waste collection and snow removal, as shown on Attachment 4. The proposed gate will allow for access to the development without the need for a turnaround and will be controlled by the future condominium corporation on collection days. The Environmental Services Department, Solid Waste Management Division has no objection to the Development.

The Development Engineering Department has no objection to the Draft Plan

The Development Engineering Department has no objection to the Draft Plan, subject to the conditions set out in Attachment 1.

The Development Finance Department has no objection to the Draft Plan

The Financial Planning and Development Finance Department has no objection to the Draft Plan, subject to the conditions set out in Attachment 1.

All utility providers and Canada Post have no objection to the Draft Plan

Bell Canada, Rogers Communication, Alectra Enbridge Gas and Canada Post advise that they have no objection to the condominium tenure for the development, subject to their conditions set out in Attachment 1. The Owner is required to confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority. A condition to this effect is included in Attachment 1.

Financial Impact

N/A.

Broader Regional Impacts/Considerations

The York Region Community Planning and Development Services Department has reviewed the Draft Plan. Prior to final approval the Owner must satisfy the requirements of York Region.

Conclusion

Draft Plan of Condominium (Common Elements) File 19CDM-19V007 conforms to VOP 2010, complies with Zoning By-law 1-88 as amended, and is consistent with the approved Site Development File DA.17.041. Accordingly, the Development Planning Department can support the approval of the Draft Plan of Condominium (Common Elements) Application, subject to the conditions set out in Attachment 1.

For more information, please contact: OluwaKemi Apanisile, Planner, Development Planning Department, Extension 8210.

Attachments

- 1. Conditions of Draft Approval
- 2. Location Map
- 3. Draft Plan of Condominium (Common Elements)
- 4. Approved Site Plan (File DA.17.041)

Prepared by

OluwaKemi Apanisile, Planner, ext. 8210 Mary Caputo, Senior Planner, ext. 8635 Nancy Tuckett, Senior Manger of Development Planning ext. 8529 Mauro Peverini, Director of Development Planning, ext. 8407

/LG

ATTACHMENT NO. 1

CONDITIONS OF DRAFT APPROVAL

DRAFT PLAN OF CONDOMINIUM FILE 19CDM-19V007 (COMMON ELEMENTS) ('DRAFT PLAN') FIRSTGREEN CORPORATON ('OWNER') BEING PART OF BLOCK 23, REGISTERED PLAN 65M-3918, CITY OF VAUGHAN ('CITY')

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ('CITY') THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF CONDOMINIUM FILE 19CDM-19V007, ARE AS FOLLOWS:

City of Vaughan

- 1. The Draft Plan shall relate to a Draft Plan of Condominium, prepared by Schaeffer Dzaldov Bennet Ltd., Job No. 09-144-00, dated October 17, 2019.
- 2. Prior to the execution of the Condominium Agreement, the Owner shall submit a pre-registered Plan of Condominium to the Vaughan Development Planning Department.
- 3. The Owner shall enter into a Condominium Agreement with the City of Vaughan and shall agree to satisfy any conditions of Site Development File DA.17.041 with regard to such matters as landscaping and site development and any other matters that the City may consider necessary.
- 4. Prior to final approval of the Draft Plan, the Owner shall register the Site Plan Agreement from Site Development File DA.17.041 on title against the Subject Lands to which it applies and at the cost of the Owner.
- 5. The following provisions shall be included in the Condominium Agreement and all Agreements of Purchase and Sale or Lease:
 - a) The Owner and/or Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins;
 - b) The Owner and or Condominium Corporation shall be responsible for snow removal and clearing, and garbage and recycling pick-up shall be privately administered, and shall be the responsibility of the Owner/Condominium Corporation;
 - c) Purchaser and/or tenants are advised that the ultimate sanitary service outlet for the future condominium development is approximately 1 to 2 m offset from the east building face for Unit 18. Purchasers and/or tenants

acknowledge to keep this area clear and accessible for the purpose of future maintenance and to not alter this are in any form or shape;

- Purchasers and/or tenants are advised that a private fire hydrant for the future condominium development exists approximately 1 m offset from the southwest building corners for Unit 19. Purchasers and/or tenants acknowledge to keep this area clear and accessible for the purpose of future maintenance and fire protection measures and to not alter this area in any form or shape;
- e) Purchasers and/or tenants are advised that a storm sewer easement in favour of the existing plaza owner to the east exists along the frontage of George Kirby Street and Ilan Ramano Boulevard approximately 1 to 3 m offset from the north and west building face for Blocks 1 to 5. Purchasers and/or tenants acknowledge to keep this area clear and accessible for the purpose of future maintenance and to no alter this area in any form or shape;
- Purchaser and/or tenants are advised that a water service meter and backflow chamber for the future condominium development is approximately 2 m offset from the southwest building corner for Unit 1. Purchasers and/or tenants acknowledge to keep this area clear and accessible for the purpose of future maintenance and to no alter this are in any form or shape;
- g) Purchaser and/or tenants are advised that an underground stormwater storage tank exist between Blocks 7 and 8 approximately 5 m offset from Blocks 7 and 8. Purchasers and/or tenants acknowledge to keep this area clear and accessible for the purpose of future maintenance and to not alter this are in any form or shape;
- h) Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within the dwelling units, noise due to increasing road traffic may continue to be of concern, occasionally interfering with the activities of the occupants as the sound level may exceed the noise criteria of the Municipality and the Ontario Ministry of the Environment and Climate Change. I, the purchaser hereby agrees to place this clause in all subsequent offers of purchase and sale when I sell the property;
- Purchasers/tenants are advised that the dwelling unit was fitted with a central air conditioning system in order to permit the closing of windows for noise control. (Note: Locate air cooled condenser units in a noise insensitive area and ensure that the unit has an AHRI sound rating not exceeding 7.6 bels.);
- e) Purchasers/tenants are advised that this residential unit is in proximity to existing commercial buildings whose activities may at times be audible.

- 6. The Condominium Agreement shall be registered on title against the lands to which it applies, at the cost of the Owner.
- 7. Prior to final approval of the Draft Plan, the Owner shall submit an "as-built" survey of the common elements to the satisfaction of the Vaughan Building Standards Department.
- 8. Prior to final approval the Owner shall arrange to prepare and register a reference plan and private easements in favour of the condominium corporation at their expense as it relates to private site servicing elements within Parts 1, 18 & 19 of the Draft Plan of Common Elements dated October 17, 2019 (meter & backflow chamber, sanitary outlet and fire hydrant). The plan should illustrate all existing and proposed easements to the satisfaction of Development Engineering. The Owner shall submit a draft reference plan to the Development Engineering Department for review prior to deposit. The Development Engineering Department shall be in receipts of the deposited reference plan prior to clearance of said condition.
- 9. Prior to final approval the Owner shall arrange to prepare and register a reference plan at their expense as it relates to the required stormwater easement adjacent to George Kirby Street and Ilaan Ramon Boulevard, along the north and west limits of the Subject Lands. The plan should illustrate all existing and proposed easements to the satisfaction of Development Engineering. The Owner shall submit a draft reference plan to the Development Engineering Department for review prior to deposit. The Development Engineering Department shall be in receipts of the deposited reference plan prior to clearance of said condition.
- 10. Prior to final approval, the Owner and their Solicitor and Land Surveyor shall confirm that all required easements and rights-of-way for utilities, drainage, municipal services and construction purposes have been granted to the appropriate authorities.
- 11. Prior to final approval, the Owner shall confirm to the Development Planning Department that they have paid all taxes levied, all additional municipal levies, if applicable, development charges and all financial requirements of this development a may be required by the Financial Planning and Development Finance Department. The Owner also certifies acknowledgment of responsibility of the payment of all taxes levied to date, both interim and final, and all taxes levied upon the land after execution of this Condominium Agreement, if required, until each unit covered under this Condominium Agreement is separately assessed.
- 12. Fire Department Access to Buildings shall comply with Article 9.10.20.3 of the Ontario Building Code. Access Route Design shall comply with Article 3.2.5.6 of the Ontario Building Code (min. 6 m width, centerline radius not less than 12 m, turn around facilities for any dead-end portion of the access route more than 90 m, etc.) Hydrant shall be located within 90m horizontally of any portion of a building perimeter that is required to face a street as per Article 3.2.5.7 of the Ontario Building Code.

York Region

13. Prior to final approval the Draft Plan shall be to the satisfaction of York Region.

Canada Post

- 14. Prior to Final approval, the Owner shall satisfy the following conditions of Canada Post:
 - a) The Owner and or Developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mail boxes and to indicate these locations on appropriate servicing plans;
 - b) The Builder/Owner/Developer will confirm to Canada Post that the final secure permanent locations for the Community Mail boxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cables pedestals, flush to grade communication vaults, landscaping enhancement (tree planting) and bus pads;
 - c) The Owner/Developer will install concrete pads to each of the Community Mail box locations as well as any required walkways across the boulevard and any required curb depression for wheelchair access as per Canada Post's concrete pad specification drawings;
 - d) The Owner/Developer will agree to prepare an maintain an area of compact gravel to Canada Post's specification to serve as a temporary Community Mail box location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
 - e) The Owner/Developer will communicate to Canada Post the exaction date for the first foundation (or first phase) as well as the expected date of first occupancy;
 - f) The Owner/Developer of any condominium will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mail box location;
 - g) Enhanced Community Mail box Sites with roof structures will require additional documentation as per Canada Post Policy;
 - h) There will be no more than one mail delivery point to each unique address assigned by the Municipality; and
 - i) Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
15. The Owner shall indicate in the Condominium Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/ telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.

Clearances

- 16. The City (Vaughan Development Planning Department) shall advise in writing that Conditions 1 to 12 have been satisfied.
- 17. York Region shall advise in writing that Condition 13 has been satisfied.
- 18. Canada Post shall advise the Development Planning Department in writing that Condition 14 has been satisfied.
- 19. Bell Canada shall advise the Development Planning Department in writing that Condition 15 has been satisfied.







Development Planning

115

APPLICANT: Firstgreen Corp.

DATE:

December 3, 2019



Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD: 2

TITLE: NATIONAL CAPITAL FINANCIAL INC. ZONING BY-LAW AMENDMENT FILE Z.19.005 VICINITY OF KIPLING AVENUE AND WOODBRIDGE AVENUE

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment File Z.19.005 to amend the "C3 Local Commercial Zone" subject to site-specific Exception 9(1054) of Zoning By-law 1-88, for the Subject Lands shown on Attachment 1, to permit the full range of "C3 Local Commercial Zone" uses on the ground floor and one residential unit on the second floor of the existing building, as shown on Attachment 2.

Report Highlights

- The Owner proposes to permit the full range of "C3 Local Commercial Zone" uses on the ground floor and one residential unit on the second floor of the existing building located on the Subject Lands.
- Zoning By-law Amendment and Site Development applications are required to permit the proposed uses and site alterations.
- The Development Planning Department supports the approval of the Zoning By-law Amendment as it is consistent with the *Provincial Policy Statement 2014*, conforms to *A Place to Grow: the Growth Plan for the Greater Golden Horseshoe 2019*, the York Region Official Plan 2010, and the Vaughan Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area.

Recommendations

- THAT Zoning By-law Amendment File Z.19.005 (National Capital Financial Inc.) BE APPROVED, to amend the "C3 Local Commercial Zone", subject to sitespecific Exception 9 (1054) of Zoning By-law 1-88, for the Subject Lands shown on Attachment 1, to permit commercial uses as identified in this report on the ground floor and a residential dwelling unit on the second floor only of the existing building.
- 2. THAT prior to the enactment of the implementing Zoning By-law, the Owner shall confirm the Record of Site Condition requirements and finalize all outstanding comments of Site Development File DA.19.065 to the satisfaction of the City.

Background

The Subject Lands (the 'Subject Lands') shown on Attachment 1 are located on the west side of Kipling Avenue, south of Woodbridge Avenue, and are municipally known as 7938 Kipling Avenue. The Subject Lands are currently developed with a two-storey commercial building having a gross floor area ('GFA') of 208.54 m², as shown on Attachment 2, that was formerly used as a residential dwelling.

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

On August 23, 2019, the City circulated a Notice of Public Hearing (the 'Notice') to all property owners within 150 m of the Subject Lands and to the Village of Woodbridge Ratepayer's Association and West Woodbridge Homeowners Ratepayer's Association. A copy of the Notice was also posted on the City's website at www.vaughan.ca and a notice sign was installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols. No deputations were made at the Public Hearing or written submissions received by the Development Planning Department.

Vaughan Council on October 2, 2019, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of September 17, 2019, and to forward a comprehensive technical report to a future Committee of the Whole meeting.

Previous Reports/Authority

September 17, 2019, Committee of the Whole (Public Hearing) - Zoning By-law Amendment File Z.19.005

Analysis and Options

A Zoning By-law Amendment Application was submitted to permit additional uses and site-specific exceptions

National Capital Financial Inc. (the 'Owner') has submitted Zoning By-law Amendment File Z.19.005 (the 'Application') to amend the "C3 Local Commercial Zone" ('C3 Zone') subject to site-specific Exception 9(1054) of Zoning By-law 1-88, to permit the full range of uses permitted by the C3 Zone on the ground floor, and one residential unit on the second floor of the existing building. Site-specific Exception 9(1054) limits the permitted uses on the Subject Lands to a Bridal Retail Store with an accessory work area and storage on the second floor, and a storage area in the basement.

The Application is consistent with the Provincial Policy Statement 2014

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement*, *2014* (the 'PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS recognizes that local context and character is important.

The Development Planning Department is of the opinion that the Application is consistent with provincial policies, specifically Sections 1.1.3.1, 1.1.3.2, 1.4.3 and 1.7.1 regarding development in settlement areas, efficient land use patterns, the range and mix of housing options and encouraging a sense of place through conserving cultural heritage features.

The Subject Lands are located within a Settlement Area as defined by the PPS. The Application is consistent with the policies of the PPS as it makes more efficient use of the existing building and Subject Lands by allowing a broader range of commercial uses and modest intensification by the addition of one residential unit which provides an additional housing option, while maintaining the existing Cultural Heritage resources on the Subject Lands.

The Application conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

The Provincial Plan: A Place to Grow – Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Application is consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands and existing infrastructure more efficiently, preserve Cultural Heritage resources and provide housing at densities that are supportive of the Growth Plan objectives, specifically Sections 2.2.1(2)(a) and 4.2.7 regarding the achievement of complete communities and conserving cultural heritage resources.

The Subject Lands are located within a settlement area and a delineated built-up area that efficiently utilizes existing municipal water and wastewater systems, will contribute to the range of unit types available in the community and maintain a sense of place by conserving cultural heritage resources. The Application conforms to the Growth Plan.

The Application conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 ('YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" on Map 1, "Regional Structure" of the YROP. The "Urban Area" designation permits a range of residential, commercial, industrial and institutional uses, subject to additional policy criteria. Section 5.3.10 of the YROP encourages retail, commercial, office and institutional structures to include a mix of uses, where appropriate.

The Application proposes to utilize the existing commercial building on the Subject Lands with an expanded range of commercial uses and facilitates a mixed-use development through the addition of one residential unit. The Application conforms to the YROP.

The Application conforms to the Vaughan Official Plan 2010

The Subject Lands are designated "Mid-Rise Mixed-Use" by Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Section 11.5 Kipling Avenue Corridor Secondary Plan ('KACSP'). The "Mid-Rise Mixed-Use" designation represents the primary retail and commercial centre for the KACSP and is intended to concentrate a significant residential population. The "Mid-Rise Mixed-Use" designation permits small scale, grade-related retail, service commercial, restaurant and office uses as part of a contiguous mixed-use building. Residential units in the form of townhouse, low-rise or mid-rise building types are permitted, provided they are not located on the street facing ground level. Stand alone, single use buildings are not permitted.

The existing two-storey building on the Subject Lands is a permitted building type. The proposed commercial uses on the ground floor and residential unit on the second floor are permitted by the "Mid-Rise Mixed-Use" designation of the KACSP. The Application conforms to VOP 2010.

The Development Planning Department has no objection to the Application, as it is compatible with the existing and planned development in the area

The Subject Lands are zoned C3 Zone and subject to site-specific Exception 9(1054) by Zoning By-law 1-88, as shown on Attachments 2 and 3, which only permits a Bridal Retail Store. The Owner is proposing to amend Zoning By-law 1-88 by adding the following uses on the Subject Lands:

- a) on the ground floor only:
 - Bank or Financial Institution
 - Business or Professional Office
 - Personal Service Shop
 - Pharmacy
 - Photography Studio
 - Retail Store
 - Video Store
- b) a residential dwelling unit on the second floor only.

The Development Planning Department supports the Application as it will facilitate a mixed-use residential development in accordance with the "Mid-Rise Mixed-Use" designation of the KACSP in VOP 2010. The existing development in the surrounding area within the KACSP consists of a mix of residential, commercial and institutional uses in building types ranging from two-storey single detached dwellings, one-storey commercial plazas and six-storey mixed-use apartment buildings. The Application will permit a wider range of commercial uses and one residential unit that is compatible with, and complementary to, the existing development in the area. Parking on the Subject Lands complies with the requirements of Zoning By-law 1-88 (9 spaces for the commercial uses and 1 space for the residential unit).

Related Site Development Application

Site Development File DA.19.065 has been submitted to facilitate the addition of an exterior staircase for access to the proposed residential unit and the reconfiguration of the rear parking area to meet the minimum required accessible parking space dimensions by Zoning By-law 1-88, as shown on Attachment 2.

The existing driveway access from Kipling Avenue on the Subject Lands is proposed to remain. A total of 10 parking spaces exist at the rear of the commercial building, and one parking space will be converted into an accessible parking space to satisfy the parking requirements of Zoning By-law 1-88 for the proposed uses.

Site Development File DA.19.065 is deemed a minor site development application with approval delegated to the Development Planning Department. The Owner is required to satisfy all comments provided through the review of File DA.19.065 to the satisfaction of the Development Planning Department and Development Engineering Department. A condition to this effect is included in the Recommendations of this report.

Cultural Heritage

The Subject Lands are located within the "Woodbridge Heritage Conservation District Study and Plan" ('WHCD Plan') and designated Part V under the *Ontario Heritage Act*, however, the Subject Lands are not considered a contributing property.

The Development Planning Department has no objection to the Application or proposed alterations as the alterations are located at the rear of the property with no changes to the front elevation or any elements identified as cultural heritage resources. Given the scale of the Application, approval by the Heritage Vaughan Committee is not required.

The Subject Lands are not identified as having archaeological potential. However, the following standard archaeological clauses apply:

- a) Should archaeological resources be found on the Subject Lands during construction activities, all work must cease, and both Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department shall be notified immediately.
- b) If human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services.

The Development Engineering Department has no objection to the Application, subject to conditions

The Development Engineering ('DE') Department has provided the following comments:

Environmental Site Assessment

As the Application proposes a more sensitive land use (residential unit) than what currently exists on the Subject Lands (commercial), the Owner's environmental consultant shall confirm if a Ministry of Environment, Conservation and Parks ('MECP') Record of Site Condition ('RSC') is required. A letter and/or Environmental Site Assessment ('ESA') prepared by a Professional Engineer confirming the RSC requirements shall be provided to the DE Department for review and approval prior to the enactment of the implementing Zoning By-law. A condition to this effect is included in the Recommendations of this report.

Additional minor comments by the DE Department have been provided through the review of the related Site Development File DA.19.065. This includes the requirement to provide proof of existing backflow prevention in accordance with the City's backflow prevention By-law 004-2018 and adding appropriate traffic signs to enhance the safety of two-way traffic movements. The Owner is required to satisfy all requirements of the DE Department prior to the enactment of the implementing Zoning By-law. A condition to this effect is included in the Recommendations of this report.

Sewage and Water Allocation currently exist for one residential unit

The Subject Lands were formerly a residential dwelling prior to its use as a commercial building and will utilize existing service connections. Additional servicing allocation is not required as the Application is reintroducing one residential unit.

The Environmental Services Department is satisfied with the Application

The Waste Management Division of the Environmental Services Department is satisfied with the Application. Waste collection is currently privately administered on the Subject Lands and will remain the same.

The Financial Planning and Development Finance Department has no objection to the Application

The Owner shall pay applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board.

The Real Estate Department has no objection to the Application

The Real Estate Department has confirmed that no further cash-in-lieu of parkland dedication under the *Planning Act* is required for the Application.

Canada Post has no objection to the Application

Canada Post has no objection to the Application. Mail delivery to the Subject Lands will remain as counter/door-to-door delivery. The Owner is required to contact Canada Post to update their records to reflect the new residential unit on the second floor.

Financial Impact

N/A

Broader Regional Impacts/Considerations

The Subject Lands do not front onto a Regional Road. The York Region Community Planning and Development Services Department have no objection to the Application.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File Z.19.005 in consideration of the applicable Provincial Policies, York Region and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding area context.

The Development Planning Department is of the opinion that the Application is consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010, and is compatible with the surrounding area context. On this basis, the Development Planning Department can support the approval of the Application, subject to the Recommendations in this report.

For more information, please contact: Chris Cosentino, Planner at extension 8215.

Attachments

- 1. Location Map
- 2. Site Plan and Zoning
- 3. Site-Specific Zoning Schedule E-1153

Prepared by

Chris Cosentino, Planner, ext. 8215 Mark Antoine, Senior Planner, ext. 8212 Carmela Marrelli, Senior Manager of Development Planning, ext. 8791 Mauro Peverini, Director of Development Planning, ext. 8407

/MEO





Site Plan and Zoning

LOCATION:

Part of Lot 7, Concession 8, 7938 Kipling Avenue

APPLICANT:

National Capital Financial Inc.







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Created on: 10/10/2019



Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD: 2

TITLE: SQUIRE DOWN INVESTMENTS LTD. SITE DEVELOPMENT FILE DA.18.092 50 KEYES COURT VICINITY OF LANGSTAFF ROAD AND HUNTINGTON ROAD

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

<u>Purpose</u>

To seek approval from the Committee of the Whole for Site Development File DA.18.092 for the Subject Lands shown on Attachment 3, to permit the development of a one-storey employment building (warehouse) with accessory office uses as shown on Attachments 4 to 6.

Report Highlights

- The Owner proposes a one-storey employment building (warehouse) with accessory office on the ground floor.
- The Development Planning Department supports the approval of the Site Development application as the development is consistent with the *Provincial Policy Statement 2014*, conforms to the Growth Plan 2019, York Region Official Plan and Vaughan Official Plan 2010, is a permitted use by Zoning By-law 1-88, and is compatible with the existing and planned uses in the surrounding area.

Recommendations

1) THAT Site Development File DA.18.092 (Squire Down Investments Ltd.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS as listed on Attachments 1 and 2, to the satisfaction of the Development Planning Department, to permit the development of an employment building (warehouse) with accessory office uses, as shown on Attachments 4 to 6.

Background

Location

The vacant, 3.5 ha Subject Lands ('Subject Lands') are located on the north side of Keyes Court, east of Huntington Road and south of Langstaff Road, municipally known as 50 Keyes Court, as shown on Attachment 3.

A Site Development application has been submitted to permit the Development Squire Down Investments Ltd. (the 'Owner') has submitted Site Development File DA.18.092 (the 'Application') to permit an employment building (warehouse) with accessory office uses having a total Gross Floor Area ('GFA') of 17,959.95 m² (the 'Development'), as shown on Attachments 4 to 6. Two full moves accesses to the

Analysis and Options

The Development is consistent with the Provincial Policy Statement, 2014

Subject Lands are provided via Keyes Court with a total of 270 parking spaces.

Section 3 of the *Planning Act* requires that all land use decisions in Ontario "shall be consistent with" the *Provincial Policy Statement, 2014* (the 'PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The Development Planning Department is of the opinion that the Development is consistent with provincial policies, specifically Section 1.3.1 which encourages planning authorities to promote economic development and competitiveness by: providing the appropriate mix and range of employment and institutional uses to meet long term needs; providing opportunities for a diversified economic base; and ensuring necessary infrastructure is provided to support current and projected needs.

The Development utilizes a vacant lot for an employment use within an existing business park. The Development complements and is compatible with the existing and planned uses within the business park and provides employment opportunities to help meet the City's long-term employment needs. Additionally, the Subject Lands are located in an area where servicing and infrastructure are available to serve the Development. In consideration of the above, the Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan') guides decision making on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan

The Development is located within a Settlement Area identified as a built-up area that contributes to providing employment lands. Specifically, the Subject Lands are vacant and located within an employment area (the Huntington Business Park) on the east side of Huntington Road, south of Langstaff Road. The Development conforms to the Growth Plan because it is an employment use within a Settlement Area where municipal water and wastewater services are available, and the Development adds to the completion of the surrounding business park.

The Development conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 ('YROP 2010') guides economic, environmental and community building decisions across York Region.

The Subject Lands are designated "Urban Area" on Map 1 - "Regional Structure" and located within an area identified as "Strategic Employment Lands – Conceptual" on Figure 2 – "York Region Strategic Employment Lands" in YROP 2010.

The "Urban Area" designation permits a range of residential, industrial, commercial and institutional uses. YROP 2010 encourages maintaining the economic viability of employment lands, which are contingent upon its long-term protection, effective planning and design, and a shift toward increasingly sustainable and innovative industrial processes.

The Subject Lands are located within an employment area and will efficiently utilize existing vacant lands to maintain the planned employment use for the property. Therefore, the Application conforms to the policies of the YROP.

The Development conforms to Vaughan Official Plan 2010

The Subject Lands are designated "Prestige Employment", "General Employment" and "Natural Areas" by the Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Section 12.12 Huntington Business Park, and are located within the "Employment Areas" designation shown on Schedule 1 - Urban Structure of VOP 2010.

The "Prestige Employment" designation permits a full range of employment uses including warehousing (but not retail warehousing), within wholly enclosed buildings, and which do not require outside storage. Office and retail uses accessory to and directly associated with the warehouse use are also permitted within this designation. The Development for an employment building with accessory office uses conforms to VOP 2010.

The Subject Lands are also located within the Huntington Business Park Block 57/58 Plan approved by Vaughan Council on June 25, 2013. The Block Plan identifies the Subject Lands as "Prestige Area". The approved Block Plan is consistent with the "Prestige Employment" designation and the "EM1 Prestige Employment" Zone.

The Development respects the design criteria in accordance with Section 9.1.2.10 a) through h) of VOP 2010. The lot size and building size for the Development is consistent with approved development in the surrounding area. The Development provides safe and direct access to the building along the Keyes Court and Langstaff Road frontage where an appropriate amount of landscaping is provided. Surface parking is located at the sides and rear of the building and landscape islands are provided to minimize the impact of surface parking areas from the street and surrounding development. The loading and docking bay is also located at the side of the building and is setback from the main wall of the building to screen it from the street. Pedestrian connections are provided within and outside the limits of the Subject Lands to provide safe access to the Development and the open space area that abuts the Subject Lands along the eastern property line. Therefore, the Development conforms to the policies of VOP 2010.

The Development complies with Zoning By-law 1-88

The Subject Lands are zoned "EM1 Prestige Employment" by Zoning By-law 1-88, as shown on Attachment 4, and are subject to site-specific Exception 9(1294), which permits the Development. On July 5, 2018, the Committee of Adjustment approved Minor Variance Application A097/18 to permit a landscape strip of 0.0 metres where the Subject Lands abut lands zoned "OS1 Open Space Conservation Zone". The Development complies with the development standards in Zoning By-law 1-88.

The Development Planning Department supports the Development, subject to the Recommendations in this Report

Site Plan

The Development includes a one storey employment building (warehouse) as shown on Attachments 4 to 6, which contains accessory office uses with the following GFA:

Warehouse Ground Floor	16,518.07 m ²	
North Office	1,189.61 m ²	
South Office	252.27 m ²	
Total	17,959.95 m ²	

The Subject Lands have frontage onto Keyes Court, with the main building entrance located across this frontage. The Development includes office areas in the north and southwest sections of the building. Each office area has an entrance designed to accommodate future mezzanine areas. The total GFA for the proposed future mezzanines is 1,441.8 m² (1,189.61 m² and 252.27 m² for the future north and south mezzanines respectively).

Two full moves driveways from Keyes Court provide access to the Subject Lands. A total of 270 parking spaces (including visitor, barrier free and carpool spaces) are provided at grade to service the Development. Bicycle parking is also provided at the building entrances for convenience.

Loading and docking facilities are located on the east side of the building. The cut-out design of the east side of the building allows the loading and docking facilities to be screened from the street. A staging area and drive in door is also provided in the east side of the building for the purpose of waste removal. The waste storage area is located internal to the building.

Landscape Plan

The landscape plan is shown on Attachment 5. A 1.5 metre wide walkway along the north, west and east sides of the building provides pedestrian access to the Development. A pedestrian connection is also provided within the Subject Lands, which connects to a multi-use trail contemplated for the open space area abutting the Subject Lands along the east property line. The multi-use trail ends in a cul-de-sac design near the north property line of the Subject Lands and a pedestrian connection is provided continuing northward, for access to Langstaff Road.

An appropriate amount of landscaping is provided to ensure an attractive streetscape and screen the Development from abutting open space areas and surrounding land uses. A 6 metre wide landscape strip is provided along the Keyes Court frontage. Landscaping on site contains a variety of deciduous, coniferous trees and shrubs.

Building Elevations

The building elevations include a colour combination of light and dark grey with white precast concrete paneling on the facades and spandrel glazing with bird friendly treatments applied to glass areas that are 85% or more contiguous, as shown on Attachment 2. Windows are provided along the north, south and corner elevations to provide architectural detail and identify building entrances along the Keyes Court and Langstaff frontages. The roof of the Development is designed to be composed of reflective marble chips of gray slag mineral aggregate with a flood coat of asphalt. Mechanical equipment placed on the roof is designed to be screened from the street.

The final site plan, building elevations, roof plan, landscape plan, cost estimate and lighting plan must be approved to the satisfaction of the Development Planning Department prior to the execution of the Site Plan Agreement or Letter of Undertaking or Letter of Undertaking. A condition to this effect is included on Attachment 1 to this report.

Sustainability Performance Metrics

The Development achieves the silver performance level of sustainability with an overall application score of 46. The Development is located within walking distance of amenities and meets sustainable landscaping criteria such as soil depth, pH, soil volume, organic matter content and shade coverage. Sustainable transportation features of the Development include: sheltered bicycle spaces, carpool and electric vehicle parking spaces. Direct pedestrian connection is provided from the Development to the nearest transit stop located at the intersection of Huntington Road and Langstaff Road. The Development achieves sustainable stormwater management practices, with 81 to 90 percent of total suspended solids from all runoff leaving the site to be removed during a 10mm rainfall event. The Development also achieves sustainable lighting standards, bird friendly design and cool roof features.

The Subject Lands have been cleared of archaeological concerns

The Subject Lands have been previously cleared through Draft Plan of Subdivision File 19T-06V01 of archaeological concern. The appropriate warning clauses regarding archaeological resources will be included in the Site Plan Agreement or Letter of Undertaking.

The Development Engineering Department has no objection to the Development, subject to conditions

The Development Engineering ('DE') Department has no objection to the Development; however, the following matters shall be addressed prior to the final approval and execution of the Site Plan Agreement or Letter of Undertaking:

- a) the Owner shall contact the City of Vaughan, Environmental Services Department for purchases of the required water meter; and
- b) The Owner shall provide engineering drawings and reports stamped by a Professional Engineer to the satisfaction of the DE Department.

The final site plan, site grading and servicing plan, Stormwater Management Report and Functional Servicing Brief submitted in support of the Application must be approved by the DE Department prior to the execution of the Site Plan Agreement or Letter of Undertaking. A condition to this effect is included on Attachment 1.

The Parks Planning Department has no objection to the Development

The Parks Planning Department no objection to the Development.

The Forestry Operations Division has no objection to the Development

The Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department has indicated that they have no concerns with the Development.

Cash-in-Lieu of the dedication of parkland has been satisfied

The Real Estate Department has confirmed that payment-in-lieu of parkland dedication was satisfied through Draft Plan of Subdivision File 19T-06V01.

The Environmental Services Department, Solid Waste Management Division has no objection to the Development, subject to conditions

The Environmental Services Department, Solid Waste Management Division has no objection to the Development. Prior to final approval, the Owner must provide a waste management site plan and floor plan to the satisfaction of the Environmental Services Department, Solid Waste Division. These plans shall include a loading pad for the staging of the bins. The loading pad shall have a minimum base of 300 mm of compacted 20 mm crusher run-limestone and finished to a minimum of 200 mm of concrete.

Development Charges for the Development are applicable

The Financial Planning and Development Finance Department requires that the Owner pay all applicable development charges, in accordance with the Development Charges By-laws of the City of Vaughan and York Region, York District School Board and York Catholic District School Board.

The Fire and Rescue Services Department has no objection to the Development, subject to conditions

The Fire and Rescue Services Department has no objection to the Development, subject to the adequate provisions for fire safety and protection being provided in accordance with the Ontario Building Code.

A Ministry of Transportation Ontario ('MTO') permit is required

The Subject Lands are located in the proposed Highway 427 expansion corridor. The Owner is required to obtain Sign, Building and Land Use Permits from MTO prior to the commencement of any on-site works. A condition to address MTO's requirements is included on Attachment 1.

The Toronto and Region Conservation Authority ('TRCA') has no objection to the Development, subject to the conditions

The Subject Lands are partially located within TRCA's Regulated Area of the Humber River Watershed. A Permit pursuant to Ontario Regulation 166/06 (Application for Development, Interference with Wetlands and Alternations to Shorelines and Watercourses) is required to permit the Development and related works within TRCA's Regulated Area.

Prior to final approval, the Owner shall provide a revised functional servicing and stormwater management report, erosion control plan, site servicing plan, grading plan and site plan to the satisfaction of the TRCA. A condition to this effect is included on Attachment 1.

The various utilities have no objection to the Development

Hydro One, Enbridge Gas, Alectra Utilities Corporation, Canada Post, Bell Canada and Rogers Communications Inc. have no objection to the Development, subject to the Owner coordinating servicing, connections, easements and locates with the above noted utilities prior to the commencement of any site works.

Financial Impact

Not applicable.

Broader Regional Impacts/Considerations

York Region has no objection to the Development, subject to the conditions included on Attachment 2.

Conclusion

The Development Planning Department has reviewed Site Development File DA.18.092 in consideration of the applicable provincial policies, the policies of the York Region Official Plan 2010, VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments, external public agencies and the surrounding area context.

The Development shown on Attachments 4 to 6 is consistent with Provincial Policies, conforms to the YROP 2010 and VOP 2010, complies with the "EM1 Prestige Employment Zone" of Zoning By-law 1-88 and is appropriate for the Subject Lands. Should Council approve Site Development File DA.18.092, conditions of approval are included on Attachments 1 and 2 of this report.

For more information, please contact Rebecca Roach, Planner, Development Planning Department, Extension 8626.

Attachments

- 1. Conditions of Site Plan Approval
- 2. York Region Conditions of Site Plan Approval
- 3. Location Map
- 4. Site Plan
- 5. Landscape Plan
- 6. Building Elevations

Prepared by

Rebecca Roach, Planner, ext. 8626 Clement Messere, Senior Planner, ext. 8409 Carmela Marrelli, Senior Manager of Development Planning , ext. 8791 Mauro Peverini, Director of Development Planning, ext. 8407

/LG

Attachment 1 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.18.092 (Squire Down Investments Ltd.) Conditions of Approval:

- 1) THAT prior to the execution of the Site Plan Agreement or Letter of Undertaking:
 - a) The Development Planning Department shall approve the final site plan, landscape plan and cost estimate, arborist report, tree inventory and removal plan, building elevations, signage details and photometric plan;
 - b) The Development Engineering Department shall approve the final grading erosion and sedimentation control and site servicing plans, the functional servicing and stormwater management report and traffic impact brief;
 - c) The Owner shall satisfy all requirements of the Toronto and Region Conservation Authority;
 - d) The Owner shall satisfy all requirements of the Ministry of Transportation Ontario ("MTO") and successfully obtain approval of Sign, Building and Land Use Permits prior to the execution of the Site Plan Agreement or Letter of Undertaking;
 - e) The Owner shall satisfy all requirements of York Region as set out in Attachment 2;
 - f) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada and Canada Post; and
 - g) The Owner shall satisfy all requirements of the Environmental Services Department, Waste Management Division.

Attachment 2 – Conditions of Site Plan Approval - York Region York Region Conditions for Approval for Site Development File: DA.18.092 (Squire Down Investments Ltd.)

- 1) That prior to the execution of the Regional Site Plan Agreement or Letter of Undertaking:
 - a) The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service no being available when anticipated;
 - b) The Owner agrees to indemnify and hold harmless York Region, its elected and appointed officials, employees, contractors and agents against any and all actions, causes of action, suits, orders, proceedings, claims, demands and damages whatsoever which may arise either directly or indirectly by reason of any of the work undertaken by or on behalf of the Owner with respect to this development proposal, including without limitation, any work undertaken within the Regional right-of-way;
 - c) The Owner shall be responsible for compliance with all applicable statutes and regulations, including without limitation, the *Construction Lien Act*, the *Occupational Health and Safety Act*, the *Fisheries Act* (Canada), the *Environmental Protection Act* and the *Ontario Water Resources Act*. The Owner, for the purposes of the *Occupational Health and Safety Act*, shall be designated as a Constructor and shall assume all of the responsibilities of the Constructor, as set out in that Act and its regulations. The Owner shall carry out or cause to be carried out all construction work in accordance with the requirements of the Act and regulations for construction projects; and
 - d) The Owner agrees that these conditions of approval are applicable for maximum period of eighteen months from August 9, 2019. Any extension to this approval period requires the consent of York Region and must be requested in writing by the applicant. Furthermore, all construction activities, on the Regional road allowance, including but not limited to, final restoration works, must be completed within a maximum period of three months from the date of commencement of construction. Any requests for extension of this timeline, requires the consent of York Region and must be requested in writing by the applicant.










Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD: 1

TITLE: YORK REGION TRANSIT SITE DEVELOPMENT FILE DA.19.062 VICINITY OF MAJOR MACKENZIE DRIVE AND JANE STREET

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Site Development File DA.19.062 for the subject lands shown on Attachment 2, to permit the development of a York Region Transit bus terminal as shown on Attachments 3 to 7.

Report Highlights

- York Region Transit proposes to develop the subject lands with a bus terminal consisting of bus platforms, an enclosed waiting area with associated public washrooms, e-bus charging stations, passenger pick-up and drop-off areas, heated shelter and a pedestrian access ramp that will connect to the Mackenzie Vaughan Hospital site via a future pedestrian underpass under Major Mackenzie Drive.
- The Development Planning Department supports the approval of the bus terminal, as it conforms to Vaughan Official Plan 2010, a permitted use by Zoning By-law 1-88, and is compatible with the existing and planned uses in the surrounding area.

Recommendations

 THAT Site Development File DA.19.062 (York Region Transit) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included on Attachment 1, to the satisfaction of the Development Planning Department, to permit the development of a York Region Transit bus terminal as shown on Attachments 3 to 7.

Background

The 1.3 ha subject lands (the 'Subject Lands') are located on the south side of Major Mackenzie Drive, west of Jane Street and are bisected by Amusement Drive as shown on Attachment 3.

A Site Development Application has been submitted to permit the proposed Bus Terminal

The Owner has submitted Site Development File DA.19.062 (the 'Application') to permit the development of a bus terminal (the 'Development'), as shown on Attachments 3 to 7, consisting of:

- 2 bus platforms, with a total of 12 bus bays
- an enclosed waiting area
- heated shelter
- 4 e-bus charging stations
- a passenger pick-up and drop-off area
- ticket vendor kiosks
- a future pedestrian underpass under Major Mackenzie Drive connecting to the Mackenzie Vaughan Hospital site

Previous Reports/Authority

N/A

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2014

Section 3 of the *Planning Act* requires that all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement 2014 (the 'PPS'). The PPS provides policy direction on matters of provincial interest on land use planning and development.

The Development Planning Department has reviewed the Development in consideration of the policies of the PPS, specifically Sections 1.1.1, 1.1.3.1, 1.6.1, 1.6.7.1, 1.6.7.2 and 1.6.7.5 regarding utilizing land and infrastructure efficiently, transit supportive density and encouraging a mix of uses.

The Subject Lands are located within a "Settlement Area", as defined by the PPS. The proposed bus terminal will utilize a vacant parcel of land and will support the Mackenzie Vaughan Hospital and the surrounding community. The Development will improve transit mobility by increasing connectivity options within the existing York Region Transit bus network and provide a centralized and safe area where people will be able to efficiently board, disembark and transfer within the existing bus network. The Development is consistent with the PPS.

The Development conforms to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (the 'Growth Plan') guides decision making on the development of land by encouraging compact built-form, transit supportive communities, diverse land uses and a range and mix of housing types. The Growth Plan encourages the concentration of population and employment growth within settlement areas and promotes the development of complete communities that offer a mix of housing types, access to local amenities and connections to municipal water and waste water systems. Vaughan Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The Development Planning Department has reviewed the Development in consideration of the policies of the Growth Plan, specifically Sections 3.2.2.2 and 3.2.3.

Historically, the Subject Lands have been used as parking for Canada's Wonderland employees. The Development is a transit investment that will transform the underutilized land into an asset for the surrounding community. The Development will enhance connectivity opportunities for transit users, promote an environmentally sustainable form of transportation in Vaughan, and improve mobility throughout the city. The Development is also located along a "Regional Transit Priority Network" and achieves the objectives of improving transportation options within York Region. The Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 ('YROP 2010') guides economic, environmental and community building decisions across York Region and encourages compact built form, transit supportive communities, diverse land uses, and a range of housing types.

The Subject Lands are designated 'Urban Area' on Map 1 – 'Regional Structure' of the YROP 2010. The 'Urban Area' designation permits a range of residential, commercial, employment and institutional uses. The Subject Lands are located along Major Mackenzie Drive which is identified as a 'Regional Rapid Transit Corridor' on Map 11 – 'Transit Network' of YROP 2010

The Development Planning Department has reviewed the Development in consideration of the policies of the YROP 2010, specifically Section 7.2 regarding the commitment to providing transit services that is convenient and accessible to all residents and workers of York Region.

The Development prioritizes pedestrian circulation by providing pathways to and from the Subject Lands and ensuring adequate connections are made to planned and existing development, including the Mackenzie Vaughan Hospital site. Active transportation options are encouraged by providing bike racks as part of the Development. The Development is barrier free and will be well illuminated for safety measures.

The Development conforms to the Vaughan Official Plan 2010

The Subject Lands are designated 'Theme Park and Entertainment' by Vaughan Official Plan 2010 ('VOP 2010'). The 'Theme Park and Entertainment' designation allows for a range of uses that supports the operation of the existing theme park located south of the Subject Lands.

Policy 4.2.2.4 of VOP 2010 directs that the City of Vaughan collaborates with York Region through the development approval process to secure lands where appropriate, and create transit stations including intermodal terminals, mobility hubs, subway stations, light rail stations and commuter parking areas.

Vaughan Council on July 13, 2010, adopted Official Plan Amendment (OPA) 715, and was subsequently approved by York Region and came into force on September 23, 2010. Vaughan Council on May 7, 2013, approved OPA 725 to amend OPA 715. OPA 715 was amended by OPA 725 on May 7, 2013. OPA 715, as amended provides land use and transportation policy directives for the Subject Lands and the Vaughan Mackenzie Hospital site. The OPA was incorporated into Volume 2, as Site Specific Area 13.6 Vaughan Healthcare Campus which directed that a comprehensive precinct plan for the hospital lands be created, with future public transit opportunities.

Vaughan Council on November 19, 2013, adopted the Vaughan Healthcare Centre Precinct Plan ('VHCP') to create a detailed planning framework to guide development of the Mackenzie Vaughan Hospital site. Figure 1 of the VHCP identifies the Subject Lands as a "Future Transit Hub". Under the directives of the VHCP the Subject Lands were then included on the Draft Plan of Subdivision File 19T-13V007 as Blocks 10 and 11 to serve the surrounding community. York Region subsequently secured the Subject Lands for the sole purpose of a bus terminal. The Development conforms with VOP 2010 and the VHCP.

The Development complies with Zoning By-law 1-88

The Subject Lands are zoned 'TPC Theme Park Commercial Zone', as shown on Attachment 2 and is subject to site-specific Exception 9(194) of Zoning By-law 1-88. Section 3.10 (Pubic Use) of Zoning By-law 1-88 permits the use of any land in any zone for a civic purpose by the City of Vaughan, York Region or other Government Authorities provided that no goods, materials or equipment is stored in the open and lot coverage and yard requirements for the respective zone are complied with. The Development is a civic use operated by York Region Transit and therefore, complies with and is permitted by the "Public Use" section of Zoning By-law 1-88.

The Development Planning Department supports the Development, subject to the recommendations in this report

Site Design

The Subject Lands are comprised of Blocks 10 and 11, as identified on Attachment 3. Block 11 will be developed with 8 bus bays, including an enclosed waiting area with associated public washrooms, ticket vendor kiosks, maintenance room, and seated/standing waiting areas as shown on Attachment 3. Bicycle racks will be located to the east of the enclosed waiting area and three at-grade pedestrian crossings will be provided to permit access to the platform. The pedestrian crossing at the northeast corner of the Subject Lands leads to a pedestrian underpass (under Major Mackenzie Drive) connecting to the Vaughan Mackenzie Hospital. E-Bus charging stations will be placed along the south edge of the bus loop for electric bus charging.

Block 10 has a similar design layout, with a bus loop and island platform that will accommodate 4 bus bays. Block 10 includes a heated shelter, 2 e-bus charging stations, and a passenger pick-up and drop-off area. Pedestrian connectivity to the bus platform will be provide by sidewalks along Amusement Drive.

Landscape Plan

Extensive landscaping is planned on the Subject Lands as shown on Attachment 4. The platform islands include several plant beds consisting of river stones, perennials, sod, ornamental grasses, shrubs and deciduous trees. A similar design, excluding the plant beds will be incorporated into the perimeter of the Subject Lands to enhance the streetscape (public realm), ensure compliance with the Major Mackenzie Drive Environmental Assessment and offer a natural buffer from the bus loop. The lands north of the passenger pick-up and drop-off area within Block 10, will consist of a combination of existing trees and proposed coniferous trees. The hardscaping component of the plan includes two concrete paving patterns for aesthetic purposes. Anchored aluminum benches are proposed along the island platforms.

Elevations

The Development includes a one-storey fully enclosed waiting area, as shown on Attachments 5 to 7. The exterior façade of the waiting area will consist of alumicor thermawall 2600 frame and tinted double glazed glass curtain wall panels. The suspended canopy and remaining cladding will consist of metal panels. In addition, a mechanical tower will extend above the roof level of the enclosed waiting area and will feature the York Region Transit logo, as shown on Attachments 5 to 7.

The landscape plan and building elevations shown on Attachments 4 to 7 conform to the City-Wide Urban Design Guidelines and VHCP. The exterior façade and landscaping treatment will offer aesthetical appeasing view points from the public realm and utilize energy efficient materials including LED lighting. The site is pedestrian friendly and integrated into the existing urban fabric of the community. City staff and York Region Transit have worked collaboratively to ensure final approval of the Development meet the standards of the City-Wide Urban Design Guidelines and VHCP.

The Vaughan Design Review Panel supports the Development

The Design Review Panel ('DRP') reviewed the Development on November 29, 2018, and provided comments related to enhancing the pedestrian experience to the Subject Lands. The Owner responded to DRP comments by revising the design to minimize uncontrolled crossings and by proposing fences in strategic locations to direct pedestrians to crosswalks. A more direct (underpass) from the bus terminal to the Mackenzie Vaughan Hospital for people with mobility challenges is proposed.

The Development achieves a minimum Bronze Sustainability Metrics Threshold Score

York Region Transit has submitted the completed Sustainability Scoring Tool dated October 7, 2019, in support of the Development. The Development achieves the Bronze Sustainability Threshold Score with an Overall Application Score of 42 and an Overall Community Score of 52. On October 24, 2019, the supporting Summary Letter ('Sustainability Metrics Package') was submitted to the city for approval by the Development Planning Department.

The Development Engineering Department has no objections to the Development

The Development Engineering Department ('DE') Department has no objection to the Development. The DE Department must approve the final site servicing plan, site grading plan, functional servicing and stormwater management report prior to the execution of the Site Plan Letter of Undertaking.

The Toronto and Region Conservation Authority has been circulated

The Subject Lands are partially located within the Toronto and Region Conservation Authority ('TRCA') regulated area. The Application has been circulated to the TRCA for review and comment. Prior to final Site Plan Approval, York Region must satisfy the requirements of the TRCA.

Financial Impact

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

Broader Regional Impacts/Considerations

The Subject Lands are owned by York Region Transit. York Region has been directly involved in the design of the bus terminal and its interface with Major Mackenzie Drive. The Site Development application has been circulated to the York Region Community Planning and Development Services Department for review and comment. York Region will continue work with the City of Vaughan to finalize details of the Development.

York Region is currently undertaking an Environmental Assessment ('EA') to review current and future transportation and infrastructure improvements on Major Mackenzie Drive West between Highway 400 and Jane Street. The Subject Lands are located within the EA study area. York Region has been working with the City of Vaughan to ensure that the Development is properly incorporated into the improvements planned for the Major Mackenzie Drive West corridor. This has been achieved through a collaborative effort of ensuring both the EA and bus terminal development conform to the City-Wide Urban Design Guidelines and the VHCP.

Conclusion

Site Development File DA.19.062 has been reviewed in consideration of the applicable Provincial policies, policies of YROP 2010, VOP 2010, VHCP, and the requirements of Zoning By-law 1-88 and the surrounding area context. The Development conforms to VOP 2010, the use is permitted by Zoning By-law 1-88, and the Development is considered appropriate and compatible with the surrounding land uses. Accordingly, the Development Planning Department can support the approval of Site Development File DA.19.062, subject to the Recommendations in this report.

For more information, please contact: OluwaKemi Apanisile, Planner, at extension 8210

Attachments

- 1. Conditions of Site Plan Approval
- 2. Location Map
- 3. Site Plan
- 4. Landscape Plan
- 5. Building Elevations North and South on Block 11
- 6. Building Elevations East and West on Block 11
- 7. Renderings of Enclosed Waiting Area on Block 11

Prepared by

OluwaKemi Apanisile, Planner. ext. 8210 Mary Caputo, Senior Planner, ext. 8635 Nancy Tuckett, Senior Manager of Development Planning, ext. 8529 Mauro Peverini, Director of Development Planning, ext. 8407

/LG

Attachment 1 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.19.062 (York Region Transit) Conditions of Approval:

- a) THAT prior to the final Execution of the Letter of Undertaking:
 - i) the Development Planning Department shall approve the final site plan, building elevations, signage plans, lighting plan, landscape plan and details, landscape cost estimate and Sustainability Performance Metrics Summary Letter;
 - ii) the Development Engineering Department shall approve the final site servicing plan, site grading plan, functional servicing and stormwater management report;
 - iii) the Owner shall satisfy all the requirements of York Region;
 - iv) the Owner shall satisfy all requirements of the Ministry of Transportation, including obtaining a Building and Land Use Permit; and
 - v) the Owner shall satisfy all the requirements of the Toronto Region and Conservation Authority.









Document Path: N:\GIS_Archive\Attachments\DA\DA.19.062\DA.19.062_Cir4_ElevationsNS.mxd





FRONT VIEW FROM MAJOR MACKENZIE DRIVE

REAR VIEW FROM "ISLAND PLATFORM"

Renderings of Enclosed Waiting Area

on Block 11

Part of Lot 20, Concession 5

APPLICANT: YORK REGION TRANSIT

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DATE: December 3, 2019

Not to Scale



Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD(S): ALL

TITLE: FINAL VERSION - GREEN DIRECTIONS VAUGHAN 2019

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

<u>Purpose</u>

To seek adoption of the City's revised community sustainability plan, Green Directions Vaughan 2019, thereby completing a key activity in the 2018-2022 Service Excellence Strategic Plan.

Report Highlights

- The revision of Green Directions Vaughan began in late 2016 to fulfill a Service Excellence Strategy initiative
- City staff prepared Green Directions Vaughan 2019 in-house with input from staff, stakeholders and community members
- A community engagement effort from June 2019 to August 2019 provides validation that the 2019 Plan is endorsed by the community
- Green Directions Vaughan 2019 contains a set of 69 sustainability actions assigned to 18 City departments
- Alignment with the United Nations Sustainable Development Goals, with an emphasis on climate resiliency, as well as greater recognition of community and stakeholder contributions to sustainability achievements are new to Green Directions Vaughan 2019

Recommendations

- 1. THAT City Council adopt Green Directions Vaughan 2019, the City's revised community sustainability plan appended as Attachment 1, in support of the 2018-2022 Service Excellence Strategic Plan.
- 2. THAT City Council direct staff to prepare a plain-language, easily accessible summary of Green Directions Vaughan 2019 for use in a wide range of communication channels.

Background

Green Directions Vaughan 2019 completes a key activity in the Service Excellence Strategic Plan

In April 2009, Council approved Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan. Green Directions Vaughan (the "Plan") contains a set of recommendations to implement sustainable actions in corporate functions and the city-building process. A revision of the Plan began in late 2016 to fulfill a Service Excellence Strategy initiative. It resulted in modifying sustainability actions following departmental consultation, a policy review and municipal benchmarking.

In 2017, IndEco Strategic Consulting Inc. helped structure the City's community engagement effort in support of the Plan revision. Community and stakeholder input were incorporated into the draft Green Directions Vaughan 2019 document.

City staff prepared the draft Green Directions Vaughan 2019 in-house with the assistance of ongoing internal departmental consultation by way of a Technical Advisory Committee. Through 2018 and into 2019 staff finalized the 69 sustainability actions that implement the Goals and Objectives of the Plan.

Public consultation is a vital part of the city-building process. City of Vaughan staff planned and undertook a comprehensive community engagement effort completely inhouse from June 2019 to August 2019 on the draft version of Green Directions Vaughan 2019. The main objective was to generate awareness of Green Directions Vaughan in order to validate the City was moving in the right direction in relation to how the community imagines a sustainable Vaughan. The community engagement effort was developed as a partnership between the Policy Planning and Environmental Sustainability department and the Corporate and Strategic Communications department. In October 2019, City staff brought forward a draft Plan to City Council in order to receive and incorporate feedback before producing a final document. Prepared in collaboration with the Corporate and Strategic Communications department, the Green Directions Vaughan 2019 document is appended as Attachment 1.

Green Directions Vaughan 2019 supports Environmental Stewardship as a strategic priority area in the 2018-2022 Term of Council Service Excellence Strategic Plan.

Previous Reports/Authority

Previous reports considered by City Council regarding the Plan can be found at the following links:

The update of Green Directions Vaughan for the September 20, 2016 meeting of the Committee of the Whole included an outline of the renewal of the Plan. Green Directions Vaughan Annual Update 2016

An update of the quantitative indicators was the focus of the annual update of Green Directions Vaughan adopted by Council on April 11, 2018. Green Directions Vaughan Annual Update 2018

At the October 16, 2019 meeting of the Committee of the Whole, City staff brought forward a draft Plan to City Council in order to receive and incorporate feedback before producing a final Plan.

Draft Green Directions Vaughan 2019

Analysis and Options

As a living document, the actions and priorities in Green Directions Vaughan have evolved since 2009. Some of the main changes to the new Plan include:

- emphasizing collective action and encouraging community partners to collaborate to achieve sustainability outcomes
- describing the sustainability actions as outcomes to better track progress and find ways to collaborate for success
- aligning sustainability actions to the United Nations Sustainable Development Goals (SDGs) and the World Council on City Data (WCCD) framework
- recognizing the importance of the Agricultural System and supporting urbanagriculture and local food opportunities within the City
- supporting climate change mitigation and adaptation efforts to create a resilient City and low carbon economy

Through the successful implementation of the sustainability actions, the City contributes to the achievement of ten SDGs reported by the City through the WCCD framework.

Green Directions Vaughan 2019 measures progress in support of Environmental Stewardship in the 2018-2022 Term of Council Service Excellence Strategic Plan

The main content of the Plan includes 69 sustainability actions, delegated to 18 City departments for implementation. To ensure that these actions are implemented and to measure progress in support of Environmental Stewardship as a strategic priority area in the 2018-2022 Term of Council Service Excellence Strategic Plan, a governance framework will be utilized that includes the following:

- developing milestones as key achievements to deliver project outcomes and tracking their completion with City departments
- aligning milestones with departmental business plans
- ongoing tracking of quantitative community indicators

Objective 6.1 of Green Directions Vaughan outlines the City's commitment to support the implementation of Green Directions at all levels of City operations and provides that an annual report to Council be prepared on the status of existing programs and accomplishments.

Ongoing community engagement of Green Directions Vaughan will aim to foster collective action to build partnerships and capacity in the local community

Success of the sustainability actions relies on local collective action that involves residents, community groups, environmental organizations, businesses, industry leaders, and other levels of government. Ongoing communication of Green Directions Vaughan 2019 requires more than education and outreach. It will require strategic projects to drive participation on individual and neighbourhood-scale actions, as well as building partnerships and capacity in the local community.

Once adopted by Council, staff from Corporate and Strategic Communications will work closely with staff from the Policy Planning and Environmental Sustainability department on a comprehensive and ongoing communications plan to promote the approved 2019 Green Directions Vaughan plan, its actions and the expected positive impacts on the city. The communications plan will be developed to reach a wide range of audiences.

City staff are keen to accelerate the implementation of Green Directions Vaughan 2019

City staff will undertake the following next steps to implement Green Directions Vaughan 2019:

- Identify the progress milestones for each action and begin reporting in 2020 in support of Business Plans and the Service Excellence Strategic Plan
- Develop a communications plan and partnership strategy to foster community action, including cost estimates to incorporate the communications plan into future budget deliberations
- Provide input to the Terms of Reference and strategic objectives of the Environmental Stewardship Task Force
- Identify and support, where possible, grant funding opportunities with partner City departments

Financial Impact

The remaining budget from the Policy Planning and Environmental Sustainability department Capital Project ES-2521-15 will cover the costs of broader community engagement efforts. Communication efforts through the website, social media and eNewsletters, as well as the design of communications and print material can be provided in-kind by the Corporate and Strategic Communications department.

Environmental sustainability can often contribute to financial sustainability. The Environmental Sustainability team will work with colleagues in other departments to develop a financial framework for each sustainability action, as needed, to track the incorporation of the actions into City budget processes. In addition to informing operating and capital budgets, the financial framework will consider items such as:

- Anticipated cost savings
- Revenue generation potential
- Return on investment
- Grant/funding opportunities

Broader Regional Impacts/Considerations

Green Directions Vaughan 2019 is aligned with York Region Vision 2051 and the revised 2018-2022 Service Excellence Strategic Plan.

Conclusion

The revised Plan, Green Directions Vaughan 2019, describes the City's environmental and sustainability priorities. Green Directions Vaughan 2019 outlines a new set of sustainability actions that will guide the City of Vaughan to help achieve a healthy natural environment, vibrant communities and a strong economy in support of the 2018-2022 Term of Council Service Excellence Strategic Plan.

Ongoing communications about the Plan and strategic partnerships aim to foster collective action and community collaboration to achieve sustainability outcomes for the Corporation and the community. City staff are keen to accelerate the implementation of Green Directions Vaughan 2019.

For more information, please contact: Alanna MacKenzie, Sustainability Coordinator, Policy Planning and Environmental Sustainability, ext. 8941

Attachments

1. Green Directions Vaughan 2019

Prepared by

Alanna MacKenzie, Sustainability Coordinator, ext. 8941 Tony Iacobelli, Manager of Environmental Sustainability, ext.8630 Bill Kiru, Director of Policy Planning and Environmental Sustainability, ext. 8633
ATTACHMENT 1

2019 COMMUNITY SUSTAINABILITY PLAN



GREEN DIRECTIONS VAUGHAN

Message from the Mayor

Vaughan is proud to be a green city and we are committed to fostering a sustainable community that will continue to enhance the quality of life for all residents, businesses and visitors. We remain focused on a plan that is true to environmental values that respect future generations.

Green Directions Vaughan is the City's environmental sustainability plan. It serves to guide all our city-building efforts toward initiatives that reinforce our commitment to environmental stewardship. This includes goals to reduce greenhouse gas emissions, as well as enhance stormwater management, water conservation systems and waste reduction.

Vaughan's commitment to environmental sustainability is woven into every aspect of city-building from North Maple Regional Park – Vaughan's most ambitious, 900-acre park development – to Edgeley Pond and Park – the largest open space in our emerging downtown, the Vaughan Metropolitan Centre.

We each have a shared responsibility to protect our future. I am proud to continue to work with staff and stakeholders who are dedicated to our world-class city.

Sincerely,

b.il

Hon. Maurizio Bevilacqua, P.C. Mayor

2018-2022 City of Vaughan Members of Council

First row, left to right: Linda D. Jackson, Regional Councillor; Gino Rosati, Regional Councillor; Hon. Maurizio Bevilacqua, P.C., Mayor; Mario Ferri, Regional Councillor, Deputy Mayor.

Second row, left to right: Alan Shefman, Ward 5 Councillor; Sandra Yeung Racco, Ward 4 Councillor; Rosanna DeFrancesca, Ward 3 Councillor; Tony Carella, Ward 2 Councillor; Marilyn lafrate, Ward 1 Councillor.



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Green Directions Vaughan was first approved by Council in 2009 as the City of Vaughan's (the "City") Community Sustainability and Environmental Master Plan (the "Plan"). This long-term Plan guides the community to a more sustainable future by addressing environmental, cultural, social and economic values. It influences all aspects of the City's operational and regulatory activities. Green Directions Vaughan also serves as an Integrated Community Sustainability Plan and is recognized by the Federation of Canadian Municipalities as a platform to request federal funding.

Guided by a definition of sustainability, environmental ethic and a set of principles, Green Directions Vaughan outlines the City's approach to maintaining a healthy natural environment, vibrant communities and a strong economy by defining six goal areas.

The goal areas are further broken down into objectives and sustainability actions. These sustainability actions enable Vaughan to remain a complete community where the needs for daily living are accessible to people of all ages and abilities. As a living document, the actions and priorities in Green Directions Vaughan have evolved since 2009. Some of the main changes to the new Plan include:

- Emphasizing community collaboration to achieve sustainability outcomes
- Describing the sustainability actions as outcomes so that the public and stakeholders can more easily gauge how we are doing and find ways to collaborate for success
- Aligning sustainability actions to the United Nations Sustainable Development Goals and the World Council on City Data framework
- Recognizing the importance of the Agricultural System and supporting urban-agriculture and local food opportunities within the City
- More attention to climate change mitigation and adaptation efforts to create a resilient City and low carbon economy
- Developing a milestone approach for the governance of Green Directions Vaughan to measure progress on the sustainability actions laid out in the Plan



To develop new sustainability actions, an engagement strategy was used that included:

- Interviews with partners and stakeholders
- A workshop for members of the public (to imagine what a sustainable Vaughan looks like to them)
- An online survey called "All Our Ideas" for rating ideas and suggesting new ones
- Invitations to provide input through email or phone
- A Technical Advisory Committee made up of staff to review and approve sustainability actions

Public consultation is a vital part of the city-building process. The City of Vaughan re-engaged the public to raise awareness of the new Plan and obtain a 'green thumbs up' of support for the Plan.



POP-UPS at Vaughan Mills and Promenade Mall

Critical sustainability themes were also used to select and describe actions for the new Plan:

- Climate Resiliency
- Energy
- Mobility
- Green Infrastructure
- Water
- Waste
- Green Economy
- Complete Communities
- Greenspace
- Health
- Diversity
- Governance
- Engagement
- Partnerships

The new Plan, Green Directions Vaughan 2019, describes the City's environmental and sustainable priorities and outlines a new set of sustainability actions that will guide the City of Vaughan to help achieve a healthy natural environment, vibrant communities and a strong economy. Residents and businesses should be able to clearly see the positive impacts of Green Directions Vaughan. We look forward to collaboration in the community on these shared goals.

GREEN DIRECTIONS VAUGHAN

CHAPTER 2 NTROD¹⁸



Integrating Sustainability into City Business

Green Directions Vaughan is the City of Vaughan's (the "City") community sustainability plan (the "Plan"). The sustainability actions in this Plan relate to many operational functions delivered by the City. Green Directions Vaughan recognizes the leadership role of various City departments in building an environmentally sustainable City.

A main rationale of the first iteration of Green Directions Vaughan (GDV 2009) was to integrate sustainability into the core functions of the City under the primary responsibility of City departments. This is being carried over into the revised Plan, Green Directions Vaughan 2019 (GDV 2019), to promote sustainability in the decision-making process as "a matter of doing business". The following two additional motivations guided the revisions of this Plan:

- Describing the sustainability actions as outcomes to better track progress
- Acknowledging the need of community partners to collaborate on sustainability actions

Success of the sustainability actions relies on local collective action that involves residents, community groups, environmental organizations, businesses, industry leaders, and other levels of government. Working together increases the chance to succeed in creating a sustainable Vaughan. The City recognizes that to achieve our goals it will take collaboration and integrated planning, including through participation in individual and neighbourhood-scale actions. The City will continue to form partnerships and build capacity in the local community.

Alignment with City Plans

GDV 2009 was a component of the City's Growth Management Strategy, Vaughan Tomorrow, that included four linked strategic documents: the Strategic Plan (Vaughan Vision 2020), Green Directions Vaughan, the City's Official Plan 2010, and a series of Master Plans. The linkages between these plans remain today and are illustrated in Figure 2.1.

The Pillars of Sustainability

Some of the current challenges faced by communities are the following:

- native wildlife populations continue to declineⁱ
- climate change impacts have resulted in millions of dollars in clean up and repair for Ontario cities
- declining greenhouse gas emissions are not yet at the pace needed to meet Paris Agreement targets

Let's celebrate some past accomplishments and use this as a springboard for future sustainability action. The chart on the next page illustrates the City's accomplishments in relation to the pillars of sustainability.

Figure 2.1: Master Plan Alignment





Pillars	Vaughan is	Accomplishments
Social	An engaged and sustainable city	 Approved a Secondary Suites policy as a key part of providing affordable housing options
		Opened five community gardens on City-owned land
		 More than 17,000 people participated in the 20-Minute Makeover litter clean-up event each yea in 2017 and 2018
		 Provide updates, news and events to more than 10,000 followers on Twitter
		 Vaughan Earth Hour attracts over 500 residents an contributed to an energy reduction of 3 per cent to 4 per cent in 2017 and 2018
		• Opened phase 1 of North Maple Regional Park, pa of a 900-acre open space area
Environme	nt A green city	 Planted 12,000 street trees and park trees in 2017 and 2018, combined
		 Revitalizing Edgeley Pond as a key open space area in the Vaughan Metropolitan Centre
		 Maintain more than 800 hectares of parks, boulevards and open-spaces
		 Identified over 6,000 hectares of natural features in the Natural Heritage Network Study, of which half are secured as publicly-owned lands
	A low-carbon, resilient city	Opened the Vaughan Metropolitan Centre subway station
		 Replacing streetlights with LEDs that will save the City about 5,000 megawatt hours of energy annually
		 Over 60 energy retrofit projects, including upgradin lights and equipment at community centres and arenas have saved the City more than \$250,000 annually since 2012
	1	 Purchased our first fully electric fleet vehicle and adopted anti-idling technology to reduce pollution and save money
	4-	 Maintain more than 250 kilometres of cycling and pedestrian routes
		 Introduced a stormwater charge that allows the Ci to improve stormwater assets and mitigate floodin in response to the impacts of climate change

Pillars Vaughan is		Accomplishments		
Economic	A prosperous city	 Encourage continued investment in Vaughan by supporting new business opportunities through the Vaughan Business Enterprise Centre 		
0		 Commenced construction of the Mackenzie Vaughan hospital 		
		 In 2016, Vaughan was ranked in the top 25 best places for business in Canada by Canadian Business and PROFIT 		
		Became a founding member of the ClimateWise Business Network to advocate for energy reduction		



How Green Directions Vaughan 2019 was Developed

Since the initial Plan was approved in 2009, the City has made a lot of progress thanks to the efforts of City of Vaughan staff, partners, businesses and our citizens. The renewal of Green Directions Vaughan was recognized as a specific initiative in the Term of Council Priority (2014 - 2018), specifically, "To continue to cultivate an environmentally sustainable City". The renewal process has produced this updated document, Green Directions Vaughan 2019, that can be used to inform the Growth Management Strategy, the Official Plan review, and the revision of the long-term strategic plan. This Plan is the result of the following research and consultation effort:

- preliminary revised sustainability actions were drafted from a jurisdictional scan, policy review, and extensive internal departmental consultations
- a community engagement effort, including over 40 stakeholder meetings, a public event held on November 29, 2017, and a "wiki" survey ("All Our Ideas") made available to residents
- the finalization of the sustainability actions was overseen by an internal Technical Advisory Committee

About this Plan

Introduction Guiding Principles and Sustainability	These introductory sections of GDV 2019 describe the approaches to sustainability guiding this Plan, with a particular focus on the UN Sustainable Development Goals.
Resilience and Smart Cities	
Models of Sustainability	
What we Heard	The community engagement effort informed the revised sustainability actions. Public comments and stakeholder consultation are summarized here.
Sustainability Actions	The "green directions" are listed in the Goals, Objectives, and Actions framework.
Governance Indicators Best Practices	Implementing Green Directions Vaughan and tracking progress is described through the governance framework, use of quantitative indicators, and an understanding of relevant best practices.



i. World Wildlife Fund Canada. 2017. Living Planet Report Canada, 2017. Toronto, Ontario. https://assets.wwf.ca/downloads/WEB_ WWF_REPORT.pdf

GUIDING PRINCIPLES & SUSTAIN⁹²ABILITY

Green Directions Vaughan 2009 established a sustainability statement, environmental ethic and governing principles that remain in place today. The definition of sustainability reflects a breadth of municipal responsibilities and sets expectations for City of Vaughan (the "City") decisions and practices. The sustainability statement, ethic and governing principles are carried forward in the revised community sustainability plan, Green Directions Vaughan 2019 ("GDV 2019" or the "Plan").

The City leads by the following definition:

Sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations.

In pursuit of sustainability, the City will be guided by the following ethic:

In Vaughan we lead by example as responsible stewards of our community. Our decisions entail determining the impact of our actions on the environment, weighing the social and cultural consequences and understanding any financial implications. Our actions will enhance both the natural, socio-economic and built environments.

The City will adhere to the following principles in carrying out the sustainability actions:

- **1. Leadership** We act as advocates for a sustainable future and support positive initiatives emerging from all sectors of society.
- Innovation We build upon best practices to create "Made-in-Vaughan" solutions to guide our operations and shape our plans and policies.
- **3. Transparency** Our actions are open and traceable; we monitor and report on our progress.
- Accountability We take responsibility for our actions and we build on past experience.

- **5. Responsibility** Everyone in Vaughan has a role to play in the Plan.
- **6. Engagement** We involve our citizens and partners in decision making.
- Acknowledgement Recognize the traditional territories of the Indigenous peoples who live and have lived in Vaughan.

These principles help achieve a healthy natural environment, vibrant communities and a strong economy. Implementing Green Directions Vaughan is a collective effort by all City departments in collaboration with our citizens and stakeholders. The actions of each department are outlined in a series of six goals, derived from the principles above and can be found in Chapter 6.

Indigenous Land Acknowledgement

We respectfully acknowledge that we are situated on Traditional Territories and Treaty Lands, in particular those of the Mississaugas of the Credit First Nation, as well as the Anishinaabeg of the Williams Treaties First Nations, the Huron-Wendat Nation, and the Métis Nation. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

At the City we acknowledge the existing treaty rights of the Indigenous peoples of these lands, as we share our air, land and water. We understand the Crown has the Duty to Consult where a decision may adversely impact asserted or established treaty rights. As a lower-tier municipality, we will meet our responsibilities to build and create meaningful relationships and partnerships with Indigenous communities. We acknowledge that the decisions we make today will impact future generations, therefore through Green Directions Vaughan, we will strive to understand Indigenous treaty rights and work together with respect and good faith to protect our natural environment and archaeological resources.ⁱ



Sustainable Development

Although the definition of sustainability, environmental ethic and operating principles continue to guide the new Plan, the City has aligned the revision of the sustainability actions in this Plan with the United Nations Sustainable Development Goals and the World Council on City Data. Refer to Appendix A for a description of additional models of sustainability, including the ICLEI Montreal Commitment and Action Plan 2018-2021, Melbourne Principles for Sustainable Cities and The Natural Step, that help guide the actions in this Plan.

United Nations Sustainable Development Goalsⁱⁱ

In 2015, the United Nations (UN) announced the 2030 Agenda for Sustainable Development, which introduced 17 Sustainable Development Goals (SDGs) and 169 targets. The SDGs aim to encourage critical action over a period of 15 years in the three key pillars of sustainable development: economic, social, and environmental.

As the City's community sustainability plan, GDV 2019 establishes principles of sustainability and guides the City towards sustainable decisions and actions. Through the successful implementation of GDV 2019, the City contributes to the achievement of the following SDGs:



World Council on City Dataⁱⁱⁱ

The City of Vaughan joined the World Council on City Data (WCCD) in 2011, becoming only the second Canadian city to join. The WCCD provides a global platform for standardized City data and acts as a hub to help strengthen partnerships across cities, international organizations, corporate partners, and academia. Standardized indicators and membership with the WCCD enables the City to assess its performance, measure progress toward the UN SDGs, and draw comparative lessons from other cities both locally and globally.

WCCD was established to globally operationalize ISO^{iv} 37120 Sustainable Cities and Communities: Indicators for City Services and Quality of Life standard

- the first international standard on metrics for sustainable cities and open data. ISO 37120 includes 100 indicators, which are structured around the following 17 themes: economy, education, energy, environment, finance, fire and emergency response, governance, health, recreation, safety, shelter, solid waste, telecommunications, transportation, urban planning, wastewater, and water and sanitation.

Resilience and Smart Cities are described in more detail in Chapter 4.



- i. City of Vaughan. 2017. Aboriginal Territorial Acknowledgement. Item 10, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 5, 2017. http://www.vaughan.ca/council/minutes_agendas/Agendaltems/CW0523_17_10.pdf
- ii. United Nations Sustainable Development Goals. https://sustainabledevelopment.un.org/?menu=1300
- iii. World Council on City Data. https://www.dataforcities.org/.
- iv. The International Organization for Standardization (ISO) is a non-governmental organization that publishes international standards and brings together experts to share knowledge and support innovative solutions to global challenges





RESILIENCE

Ability to:

- absorb change while maintaining function.
- bounce back from shocks and stresses.

CLIMATE CHANGE

MITIGATION

Deals with the **Causes** of climate change by reducing GHG emissions.

ADAPTATION

Deals with the **impacts** of climate change; how to absorb changes. According to the World Economic Forum's 2019 Global Risks Report, extreme weather events, natural disasters and failure of climate mitigation and adaptation appear in the top five for both the most impactful risks and most likely risks.¹

Resilience

Resilience encompasses two important components: first, the ability of a system to absorb changes while maintaining regular function, and second, its ability to recover quickly from shocks or stresses. This term is often used in the context of climate change; cities must become resilient to the impacts of climate change.

The local impacts of climate change that will affect Ontario, and may impact Vaughan, includeⁱⁱ:

- More frequent extreme weather events
- More frequent water usage alerts, as summer temperatures and evaporation rates increase
- Greater risks to public health from injury, illness and premature death from climate-related events such as extreme weather, heat waves, smog and the spread of diseases
- Damage to Ontario's ecosystems, through the combined influence of changing climate, human activities (such as conventional agriculture and fossil fuel dependent transportation and energy sources) and natural disturbances like fire, outbreaks of insects and disease

From a global perspective, floods, hurricanes, tsunamis, extreme heat, drought, rising sea levels and habitat loss are significant impacts of climate change.

Cities are on the frontline when it comes to both contributing to and facing the impacts of climate change. Cities consume over two-thirds of the world's energy and are responsible for over 70 per cent of global CO_2 emissionsⁱⁱⁱ. More than half of the world's population lives in cities, and by 2050 this figure will rise to about 75 per cent. Given the increased population in cities, the impacts of climate change on cities are and will continue to be a key component of any solution to the climate change problem.

Ontario continues to see a rise in climate-related extreme weather events; in 2018 it resulted in over \$1.2 billion in insured losses^{iv}. Climate change impacts put more stress on the health care system and municipal infrastructure such as roads, stormwater systems and urban trees. A proactive approach that invests in building a resilient city helps reduce costs in the long-term. Cities can better ensure financial sustainability by integrating resiliency into planning and development.

Green Resilience^v

Green resilience solutions contribute to both mitigation, by reducing greenhouse gas (GHG) emissions, and adaptation, by better protecting against climate change impacts. Such strategies have additional co-benefits to human health, the natural environment, and cost savings. Green resilience projects can be large or small, helping to build momentum for climate action and accelerate implementation and potential for scale-up.

The City, businesses and residents need to ramp up efforts to make Vaughan more resilient to the impacts of climate change. To better understand how Vaughan is becoming resilient, the theme of climate resiliency has been assigned to sustainability actions outlined in Chapter 6.



Forest Protection Land-use Changes + Relocation Flood Mitigation

Adaptation

Food Supply Protection Community Engagement Business Continuity Plans Green Infrastructure

Solar + Storage

Resilient Urban Transport

Water + Energy Conservation

> Low-input Agriculture

Energy Efficiency Renewable Energy Combined Heat + Power

Mitigation

Sustainable Transportation Carbon Sinks

Methane Capture + Use

Figure 4.1 highlights green resilience actions compared to adaptation and mitigation only^v.

Smart Cities

What is a Smart City? While there are numerous definitions, the International Organization for Standardization (ISO) defines a Smart City as one that increases the pace at which it provides social, economic, and environmental sustainability outcomes. A Smart City enhances mobility, safety, communication, economy, the environment, standard of living and governance. Key elements include the use of technology and data, an emphasis on collaboration and partnerships, citizen engagement, sharing and a focus on sustainability and resilience.

Data is integral to Smart Cities. As a member of the World Council on City Data (WCCD), the City of Vaughan is helping to spearhead and lead the efforts on open data. The City of Vaughan has engaged in international benchmarking to identify common issues and themes, to learn and share best practices with cities globally and to increase economic development.

The City of Vaughan launched a Smart City Business Unit in August 2019 and is planning to launch a Smart City Task Force that will foster and develop key relationships with Smart City leaders in Canada and abroad. Their mandate will focus on increasing awareness internally and externally and developing strategic Smart City opportunities and partnerships. The business unit will work to realize business development and City service opportunities benefitting citizens, the performance of the City, and the community and economy at-large. The Mayor of Vaughan and Members of Council will continue to engage, collaborate and co-create with the community through the Smart City Task Force^{vii}. The WCCD's Global City Registry for ISO 37120 Sustainable Cities and Communities: Indicators for City Services and Quality of Life, is the first international standard for cities on open data. Under this standard, the City has been Platinum certified since 2015, meaning we report on over 90 indicators. This demonstrates our commitment to global efforts for standardized open data.^{vi}

City of Vaughan Smart City Achievements:

- In 2019, Vaughan became the first Canadian municipality to join US Ignite, a Smart Gigabit Community and organization that promotes international leadership to develop new applications and to foster an environment for local governments
- Vaughan has begun its digital transformation through the development and implementation of its Digital Strategy
- Vaughan's first hospital the new Mackenzie Vaughan Hospital - will be Canada's first smart hospital and feature fully integrated 'smart' technology systems and medical devices.

Becoming a recognized Smart City would make Vaughan a more resilient City by being better prepared to respond to the challenges of climate change, population growth, and political and economic trends. As a Smart City, Vaughan can improve how we engage society, collaborate for shared goals, work across disciplines and city systems, and use data information and modern technologies to deliver better services and guality of life.

- i. World Economic Forum. 2019. Global Risks Report 2019 Executive Summary. http://reports.weforum.org/global-risks-2019/ executive-summary/
- ii. Environmental Commissioner of Ontario. 2018. Climate Action in Ontario: What's Next. 2018 Greenhouse Gas Progress Report. https://eco.auditor.on.ca/our-reports/climate-change/
- iii. C40 Cities. https://www.c40.org/
- iv Insurance Bureau of Canada. November 2018. Press Release. https://www.newswire.ca/news-releases/ insurance-bureau-of-canada-supports-ontario-governments-environment-plan-701634532.html
- v Winkelman, S., Nichol, E., and Harford, D. 2017. Taking Action on Green Resilience: Climate Change Adaptation and Mitigation Synergies. Workshop Conclusions: Livable Cities Forum Pre-Event. http://act-adapt.org/wp-content/uploads/2017/11/ ACT_ALTGR_Web4.pdf
- vi World Council on City Data. https://www.dataforcities.org/
- vii City of Vaughan. 2016. Creating a Smart City of Excellence. Item 21, Report No. 24, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 7, 2016. http://www.vaughan.ca/council/minutes_agendas/ Extracts/24cw0531_16ex_21.pdf





What We Heard

As part of the renewal process to update Green Directions Vaughan, the City undertook a public engagement process to collect feedback from citizens and stakeholders. Over the fall of 2017 and early 2018, IndEco Strategic Consulting Inc. (IndEco) undertook several initiatives to solicit input, including:

- Personal interviews were conducted with existing • partners and stakeholders, including Members of Council, representatives from City departments, representatives of higher-tier governments, environmental and other citizen groups, the local regional utility and businesses.
- An open invitation workshop took place on Nov. 29, 2017 at Vaughan City Hall for the public to provide ideas on what they imagine a sustainable Vaughan would look like and proposed actions to bring this vision to reality.
- An online survey, using a tool called All Our Ideas, allowed the public to propose ideas and vote on other submitted ideas to make Vaughan more sustainable. Users were also asked to prioritize various lists of ideas.
- Invitations were posted on the web and through social media to invite the public to provide input through other means, such as by email or telephone.

Metrics :

online ad impressions **34,000** online ad impressions for the public workshop and

All Our Ideas campaign More than

63,000

social media impressions for the public workshop and All Our Ideas campaign

More than

views on the registration page 1,200 for the public workshop

More than



people visited, the "Have your say" webpage posted on the Environmental Sustainability website

meetings with about

participants

attendees to the public

workshop on Nov. 29, 2017

All Our Ideas users on the platform and more than 3,601 votes on ideas



So, what did we hear?

Both internal and external stakeholders expressed interest in continuing to be informed of, and involved in, the update of Green Directions Vaughan. Through the workshop and All Our Ideas platform, IndEco collected suggestions for what to include in the new Plan. One main observation was the need for more education, better communication and increased collaboration and partnerships with community groups. The conclusions and recommendations resulting from the internal and external engagement process were utilized to write a new set of sustainability actions that can be found in Chapter 6.

Some common suggestions to improve communication and education are listed below.

What We Heard	Next Steps and Actions Taken	Develop the new Plan with an awareness of what other municipalitie
Develop internal business plans for the	Developed Action 6.1.2 (Chapter 6).	are doing to address sustainability
sustainability actions to facilitate a corporate culture of environmental stewardship at the City of Vaughan	Will create governance and financial frameworks for each sustainability action (Chapter 7)	Establish an internal stakeholder group and a separate external stakeholder group to both inform and implement aspects of the new Plan.

What We Heard

Next Steps and Actions Taken

Clearly define how	Defined responsibilities
staff responsibilities	of the City's Council,
are allocated and	Environmental
explain the role of the	Sustainability team
City's Environmental	and various City
Sustainability team	departments (Chapter 7)
Set specific targets and create indicators to track progress	Will create governance framework to track progress using milestones and update indicators (Chapter 7 and 8)
Develop the new Plan	Conducted interviews
with an awareness of	with external stakeholders
what other municipalities	that informed the new
are doing to address	set of sustainability
sustainability	actions.
Establish an internal	Established an internal
stakeholder group	Technical Advisory
and a separate external	Committee to review
stakeholder group	and finalize the
to both inform and	sustainability actions
implement aspects	and developed Action
of the new Plan.	6.1.1 (Chapter 6)

The chart below outlines some of the ideas that we heard from the community to help to create a sustainable Vaughan, and it identifies which sustainability objectives in Chapter 6 incorporate the ideas. The chart also includes a list of suggested individual and community actions that can be done to contribute to sustainability outcomes. Success of the sustainability objectives and actions in this Plan rely on building partnerships and capacity in the local community. The City will continue to work with residents and stakeholders to expand the list of individual and community actions.



Category	What We Heard: Summary of Community Feedback	Related Sustainability Objectives	Suggested Community Actions - Quick Wins
Energy and Building Standards	• More opportunities for solar generation	Objectives 1.2,2.3	Invest in a programmable or
	 Develop net-zero neighbourhoods 		smart thermostatUpgrade insulation
	Promote home retrofit programs		and caulk, or weather-strip, gaps
	Integrate green	ie green	around windows, doors and vents
	technology into building design		 Upgrade light systems and appliances (look for ENERGY STAR-rated products)
			Add energy retrofits

- when planning
 a home renovation
 Try to live a
 "one tonne lifestyle"
 (a "one tonne
 lifestyle" is one where
 - a person's personal carbon footprint is less than one tonne of CO_2 per year)

Category	What We Heard: Summary of Community Feedback	Related Sustainability Objectives	Suggested Community Actions - Quick Wins
Waste Reduction	 Ban plastic bags Go paperless Encourage compostable and sustainable packaging 	Objective 1.4	 Sew and repair clothing and household items rather than discarding Buy groceries from stores that allow customers to bring and use reusable containers Participate in Repair Cafes and Curbside Giveaway events
Transportation Options	 Provide more bike lanes and bike share opportunities Enhance transit services Promote electric vehicles and provide more charging stations Create "car-free" neighbourhoods Encourage carpooling Create dedicated bus lanes Improve active transportation facilities to promote cycling and walking 	Objectives 1.1, 3.1, 3.2, 3.3	 Consider switching to a hybrid or fully electric vehicle Find out if there is a Smart Commute or carpooling program at your place of work Ask your work place if it supports tele-commuting

Category	What We Heard: Summary of Community Feedback	Related Sustainability Objectives	Suggested Community Actions - Quick Wins
Community Amenities	 Build compact, walkable and complete communities 	Objectives 2.2, 2.3, 4.1, 4.3	 Volunteer at one of the City's community gardens Create pollingtor
	 Provide more community gardens to promote local food 		 Create pollinator gardens at home or work
	Create vibrant public spaces		
	 Encourage a variety of housing types (mixed-use, affordable, secondary suites) 		



Category	What We Heard: Summary of Community Feedback	Related Sustainability Objectives	Suggested Community Actions - Quick Wins
Economic Vitality	 Encourage economic and job growth Promote a sharing economy 	Objectives 4.1, 4.2	• Buy local food, look for the Foodland Ontario logo at your grocery store or check out the York Farm Fresh website
	 Promote financial benefits of sustainable best practices at home and at work 		 to find local farms Find out if your car insurer has a 'green car discount'
	 Lower taxes for homes that are considered eco-friendly 		 Ask your mortgage lender if they have a 'green mortgage' program for energy efficient homes
			 Look for products made from recycled materials



Category	What We Heard: Summary of Community Feedback	Related Sustainability Objectives	Suggested Community Actions - Quick Wins
Vibrant Community	 Foster partnerships to educate all generations on sustainability initiatives Communicate positive messages and celebrate sustainability accomplishments to motivate people to take action Promote inter-generational interaction and engagement Create citizen opportunities to achieve sustainability goals 	Objectives 4.1, 5.1, 5.2	 Pick up a Great Walks of Vaughan brochure and explore the City's trail network Download a Walk Audit kit from 8 80ⁱ Cities to survey your neighbourhood Participate in the City's annual Culture Days events
Greenspace and Conservation	 Protect connected and integrated green spaces Expand urban tree canopy Increase connectivity between trails Secure land for parks and provide more greenspace for all ages to enjoy 	Objective 2.2	 Reach out to organizations, such as LEAF, to plant backyard trees Pick up a rain barrel from the City's Public Works department to store rainwater Consider permeable concrete or asphalt or other permeable materials if re-paving your driveway

i. 8 80 Cities is an organization aimed to create safe and happy cities that prioritize people's well-being. The vision is that if everything we do in our public spaces is great for an 8 year old and an 80 year old, then it will be great for all people.





Sustainability Actions

The sustainability actions implement the objectives of Green Directions Vaughan 2019 and are described as specific outcomes to be achieved in under five years. A governance framework and a financial framework for each action will track progress. Each action is derived from a goal and a set of objectives identified by City staff, the community and stakeholders. These are shown schematically in Figure 6.1.

What We Use: Goal 1 – To significantly reduce waste and the use of our natural resources.

How and Where We Grow: Goal 2 – To ensure sustainable development and redevelopment.

How We Get Around: Goal 3 – To ensure that the City is easy to get around with a low environmental impact.

How We Live: Goal 4 – To create a vibrant community where citizens, businesses and visitors thrive.

How We Lead: Goal 5 – To be leaders in advocacy and education on sustainability issues.

How We Operate: Goal 6 – To ensure a supportive system for the implementation of Green Directions Vaughan.



The sustainability actions move the City in the direction of the overall vision established through citizen and stakeholder consultation in Green Directions Vaughan 2009. The vision is for the City of Vaughan to be a complete community that meets peoples' needs for daily living throughout an entire lifetime by providing:

- A healthy natural environment, with ample greenspace
- Convenient access to an appropriate mix of jobs and local services and a full range of housing
- Community infrastructure including educational opportunities at all levels, healthcare, socio-cultural activities, recreation and open space
- Mobility, with convenient access to public transit and the opportunity to walk and bike
- An attractive built environment
- Safety and security

Quantitative indicators also assist in tracking progress on the sustainability actions. The image above represents the goal areas of Green Directions Vaughan and demonstrates the five goal areas in which quantitative indicators have been established. For more information on Indicators refer to Chapter 8.





What We Use

Goal 1 To significantly reduce waste and the use of our natural resources



To reduce greenhouse gas emissions and move towards carbon neutrality for the City of Vaughan's facilities and infrastructure.

Achievements

Energy efficiency of City assets, and consequent reduced greenhouse gas emissions, is a "leading by example" initiative. Progress to reduce facility energy consumption and the LED streetlight retrofit project follow program efforts in joining Partners for Climate Protection, developing the Corporate Energy Management Plan in accordance with Ontario regulations and implementing an Energy Manager Agreement with Alectra. This objective remains highly relevant considering the latest reports from the Intergovernmental Panel on Climate Change and the Paris Agreement on Climate Change ratified by the federal government.

No.	Department Lead	Sustainability Action	Theme
1.1.1	Facility ManagementInfrastructure Delivery	Develop an energy conservation fund to verify energy and cost savings from management of corporate assets. Leverage the conservation fund to seek external grants for corporate energy savings and greenhouse gas (GHG) emissions reductions for City facilities, street lights and fleet.	Energy Climate Resiliency
1.1.2	Infrastructure Delivery	Contribute to Ontario's transformation to clean energy and low carbon communities by implementing the LED street light retrofit project and leverage the experience to evaluate alternative financing of innovative technologies in City facilities and other assets.	Energy Climate Resiliency
1.1.3	 Policy Planning and Environmental Sustainability 	Implement, maintain and update the Corporate Energy Management Plan as required by regulation and ensure annual energy reporting is publicly available.	Energy Climate Resiliency
		Updates include:	
		 Improve City operations in part by improving data tracking to include measures for fleet and water 	
		 Evaluate the use of energy audits as a tool for tracking and verifying energy consumption and cost savings 	
		 Evaluate opportunities for external benchmarking, to promote peer-to-peer learning and improve operations 	

No. Department Lead **Sustainability Action**

Theme

1.1.4	•	Policy Planning and Environmental Sustainability	Implement an electric vehicle (EV) charging policy for City facilities and encourage infrastructure throughout the City to support hybrid and fully electric, alternative fuel vehicles and low-carbon mobility.	Energy Mobility Climate Resiliency
1.1.5	•	Transportation and Fleet Management Services	Update and implement the "Green Fleet Strategy" to optimize fleet use and vehicle type, identify fuel switching for low carbon mobility and minimize environmental impacts.	Energy Climate Resiliency

Objective 1.2 To promote the reduction of community greenhouse gas emissions in the City of Vaughan.

Achievements

Changes to Provincial legislation and policy direction make climate change a matter of Provincial interest. While approval of the Municipal Energy Plan in 2016 is a key accomplishment in support of the Province's direction towards low carbon communities, actual outcomes in the community require additional effort. The City of Vaughan is a founding member of the ClimateWise Business Network, an agency working with individual businesses in York Region to implement greenhouse gas reduction plans.

No.	Department Lead	Sustainability Action	Theme
1.2.1	• Policy Planning and Environmental Sustainability	Encourage alternative energy generation and distributed energy (community-based energy solutions) by businesses and citizens, by:	Energy Climate Resiliency
		 identifying partnership opportunities with business, industry, utilities and agencies to reduce carbon emissions and/or reduce peak electricity loads, 	Green Economy
		• reviewing City by-laws to minimize, where appropriate, obstacles to the development of alternative energy sources and, where regulation is necessary, develop the necessary standards, and	
		 providing access to education about alternative financing mechanisms and grants to support community-based energy solutions. 	
1.2.2	 Policy Planning and Environmental Sustainability 	Examine the feasibility of requiring Community Energy Plans for all major developments and redevelopment projects, including Secondary Plans, Block Plans and applications for significant development (as defined in the VOP 2010). Identify ways that Community Energy Plans can focus on implementation issues such as agency approvals, regulatory requirements and financing mechanisms.	Energy Climate Resiliency

No. Department Lead Sustainability Action

- 1.2.3 Policy In support of the Municipal Energy Plan, identify Energy Planning and and work with partners to evaluate the community's Climate greenhouse gas emissions and establish Vaughan Environmental Resiliency Sustainability as a smart energy community. Governance Report on progress to implement the Vaughan Municipal Energy Plan, including: reporting on program actions and indicators, • including appropriate third-party verification, highlighting key achievements, revising the Municipal Energy Plan, as needed, to achieve GHG reductions to reflect climate targets, policy changes, technological developments, and the role of carbon offsetting, and promoting utility-sponsored energy efficiency and conservation programs. 1.2.4 • Energy
 - Policy
 Planning and
 Environmental
 Sustainability

Undertake a feasibility study for the program administration of Local Improvement Charges to support energy conservation retrofits and/or renewable energy generation in private buildings.



Theme

Climate

Resiliency

Objective 1.3

To support enhanced standards of stormwater management and water conservation at City facilities, and work with others to care for Vaughan's watersheds.

Achievements

The Stormwater Charge is a key accomplishment to promote appropriate maintenance of stormwater assets. Watershed planning has more prominence in the Province's growth management plan, A Place to Grow 2019. In addition, the Province's stormwater management guidelines place more emphasis on a treatment train approach to managing stormwater through measures such as low impact development and other forms of green infrastructure.

No.	Department Lead	Sustainability Action	Theme
1.3.1	 Transportation and Fleet Management Services 	Identify best management practices to minimize salt use on hard surfaces and protect receiving watercourses from salinity increases.	Water Green Infrastructure
1.3.2	 Environmental Services Bylaw and Compliance, Licensing and Permit Services 	In support of water quality objectives, establish a water quality monitoring program for stormwater management assets.	Water Green Infrastructure
1.3.3	 Infrastructure Planning and Corporate Asset Management Policy Planning and Environmental Sustainability 	Identify stormwater management initiatives to protect and regenerate key watershed functions including the regulation of water quantity, the regulation of water quality and temperature, sediment and erosion control, hydrologic connectivity and habitat provision. Stormwater management will be informed by watershed planning and long-term land use planning and development forecasts.	Water Green Infrastructure
1.3.4	Development Engineering	 Integrate climate change considerations into guidelines for flood control and stormwater management by: Revising the Engineering Design Standards to incorporate low impact development and a treatment train approach to stormwater management. 	Water Green Infrastructure Climate resiliency
		 Incorporating Provincial requirements to have regard for climate change in Environmental Assessments. 	
No.	Department Lead	Sustainability Action	Theme
-------	------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------
1.3.5	Environmental Services	Continue to work with York Region in support of water conservation (Water for Tomorrow program), including:	Water Green Infrastructure
		 optimizing water, sewer and stormwater infrastructure, 	
		 undertaking life cycle assessment of infrastructure, and 	
		 promoting specific measurable actions such as water-efficient landscaping and rainwater harvesting. 	
1.3.6	 Environmental Services 	Encourage low impact development and a treatment train approach to stormwater management	Water Green
	Development Engineering	through the development review process and by implementing and monitoring a stormwater rate program, including the technical and community engagement aspects and innovative pilot initiatives.	Infrastructure Climate resiliency
1.3.7	 Facility Management 	Improve tracking of potable water use at City facilities to identify conservation opportunities and best practices, and in conjunction with the corporate energy management strategy.	Water Energy





To reduce the amount of waste generated in City owned facilities and by Vaughan citizens, business and institutions, and procure sustainable products for the City's use.

Achievements

While waste diversion at City facilities has improved, it lags behind the waste diversion efforts in the broader community. Exploring changes to the City's procurement approach can promote a variety of key sustainability initiatives by including requirements of bids and proposals, such as improved waste diversion and attention to recycled and reclaimed content guidelines.

No.	Department Lead	Sustainability Action	Theme
1.4.1	• Facility Management	Improve waste diversion at City facilities by undertaking waste audits and waste reduction work plans in conformity with provincial legislation.	Waste
1.4.2	 Facility Management Recreation Services 	Promote specific waste diversion initiatives in City facilities through staff education and engagement as informed by waste audits. Evaluate specific waste reduction measures in contracts, vendor agreements, and through a digital strategy to reduce paper use.	Waste Engagement Climate Resiliency
1.4.3	 Facility Management 	Report annually on the amount of waste generated at City assets and track progress in achieving waste reduction and/or diversion such as through a review and improvement of waste management contracts.	Waste Governance
1.4.4	• Procurement	As a component of procurement modernization, develop green procurement guidelines that departments must consider when developing Bid documents.	Waste Governance Green Economy
1.4.5	Environmental Services	Explore innovative community programs to further improve waste diversion from landfills, such as textile recycling.	Waste Climate Resiliency
1.4.6	 Development Engineering 	Address Provincial policies regarding excess soil management and fill placement.	Waste
1.4.7	 Infrastructure Planning and Corporate Asset Management 	Review and implement selected best practices for transportation infrastructure construction and maintenance to reduce material use, improve material re-use and recycling, improve energy efficiency, reduce greenhouse gas emissions and improve life cycle costs among other sustainability performance objectives.	Waste Climate Resiliency



How and Where We Grow

Goal 2 To ensure sustainable development and redevelopment

Objective 2.1

To ensure a climate resilient City and build capacity for local action on climate change.

Achievements

This new objective has a focus to develop a City-wide climate adaptation plan. The effort will align with corporate asset management and build on the completion of a vulnerability and risk assessment of the City's stormwater assets.

D	epartment Lead	Sustainability Action	Theme
•	Infrastructure Planning and Corporate Asset Management	Build on the climate change risk assessment of stormwater assets to undertake a climate change adaptation and risk assessment for all City assets. Ensure existing risk assessment frameworks are considered.	Climate Resiliency
•	Policy Planning and Environmental Sustainability	such as for water operations. Incorporate the climate adaptation assessment into all City master plans to inform life cycle assessment, engineering design standards, asset management and financial planning.	
 Policy Planning and 	Promote green infrastructure (e.g., street trees, stormwater ponds, LIDs, woodlands, pollinator habitat,	Climate Resiliency	
	Environmental Sustainability	etc.) to build resilience and mitigate the effects of climate change. Revise green infrastructure design standards as paeded for climate adaptation	Green Infrastructure
			Greenspace
•	Emergency Planning	Continue to investigate climate change risk to citizen health and review the Hazard Identification Risk Assessment and its impact on the community.	Climate Resiliency Health
	•	 Infrastructure Planning and Corporate Asset Management Policy Planning and Environmental Sustainability Policy Planning and Environmental Sustainability Emergency 	 Planning and Corporate Asset Management Policy Planning and Environmental Sustainability Continue to investigate climate change risk to citizen health and review the Hazard Identification Risk





To develop Vaughan as a complete community with maximum greenspace and urban form that supports our expected population growth.

Achievements

Planning and

Environmental

Sustainability

Parks, Forestry

Operations

and Horticulture

The launch of the North Maple Regional Park, the Great Walks of Vaughan program, the initiative to re-establish the urban tree canopy, and the City's community gardens represent City achievements in support of this objective. Issues such as complete streets, alignment with the objectives of health agencies around the theme of "ecohealth", and attention to green infrastructure asset management are elements of this objective.

No.	Department Lead	Sustainability Action	Theme
2.2.1	Parks, Forestry and Horticulture Operations	Manage and improve the urban forest, including increasing overall canopy cover, as an important element of green infrastructure and a critical asset of the City that is a community amenity, improves the health of residents, and provides ecosystem services.	Greenspace Green Infrastructure Health
2.2.2	 Parks Planning Policy Planning and Environmental Sustainability Real Estate Services Legal Services 	Develop and implement a land securement strategy for parks, open spaces, trails, woodlands and other natural features, low impact development installations, and community facilities. Inventory the achievements as green infrastructure assets, as appropriate.	Greenspace Green Infrastructure Health
2.2.3	Policy	Develop a natural heritage stewardship and	Greenspace

restoration strategy that seeks to improve

greenspace as community amenities and promotes

genetic conservation, natural heritage preservation

ecological connectivity, habitat condition for wildlife (including through invasive species management),

and ecosystem services.



To create a city with sustainable built form that is compact, resilient and designed to promote citizen health.

Achievements

The City-wide Streetscape Implementation Manual, Secondary Suites policy and Sustainability Performance Metrics are accomplishments in support of sustainable built form. Changes to the Municipal Act and Ontario Building Code point to a more integrated approach to resilient infrastructure and urban development with lower ecological footprints.

Vaughan participated in Enbridge's Savings by Design program for two New Community Areas - Blocks 27 and 41, with the aim to reduce greenhouse gas emissions and achieve energy efficiency.

No.	Department Lead	Sustainability Action	Theme
2.3.1	Development Planning	Implement the Sustainability Metrics as a component of the development review process to measure incremental sustainability improvements with each development application.	Complete Communities Green Economy
2.3.2	 Policy Planning and Environmental Sustainability 	Ensure that a mix of housing types and tenures are provided in Vaughan and that housing affordability is a consideration in planning consistent with Section 7.5 Housing Options of VOP 2010 and York Region's Housing Strategy. Consider implementation of the incentives identified in the York Region Rental Housing Incentives Guideline.	Complete Communities
2.3.3	Building Standards	Develop policies, guidelines, by-laws or other implementation tools that support the construction of net zero carbon buildings.	Energy Climate Resiliency
2.3.4	 Facility Management Infrastructure Delivery 	Implement a corporate green building policy, including a green parking lot design for City facilities, to ensure LEED certification and to achieve specific performance standards for energy conservation, water conservation, commissioning and electric vehicle support, including training for operations and maintenance to ensure ongoing high performance.	Energy Water Climate Resiliency
2.3.5	Development Planning	Evaluate the use of a development application submission related to health and community wellbeing.	Health Complete Communities
2.3.6	5 • Environmental Services	Implement inflow and infiltration (I&I) reduction actions to preserve City assets and reduce wastewater and consequent energy consumption.	Water Energy
2.3.7	 Infrastructure Delivery 	As a "leading by example" initiative, support a treatment train approach to stormwater management and low impact development at an overall site scale.	Green Infrastructure Water



How We Get Around

Goal 3 To ensure that the City is easy to get around with a low environmental impact



To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation.

Achievements

The City has made progress in the creation of off-road paths and trails and the Pedestrian and Cycling Strategy update is underway. Active transportation is highlighted in the Growth Plan (A Place to Grow 2019) and has important co-benefits related to improving health and social cohesion.

No.	Department Lead	Sustainability Action	Theme
3.1.1	 Infrastructure Planning and Corporate Asset Management Parks Planning 	Complete the update to the Pedestrian and Bicycle Master Plan, identify priority initiatives and set out an implementation framework and timelines.	Mobility Complete Communities
3.1.2	 Development Planning Infrastructure Planning and Corporate Asset Management Infrastructure Delivery 	Plan and implement a complete streets framework and guidelines to create a safe and attractive environment for all modes of transportation.	Mobility Complete Communities
3.1.3	 Transportation and Fleet Management Services 	Maintain non-vehicular networks, such as pedestrian and cycling pathways to support active transportation and enhance safety, accessibility and adaptability.	Mobility Complete Communities Health
3.1.4	 Parks Planning Development Planning Parks Delivery 	Plan and implement a recreational trail network in proximity to residential communities that is accessible, desirable, safe, and which promotes outdoor active lifestyles for current and future populations.	Mobility Complete Communities Health



To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Achievements

The Province has made significant investments in transit infrastructure in Vaughan that will continue for several more years. The transit hierarchy in A Place to Grow 2019 creates the opportunity for more transit-supportive development, complete streets and compact communities.

No.	Department Lead	Sustainability Action	Theme
3.2.1	 Infrastructure Planning and Corporate Asset Management 	Develop a framework for first-mile, last-mile initiatives to promote transit use.	Mobility Complete Communities
3.2.2	 Development Engineering Development Planning Infrastructure Delivery 	Implement a fine grain network of streets and block lengths to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently, in accordance with City Official Plan and Master Plans.	Mobility Complete Communities



Achievements

Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit.

The revised Transportation Master Plan has integrated options for transportation demand management and reduced parking rates are in effect in the VMC, reflecting City efforts under this objective. Reducing single occupancy vehicles remains an important outcome to improve commuter mobility and goods movement. Shared mobility options, micro-transit and driverless vehicles are not specifically noted in the action plans in Green Directions Vaughan 2019, but are being evaluated as part of the Transportation Master Plan update.

No.	Department Lead	Sustainability Action	Theme
3.3.1	 Policy Planning and Environmental Sustainability 	Review and revise an Employee Trip Reduction/Active Transportation Strategy for City staff.	Engagement Climate Resiliency
3.3.2	 Infrastructure Planning and Corporate Asset Management 	Collaborate with York Region and seek community partners to implement transportation demand management initiatives to reduce traffic congestion and promote transit and active transportation.	Mobility Climate Resiliency
3.3.3	 Transportation and Fleet Management Services 	Collaborate with the School Boards and York Region Public Health to engage schools to participate in the Active School Travel Program.	Mobility Health



How We Live

Goal 4 To create a vibrant community where citizens, businesses and visitors thrive



To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.

Achievements

The YMCA joint venture, the VMC Culture and Public Art Strategy and City-wide Public Art Policy implemented through specific programs and events, the development of the City-wide Urban Design Guidelines and the Older Adult Strategy represent progress towards this objective.

No.	Department Lead	Sustainability Action	Theme
4.1.1	Recreation Services	Implement the Active Together Master Plan to address and promote health and wellness.	Health Greenspace
			Complete Communities
4.1.2		Develop a public art advisory panel with the mandate	Diversity
	& Cultural Development	to increase support and promote arts and culture in Vaughan during the 2018-2022 Term of Council.	Complete Communities
4.1.3	 Development Planning 	Prioritize maintenance and conservation of cultural heritage resources including archaeological sites,	Green Infrastructure
		cultural heritage landscapes, built heritage resources and unique assets. Consider an engagement strategy to educate staff and residents on heritage resources in the City.	Complete Communities
4.1.4		Prioritize placemaking and promote social cohesion	Diversity
	Planning	through creating a well scaled, well connected city with a focus on fostering public art and culture.	Complete Communities
4.1.5	Recreation Services	Track and increase partnership opportunities for non-profit and volunteer groups to meet the community's social and recreational needs and evaluate City facilities as community hubs.	Complete Communities
4.1.6	Corporate and Strategic Communications	Develop a civic engagement strategy to help citizens (including youth and newcomers) become aware of, and participate in, municipal processes and community volunteer opportunities.	Engagement Diversity

No.	Department Lead	Sustainability Action	Theme
4.1.7	 Economic and Cultural Development 	Complete the Feasibility Study on Economic Development Opportunities in the Vaughan Healthcare Centre and present findings to the Mackenzie Vaughan Hospital Precinct Task Force during the 2018-2022 Term of Council.	Green Economy Complete Communities
4.1.8	 Facility Management Office of the Chief Human Resources 	Explore opportunities for collaboration on accessibility and sustainability related initiatives.	Diversity



Officer

Ensure that the City attracts businesses and investment that will result in well-paying jobs for citizens, and contributes to a green, low carbon economy for ongoing economic growth.

Achievements

The City's support for the Innovation Park at Kortright Centre and partnership with the ClimateWise Business Network reflect progress in encouraging the green economy. The City will identify opportunities to promote businesses that demonstrate tangible sustainability successes.

No.	Department Lead	Sustainability Action	Theme
4.2.1	 Policy Planning and Environmental Sustainability 	Work with partners to facilitate educational opportunities for smart business (i.e., cost savings) in support of the low-carbon economy.	Green Economy
4.2.2	 Economic and Cultural Development 	Complete relevant economic development action plans and present findings and recommendations to the Economic Prosperity, Investment and Social Capital Task Force during the 2018-2022 Term of Council.	Green Economy
4.2.3	 Economic and Cultural Development 	Continue participating with sustainability-focused organizations and groups to leverage opportunities such as sharing resources, networks and promote cost-saving efficiency programs with the desired outcome to support the growth and expansion of local companies in Vaughan's employment areas.	Green Economy



Improve community well-being through support of local food, the Agricultural System and the Agri-Food Network.

Achievements

The prominence of the Agricultural System and Agri-Food Network in A Place to Grow 2019 support creating this new objective in Green Directions Vaughan 2019. Action plans will promote agricultural viability in the Provincial Plan areas, local food, promotion of the food processing sector, and urban agriculture initiatives including community gardens. The actions under this Objective satisfy SDG 2.4, specifically.

No.	Department Lead	Sustainability Action	Theme
4.3.1	 Policy Planning and Environmental Sustainability 	Promote agricultural viability in the Provincial Plan areas and other countryside areas in Vaughan by recognizing and encouraging land stewardship options (e.g., Environmental Farms Plans), implementing Agricultural Impact Assessments, and identifying other tools to reduce conflicts between adjacent urban and agricultural land uses.	Health Green Economy
4.3.2	 Policy Planning and Environmental Sustainability 	 Implement actions from the York Region Agriculture and Agri-Food Strategy, such as: co-operating with York Region on a Food Processing Action Plan, evaluating the feasibility of an Agricultural Community Improvement Plan (CIP) to incentivize on-farm diversification and value-added operations, and identifying specific actions to support the York Farm Fresh Organization. 	Health Green Economy
4.3.3	 Policy Planning and Environmental Sustainability 	 Promote local food and encourage urban agriculture by supporting initiatives such as: establishing community gardens and revising the Community Garden Policy, promoting plant-based eating, and 	Health

• investigating the support of a local food charter.





How We Lead

Goal 5 To be leaders in advocacy and education on sustainability issues

Objective 5.1 To share sustainable best practices and strengthen community engagement.

Achievements

Developing engaging communications will be a future effort to promote Green Directions Vaughan 2019 that promotes efforts of residents and businesses. Citizen attendance at events such as the 20-Minute Makeover and Earth Hour are evidence of the interest and motivation that can be harnessed for meaningful action.

No.	Department Lead	Sustainability Action	Theme
5.1.1	 Office of Transformation and Strategy Policy Planning and Environmental Sustainability 	Continue to seek the advice and opinion of our citizens, businesses and partners on significant policies, plans and programs (for example, Official Plan review, Municipal Energy Plan update, citizen survey). Demonstrate leadership by hosting events and facilitating knowledge sharing workshops.	Engagement Partnerships
5.1.2	 Policy Planning and Environmental Sustainability 	Provide education to the community on environmental issues, initiatives and City achievements and build capacity and partnerships in the local community to facilitate greater uptake of sustainability actions in schools and by residents and businesses.	Engagement
5.1.3	• Policy Planning and Environmental Sustainability	Undertake a feasibility study to implement a Sustainable Neighbourhood Retrofit Action Plan (SNAP) in Vaughan to improve placemaking, contribute to a healthy environment, and promote a strong community. Consider the opportunity to work on neighbourhood resilience as a response to climate change through a potential SNAP project.	Engagement Complete Communities



Objective 5.2 To strengthen the staff role as subject matter experts on sustainability matters.

Achievements

City progress is reflected in the collaboration with Partners in Project Green (funding for EV chargers and installation at JOC), the ClimateWise Business Network, and membership in the Clean Air Council. Strategic partnerships are required to implement and demonstrate progress on many sustainability initiatives.

No.	Department Lead	Sustainability Action	Theme
5.2.1	 Policy Planning and Environmental Sustainability 	Engage in inter-government relations to ensure that the City of Vaughan participates in provincial, national and international forums and consultations, as appropriate, and collaborates with neighbouring municipalities to share best practices.	Engagement Partnerships
5.2.2	 Economic and Cultural Development; Policy Planning and Environmental Sustainability 	Explore opportunities for partnerships and collaboration in order to advance the City mandate and to improve external funding opportunities to allow staff to execute strategic projects.	Partnerships Governance
5.2.3	 Policy Planning and Environmental Sustainability 	Develop an environmental education strategy to familiarize staff with the provisions of Green Directions Vaughan 2019, expanding into an on-going education program.	Engagement
5.2.4	 Policy Planning and Environmental Sustainability 	Provide support to Members of Council so they may promote the overall message in Green Directions Vaughan 2019 and champion specific actions within the Plan, to improve sustainability outcomes.	Governance





How We Operate

Goal 6 To ensure a supportive system for the implementation of Green Directions Vaughan

Objective 6.1 To fully support the implementation of Green Directions Vaughan at all levels of City operations.

Achievements

Governance considerations include department roles in accounting for actions and measuring progress, in addition to connections to over-arching corporate strategy and Service Excellence initiatives. The revised action plans in Green Directions Vaughan 2019 make it easier to report on progress and less onerous on the part of the responsible City department while improving progress reporting for stakeholders and residents.

No.	Department Lead	Sustainability Action	Theme
6.1.1	 Policy Planning and Environmental Sustainability 	Evaluate working groups and/or a task force structure to implement Green Directions Vaughan 2019, including assessing the role of a Citizen Advisory Committee.	Governance Engagement
6.1.2	 Policy Planning and Environmental Sustainability 	Integrate sustainability into everyday business operations by demonstrating the contribution to Green Directions Vaughan 2019 in departmental budget plans and/or Master Plans across the organization. Showcase specific initiatives highlighting the alignment of financial sustainability and environmental sustainability.	Governance Engagement
6.1.3	 Policy Planning and Environmental Sustainability 	Demonstrate accountability by preparing an annual report to Council for the purpose of monitoring the implementation of Green Directions Vaughan 2019, including: the status of existing programs (milestones), accomplishments, trends in select quantitative indicators, new initiatives, and further opportunities.	Governance
6.1.4	• Office of Transformation and Strategy	Continue the City's ISO 37120 certification process and explore other environment management system or third-party verification, such as ISO 14001 (environmental management) and ISO 50001 (energy management).	Governance Engagement

GOVERNANCE FRAMEWORK AND MPLEME²³NTATION



Responsibilities

Council: Green Directions Vaughan 2019 is Mayor Maurizio Bevilacqua and Members of Council's Plan. Council's approval authority will take into consideration the goal areas and sustainability actions in the Plan. In addition, individual members of Council are in a position to promote Green Directions Vaughan 2019 and champion specific actions to improve sustainability outcomes.

Environmental Sustainability team (ES team): The ES team is part of the Policy Planning and Environmental Sustainability department and works to encourage City leadership on environmental sustainability. While every Portfolio in the City is responsible for implementation of the sustainability actions, the ES team monitors progress through the implementation process.

Technical Advisory Committee (TAC): The TAC is made up of City staff and was formed to offer guidance and provide input on the sustainability actions, structure and content during the renewal of Green Directions Vaughan.

There are a number of departments responsible for implementing the sustainability actions in Green Directions Vaughan 2019 :

- Building Standards (Planning and Growth Management)
- Development Engineering (Planning and Growth Management)
- Development Planning (Planning and Growth Management)

- Economic and Cultural Development (Office of the City Manager)
- Fire and Rescue Services (Community Services)
- Environmental Services (Public Works)
- Transportation and Fleet Management Services (Public Works)
- Facility Management (Infrastructure Development)
- Infrastructure Delivery (Infrastructure Development)
- Infrastructure Planning and Corporate Asset Management (Infrastructure Development)
- Financial Planning and Development Finance (Corporate Services, City Treasurer and Chief Financial Officer)
- Human Resources Office (Corporate Services, City Treasurer and Chief Financial Officer)
- Parks Delivery (Infrastructure Development)
- Policy Planning and Environmental Sustainability (Planning and Growth Management)
- Recreation Services (Community Services)
- Transformation and Strategy
- Parks, Forestry and Horticulture Operations (Public Works)
- Parks Planning (Planning and Growth Management)



Community: The sustainability actions in Goal 5 and Goal 6 ensure ongoing education and feedback of residents, businesses and other stakeholders. Implementation of the sustainability actions in Green Directions Vaughan 2019 requires collaboration from all members of the Vaughan community. Collective action will help achieve maximum impact at a local level.

Governance Framework

Monitoring progress of the sustainability actions demonstrates the City is accountable to maintaining Vaughan as a complete community, with a healthy natural environment, vibrant communities and a strong economy. It supports integration of sustainability into departmental business plans and helps to define responsibility. The City's primary role in tracking effectiveness of sustainability actions under the governance framework includes:

- Monitoring progress on sustainability actions through milestones
- Tracking results using quantitative indicators

Progress on Actions

A governance framework that uses milestones is developed for each sustainability action as shown in the example in Table 7.1 below. Milestones are key achievements to deliver project outcomes. The milestone framework is an internal gauge allowing departments to keep track of the progress of the sustainability actions assigned to them, and to simplify annual reporting to Council in a dashboard style.

EXAMPLE

Action	Milestone 1	Milestone 2	Milestone 3	Milestone 4
Update and implement the "Green Fleet Strategy" to optimize fleet use and vehicle	Complete baseline (instrumentation) and municipal benchmarking or jurisdictional scan (best practices).	Evaluation of options to optimize fleet use, reduce fuel consumption and reduce GHG emissions.	Proposed Strategy approved by Council and integrated into budgets.	Acquisition and maintenance underway (Fleet Services) and tracked as part of Corporate Asset Management.
type, identify fuel switching for low carbon mobility and minimize environmental impacts.				Progress tracked by existing departmental performance measures, including vehicle asset type and fleet fuel use.

Table 7.1. Governance framework, utilizing a milestone framework, to monitor progress of the sustainability actions.

Indicators

The City recognizes the importance of making information available to the public in a meaningful way and that high-quality data informs effective decision making. Therefore, the 24 indicators developed in 2012, used to track progress of Green Directions Vaughan 2009, have also been updated. The new indicators tell the City's sustainability story, demonstrating what is going well and where efforts need to be focused. Progress on the indicators will be made available to the public. Refer to Chapter 8 for a full description of the indicators, which are aligned with five of the six goal areas as shown in Figure 7.1

Integration and Financial Framework

As proposed in Goal 6, departments will strive to integrate sustainability into everyday business operations by demonstrating the contribution to Green Directions Vaughan 2019 in departmental budget plans and Master Plans across the organization. This includes showcasing specific initiatives that demonstrate the alignment of financial sustainability and environmental sustainability. The ES team will work with colleagues in other departments on the financial framework for each sustainability action, as needed, to track the incorporation of the actions into City budget processes. The financial framework will consider items such as:

- Existing and amended operating/maintenance budgets
- Existing and amended capital budgets
- Employee workload/hours
- Anticipated cost savings
- Revenue generation potential
- Return on investment
- Grant/funding opportunities

Many of the sustainability actions in Green Directions Vaughan 2019 align with goals and initiatives set out in other Master Plans. This integration is financially efficient, as implementation of the actions will already be included in business plans. It also permits easier endorsement of the actions by lead departments.







Green Directions Vaughan Indicators

The ability to measure progress on key indicators is critical to improving environmental outcomes and quality of life. High quality data informs effective decision-making in cities. Making such information available to the public in a meaningful way and using the findings to modify City programs supports citizen involvement in sustainability actions. GDV 2019 indicators are aligned with global and regional efforts to measure progress on sustainability.

World Council on City Dataⁱ

The World Council on City Data (WCCD), of which the City of Vaughan is a member, is leading the implementation of ISO 37120: Sustainable Cities and Communities – Indicators for City Services and Quality of Life. The standard is a set of 100 globally comparative indicators designed to aid City officials and City managers in tracking performance and benchmarking data across 17 quality of life themes. ISO 37120 is expanding to measure elements of resilience and 'smart' cities.

The Living City Report Card

The Toronto and Region Conservation Authority recently published an update of the Living City Report Card for 2016 to track progress of the following goals: reduced carbon, clean air, clean water, reduction of waste, sustainable land use and expanded greenspace, and healthy biodiversity. The Living City is a regional initiative and provides an opportunity for the City of Vaughan to join a regional alliance for collective action.

Aligning the Green Directions Vaughan 2019 indicators to the Living City Report Card and WCCD provides for benchmarking with other municipalities, understanding where the City of Vaughan can inform other municipalities and identifying areas of improvement for the City to contribute to regional sustainability performance.

The Indicators

In 2012, City of Vaughan Council approved 24 quantitative indicators to track progress on the implementation of Green Directions Vaughan. The indicators are grouped into 14 categories shown below (Figure 8.1) in relation to the Goals in Green Directions Vaughan.

Figure 8.1 Categories of quantitative indicators in relation to the six Goal areas of Green Directions Vaughan. Only one indicator is assigned to Goal 5 and no indicators assigned to Goal 6. The sustainability actions in these Goal areas have few indicators as they are more supportive of community and corporate outcomes, rather than directing specific outcomes.



During the GDV renewal process, three indicators were revised to allow for more accurate annual measurements. The following revisions were made:

- The percentage of low emission vehicles in the City's fleet was changed to measure actual fossil fuel consumption and consequent greenhouse gas emissions
- Proportion of the City with stormwater controls was changed to measure water quality of receiving streams from stormwater ponds
- Tree canopy cover as a proportion of urban area, generally only measured every 5 to 10 years, was changed to track the number of trees being planted annually.

The indicators are intended to be updated on an annual basis. The table on the following pages identifies the individual indicators in relation to the WCCD indicators required for reporting in accordance with the ISO 37120 standards, as well as the alignment with the United Nations Sustainable Development Goals (SDGs).

INDICATOR	Units of Measure	WCCD Indicators (ISO 37120)	Data Sources
ENERGY 1. Total residential electricity use per capita	Kilowatt hours per person (kWh/person)	 SDG 7 Total residential electricity energy use per capita (kWh/year) Total electricity energy use per capita (kWh/year) 	Alectra Utilities (formerly PowerStream) for community electricity consumption
2. City of Vaughan buildings energy use	Kilowatt hours per 1,000 square feet (kWh/1,000 ft ²) or Kilowatt hours per square metre (kWh/m ²)	 SDG 7 Energy consumption of public buildings per year (kWh/m²) 	Alectra Utilities for corporate electricity consumption
CLIMATE CHANGE			
3. Total community greenhouse gas emissions	Tonnes of equivalent carbon dioxide emissions per year and per capita (tonnes eCO ₂ /year and tonnes eCO ₂ /person/year)	 SDG 13 Greenhouse gas emissions measured in tonnes per capita Percentage of total energy derived from renewable sources, as a share of the City's total energy consumption Percentage of commuters using a travel mode to work other than a personal vehicle 	Alectra Utilities for electricity consumption; Enbridge for natural gas consumption; Kent Fuels for transportation fuel consumption.
4. Corporate greenhouse gas emissions per resident served	Tonnes of equivalent carbon dioxide emissions per person per year (tonnes eCO ₂ /person/year)	 SDG 7 Energy consumption of public buildings per year (kWh/m²) 	Alectra Utilities for electricity consumption by asset class; Enbridge for natural gas consumption by asset class; City Transportation and Fleet Management Services for vehicle fuel consumption.

INDICATOR	Units of Measure	WCCD Indicators (ISO 37120)	Data Sources
AIR QUALITY			
5. Particulate matter (PM2.5)	Particulate matter measured in micrograms per cubic metre	SDG 11Fine particulate matter (PM2.5)	Annual air quality reports from the Ontario Ministry of the Environment, Conservation and Parks
	(PM2.5) (µg/m³)	concentration	Conservation and Parks
6. City fleet vehicles fuel consumption and greenhouse gas emissions	Litres of fossil fuel consumed and calculated equivalent greenhouse gas emissions		City Transportation and Fleet Management Services for vehicle fuel consumption
	(litres/year and eCO ₂ /year)		
7. Number of days when the Air Quality Index (AQI) is poor (AQI > 49 or AQHI > 6)	The Air Quality Index is the number of days in which air quality is measured as "poor" for at least one hour	 SDG 11 Fine particulate matter (PM2.5) concentration 	Annual air quality reports from the Ontario Ministry of the Environment, Conservation and Parks
	AQI > 49 before 2015		
	or		
	AQHI > 6 from 2015 to present		
WATER USE			
8. Daily volume of water	Litres per person per day	• SDG 6	York Region
used per person in York Region	(litres/person/day)	 Total domestic water consumption per capita (litres/day) Total water consumption per capita (litres/day) 	Environmental Services department, Water Conservation and Efficiency division
STORMWATER MA	NAGEMENT		
9. Water Quality	Total Suspended Solids, Number of SWM Ponds Cleaned, Catch Basin Cleanouts, SWM Ponds Inspected		City of Vaughan Water Quality Monitoring Program

INDICATOR	Units of Measure	WCCD Indicators (ISO 37120)	Data Sources
SOLID WASTE 10. Residential waste diverted from landfill	Proportion of waste diverted from landfill (per cent)	 SDG 12 Percentage of the City's solid waste that is recycled Percentage of the City's hazardous 	Data provided by the City's Environmental Services department and verified by Waste Diversion Ontario
		 waste that is recycled Total collected municipal solid waste per capita 	
11. Waste diverted from landfill in City facilities	Proportion of waste diverted from landfill (per cent)		Data provided by Facility Management based on the weights provided by the contractor for corporate waste services.
LAND USE			
12. Greenspace (Greenspace defined as publicly owned and publicly accessible)	Hectares per 1,000 people (ha/1,000 people)	 SDG 11 Green areas (hectares) per 100,000 population 	Analysis of GIS data provided by multiple City departments regarding parks and open space.
URBAN FOREST			
13. Number of trees planted annually by the City and through City-sponsored public events	Number of trees planted annually (#)	• SDG 15	Numbers of trees planted monitored by the City's department of Parks, Forestry and Horticulture Operations.
SUSTAINABLE BU	ILT FORM		
14. Building floor area certified under recognized green building programs	Floor space (square feet) of buildings certified to LEED for New Construction standards and to BOMA BEST (annual certification) (ft ²)		LEED data available online from the Canada Green Building Council. BOMA data available by request to BOMA Canada.



INDICATOR	Units of Measure	WCCD Indicators (ISO 37120)	Data Sources
WALKING AND CY	CLING PATHS		
15. Length of walkways and cycling paths	Kilometres (km)	 SDG 11 Percentage of commuters using a travel mode other than a personal vehicle 	Data provided by the department of Infrastructure Planning and Corporate Asset Management
16. Percentage of walkways and paths which are linked	Proportion (per cent)		Data provided by the department of Infrastructure Planning and Corporate Asset Management
TRANSIT			
17. Transit passenger trips per person in York Region	Number of trips per person per year (Number/person/year)	 SDG 11 Annual numbers of public transport trips per capita Kilometers of high capacity public transport system per 100,000 population Kilometers of light passenger public transport system per 100,000 population 	York Region Transit Canadian Urban Transit Association (CUTA) fact book

	Units of Measure	(ISO 37120)	Data Sources
ECONOMIC ACTIV	ΙТΥ		
18. Level of construction activity	Value of building permits in millions of dollars (\$ millions)	 SDG 8 Number of businesses per 100,000 population 	Data provided by the Building Standards department
19. Ratio of population to jobs	Number of jobs	 SDG 8 Percentage of persons in full-time employment City's unemployment rate Youth 	Data provided by the department of Economic and Cultural Development
		Youth unemployment rate	
20. Number of jobs provided by Vaughan businesses	Number of jobs	 SDG 8 Percentage of persons in full-time employment 	Data provided by the department of Economic and Cultural Development
		 City's unemployment rate Youth 	
		unemployment rate	
21. Total participant hours for recreation programs	Number of hours		Data provided by the department of Recreation Services
22. Number of stakeholders involved in different community engagements	Count of interactions for social media, website and online newsletters		Data provided by Corporate and Strategic Communications and the Office of the Chief Information Officer
CREATIVE COMMU	INITY		
23. Number of cultural initiatives supported or, endorsed by the City	Number of events and initiatives		Data provided by Economic and Cultural Development

WCCD Indicators

	Units of Measure	(190 37 120)	Data Sources
ENGAGEMENT			
24a. Number of environmentally related public outreach events held by the City of Vaughan	Number of environmental events		Data provided by the departments of Environmental Services and Policy Planning & Environmental Sustainability
24b. Number of attendees at environmental events	Number of attendees at environmental events		Data provided by the departments of Environmental Services and Policy Planning & Environmental Sustainability
		22.200	0.097
2		5.8-	

INDICATOR Units of Measure

WCCD Indicators

(ISO 37120) Data Sources

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New Indicators for Consideration

To track progress on the implementation of two new objectives, that address climate change adaptation and the agricultural system in Vaughan, the indicators listed below are recommended. These indicators will undergo review to determine effectiveness and data reliability.



Recommended Indicator	Intent
Proportion of agricultural land in active production (hectares and per cent)	In support of SDG 2.4 (Ensure sustainable food production) to understand constraints to agricultural production
Gross farm sales and gross farm sales per hectare (\$ and \$/hectare)	In support of SDG 2.4 (Ensure sustainable food production) to evaluate the viability of the agriculture sector. Based on York Region Agriculture and Agri-Food Update and Strategy. ^{III}
Percentage of agricultural land in active food production (hectares and per cent)	In support of SDG 2.4 (Ensure sustainable food production) to promote agriculture viability with an emphasis on food production. Based on Metro Vancouver, Progress toward Shaping Our Future: Baseline Annual Report. ^{iv}
Percentage of properties located in high risk zones	In support of SDG 13.1 (Strengthen resilience and adaptive capacity to climate-related hazards). Based on WCCD City Data for the United Nations Sustainable Development Goals 2017.
Percentage of people at high risk to natural hazards	In support of SDG 13.1 (Strengthen resilience and adaptive capacity to climate-related hazards). Based on WCCD City Data for the United Nations Sustainable Development Goals 2017.

i. World Council on City Data. https://www.dataforcities.org/

ii. Toronto and Region Conservation Authority. 2016. Living City Report Card. https://trca.ca/app/uploads/2017/02/3058-LCRC-2016-Final-WEB.pdf

iii. The Regional Municipality of York. 2017. Agriculture and Agri-Food Sector Strategy.

https://www.york.ca/wps/wcm/connect/yorkpublic/46f81f67-26da-470d-879f-15c846daddfc/agri-strategy.pdf?MOD=AJPERES iv. Metro Vancouver. 2013. Shaping Our Future: Baseline Annual Report 2011-2013.

http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Progress-toward-Shaping-our-Future-Baseline-Annual-Report-min.pdf



SUSTAINABILITY FIRST

Sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations.

ENVIRONMENTAL ETHIC

In Vaughan we lead by example as responsible stewards of our community. Our decisions entail determining the impact of our actions on the environment, weighing the social and cultural consequences and understanding any financial implications. Our actions will enhance both the natural, socio-economic and built environments.

Models of Sustainability

Public and stakeholder consultation undertaken for the approval of Green Directions Vaughan (GDV) in 2009 established a sustainability statement, environmental ethic and operating principles. These sustainability concepts continue to guide the sustainability actions of the City.

Other models of sustainability were used to inform the revision of Green Directions Vaughan, both in the selection of sustainability actions and in the way the actions are described to generate outcomes.



LEADERSHIP

We act as advocates for a sustainable future and support positive initiatives emerging from all sectors of society.

INNOVATION

We build upon best practices to create "Made-in-Vaughan" solutions to guide our operations and shape our plans and policies.

TRANSPARENCY

Our actions are open and traceable; we monitor and report on our progress.

ACCOUNTABILITY

We take responsibility for our actions and we build on past experience.

RESPONSIBILITY Everyone in Vaughan has a role to play in the plan.

ENGAGEMENT

We involve our citizens and partners in decision making.

ACKNOWLEDGEMENT

Recognize the traditional territories of the Indigenous peoples who live and have lived in Vaughan. In Canada, disclosure of sustainability issues and performance among the 200 most publicly traded companies grew by 40 per cent between 2011 and 2012, with 122 companies (61 per cent) reporting on sustainability in 2012^{*i*}



Foundational Sustainability Themes

The United Nations Sustainable Development Goals (UN SDGs), the ICLEI Montreal Commitment and Action Plan 2018-2021 and the Melbourne Principles for Sustainable Cities are foundational models of sustainability. These frameworks informed the selection of sustainability actions in GDV 2019 to ensure alignment with broader regional, national and global initiatives.

United Nations Sustainable Development Goalsⁱⁱ

The SDGs are the latest UN iteration to frame global cooperation to improve the health of people and the planet and "to promote prosperity while protecting the environment". Aligning GDV 2019 with the UN SDGs reflects a global movement and has the advantage of leveraging the World Council on City Data to measure progress. Refer to Chapter 3 for more discussion on the UN SDGs.

The ICLEI Montreal Commitment and Action Plan 2018-2021ⁱⁱⁱ

ICLEI-Local Governments for Sustainability describes five strategic pathways in the Montreal Commitment and Action Plan 2018-2021 to implement their vision "to make sustainability a fundamental and inextricable part of all local and global development."

Five strategic pathways are identified:

- Low emission development
- Nature-based development
- Circular development
- Resilient development
- Equitable and people-centered development.



Melbourne Principles for Sustainable Cities^{iv}

The Melbourne Principles for Sustainable Cities provide a strategic framework for action in transforming cities to sustainability. The Principles provide a foundation for the integration of international, national and local programs. The Principles were developed at an International Charrette held in Melbourne (Australia) in April 2002, organized by the United Nations Environment Programme International Environmental Technology Centre, and the Environment Protection Authority Victoria. More than 40 experts from around the world contributed to the preparation of the Principles.

PRINCIPLE 1	Provide a long term vision for cities based on: sustainability; intergenerational, social, economic and political equity; and their individuality.
PRINCIPLE 2	Achieve long term economic and social security.
PRINCIPLE 3	Recognize the intrinsic value of biodiversity and natural ecosystems and protect and restore them.
PRINCIPLE 4	Enable communities to minimize their ecological footprint.
PRINCIPLE 5	Build on the characteristics of ecosystems in the development and nurturing of healthy and sustainable cities.
PRINCIPLE 6	Recognize and build on the characteristics of cities including their human and cultural values, history and natural systems.
PRINCIPLE 7	Empower people and foster participation.
PRINCIPLE 8	Expand and enable cooperative networks to work towards a common sustainable future.
PRINCIPLE 9	Promote sustainable production and consumption, through appropriate use of environmentally sound technologies and effective demand management.
PRINCIPLE 10	Enable continual improvement, based on accountability, transparency and good governance.

Operational Sustainability Approaches

The sustainability approach defined by The Natural Step informed the revision of specific GDV actions and to ensure that sustainability actions in GDV 2019:

- Identify outcomes
- Move the City in the direction of a future desired state
- Integrate easily into departmental business plans

The Natural Step^v

The Natural Step defines a sustainability approach based on the work of a network of international scientists that identified three environmental conditions needed for continuation of natural systems that sustain human society, and a fourth system condition related to social and economic considerations that drive human action.

The Four System Conditions	Reworded as The Four Sustainability Principles
In a sustainable society, nature is not subject to systematically increasing:	To become a sustainable society, we must eliminate our contributions to
1. concentrations of substances extracted from the earth's crust	1. the systematic increase of concentrations of substances extracted from the Earth's crust (for example, heavy metals and fossil fuels)
2. concentrations of substances produced by society	2. the systematic increase of concentrations of substances produced by society (for example, plastics, dioxins, PCBs and DDT)
3. degradation by physical means	3. the systematic physical degradation of nature and natural processes (for example, over harvesting forests, destroying habitat and overfishing); and
4. and, in that society, people are not subject to conditions that systemically undermine their capacity to meet their needs	4. conditions that systematically undermine people's capacity to meet their basic human needs (for example, unsafe working conditions and not enough pay to live on).

Guided by the four sustainability principles, and using the framework of the basic system conditions, the Natural Step advocates for a 'backcasting' approach that involves describing a desired future state (e.g. zero poverty, carbon-free energy) and then identifying short-term steps that will move an organization or society in the direction of the desired outcome. "Whole-systems" thinking is central to this approach and reflects the idea that it is important to take into account all of the components of the system, how they interact and have a cause-and-effect relationship among them. This includes thinking through potential unintended consequences of actions.

Additional Sustainability Reporting Frameworks

Other sustainability reporting frameworks, as described in the Chartered Professional Accountants Canada starter guide, were consulted by City staff and include the following:

- Global Reporting Initiative
- UN Global Compact
- Carbon Disclosure Project
- Integrated International Reporting Councilvi
- Sustainability Accounting Standards Boardvii
- i. Chartered Professional Accountants Canada. 2013. Starter's Guide to Sustainability Reporting. https://www.cpacanada.ca/en/business-and-accounting-resources/financial-and-non-financial-reporting/ sustainability-environmental-and-social-reporting/publications/a-starters-guide-to-sustainability-reporting
- ii. United Nations Sustainable Development Goals. https://sustainabledevelopment.un.org/?menu=1300
- iii. ICLEI -Local Governments for Sustainability. 2018. The ICLEI Montreal Commitment and Strategic Vision 2018-2024. Bonn, Germany. https://worldcongress2018.iclei.org/wp-content/uploads/The%20ICLEI%20Montr%C3%A9al%20Commitment.pdf
- iv. Melbourne Principles for Sustainable Cities. UNEP International Environment Technology Centre (http://www.melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/MeetingAgendaltemAttachments/404/6407/ ESalA_51_200410140530.pdf)
- v. Natural Step. http://naturalstep.ca/sustainability
- vi. International Integrated Reporting Council. http://integratedreporting.org/the-iirc-2/
- vii. Sustainability Accounting Standards Board. https://www.sasb.org/

SUSTAINABILITY BEST PR 250 CTCES

APPENDIX B:



Sustainability Best Practices

Green Directions Vaughan 2019 (GDV 2019) uses the framework of goals, objectives and actions to direct specific efforts to achieve sustainability outcomes. Quantitative indicators were also approved in 2012 as a management tool to measure progress towards the Goals.

As with Green Directions Vaughan 2009, it was determined not to specify measurable and timebound targets in GDV 2019. Nevertheless, some quantitative targets do exist in Council-endorsed plans, such as the Municipal Energy Plan (e.g., 22 per cent decrease in CO_2 emissions from the 2013 baseline by 2031) and Vaughan Official Plan 2010 (e.g., "at least 35 per cent of housing units in the Vaughan Metropolitan Centre satisfy the criteria for affordable housing"; by 2031, "an overall transit modal split of 30 per cent during peak periods is targeted for the City as a whole").

The sustainability best practices compiled here represent recommended or endorsed targets in both the public and private sectors. This will inform ongoing implementation of the sustainability actions in GDV 2019 and can inform the revision of related City plans, such as the strategic plan, Vaughan Official Plan 2010 and various infrastructure master plan documents.

Sustainability Best Practices Related to Goal 1 - What we use

Climate Mitigation

More than 180 governments have ratified the Paris Agreement on Climate Change 2015. The Pan-Canadian Framework on Clean Growth and Climate Change (Government of Canada 2016) is Canada's response to the obligations of the Paris Agreement and climate challenge.



Select Greenhouse Gas (GHG) Emissions Reduction Best Practices

Global GHG emissions in 2030 need to be approximately 25 per cent and 55 per cent lower than in 2017 (global emissions were $53.5 \text{ GtCO}_2\text{e}$ in 2017) to put the world on a least-cost pathway to limiting global warming to 2°C and 1.5°C respectively.

In model pathways with no or limited overshoot of 1.5° C, global net anthropogenic CO₂ emissions decline by about 45 per cent from 2010 levels by 2030, reaching net zero around 2050.

Canada's "Nationally Determined Contribution" submission to the Paris Accord sets a goal "to achieve an economy-wide target to reduce its greenhouse gas emissions by 30 per cent below 2005 levels by 2030."

Canadian GHG emissions are projected to be 742 Mt in 2030 under the December 2016 emissions projections (Environment and Climate Change Canada). Canada's target is 523 Mt.

GHG emissions reduction targets:15 per cent below 1990 levels by 2020; 37 per cent below 1990 levels by 2030; 80 per cent below 1990 levels by 2050.

Reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030

UNEP Emissions Gap Report 2018

Intergovernmental Panel on Climate Change 2018

UN Paris Agreement on Climate Change

Pan-Canadian Framework on Clean Growth and Climate Change

2016 Ontario Government Climate Change Action Plan

2018 Made-in-Ontario Environment Plan
The City of Vaughan's Municipal Energy Plan identifies a target to reduce GHG emissions by 22 per cent below 2013 levels by 2031, or from about five tonnes of carbon dioxide equivalent (CO_2e) emissions per person per year in 2013 to four tonnes CO_2e emissions per person per year by 2031. An interpretation of the more ambitious targets in the 2016 Ontario Climate Change Action Plan and UNEP Emissions Gap Report 2018, which is the low-risk scenario from a climate and environmental perspective, suggests a CO_2e emissions target of below two tonnes per person per year by 2030 for the City of Vaughan.

Municipal Commitments

Renewable Cities, a program of the Simon Fraser University's Morris J. Wosk Centre for Dialogue in Vancouver, Canada, tracks Canadian cities with a 100 per cent renewable energy commitment. The following municipalities are identified by Renewable Cities:

British Columbia - Vancouver (2015), Victoria (2016), Saanich (2017), Nelson (2018); Ontario - Oxford County (2015); Prince Edward Island - Charlottetown (2019).

The Sierra Club 100 per cent Commitments identifies over 90 US cities, counties and states that have made commitments to transition to 100 per cent clean, renewable energy.

Non-government Sector Commitments

The RE100 is a global initiative of The Climate Group, an international not-for-profit organization based in England, and CDP (formally known as the Carbon Disclosure Project), a not-for-profit charity that runs a disclosure system for organizations to manage their environmental impacts. Companies joining RE100 set a public goal to source 100 per cent of their global electricity consumption from renewable sources by a specified year. They disclose their electricity data annually, and RE100 reports on their progress. Globally, over 190 companies have committed to 100 per cent renewable energy.





Stormwater Management

Stormwater management, how rainfall is directed to safeguard health and property, is primarily the responsibility of municipalities¹. In urban areas, precipitation falling on hard surfaces create more and faster moving runoff, which can cause several issues, including:

- flooding during rain storms and snow melt
- erosion and sedimentation, which can damage a stream's ecosystem and is expensive to manage
- pollutants to be carried into nearby lakes, rivers and streamsⁱⁱ

The wide range of social and environmental benefits related to stormwater management include:

- ensuring safety of residents through flood control and protecting drinking water sources
- protecting groundwater quality to support watershed functions
- reducing pollution entering streams
- restoring natural variation in stream flows
- promoting the use of surface and ground waters for both human and ecological needs

The stormwater best practices compiled below pertain to only a narrow function of the overall stormwater management responsibilities in urban areas. Between 2009 and 2016, 48 Canadian municipalities reported 671 floods that resulted in damage, with over 66,000 private properties affected



Select Stormwater Management Best Practices

The Runoff Volume Control Target (RVCT) for Ontario be based on the management of the geographically specific 90th percentile event. The 90th percentile event is the rainfall event whose precipitation total is less than or equal to 90 percent of all daily rainfall events on an annual basis.

For both the Humber River and Don River, control post-development peak flows to pre-development levels for all storms up to and including the 100-year storm (i.e. 2, 5, 10, 25, 50 and 100-year storms).

Draft Runoff Volume Control Targets. Recommendations prepared for the Ontario government.

TRCA Stormwater Management Criteria

The City's stormwater system currently includes more than 1,000 kilometres of pipes, more than 18,000 catch basins and 143 stormwater ponds. The City is taking steps to lessen the impacts of climate change with a long-term plan for managing the potentially damaging effects of stormwater. The City's review of the Integrated Urban Water Master Plan will evaluate best practices to manage stormwater runoff as close to the source as possible through techniques such as infiltration, evapotranspiration, harvesting, filtration and detention of stormwater.

Municipal Commitments

The City of Philadelphia, Pennsylvania, is a recognized leader in promoting green infrastructure for stormwater management as part of the city's 25year, \$2.5 billion Green City, Clean Waters plan to manage stormwater and protect watersheds. The goal of Philadelphia's Green City, Clean Waters plan is to reduce runoff and overflow pollution volume by 80 per cent by 2036. The city uses the revenue generated from a stormwater rate to fund a variety of activities including maintaining pipes and inlets. The revenue is also used to implement stormwater management and stream restoration projects. Philadelphia created two stormwater grant programs that provide funding or rebates to property owners or contractors: the Stormwater Management Incentives Program and the Greened Acre Retrofit Program. The city has also created two online apps: The Stormwater Parcel Viewer lets users explore land parcels on an interactive map to determine impervious area; and the Credits Explorer lets users install virtual stormwater management practices to see how much stormwater fees can be reduced on non-residential properties.

As of June 2016, the City of Philadelphia has more than doubled its five-year pollution reduction targets. It has also established more than 837 "greened acres," which represents a more than 5.7 billion litre reduction in stormwater runoff and combined sewer overflows during a typical year of rainfall. "Greened acres" use tools like rain gardens and stormwater tree planters to manage runoff from hard surfaces.

In addition to the City of Vaughan, it is reported in Water Canada (Tovilla 2017) that nine Ontario



municipalities have implemented a stormwater rate to fund the municipal stormwater conveyance, quality, and flow control services, including the building of reserves for future infrastructure: Aurora, Kitchener, London, Markham, Mississauga, Ottawa, Richmond Hill, St. Thomas and Waterloo.

Non-government Sector Commitments

Green Roofs for Healthy Cities, through their Awards of Excellence program, recognizes leading development projects that integrate green infrastructure, such as: Bridgepoint Active Healthcare (Toronto) that incorporates a green roof for patient recovery; Mountain Equipment Coop head office (Vancouver) which re-uses rainwater through a green roof and treats stormwater though rain gardens; and Trent University for their rooftop urban farm.

Water Conservation

The Great Lakes holds around twenty per cent of the world's surface freshwater supply (Sterner et al. 2017). With such abundance, it may be difficult to see the urgency in water conservation in Ontario. In addition to direct demand for potable water, however, land use development and climate change are impacting Ontario's freshwater resources.

Municipalities save both money and energy when their water customers, such as households and businesses, use water efficiently. It is especially important to reduce outdoor water use, e.g., lawn watering, which creates a large summer peak in municipal water demand. This peak demand from urban areas usually occurs at the same time as peak agricultural water demand, and when streamflow rates and soil moisture levels are at their lowest (Environmental Commissioner of Ontario 2017).

Select Water Conservation Best Practices

The residential water consumption rate is 150 litres per capita per day (LCD) by 2051.

Interpretation for the City of Vaughan

Vaughan's water consumption is around 200 litres per person per day. The City will continue to support York Region's Long-Term Water Conservation Strategy towards a residential water consumption rate of 150 litres/capita/day. For example, the City's water meter replacement project will improve customer service, support the City's "Smart City" initiative, and support water conservation efforts.

Municipal Commitments

The 2017 report of the Environmental Commissioner of Ontario on the water-energy nexus identifies best-practice water usage in select municipalities, including Copenhagen, Denmark (108 litres/capita/ day in 2010), Hamburg, Germany (110 litres/capita/ day in 2006), and Nantes, France (122 litres/capita/day in 2008). By comparison, average Ontario residential water use is about 200 litres/capita/day.

The City of Guelph relies 100 per cent on groundwater supply for municipal water. Water conservation programs have helped to reduce residential water consumption to about 140 litres/capita/day (ECO 2017). York Region Long Term Water Conservation Strategy, 2011



Non-government Sector Commitments

The Coca Cola Company (2018) has set a target to improve water efficiency by 25 per cent over 2010 levels by 2020. TCCC was using 2.7 litres of water to make 1 litre of product in 2004. At the end of 2017, TCCC was using 1.92 litres of water to make 1 litre of product, with the goal to reduce it to 1.7 litres of water by 2020.

Waste Reduction and Landfill Diversion

The City of Vaughan provides recycling and waste services to residential properties across the City, including the collection of blue box recycling, green bin organics, garbage (known as residual waste), leaf and yard waste (including Christmas trees), and appliance and metal recovery items.



Select Waste Reduction and Landfill Diversion Best Practices

Ontario-wide 30 per cent waste diversion rate by 2020, 50 per cent diversion rate by 2030, and 80 per cent diversion rate by 2050

166,000 estimated tonnes of waste reduced by 2031.

28 kilogram per capita waste generation rate reduction per person

Interpretation for the City of Vaughan

The City supports York Region's SM4RT Living Plan (Integrated Waste Management Master Plan), and the goals of the Reuse, Repair and Repurpose Strategy, November 2013. Landfill diversion rates have increased from 55 per cent in 2011 to 66 per cent in 2016 and additional programs are planned to continue the diversion rate improvements. The Waste-Free Ontario Act, proclaimed in 2016, will result in further changes to practices to promote the circular economy and landfill diversion.

Municipal Commitments

Nearly 400 European cities have taken on the challenge of the Zero Waste Master Plan, joining a movement initiated and supported by Zero Waste Europe member organizations. The Zero Waste Cities program is supported by a network of zero waste non-governmental organizations (NGO's) working on all aspects of zero waste practice, including covering the implementation of separate collection and reuse centres, to the pay-as-you-throw (PAYT) collection mechanisms and deposit return schemes, with a range of specializations in between.

Strategy for a Waste-Free Ontario, 2017, Government of Ontario

York Region SM4RT Living, 2013

Several US cities have declared zero waste goals. For example, Fort Collins, Colorado has set a 75 per cent diversion rate by 2020 and a 90 per cent diversion rate by 2025.

The Zero Waste International Alliance definition has been adopted by: Arkadelphia, AR; Austin, TX; Burbank, CA; Glendale, CA; Oakland, CA; Oceanside, CA; Palo Alto, CA; and Telluride, CO.

Non-government Sector Commitments

CBCI Canada is a joint venture of Green Business Certification Inc. (GBCI) and the Canada Green Building Council (CaGBC) to administer environmental certifications. One such accreditation is the TRUE Zero Waste certification system, which enables facilities to define, pursue and achieve their zero waste goals. Riverside Natural Foods in Vaughan and Cintas Distribution Centre in Mississauga are TRUE certified facilities.

Subaru Indiana became the first auto plant in the United States to become a zero waste facility. The facility found markets for all but about 5 per cent of their waste by-products, the remaining (e.g., dashboards and carpet) being incinerated by Covanta Energy Solutions (Guynup 2017).

Sustainability Best Practices Related to Goal 2 – How and where we grow

Compact and Complete Communities

The Province's growth plan, A Place to Grow (2019) addresses urban sprawl. It promotes the achievement of complete communities, where people of all ages and abilities can conveniently access most of the necessities for daily living and prioritizes intensification to make efficient use of land. Building compact neighbourhoods provides for housing options and ensures amenities are close while allowing natural areas and agricultural lands to be conserved.



Select Built Form Best Practices for Urban Areas

Density in Urban Growth Centres - 200 residents and jobs combined per hectare. The Vaughan Metropolitan Centre is Vaughan's urban growth centre.

Density in Major Transit Station Areas - Major Transit Station Areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- 1. 200 residents and jobs combined per hectare for those that are served by subways;
- 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
- 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Affordable Housing

That a minimum 25 per cent of new housing units across the Region be affordable.

A minimum of 35 per cent of new housing units in Regional Centres and key development areas is to be affordable, offering a range of affordability for low- and moderate-income households. A Place to Grow 2019

A Place to Grow 2019

York Region Official Plan, Policies 3.5.6 and 3.5.7



The City's official plan, Vaughan Official Plan 2010 (VOP 2010) directs the development of compact and complete communities and VOP 2010 must conform to the York Region Official Plan and Provincial policies. The Region and Provincial direction regarding urban growth and environmental protection are considered minimum standards.

VOP 2010 meets the targets identified above for the Urban Growth Centre densities and affordable housing:

- "growth within the Provincially-designated Urban Growth Centre area shall be planned to meet or exceed the requirement for a density of 200 people and jobs per hectare" (Policy 2.2.5.2)
- 25 per cent of all new housing units in Vaughan,
 35 per cent in Key Development Areas, are required to be affordable (Policy 7.5.1.2 a. and b.)
- at least 35 per cent of housing units in the Vaughan Metropolitan Centre (Policy 2.2.5.4) and Concord GO Centre – Secondary Plan (Part B - Policy 3.1.3) satisfy the criteria for affordable housing

Municipal Commitments

The Regional Municipality of York is the provincially designated Housing Service Manager in York Region and supports affordable housing through the local planning policy framework and assisted housing programs.

The Federation of Canadian Municipalities (FCM) has been a leader in advocating for affordable housing nation-wide. FCM played an important role in the development of the Federal government's National Housing Strategy (CMHC) released in November 2017.

Non-government Sector Commitments

Habitat for Humanity Canada ("Habitat") is one of the most recognized non-government organizations providing affordable housing across the country. Habitat coordinates volunteers to help build and rehabilitate safe, decent and affordable homes, including single-family and multi-unit houses. The families who partner with Habitat pay an interest-free mortgage geared to their income and volunteer 500 hours with Habitat. As Habitat homeowners pay off their mortgage, the funds are invested into a revolving fund, which is used by the local Habitat to build more homes for low-income families in the community.

York Region supports additional affordable housing providers in the City of Vaughan, including the Hesperus Fellowship Village, Reena, Friuli Benevolent Corporation, and St. Peter's Seniors Residence Woodbridge Inc., Branch 414 Legion Village Non-Profit Housing and OHR Somayach Residential Centre Inc. (cited in the Report to Council of June 27, 2017, Item 1, Report No. 24, of the Committee of the Whole, Working Session, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2017).

Biodiversity

Biodiversity is not just associated with wildlife habitat. Natural and semi-natural places in cities improve people's health (EcoHealth Ontario 2017) and is a sought-after community amenity. Urban ecosystems also provide billions of dollars' worth of ecological services to cities. Implementing new green infrastructure and restoring natural spaces within urban areas has a clear economic return on investment for municipalities (ICLEI Canada).





Select Biodiversity Best Practices

By 2020, at least 17 per cent of terrestrial and inland water, and 10 per cent of coastal and marine areas, especially areas of particular importance for biodiversity and ecosystem services, are conserved through effectively and equitably managed, ecologically representative and well connected systems of protected areas and other effective area-based conservation measures, and integrated into the wider landscapes and seascapes

By 2020, ecosystem resilience and the contribution of biodiversity to carbon stocks has been enhanced, through conservation and restoration, including restoration of at least 15 per cent of degraded ecosystems, thereby contributing to climate change mitigation and adaptation and to combating desertification.

By 2020, at least 17 per cent of terrestrial areas and inland water and 10 per cent of marine and coastal areas of Canada are conserved through networks of protected areas and other effective area-based measures.

By 2020, at least 17 per cent terrestrial and aquatic systems are conserved through well-connected networks of protected areas and other effective area-based conservation measures. Target 11 of the Aichi Biodiversity Targets, UN Convention on Biological Diversity

Target 15 of the Aichi Biodiversity Targets, UN Convention on Biological Diversity

2020 Biodiversity Goals and Targets for Canada

Ontario Biodiversity Strategy



Natural areas in Vaughan are mapped in VOP 2010 as the Natural Heritage Network and includes woodlands, wetlands and valleylands. These natural areas cover over 6,000 hectares, about 20 per cent of Vaughan's land area, and half of which are secured as publicly-owned lands by the City or the TRCA.

However, only 11 per cent of Vaughan's land area comprises woodlands and only about 1 per cent are wetlands. This means that over half of the lands identified in the Natural Heritage Network are sites such as open fields, meadows and successional habitat. Many of these areas are located in valleys or small streams that occur on agricultural lands and represent an opportunity for ecological restoration and habitat enhancement. There are also City-owned lands not recognized as part of the Natural Heritage Network, such as North Maple Regional Park, that provide opportunities for targeted natural areas restoration that is aligned with passive recreational uses, such as hiking and cycling.

Municipal Commitments

The Town of Aurora in York Region assessed the value of environmental features (natural assets) in a 2013 study. This provides a baseline database for the Town to help inform and understand the potential cost of land use decisions in terms of ecosystem services.

The Town of Gibsons, British Columbia, has prepared a sophisticated natural capital evaluation as part of their asset management plan. The Town has four main objectives in considering natural as well as engineered assets: WWF-Canada's Living Planet Report 2017. From 1970 to 2014, half (451 of 903) of monitored wildlife species in Canada declined in abundance. This is true for all wildlife groups: Approximately half of the mammals (54 per cent), fish (51 per cent), birds (48 per cent), and amphibians and reptiles (50 per cent) included in the analysis exhibited declining trends during this time.

For the half of monitored species with declining trends, the Living Planet Index shows, on average, a decline of 83 per cent, from 1970 to 2014.

- 1. Managing risk by ensuring that Gibsons has a clear understanding of what services they receive from natural assets, such as flood prevention, provision of drinking water and rain water management, and what it would cost to replace the natural asset with an engineered alternative if the assets were degraded or destroyed.
- 2. Saving costs by managing natural assets in a way that will provide services at lower cost and in perpetuity.
- 3. Maintaining healthy ecosystems as a result of sound asset management strategies.
- 4. Managing the asset to provide services for future development without degrading the condition.

Non-government Sector Commitments

A 2018 paper in the peer-reviewed journal, Conservation Biology, provides the findings of evaluating sustainability reports of the top 100 of Fortune 500 companies for biodiversity accountability (Addison et al. 2018). While 31 companies made clear biodiversity commitments, only five were specific, measurable and time bound. Nine companies provided quantitative indicators to verify the magnitude of their activities (e.g., area of habitat restored). No companies reported quantitative outcomes, making it difficult to evaluate actual progress on any biodiversity achievements.

Urban Forest and Tree Canopy

The ecosystem services and health benefits provided by trees and forests have been well-documented and include oxygen production, pollutant removal, shade provision and cooling effects through evapotranspiration. A Special Report by TD Economics (2014) calculated the value of the City of Toronto's urban forest to be about \$7 billion (\$700 per tree) and provides \$8 per tree in environmental benefits. This works out to about \$125 in household savings per year. A Vaughan Term of Council Priority (2014-2018) was to "re-establish the urban tree canopy"

Forest or woodland cover refers to canopy cover provided by stands of trees that are greater than 0.2 hectares in size. Overall tree canopy cover includes forests and individual trees that may occur in boulevards, parks and private lots.

Select Forest and Tree Canopy Best Practices

30 per cent forest cover at the watershed scale is the minimum forest cover threshold. This equates to a high-risk approach that may only support less than one half of the potential species richness, and marginally healthy aquatic systems.	Environment Canada, How Much Habitat is Enough?
40 per cent forest cover at the watershed scale equates to a medium-risk approach that is likely to support more than one half of the potential species richness, and moderately healthy aquatic systems.	
50 per cent forest cover or more at the watershed scale equates to a low-risk approach that is likely to support most of the potential species, and healthy aquatic systems.	
The proportion of the watershed that is forest cover and 100 metres or further from the forest edge should be greater than 10 per cent.	Environment Canada, How Much Habitat is Enough?
 For York Region: recommended range of woodland cover is 25 per cent by 2031; recommended range of total canopy cover is 35 per cent by 2031 and 40 per cent by 2051. 	York Region Forest Management Plan 2016
 For Vaughan: recommended range of woodland cover is 14 per cent to 17 per cent; recommended range of total canopy cover is 25 per cent to 35 per cent. 	
According to a national analysis by U.S. Forest Service researchers David Nowak and Eric Greenfield, a 40 to 60 per cent urban tree canopy is attainable under ideal conditions in forested states. Twenty per cent in grassland cities and fifteen per cent in desert cities are realistic baseline targets, with higher percentages possible through greater investment and prioritization.	American Forests



At 11 per cent woodland cover currently in Vaughan, meeting York Region's recommended best practice for Vaughan of 14 per cent to 17 per cent woodland cover is achievable but will require a concerted effort. This is equivalent to planting trees on about 800 hectares to 1,600 hectares of land and much of this restoration can be located in parts of existing valleys that are currently open fields, meadows and successional habitat.

The City's recent tree canopy inventory will set a baseline for targeted improvements in street tree and other small-scale planting projects. Total tree canopy cover is about 17 per cent and has been impacted by the last ice storm and tree deaths from the invasive Emerald Ash Borer. Individual tree and small-stand tree planting can emphasize boulevard planting for "green streets", provide shade in parks, and reduce the urban heat island effect in heavily built-up areas.

Municipal Commitments

A sample of Ontario municipalities illustrates similar tree canopy cover targets to those recommended in the York Region Forest Management Plan 2016:

- Guelph 40 per cent
- London achieve tree canopy targets of 28 per cent by 2035 and 34 per cent by 2065 subject to annual budget approval
- Markham 30 per cent tree canopy and vegetation coverage City-wide
- Ottawa 30 per cent
- Toronto 40 per cent within 50 years



Non-government Sector Commitments

Forests Ontario helped over 4,000 landowners with woodland restoration projects under the 50 Million Tree program.

The TD Forests program, an initiative of the TD Bank group, was launched in 2012 to help conserve critical forest habitats. Since then, the program has helped the Nature Conservancy Canada protect more than 15,000 hectares of forest land in southern Canada.

Tree Canada and the Canadian National Railway Company ("CN") partner to deliver over a half million dollars every year to fund community greening projects. In 2018, 25 communities were awarded grants of up to \$25,000 each.

Green Building

The green construction sector continues to grow in expertise and influence in order to reduce the environmental footprint of buildings. This is a response to the known impacts of building construction and operations on the environment and people. The Whole Building Design Group (WBDG) provides a useful list of available sustainable product and green building standards and certifications



Select Green Building Best Practices

Federal, provincial, and territorial governments will work to develop and adopt increasingly stringent model building codes, starting in 2020, with the goal that provinces and territories adopt a "net-zero energy ready" model building code by 2030.

Require that the majority of new buildings in Vancouver have no operational greenhouse gas emissions by 2025 and that all new buildings have no greenhouse gas emissions by 2030.

Federal and provincial grants allow Canadian towns to become net-zero energy towns. Town of Raymond, Alberta has achieved net-zero energy for municipal operations by operating all nine municipal buildings and all street lights with solar power. Parry Sound aims to reduce greenhouse gas emissions by 30 per cent of 2005 emissions by 2030 and eventually generating as much energy as it consumes. Pan-Canadian Framework on Clean Growth and Climate Change

City of Vancouver Zero Emissions Building Plan

Town of Raymond, Alberta and Town of Parry Sound, Ontario



Vaughan's Sustainability Performance Metrics (the "Metrics") measures the sustainability contribution of every development application. Exterior design elements such as landscaping, pedestrian connections, lighting and solar orientation are the focus of the Metrics. Energy efficiency and water conservation are recognized in the Metrics and the City is evaluating incentives to emphasize these performance goals in green building projects.

Municipal Commitments

C40 is a network of the world's megacities committed to addressing climate change. Among other commitments, sustainable community design and green building declarations of C40 cities include fossil-fuel-free streets, advancing towards zero waste and net zero carbon buildings. The C40 pledges include:

- transitioning to Fossil-Fuel-Free Streets by procuring only zero-emission buses from 2025 and ensuring a major area of the city is zero emission by 2030
- advancing towards zero waste cities by (1) reducing the municipal solid waste generation per capita by at least 15 per cent by 2030

compared to 2015 and (2) reducing the amount of municipal solid waste disposed to landfill and incineration by at least 50 per cent by 2030 compared to 2015 and increase the diversion rate away from landfill and incineration to at least 70 per cent by 2030.

 enacting regulations and/or planning policy to ensure new buildings operate at net zero carbon by 2030 and all buildings by 2050

Non-government Sector Commitments

Leadership in Energy and Environmental Design (LEED) is one of the most recognized green building certifications. There are over 3,600 LEED certified buildings in Canada.

The World Green Building Council established the Net Zero Carbon Buildings Commitment in 2018. The goal of the Commitment is for businesses and organizations across the world that have signed the commitment "to take advanced climate action by setting ambitious targets to eliminate operational carbon emissions from their building portfolios by 2030".

Sustainability Best Practices Related to Goal 3 – How we get around

Sustainable Transportation

The City of Vaughan's Transportation Master Plan, A New Path, describes sustainable transportation as an approach emphasizing the "promotion of public transit and alternative modes of travel, optimization of existing roads and overall reduction in the need to travel." Low emission vehicles. including electric vehicles, can be a form of sustainable transportation, but does not necessarily address traffic congestion.

A sustainable transportation system is described more broadly in the Metrolinx 2041 Regional Transportation Plan that:

- is aligned with land use, and supports healthy and complete communities
- will provide safe, convenient and reliable • connections, and support a high guality of life, a prosperous and competitive economy, and a protected environment

Select Transit and Active Transportation Best Practices

The Region will plan to provide transit service so that York Region Official Plan, the distance to a transit stop in the Urban Area is within Policy 7.2.25 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents Achieve an overall transit modal split of 30 per cent York Region Official Plan, during peak periods in the Urban Area, and 50 per cent Policy 7.2.26 in the Regional Centres and Corridors by 2031 Overall transit modal split of 30 per cent during peak periods Vaughan Official Plan is targeted for the City as a whole and a transit modal split 2010, Policy 4.1.1.2 of 50 per cent is targeted for the Vaughan Metropolitan Centre and the Regional Intensification Corridors by 2031. A 40 per cent transit modal split during peak periods is targeted for all other Intensification Areas by 2031. To encourage the provision of transit service within 500 metres Vaughan Official Plan of at least 90 per cent of residences and the majority of jobs, 2010, Policy 4.2.2.14 and consistent with approved York Region Transit service standards and guidelines, and within 200 metres of at least 50 per cent of residents in the Urban Area. Region of Peel Sustainable Increase the sustainable mode share to 50 per cent Transportation Strategy Increase the 2011 AM peak walking trips from 50,000 **Region of Peel Sustainable** to 90,000 by 2041 Transportation Strategy Increase the 2011 AM peak cycling trips from 2,000 to 20,000 by 2041 Pan-Canadian Framework Federal, provincial and territorial governments will work with industry and stakeholders to develop a Canada-wide on Clean Growth and zero-emission vehicles strategy **Climate Change**

Make zero-emission technology commercially viable by 2025

Drive to Zero Pledge -Federal Government



The 2011 Transportation Tomorrow survey data for the City of Vaughan indicated that approximately 14 per cent of all trips by Vaughan residents were made by sustainable modes. Based on the 2016 Transportation Tomorrow survey data, the proportion of sustainable trips increased to approximately 16 per cent.

Municipal Commitments

The City of Vaughan's Transportation Master Plan and VOP2010 identify a city-wide transit modal split target of 30 per cent by 2031.

Non-government Sector Commitments

The Smart Commute workplace program helps inform employers and commuters about their commute choice and encourages them to try more efficient options. In 2014, Smart Commute worked with 340 workplaces employing more than 730,000 commuters in the region. Smart Commute offices (Transportation Management Associations or TMAs) work with employers to develop tailored employee travel programs. TMAs offer a range of commute services to support carpooling, shuttles, alternative work arrangements (e.g., telework, compressed work week, flex hours etc.), walking, cycling programs and transit use.

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The following themes are assigned to each sustainability action to help identify and describe the outcome. Sustainability actions may incorporate more than one theme, demonstrating the alignment within and between environmental, social and economic sustainability actions.

Themes	Definition
Climate Resiliency	Climate Resiliency is assigned to sustainability actions that address climate mitigation (reducing greenhouse gas emissions) and/or climate adaptation (better protecting against climate change impacts).
Energy	Energy is assigned to sustainability actions that indicate measures to reduce energy consumption, support energy conservation and encourage alternative energy generation.
Mobility	Mobility is assigned to sustainability actions that improve how citizens and goods move around in the City of Vaughan, including public transit and modes of active transportation.
Green Infrastructure	Green Infrastructure is assigned to sustainability actions that enhance living green infrastructure, such as street trees, bioswales, woodlands, wildlife habitat and parks.
Water	Water is assigned to sustainability actions that indicate measures to conserve water, reduce runoff, and enhance the standards of stormwater management.
Waste	Waste is assigned to sustainability actions that aim to reduce the amount of waste generated and improve diversion from landfills.
Green Economy	Green Economy is assigned to sustainability actions that move the City toward becoming low carbon, resource efficient and socially inclusive while maintaining a strong economy.
Complete Communities	Complete Communities is assigned to sustainability actions that improve the accessibility of homes, jobs, schools, community services, parks and recreation facilities.
Greenspace	Greenspace is assigned to sustainability actions that maximize tree canopy, parks, trails, wildlife habitat, woodlots and open spaces.
Health	Health is assigned to sustainability actions that aim to improve the health of residents, including physical and mental well-being.
Diversity	Diversity is assigned to sustainability actions that support and improve art, culture and social cohesion.
Governance	Governance is assigned to sustainability actions that include a measure of accountability, reporting and tracking progress by the Corporation of the City of Vaughan.

Themes	Definition
Engagement	Engagement is assigned to sustainability actions that encourage staff and citizen education and involvement in initiatives.
Partnerships	Partnerships is assigned to sustainability actions that build collaboration in the community and with businesses and stakeholders to achieve a common goal.

Terms	Definition
Active Transportation	Active transportation is any form of human-powered transportation. It includes walking, cycling, wheeling, in-line skating, skateboarding, ice skating, etc. It can also involve combining modes such as walking/ cycling with public transit.
	Source: Vaughan Transportation Master Plan 2013, "A New Path".
Built Environment	Built environment refers to anything in the physical environment that is human-created. It includes buildings, parks, neighbourhoods, transportation systems, energy systems, agricultural lands and street design.
	Sources : https://opha.on.ca/What-We-Do/Workgroups/Built-Environment.aspx
	https://www.toronto.ca/city-government/data-research-maps/research-reports/public-health-past- significant-reports/reports-on-built-environment-human-health
Carbon Neutrality	Carbon neutrality refers to achieving net-zero carbon emissions by balancing a measured amount of carbon released with an equivalent
	amount sequestered or offset. The best practice(s) for organizations

and individuals seeking carbon neutral status are to avoid creating carbon emissions first, so that only the unavoidable emissions are offset.

Terms	Definition
Climate Change	Climate change refers to a change in the state of the climate that can be identified (e.g., by using statistical tests) by changes in the mean and/or the variability of its properties and that persists for an extended period, typically decades or longer. Climate change may be due to natural internal processes or external forcings such as modulations of the solar cycles, volcanic eruptions and persistent anthropogenic changes in the composition of the atmosphere or in land use. Note that the Framework Convention on Climate Change (UNFCCC), in its Article 1, defines climate change as: 'a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.' The UNFCCC thus makes a distinction between climate change attributable to human activities altering the atmospheric composition and climate variability attributable to natural causes.
	Source: IPCC, 2018: Annex I: Glossary [Matthews, J.B.R. (ed.)]. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, HO. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufoura-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press
CO ₂	Carbon Dioxide. While it does occur naturally, it is the most prominent greenhouse gas in the atmosphere and is released as a result of the burning of fossil fuels, such as coal, oil and natural gas.
Complete Communities	 A community where residents, businesses and visitors thrive and homes, jobs, schools, community services, parks and recreation facilities are easily accessible. Complete communities provide: A healthy natural environment, with ample greenspace Convenient access to an appropriate mix of jobs and local services and a full range of housing Community infrastructure including educational opportunities at all levels, healthcare, socio-cultural activities, recreation and open space Mobility, with convenient access to public transit and the opportunity to walk and bike An attractive built environment Safety and security

Terms	Definition
Green Procurement	The act or process of acquiring goods and services in an environmentally and socially sustainable manner that benefits local economies, the environment and communities. Goods and services obtained in this manner minimize their impact upon the environment and promote local community and economic development.
Greenhouse Gas (GHG)	Gas that contributes to the capture of heat in the Earth's atmosphere. Carbon dioxide is the most prominent GHG. It is released into the earth's atmosphere as a result of the burning of fossil fuels such as coal, oil or natural gas. GHGs are widely acknowledged as contributing to climate change. Source: Achieving Balance: Ontario's Long-Term Energy Plan. 2013)
Green Infrastructure	Natural and humanmade elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. Source: Provincial Policy Statement. 2014. Ministry of Municipal Affairs and Housing
Integrated Community Sustainability Plan	A long-term plan, developed in consultation with community members, that provides direction for the community to realize sustainability objectives, including environment, culture, social and economic.
Leadership in Energy and Environmental Design (LEED)	LEED is a rating system which uses specific energy, environmental design and sustainable development criteria to assign points to buildings that demonstrate vision and innovation in environmental friendly design features and development processes. The rating system was created by the World Green Building Council and is currently administered in Canada by the Canadian Green Building Council. The ratings include: LEED certified, LEED Silver, Gold and Platinum
Local Improvement Charge	 Municipalities, through local improvement charges, have the ability to recover the costs of capital improvements made on public or privately owned land from property owners who will benefit from the improvement. O. Reg. 586/06 (Local Improvement Charges (Priority Lien Status) made under the Municipal Act, 2001, was amended by O. Reg. 322/12, and O. Reg. 596/06 (Local Improvement Charges (Priority Lien Status) made under the City of Toronto Act, 2006, was amended by O. Reg. 323/12. These amendments address: municipal flexibility to undertake different types of capital works as a local improvement, including, but not limited to renewable energy, energy efficiency and water conservation capital works; flexibility for municipalities to enter into agreements with willing private land owners to undertake local improvements on private property and recover the cost from owners; and, alternative methods of apportioning the costs of local improvements on private property beyond a charge based on frontage.

Terms	Definition
Master Plan	Long range plan that determines community goals and guides how the City of Vaughan will meet these goals.
The "Plan"	Green Directions Vaughan, the City's community sustainability plan. The new Plan refers to Green Directions Vaughan 2019.
Principles of Reconciliation	Treaties, agreements and other constructive arrangements between Indigenous peoples and the Crown intended to be acts of reconciliation based on mutual recognition and respect and a starting point or the Crown to engage in partnership
Renewable Energy	Energy derived from sources that do not deplete natural resources. Examples include solar, wind and geothermal.
Single Occupancy Vehicle (SOV)	A motor vehicle occupied by only one person.
Stormwater Management	The process of using technologies and techniques, including ecological restoration and volume control, to reduce flooding and minimize hazards under major storm events and reduce pollution loading and runoff into water bodies. Stormwater management ensures that harmful chemicals and pollutants do not end up in Vaughan's drinking water supply and do not harm fish, animals, insects and natural areas.
Sustainability	In Vaughan, sustainability means we make decisions and take actions that ensure a heathy environment, vibrant communities and economic vitality for current and future generations.
Transportation Demand Management	An umbrella term that includes many different ways of managing traffic demands, especially those methods that allow a transportation system to meet the demands of traffic or reduce the actual demand itself, whether the demand is from automobiles, pedestrians, cyclists, etc., by the introduction of one or more transportation services and/or programs. This may include, rideshare programs, tele-commuting, bike/ transit integration, public bike systems and transit improvements. Source: Vaughan Transportation Master Plan 2013, "A New Path".
Tree Canopy	The total area of trees to where the leaves or outermost branches extend. It typically refers to the upper layer or habitat zone of a tree(s).





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Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD(S): ALL

TITLE: EMERGENCY MANAGEMENT PROGRAM COMMITTEE REVISED TERMS OF REFERENCE AND APPOINTMENT OF MEMBERS

FROM:

Tim Simmonds, Chair Emergency Management Program Committee

ACTION: DECISION

<u>Purpose</u>

To obtain approval of the revised Terms of Reference (ToR) [Attachment 1] for the Emergency Management Program Committee (EMPC) and appoint members to the EMPC in compliance with the *Emergency Management and Civil Protection Act* and Regulation 380/04.

Report Highlights

- Updated ToR to reflect the revised organizational structure.
- Appointment of EMPC members to maintain compliance with *the Emergency Management and Civil Protection Act* and Regulation 380/04.

Recommendations

- 1. That the revised Terms of Reference for the Emergency Management Program Committee [Attachment 1] be approved; and
- 2. That appointment of members to the Emergency Management Program Committee as detailed in the revised Terms of Reference be approved.

Background

Regulation 380/04 of the *Emergency Management and Civil Protection Act* mandates that every municipality shall have an Emergency Management Program Committee for the purposes of advising Council on the development and implementation of the municipality's program, making recommendations for revision where necessary and to conduct the annual program review or verification.

The Regulation further mandates that the members of the Emergency Management Program Committee be appointed by Council.

Previous Reports/Authority

By-Law 030-2019; A By-law to appoint members to the City's Emergency Management Program Committee and to update the Emergency Management Program Committee Terms of Reference.

Analysis and Options

The Terms of Reference for the Emergency Management Program Committee were first approved by Council in 2005. Amendments to the Terms of Reference and By-Law were made in 2008, 2016 and 2019. Since the last amendment, the City's organizational structure has been revised necessitating changes to the Committee membership.

The Terms of Reference as such has been updated to reflect membership changes and to align with current policy.

Financial Impact

There are no financial impacts.

Broader Regional Impacts/Considerations

York Regional Police have a member on the City's Emergency Management Program Committee.

Conclusion

The revised Terms of Reference for the Emergency Management Program Committee for the City of Vaughan reflects organizational changes and appointment of the committee members by Council is required under the Act and Regulations.

For more information, please contact: Sharon Walker, Manager of Emergency Planning. Extension 6322.

Attachment

1. Terms of Reference – Emergency Management Program Committee – Revised 2019.

Prepared by

Sharon Walker, Manager of Emergency Planning, 6322.

ATTACHMENT 1



TERMS OF REFERENCE Emergency Management Program Committee

Revised 2019

Background

Provincial legislation requires that every municipality form a committee responsible for overseeing the annual emergency management program in the community. The Province sees the Emergency Management Program Committee as a critical management team that oversees the development, implementation and maintenance of a municipality's emergency management program; and ensures that the program responds to changes in the community such as new construction, installations, transportation systems, environmental conditions etc.

The Emergency Management and Civil Protection Act (R.S.O. 1990), Section 9 "(d) Establish committees and designate employees to be responsible for reviewing the emergency plan, training employees in their functions and implementing the emergency plan during an emergency;" and

Regulation (380/04, Section 11) further defines the committee and mandates that:

- *"(1)* Every municipality shall have an emergency management program Committee *(2)* The committee shall be composed of.
 - a) The municipality's emergency management program coordinator;
 - b) A senior municipal official appointed by council;
 - c) Such members of the council as may be appointed by council;
 - d) Such municipal employees who are responsible for emergency management functions, as may be appointed by council; and
 - e) Such other persons as may be appointed by council.
- (3) The persons appointed under clause (2) may only be.
 - a) Officials or employees of any level of government who are involved in emergency management;
 - b) Representative of organizations outside government who are involved in emergency management; or
 - c) Persons representing industries that may be involved in emergency management.

(4) The council shall appoint one of the members of the committee to be the chair of the committee.

(5) The committee shall advise council on the development and implementation of the municipality's emergency management program.

(6) The committee shall advise the council on the development and implementation of the municipality's emergency management program and shall make recommendations to the council for its revision if necessary."

Mandate / Objectives

The committee oversees the development, implementation and maintenance of the emergency management program in accordance with Regulation 380/04 and in accordance with the Term of Council Priorities; continue to ensure the safety and well-being of citizens.

Objectives

- 1. Monitor and ensure the program activities are delivered in accordance with the Act and Regulations.
- 2. Support the program in responding and adapting to current and emerging risks that could impact the community.
- 3. Share expertise and knowledge to promote emergency preparedness and public safety.
- 4. Review and make recommendations on the City's Emergency Response Plans.
- 5. Review and make recommendation on program initiatives.
- 6. Review after action reports for exercises and emergency responses and make recommendations on emergency management enhancements and corrective actions based on lessons learned.
- 7. Review and makes recommendations on the City's business continuity planning initiatives.
- 8. Conduct an annual emergency management program review to verify that the program is operating in compliance with the Act and Regulations; and
- 9. Make recommendations to Council.

Term

Members are appointed at each new term of Council.

Membership

The membership shall be comprised of:

Primary	Alternate
City Manager (Chair)	Deputy City Manager
Deputy City Manager, Community Services	Director
Deputy City Manager, Public Works	Director
Deputy City Manager, Planning and Growth Management	Director
Deputy City Manager, Corporate Services &	Chief Officer/City Clerk
Chief Financial Officer	-
Deputy City Manager, Administrative Services	Director
and City Solicitor	
Deputy City Manager, Infrastructure Development	Director

Director of Corporate and Strategic Communications	Manager
Fire Chief	Deputy Fire Chief
Manager of Emergency Planning	
Chief Executive Officer, Vaughan Public Libraries	Director of Finance, VPL
Representative from York Regional Police	
Representative from Alectra Utilities	

Meeting Procedures

The proceedings of the Emergency Management Program Committee are to be governed by the City's Procedural By-law.

Agendas and Reporting

Agendas shall be prepared by the Office of the City Clerk in consultation with the Committee Chair.

Agendas shall be distributed to the committee members one week prior to the scheduled date of the meeting, or as soon as practicable.

The Committee Chair shall submit a report in the City's committee report format to the Committee of the Whole when recommendations made require Council approval.

Meetings

Meeting dates will be determined at the last meeting of the year for the following year by consensus of the committee. The committee shall meet quarterly and may schedule additional meetings as determined by the Chair.

Meetings are to be open to the public in accordance with the *Municipal Act*, 2001. Meetings, and shall be closed to the public where information being discussed meets the "confidentiality for defense" criteria stated in the *Emergency Management and Civil Protection Act*, 1990 Section 2.1 (3-8).

Notice of Meetings

Meetings will be noted on the Schedule of Meetings calendar document through the Office of the City Clerk, Council Secretariat.

Quorum

The majority of members, including the Chair, shall constitute quorum.

Staff Resources

The City Clerk's Office is responsible for agenda production and distribution, the giving of procedural advice, and the recording of the proceedings of the Emergency Management Program Committee. The committee is comprised of staff from the City and external agencies.

Authority

The Emergency Management Program Committee possesses the legislated accountability to annually review the municipality's emergency management program to verify compliance with the Act and Regulations, and to make recommendations for program changes or enhancements to the Council.

The Emergency Management Program Committee may not commit expenditures save for those specifically delegated by Council.

Amendment / Expansion of Terms of Reference

The Committee Chair shall make recommendations to Council for amendments and/or expansion of the Terms of Reference, as required.


Committee of the Whole (1) Report

DATE: Tuesday, December 03, 2019 WARD(S): ALL

TITLE: BY-LAW TO DELEGATE COUNCIL AUTHORITY PURSUANT TO SECTIONS 354, 357, 358 AND 359 AND SECTION 356 OF THE MUNICIPAL ACT, S.O. 2001

FROM:

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

ACTION: DECISION

Purpose

To obtain Council's approval that a by-law be passed to delegate authority to the City Treasurer or his/her designate to undertake certain actions related to the cancellation, refund, reduction, or increase of taxes under Sections 354, 357, 358, and 359 of the *Municipal Act, 2001* and the apportionment of unpaid taxes in accordance with Section 356 of the *Municipal Act, 2001* (*"the Act"*).

Report Highlights

Section 354, 357, 358, 359 - increase or cancellation of property taxes:

• There are various reasons for tax adjustments under these sections of *the Act* such as property becoming exempt, roll numbers being cancelled by the Municipal Property Assessment Corporation (MPAC), buildings that have been demolished or razed by fire and properties that have been over assessed by a gross or manifest clerical error. These tax adjustments do not relate to collection issues.

Section 356 – Division Into Parcels:

 Adjustments under Section 356 allow staff to bill separate property owners their proportionate share of property taxes that remain outstanding on a property tax account that has been severed into two or more parcels. An apportionment does not result in a reduction or increase of taxes; it simply shares the taxes levied among the new parcels based on the apportioned value of assessment.

Delegation of Authority:

- Enact a by-law to delegate authority to the City Treasurer or his/her designate to cancel, reduce, refund or increase taxes in accordance with Sections 354, 357, 358, 359 of the *Municipal Act* and apportion unpaid property taxes in accordance with Section 356 of the *Municipal Act*.
- The delegation of these adjustments will result in enhanced service delivery; staff timely response will increase, thus increasing the City's excellence in customer service.
- Under *the Act*, Council is required to hold a Statutory Public Hearing every year, for approval of these types of adjustments once the legislated date of September 30 has passed. This delegation will expedite the process and the ratepayer will no longer have to wait for any approvals pertaining to their adjustment/credit.
- The property owner/appellant still retains the right to appeal any decision by staff to Council through the Deputation process as well as to the Assessment Review Board should they disagree with staff decision and adjustment.

Recommendations

- 1. That a by-law be approved to delegate authority to the City Treasurer or his/her designate to cancel, reduce, refund, or increase taxes in accordance with Sections 354, 357, 358, 359 of the *Municipal Act* and apportion unpaid taxes accordingly under Section 356 of the *Municipal Act*, and
- 2. That the by-law contain the property owner's/appellant's right to appeal staff decision to Council through the Deputation process and to the Assessment Review Board as legislated under the *Municipal Act.*

Background

The City prepares reports for adjustments under these sections of the *Municipal Act* at least twice a year in accordance with legislation. There are various reasons for tax adjustments under Section 354, 357, 358 and 359 such as property becoming exempt, roll numbers being cancelled by MPAC, buildings that have been demolished or razed by fire or demolition and properties that have been over assessed by a gross or manifest clerical error. These tax adjustments do not relate to collection issues.

Under Section 356, *Municipal Act*, taxes that remain outstanding on a property tax account that has been severed into two or more parcels can be apportioned to the newly created lots. An apportionment does not result in a reduction or increase of taxes; it simply shares the taxes levied among the new parcels based on the apportioned value of assessment.

It is recommended that the City Treasurer or his/her designate be delegated this authority to adjust the taxes on the properties where application has been made under these sections and in accordance with the provisions of these sections. The delegation of these adjustments will result in enhanced customer service as staff will be able to respond in a more timely fashion providing that higher level of service excellence. The ratepayer will no longer have to wait for the report to go Council for Statutory Public Hearing in order to receive their credit, correction and/or adjustment. This delegated authority will not inhibit the right of the appellant the ability to appeal any decision by staff to Council through the Deputation process as well as to the Assessment Review Board should the appellant disagree.

Previous Reports/Authority

N/A

Analysis and Options

Staff believe the current process of processing tax adjustments under these sections of the *Act* can be improved to reduce the time required to adjust or refund property taxes. With the current application process, a substantial amount of time can lapse between the time a property owner submits their application to the City and when they receive their tax reduction as the process involves review by Property Tax and Assessment staff, MPAC, setting up the hearing dates, reports, and final approval by Council. Final approval by Council is a requirement under *the Act* and is completed through a Statutory Public Hearing process. The minimum date for the Statutory Public Hearing is legislated under *the Act* as September 30. The Statutory Public Hearings have generally not been well attended as staff often handle any issue that may arise prior to that date.

This delegation will streamline the process and allow for greater operational efficiencies and benefit the City's requirement for continuous improvement.

In approving the delegation of authority, the process will be expedited, allowing a more effective customer service experience and increasing service excellence to the City and its taxpayers. There will not be a requirement for a Statutory Public hearing process. Often tax appeals are a result of damage to a taxpayers' property (i.e. fire, tornado) and it is frustrating for them to have to wait for their account to be adjusted accordingly, sometimes more than six-months to a year.

Further, in the current process, due to mandated provisions of the *Privacy Act,* the reports' attachments are spreadsheets listing the properties to be adjusted but only by roll number and type of adjustment. By not having the full detail and information on each property, Council could unknowingly and unintentionally be put into a position of conflict of interest.

It must be noted that should any property owner disagree with the decision made by the City Treasurer or his/her designate, under any of these sections, they will still maintain the option and right to appeal the decision to Council through the Deputation process as well as to the Assessment Review Board.

Financial Impact

N/A

Broader Regional Impacts/Considerations

N/A

Conclusion

Council approval of the delegation of authority will expedite the tax adjustment process under these sections of the *Municipal Act*, allowing a more effective customer service experience, improved service delivery and will add increased service excellence to the City. The applicant retains the right to appeal staff decision and adjustment to Council through the Deputation process as well as to the Assessment Review Board if so desired.

For more information, please contact:

Dean Ferraro, Director of Financial Services/Deputy Treasurer ext. 8272 Maureen Zabiuk, Manager, Property Tax & Assessment ext. 8268

Attachments

None

Prepared by

Maureen Zabiuk, A.I.M.A., CMRP Manager, Property Tax & Assessment Ext. 8268



MEMBER'S RESOLUTION

Meeting/Date	COMMITTEE OF THE WHOLE (1) – December 3, 2019
Title:	YONGE STREET SUBWAY (LANGSTAFF/ RICHMOND HILL GROWTH AREA HIGHWAY 407/ YONGE STREET SUBWAY EXTENSION)
Submitted by:	Hon. Maurizio Bevilacqua, Mayor

Whereas the Province of Ontario designated Langstaff/Richmond Hill Centre as an urban growth centre in 2006; and,

Whereas the City of Markham approved the Langstaff Gateway Secondary Plan in 2009; and,

Whereas a portion of the lands in the Langstaff Gateway are in the City of Vaughan; and

Whereas the Regional Municipality of York supports the Province of Ontario's decision to upload the responsibility for subway construction and urges the Province to proceed as expeditiously as possible to construct the Yonge Street Subway Extension; and,

Whereas the Provincial Government will be responsible for the planning, design and building for all new subway construction projects; and,

Whereas on April 10, 2019, the Provincial Government announced that the Yonge Street Subway Extension will be 1 of the 4 projects benefitting from Provincial investment in higher order transit; and,

Whereas geotechnical and design work for the Yonge Subway Extension has already commenced; and,

Whereas the Regional Municipality of York, the City of Markham and the City of Richmond Hill have passed the Resolution titled *Yonge Street Subway (Langstaff/Richmond Hill Growth Area Highway 407/Yonge Street Subway Extension* (ATTACHMENT 1)

It is therefore recommended:

1. That the City of Vaughan endorse the resolutions as attached; and,

2. The City of Vaughan be included in any working committee (group) that may be formed to further explore the opportunities with this resolution; and,

3. The City Manager identify the appropriate members of the administration to participate on the working committee; and,

4. That Staff report back to Council with appropriate updates to this initiative; and,

5. That a copy of this resolution be forwarded to the Councils of the Regional Municipality of York, City of Markham, City of Richmond Hill; and further,

6. That a copy of this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; the Honourable Christine Elliott, Deputy Premier; the Honourable Rod Phillips, Minister of Finance; the Honourable Caroline Mulroney, Minister of Transportation; the

Honourable Greg Rickford, Minister of Energy, Northern Development and Mines; the Honourable Victor Fedeli, Minister of Economic Development, Job Creation and Trade; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Monte McNaughton, Minister of Labour, Training and Skills Development; the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks; all Members of Provincial Parliament in the Regional Municipality of York; and the Regional Municipality of York.

Respectfully submitted,

Hon. Maurizio Bevilacqua, Mayor

Attachments

- 1. York Regional Council Extract
- 2. Markham Council Extract
- 3. Richmond Hill Council Extract

Extract from Special Council Meeting C#27-19 held June 19, 2019

- 1. Existing and proposed infrastructure, including the feasibility of relocating storm water ponds, reconfiguring the Highway 407 interchange ramps for an urban and pedestrian friendly environment;
- 2. The land value uplift arising from greater intensification and to maximize the return on investment for public lands and infrastructure;
- 3. Opportunities for a public-private partnership including an unsolicited bid for the integrated transit destination hub and other government lands;
- 4. The potential re-designation of the lands west of Yonge Street, south of 407, for Transit Oriented Development (TOD) versus the proposed 2,000-car parking lot;
- 5. The benefits of a world class integrated development engaging a "best-inclass" architectural, engineering, planning and urban design firms;
- 6. Participating in a steering committee to coordinate development and infrastructure;

And further that the City of Richmond Hill requests the Provincial Government, as part of the environmental assessment updates for both the 407 Transitway (go to rail) and the Yonge Subway Extension, including the design and construction, consider the following:

An environmental assessment to bury the high-voltage hydro transmission lines from east of Bayview Avenue to west of Yonge Street to south of Highway 407 to create greater flexibility in urban planning and release additional development opportunity to the benefit of the province of Ontario;

That the Province of Ontario undertake these considerations without any delay to the planning, construction and delivery of the Yonge Subway Extension;

And forward this motion to the City of Markham and City of Vaughan Councils for their endorsement;

And further that a copy of this resolution be circulated to:

The Hon Doug Ford, Premier of Ontario,

The Hon Christine Elliott, Deputy Premier,

The Hon Vic Fedeli, Minister of Finance,

The Hon Jeff Yurek, Minister of Transportation,

The Hon Greg Rickford, Minister of Energy, Northern Development and Mines,

The Hon Todd Smith, Minister of Economic Development, Job Creation and Trade,

The Hon Steve Clark, Minister of Municipal Affairs and Housing,

The Hon Monte McNaughton, Minister of Infrastructure Ontario,

Extract from Special Council Meeting C#27-19 held June 19, 2019

The Hon Rod Phillips, Minister of the Environment, Conservation and Parks, All York Region MPPs, and The Regional Municipality of York Council.

Carried

FOR YOUR INFORMATION AND ANY ACTION DEEMED NECESSARY

receive parkland in a development; and,

5. That the City of Markham does not support any proposed legislative changes that would in effect reduce a municipality's ability to collect funds to ensure that growth pays for growth; and,

Markham Council Extract

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- 6. That the City of Markham supports the Province of Ontario's proposed changes to increase resourcing for the Local Planning Appeal Tribunal but does not support the reintroduction of "de novo" hearings as part of the Local Planning Appeal Tribunal process; and,
- 7. That the City of Markham supports the Province of Ontario's efforts to clarify the role and accountability of Conservation Authorities and urges the Province to support the Ministry of Natural Resources and Forestry, Ministry of Environment, Conservation and Parks, and municipalities with enhanced natural heritage protection and watershed planning tools to fill the potential gap in natural resource, climate change and watershed planning services resulting from the proposed modified mandate of the TRCA; and further,
- 8. That Staff be authorized and directed to do all things necessary to give effect to this resolution

9. MOTIONS

9.1 YONGE STREET SUBWAY (LANGSTAFF/ RICHMOND HILL GROWTH AREA HIGHWAY 407/ YONGE STREET SUBWAY EXTENSION) (5.14)

Note: On May 27, 2019 the Development Services Committee considered the revised motion for the Yonge Street Subway (Langstaff/Richmond Hill Growth Area Highway 407/Yonge Street Subway Extension).

Whereas the Province of Ontario designated Langstaff/Richmond Hill Centre as an urban growth centre in 2006; and,

Whereas the City of Markham approved the Langstaff Gateway Secondary Plan in 2009; and,

Whereas the City of Markham supports the Province of Ontario's decision to upload the responsibility for subway construction and urges the Province to proceed as expeditiously as possible to construct the Yonge Street Subway Extension; and,

Whereas the Provincial Government will be responsible for the planning, design and building for all new subway construction projects; and,

Whereas on April 10, 2019, the Provincial Government announced that the Yonge Street Subway Extension will be 1 of the 4 projects benefitting from

Provincial investment in higher order transit; and,

Whereas the Provincial Government has accelerated the target completion date for the Yonge Subway to be shortly after 2027; and further,

Whereas geotechnical and design work for the Yonge Subway Extension has already commenced;

Now therefore be it resolved:

- 1. That the Province of Ontario be requested to work in conjunction with the local municipalities and transit authorities to review and assess the following:
 - Existing and proposed infrastructure, including the feasibility of relocating storm water ponds, reconfiguring the Highway 407 interchange ramps for an urban and pedestrian friendly environment; and,
 - b. The land value uplift arising from greater intensification and to maximize the return on investment for public lands and infrastructure; and,
 - c. Opportunities for a public-private partnership including an unsolicited bid proposal for the integrated transit destination hub; and,
 - d. The potential re-designation of the lands west of Yonge Street, south of Highway 407, for Transit Oriented Development (TOD) versus the proposed 2,000-car parking lot; and,
 - e. The benefits of a world class integrated development engaging a "best-in-class" architectural, engineering, planning and urban design firm; and,
 - f. Participating in a steering committee to coordinate development and infrastructure; and,
- That the City of Markham requests that the Provincial Government, as part of the environmental assessment updates for both the 407 Transitway (to rail) and the Yonge Subway Extension, including the design and construction, consider the following:
 - An environmental assessment to bury the high-voltage hydro transmission lines from east of Bayview Avenue - west of Yonge Street - south of Highway 407 - to create greater flexibility in urban planning and release additional development opportunities to benefit the Province of Ontario; and,
 - b. The feasibility of optimizing the Yonge Subway Extension

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alignment in its own established transportation corridor which is Yonge Street; and,

- c. Confirming the location of the Yonge Street subway stations to best serve the planned and future communities; and,
- d. The feasibility of optimizing the Highway 407 rail transitway alignment in its own established transportation corridor; and,
- 3. That the Province of Ontario be requested to maximize the return on investment of public sector infrastructure and land in the Langstaff/Richmond Hill area; and,
- 4. That the Province of Ontario undertake these considerations without any delay to the planning, construction and delivery of the Yonge Subway Extension; and,
- 5. That a copy of this resolution be forwarded to the Councils of the City of Richmond Hill and the City of Vaughan for their endorsement; and further,
- 6. That a copy of this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; the Honourable Christine Elliott, Deputy Premier; the Honourable Victor Fedeli, Minister of Finance; the Honourable Jeff Yurek, Minister of Transportation; the Honourable Greg Rickford, Minister of Energy, Northern Development and Mines; the Honourable Todd Smith, Minister of Economic Development, Job Creation and Trade; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Monte McNaughton, Minister of Infrastructure Ontario; the Honourable Rod Phillips, Minister of the Environment, Conservation and Parks; all Members of Provincial Parliament in the Regional Municipality of York; and the Regional Municipality of York.

10. NOTICE OF MOTION TO RECONSIDER

11. NEW/OTHER BUSINESS

As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".

11.1 NEW/ OTHER BUSINESS - DECLARATION OF SURPLUS LANDS WITHIN LINDVEST PROPERTIES (CORNELL) LIMITED'S PHASE 4A RESIDENTIAL SUBDIVISION DEVELOPMENT (BLOCKS 7 AND 8)

Notice of Proposed Conveyance City of Markham

256

Proposed Conveyance of Surplus Real Property (Pursuant to By-law 178-96)

 That the notice of proposed sale for the City owned lands legally described as Block 7 and 8; Plan 65M-4458, City of Markham, Regional Municipality of York, be confirmed.

(In-Camera Item No. 14.3.1 - May 14, 2019 Council Meeting)

11.2 NEW/ OTHER BUSINESS: RECOMMENDATION REPORT -MARKHAM'S REGISTER OF PROPERTY OF CULTURAL HERITAGE VALUE OR INTEREST, CONSIDERATION OF REVISED NOTIFICATION PROCEDURES FOR A LISTED PROPERTY (16.11)

Note: At the May 13, 2019 Development Services Committee meeting, the committee consented to refer the following to the May 28, 2019 Council meeting for consideration.

- 1. That the report entitled "Recommendation Report, Markham's Register of Property of Cultural Heritage Value or Interest, Consideration of Revised Notification Procedures for a Listed Property", dated May 13, 2019, be received; and,
- 2. Where a new property is added to the Markham Register of Property of Cultural Heritage Value or Interest by Council in the future, the property owner be notified in writing, and that such notification will include an educational package explaining the purpose and implications of being on the Register as a listed property; and further,
- 3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

12. ANNOUNCEMENTS

13. BY-LAWS - THREE READINGS

That By-laws 2019-62 to 2019-64 be given three readings and enacted.

Three Readings

13.1 BY-LAW 2019-62 ROAD DEDICATION BY-LAW

267

A by-law to dedicate certain lands as part of the highways of the City of Markham:

- 1. Blocks 34 and 41, Plan 65M-4612 and Block 9, Plan 65M-4620 Delft Drive;
- 2. Block 39, Plan 65M-4612 Mannar Drive;

3 Richmond Hill Council Extract

Corporate & Financial Services Department Office of the Clerk

VIA E-MAIL

June 25, 2019

Mr. Christopher Raynor Regional Clerk Regional Muncipality of York 17250 Yonge Street Newmarket, ON L3Y 6Z1

Dear Mr. Raynor,

Re: Richmond Hill Resolution – Member Motion submitted by Regional and Local Councillor – Langstaff/Richmond Hill Urban Growth Area

Richmond Hill City Council, at its meeting held on June 19, 2019, adopted the following resolution:

Whereas the Province of Ontario designated Langstaff / Richmond Hill Centre as an urban growth centre in 2006; and

Whereas the City of Richmond Hill is undertaking the development of the Richmond Hill Secondary Plan; and

Whereas the City of Richmond Hill supports the Province of Ontario's decision to upload the responsibility for subway construction and urges the Province to proceed as expeditiously as possible to construct the Yonge Street Subway extension; and

Whereas the Provincial Government will be responsible for the planning, design and building for all new subway construction projects; and

Whereas on April 10, 2019, the Provincial Government announced that the Yonge Subway extension will be 1 of the 4 projects benefitting from Provincial investment in higher order transit; and

Whereas the Provincial Government has accelerated the target completion date for the Yonge Subway to be shortly after 2027; and

Whereas geotechnical and design work for the Yonge Subway extension has already commenced;

Now therefore be it resolved:

That Staff be directed to enter into discussions with Hydro One and other stakeholders to incorporate the burying of the hydro wires and the storm water pond into the development of the Richmond hill Secondary Plan – to ensure the greatest development potential for Richmond Hill Centre.

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And that the Province of Ontario be requested to work in conjunction with the local municipalities and transit authorities to review and assess the following:

- Existing and proposed infrastructure, including the feasibility of relocating storm water ponds, reconfiguring the Highway 407 interchange ramps for an urban and pedestrian friendly environment;
- 2. The land value uplift arising from greater intensification and to maximize the return on investment for public lands and infrastructure;
- Opportunities for a public-private partnership including an unsolicited bid for the integrated transit destination hub and other government lands;
- 4. The potential re-designation of the lands west of Yonge Street, south of 407, for Transit Oriented Development (TOD) versus the proposed 2,000-car parking lot;
- 5. The benefits of a world class integrated development engaging a "bestin-class" architectural, engineering, planning and urban design firms;
- 6. Participating in a steering committee to coordinate development and infrastructure;

And further that the City of Richmond Hill requests the Provincial Government, as part of the environmental assessment updates for both the 407 Transitway (go to rail) and the Yonge Subway Extension, including the design and construction, consider the following:

An environmental assessment to bury the high-voltage hydro transmission lines from east of Bayview Avenue to west of Yonge Street to south of Highway 407 to create greater flexibility in urban planning and release additional development opportunity to the benefit of the province of Ontario;

That the Province of Ontario undertake these considerations without any delay to the planning, construction and delivery of the Yonge Subway Extension;

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And forward this motion to the City of Markham and City of Vaughan Councils for their endorsement;

And further that a copy of this resolution be circulated to:

The Hon Doug Ford, Premier of Ontario, The Hon Christine Elliott, Deputy Premier, The Hon Vic Fedeli, Minister of Finance, The Hon Jeff Yurek, Minister of Transportation, The Hon Greg Rickford, Minister of Energy, Northern Development and Mines,

The Hon Todd Smith, Minister of Economic Development, Job Creation and Trade,

The Hon Steve Clark, Minister of Municipal Affairs and Housing,

The Hon Monte McNaughton, Minister of Infrastructure Ontario,

The Hon Rod Phillips, Minister of the Environment, Conservation and Parks,

All York Region MPPs, and

The Regional Municipality of York Council.

Please find attached a copy of the Council endorsed resolution for your records.

If you have any questions, please feel free to contact me at (905) 771-2529.

Yours sincerely,

Stephen M.A. Huycke Director of Legislative Services/City Clerk

c: Regional and Local Councillor Di Paola Regional and Local Councillor Perrelli

Extract from Special Council Meeting C#27-19 held June 19, 2019

3. Scheduled Business

3.2 Member Motion – Regional and Local Councillor DiPaola -Langstaff/Richmond Hill Growth Area – (Referred from the June 11, 2019 Council meeting)

Moved by:Regional and Local Councillor DiPaolaSeconded by:Regional and Local Councillor Perrelli

Whereas the Province of Ontario designated Langstaff / Richmond Hill Centre as an urban growth centre in 2006; and

Whereas the City of Richmond Hill is undertaking the development of the Richmond Hill Secondary Plan; and

Whereas the City of Richmond Hill supports the Province of Ontario's decision to upload the responsibility for subway construction and urges the Province to proceed as expeditiously as possible to construct the Yonge Street Subway extension; and

Whereas the Provincial Government will be responsible for the planning, design and building for all new subway construction projects; and

Whereas on April 10, 2019, the Provincial Government announced that the Yonge Subway extension will be 1 of the 4 projects benefitting from Provincial investment in higher order transit; and

Whereas the Provincial Government has accelerated the target completion date for the Yonge Subway to be shortly after 2027; and

Whereas geotechnical and design work for the Yonge Subway extension has already commenced;

Now therefore be it resolved:

That Staff be directed to enter into discussions with Hydro One and other stakeholders to incorporate the burying of the hydro wires and the storm water pond into the development of the Richmond hill Secondary Plan – to ensure the greatest development potential for Richmond Hill Centre.

And that the Province of Ontario be requested to work in conjunction with the local municipalities and transit authorities to review and assess the following:

FOR YOUR INFORMATION AND ANY ACTION DEEMED NECESSARY

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 December 3, 2019

The Vaughan Metropolitan Centre Sub-Committee met at 9:31 a.m. on June 4, 2019.

Members Present: Mayor Maurizio Bevilacqua, Chair Local & Regional Councillor Linda D. Jackson Councillor Rosanna De Francesca Councillor Sandra Yeung Racco

The following items were dealt with:

1 VMC NORTH-WEST AND SOUTH-WEST QUADRANT VISION, PLANNING AND IMPLEMENTATION UPDATE

The Vaughan Metropolitan Centre Sub-Committee advises Council:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated June 4, 2019, was approved;
- 2) That the presentation by Paula Bustard, SmartCentres and C2, presentation material titled "Infinite Possibiilties ... SmartCentres Place", was received; and
- 3) That the presentation by Jay Claggett, IBI Group and Rob Galletta, Blackjet Inc., and C3, presentation material titled "SW Quadrant Update", was received.

Purpose

To provide an update on the Vaughan Metropolitan Centre (VMC) north-west and southwest quadrant vision, planning and project implementation.

Report Highlights

- Development of the VMC gained great momentum over the last Term of Council with implementation of several catalyst capital and development projects in the Mobility Hub priority area.
- As the next phase of development proceeds, the VMC team are focused on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the transitioning downtown.
- VMC landowners in the north-west and south-west quadrant areas are working closely with the City to ramp up construction activity this summer to advance critical new infrastructure to provide the necessary foundation to support the transitioning downtown.
- Given the complexity of the infrastructure projects in the capital program, seamless design coordination and timing of constructed works is critical to ensuring high quality implementation.

Recommendation

1. That this report be received for information.

Background

At the March 5, 2019 VMC Sub-committee meeting, Staff provided an update on the status of the VMC Implementation Plan and highlighted priority projects for delivery during the next Term of Council (2018-2022) to further facilitate development and improve functionality.

To help execute a program of capital improvements, Staff have developed a phasing plan that highlights the planned coordination and implementation of projects to be delivered by the City and others over the next Term of Council. In support of this plan, landowners in the north-west and south-west quadrants have been working closely with the City to design and deliver several of the infrastructure improvements required to support development, while providing updates to the comprehensively planned vision and activation of their respective quadrants.

Summer 2019 will be an exciting season in the VMC as construction is ramping up on the implementation of new roads that will add to the collector road network in the northwest quadrant. In addition, the design and construction of servicing improvements in the southwest quadrant will proceed through the year, and construction will conclude with the opening of the much anticipated SmartCentres Place Bus Terminal. In support of building community engagement and activation in the downtown, several exciting events are planned in the VMC this year, including the launch of the 2019 Concerts in the Park series which will be held in Transit Square for the first time.

This report will focus on the north-west and south-west quadrant areas by providing an update on the overall master planning vision and development activity. Staff are working collaboratively with the landowners in the north-west and south-west quadrants (SmartCentres and QuadReal respectively) to coordinate these projects and works.

Previous Reports/Authority

<u>VMC Implementation Plan and Priority Infrastructure Project Update March 2019</u> <u>Member's Resolution - Re-affirmation of Request from SC for Minister's Zoning Order Dec</u> <u>2018</u>

Analysis and Options

Construction of new roads and infrastructure improvements are being advanced in the north-west quadrant area which will provide better connectivity and support new development.

In the north-west quadrant area, construction is ongoing as both the Ministry of Transportation (MTO) and York Region Rapid Transit Corporation (YRRTC) continue major works such as the relocation and reconstruction of the Highway 400 off-ramp at Highway 7 (expected to be operational this summer) and completion of the York Region Bus Rapidway Transit Station on Highway 7 at Commerce Street.

SmartCentres has committed to advancing the construction of critical infrastructure to facilitate development, improve access and the movement of goods. This includes new roads such as Commerce Street from Highway 7 to Apple Mill Road, Apple Mill Road from Edgeley Boulevard to Applewood Crescent and the extension of Applewood Crescent from Highway 7 to Portage Parkway. The Applewood extension will align with the relocated Highway 400 off-ramp and further aide with circulation in the VMC. The roads are anticipated to be completed summer 2019 to coincide with both the MTO and YRRTC works.

Concurrently, SmartCentres is advancing construction of the iconic Transit City Towers 1, 2 and 3, and working with their consultant team to advance the development for the VMC East Block, marketed as Transit City Towers 4 and 5, at the north-east corner of the quadrant. This development includes three additional high-rise residential towers, one of which will be the first purpose built rental building in the downtown, supported by an enhanced public realm and series of privately-owned public spaces. As a condition of approval, improvements to existing roads such as Portage Parkway, Millway Avenue, and Jane Street will be implemented.

On April 29, 2019, the Province issued a Minister's Zoning Order to permit the relocation of the existing Walmart in the VMC. This approval will enable the construction of Buttermill Road and integrated townhouse units along the west elevation of the Transit City development upon demolition of the store.

REPORT NO. 2 OF THE VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE ON DECEMBER 3, 2019

The PwC-YMCA mixed-use building is under construction and nearing completion. Professional services firm PwC will anchor a new 220,000 square foot mixed use building opening in 2019. The building will also be home to the VMC Centre of Community opening in 2020 with a 77,000 square foot YMCA with not-for-profit child care services, fitness and aquatic facilities, a 26,000 square foot creative expression and learning hub, and a 10,000 square foot public library.

Through development approvals, the City has also worked with SmartCentres to secure several community benefits that will help provide critical social infrastructure to support the early build-out of the downtown. Community benefits include the City's first piece of public art secured through the City-wide Public Art Program, contributions to the Edgeley Pond and Park pedestrian bridge and Centre of Community, gateway signage, privately-owned public spaces, streetscape improvements and enhancements to the public realm through screening of transit related servicing structures.

The City's Recreation Services and Economic Development and Cultural Services teams have developed strategic engagement and event plans in the VMC through 2019 to activate the Mobility Hub and help generate community excitement for development of the downtown.

Design and construction of critical infrastructure are also being advanced in the southwest quadrant area

In the south-west quadrant, a trunk sanitary sewer along Interchange Way, from Highway 7 to Jane Street, is currently in detailed design to support several active development applications. These works are being led by QuadReal and their consulting team, in collaboration with the City's project team. Construction of the sewer is expected to begin this summer, with completion slated for the fall 2019. Concurrently, modelling for the block plan and supporting servicing studies has commenced and will continue to inform infrastructure upgrades in the quadrant.

QuadReal is also working with their consultant teams to advance development applications for both Block 2 and Block 3, collectively consisting of a mix of high-rise residential towers, mid-rise buildings and low-rise urban townhouse blocks, each activated with retail, pedestrian mews and high-quality open spaces. The draft plan of subdivision for Block 2 includes the construction of two collector roads (Millway Avenue and Exchange Avenue), road widening along Interchange Way, a new local road with urbanized streetscape, cycling facilities, the extension of the Millway Avenue Linear Park and stormwater management low-impact development infrastructure.

Block 3 will include delivery of a new local road and improvements to the existing Commerce Street and parts of Interchange Way.

Quadrant visioning is being updated and creative marketing strategies are being explored

4

SmartCentres and QuadReal are both working with the City and their consultant teams on updating the vision and comprehensive plans for their respective quadrants. As part of the planning exercise, creative tactics are being explored to market the area, engage the imagination of the community and message the story of the emerging downtown under construction.

Financial Impact

There are no economic impacts resulting from this report.

Broader Regional Impacts/Considerations

Collaboration continues with regional stakeholders which is an important factor in realizing the success of the VMC.

Conclusion

As the next phase of development proceeds, the VMC team are focused on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the transitioning downtown. The VMC team will continue to work closely with York Region, York Region Rapid Transit Corporation, VMC Landowners, and internal departments to facilitate the advancement of these projects in the downtown, particularly in the north-west and south-west quadrants were construction activity is ramping up this year.

Implementation of these key infrastructure projects will continue to leverage key investments in transit and support early placemaking strategies for the downtown.

Updates on the on-going progress of the north-east and south-east quadrant areas vision, capital projects and development activity will be provided at a future VMC Subcommittee meeting in the fall 2019.

For more information, please contact:

Amy Roots, VMC Senior Manager, Development Planning, ext. 8035; Jennifer Cappola-Logullo, VMC Manager, Development Engineering ext. 8433; and Gerardo Paez Alonso, VMC Manager, Parks Development, ext. 8195.

Attachments

There are no attachments associated with this report.

Prepared by

Amy Roots, Senior Manager, Development Planning (VMC), ext. 8035 Jennifer Cappola-Logullo, Manager, Development Engineering (VMC), ext. 8433 Gerardo Paez-Alonso, Manager, Parks Development (VMC), ext. 8195 Christina Bruce, VMC Program Director, ext. 8231 Andrew Pearce, Director of Development Engineering, ext. 8255

2 VMC CURRENT PARKING CONDITIONS AND STRATEGY FOR MANAGEMENT

The Vaughan Metropolitan Centre Sub-Committee advises Council:

1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated June 4, 2019, was approved.

Purpose

To provide an overview of the current parking conditions within the VMC and strategies for management.

Report Highlights

- The VMC is a multi-modal centre unique in that the way we travel and move is changing from driver-centric to more of a focus on pedestrian and cyclist movements
- Anticipating the subway opening, staff conducted a study to review immediate parking needs and options
- Parking regulations were studied and a by-law amendment was passed for VMC parking restrictions
- Feedback from residents and businesses highlights a communication process improvement opportunity
- Staff are conducting concurrent studies to research and implement long-term parking solutions

Recommendation

1. THAT this report be received for information.

Background

The City is looking to the future and recognizing the way we live and move in Vaughan is changing. The vision for the VMC is an emerging, downtown, multi-modal, urban centre and was designed to promote cycling, walking and transit. The VMC is a destination for residents, businesses and visitors. Commuters looking to travel on the subway are encouraged to use the dedicated lots at Highway 407 and Pioneer Village stations with a combined total of 2431 spaces.

The VMC Secondary Plan identifies "strategic public parking" as a goal in creating an accessible downtown, with the expectation that a range of parking options will be available "to support the land uses". The role of parking is unique in every municipality with a mix of publicly and privately-operated parking facilities, planning policies and regulations related to land use. It is therefore important to understand the City's vision, direction, and priorities to respond

appropriately to the parking needs of the VMC.

Policy 4.2.2 in the VMC Secondary Plan also states, "...unlike planned stations at Highway 407 and Steeles Avenue to the south, the VMC station will not include a public commuter parking lot associated with transit facilities." It is the City's intention that commuter parking be limited within and around the VMC to encourage travellers to use transit. Parking over-supply has been avoided through lower required parking rates for the new developments to discourage auto-oriented land use planning and reduce auto dependency. In an effort to achieve this desired outcome, this expectation will be implemented during the next stages of development of the VMC.

Previous Reports/Authority

<u>VMC Implementation Plan and Priority Infrastructure Project Update March 2019</u> <u>Mobility Hub Construction Update April 2018</u> <u>VMC Term of Council Priorities and Implementation Update April 2018</u>

Analysis and Options

Parking regulations and immediate parking needs were reviewed in a study conducted in anticipation of subway opening

The VMC is transitioning from an industrial and commercial landscape with abundant on-site parking (both on-street and lots) that was built according to previous car-dependent zoning bylaw parking standards. Early development in the VMC is reflecting the City's vision of transitioning into an urban downtown where development will be well served by transit.

As the VMC began developing into a dense, mixed-use, transit-oriented community, the City anticipated the impacts of all modes of travel that needed be considered. To that end, the City realized developing a long-term parking strategy for the VMC area would encourage development, manage short-term issues, identify challenges and opportunities, and support the ultimate vision.

In 2016, to coincide with the opening of the subway extension to Vaughan, the City conducted a parking study intended to help manage the expected parking impacts as the VMC transformed.

The study measured pre-subway parking supply and demand, reviewed existing parking regulations, forecasted commuter parking demand, estimated required public parking and identified and evaluated parking options.

These options included on-street paid parking, paid parking below future public parks, private commercial parking, and a portion of parking from future developments as public parking. The shared parking options promote a more efficient use of land and responsible parking management.

A financial assessment for implementing these options was included along with consideration for capital and operating costs, a payback period and future revenue streams. The study recommended short-term next steps such as on-street parking restrictions on selected streets, an enhanced communication plan to advise of parking regulations and increased enforcement.

Parking by-law enacted is the first step in implementing the VMC parking vision

Moving forward from the study, staff reviewed the existing city-wide parking regulations and considered how it could be amended to fit with the idea of a new downtown. Thus, on June 27, 2017, By-law 097-2017 was enacted to introduce parking restrictions within the VMC.

The parking restrictions are intended to limit commuter parking within and around the VMC to encourage citizens to use sustainable transportation (walking, cycling and transit) to travel to the subway to manage traffic. Commuters are encouraged to use the commuter parking lots at the Highway 407 and Pioneer Village Stations. To facilitate the efficient flow of traffic and to manage parking, on-street parking is prohibited throughout most of the VMC Secondary Plan area. This requires a shift in driver behaviour as parking restrictions like these are new to Vaughan.

While these parking restrictions apply to on-street parking, drivers still have parking opportunities. For example, both Millway Avenue and New Park Place have paid public parking lots with surface and underground options as well as short-term passenger pick-up and drop-off (PPUDO) areas.

Staff highlight communication improvement opportunities to educate drivers post by-law introduction

By-law and enforcement have been monitoring the parking conditions and have increased the presence of by-law enforcement officers in the VMC. As these parking restrictions are new to Vaughan, drivers and other users seem to require assistance to comply. For example, taxi drivers remain in the designated passenger pick-up and drop-off areas for longer than the permitted ten minutes thereby eliminating space for a resident to use the PPUDO the way it was intended.

Staff have also been receiving questions and comments from businesses regarding noncustomers parking in their private lots all day. Staff have been engaging with concerned residents and businesses to gather information and consider next steps.

Another short-term solution highlighted in the study was developing a communication plan. This was expanded by staff to include education on the unique parking by-laws. The VMC subwebsite (<u>www.myvmc.ca</u>) was updated with a transportation section and a new infographic to pictorially demonstrate the parking restrictions on a map.

Staff are researching and studying long-term parking solutions for dealing with evolving development in the downtown

Staff are working together across portfolios and departments to study and analyze the way we move and park in the VMC. For example, staff are updating the Transportation Master Plan (last issued in 2013) to reflect the increased presence of transit, development, and traffic. It will also review parking in the downtown. This will be developed over the next year. Related to that, staff are developing the Traffic Management Strategy to improve road safety, efficiency and reliability of the transportation system, and develop efficient data management. Concurrently, the Parking Strategy will be updated with the analysis and principles from those activities.

One of the effects of building a new downtown is the continuing presence of many contractors and their workers and where they will park. It has been brought to staff's attention that there are contractors parking on adjacent streets longer than the maximum time allowed. Staff are also engaging with landowners and businesses and brainstorming ideas such as exploring temporary parking lots for contractors on the VMC West Lands, providing contractor parking as a condition to be met through development approvals, reviewing a timing maximum on adjacent streets. Lastly there are techniques that private businesses can take to manage on-site parking. For example, one landowner has engaged a parking management firm to operate their lots.

Furthermore, staff are researching and reviewing long-term parking solutions including increasing signage and wayfinding, building municipal lots, creating public-private parking partnerships, working with York Region and developers to review shuttle opportunities, leveraging private commercial parking (such as a new development application for a temporary commercial parking lot on the east side of Millway Ave) and exploring other parking management opportunities.

Financial Impact

There are no economic impacts resulting from this report.

Broader Regional Impacts/Considerations

Collaboration with broader Regional stakeholders continues to be an important factor in ensuring the success of the VMC transit providers.

Conclusion

Building a downtown is an ambitious goal. It requires a paradigm shift in driver and user behaviour. The VMC team will continue to collaborate across internal departments to deliver the parking vision.

For more information, please contact: Andrew Pearce, Director of Development Engineering,

ext. 8255

Attachment

1. VMC Parking Strategy Map 2019-2021

Prepared by

Jennifer Cappola-Logullo, VMC Manager, Development Engineering, ext. 8433 Samar Saadi Nejad, Transportation Manager, Development Engineering, ext. 8253 Italo Joe Luzi, Manager of Enforcement Services, By-law and Compliance, Licensing & Permit Services, ext. 8361

Gus Michaels, Director, By-law and Compliance, Licensing & Permit Services, ext. 8735 Margie Chung, Traffic Manager, Transportation Services, Parks and Forestry Operations, ext. 6173

Christina Bruce, VMC Program Director, ext. 8231

Andrew Pearce, Director of Development Engineering, ext. 8255

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council and a copy thereof is also on file in the Office of the City Clerk.)

3 VMC OPERATIONS AND MAINTENANCE IMPLEMENTATION STRATEGY

The Vaughan Metropolitan Centre Sub-Committee advises Council:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Public Works and the Deputy City Manager, Planning and Growth Management, dated June 4, 2019, was approved; and
- 2) That the presentation by the Manager, Business and Contract Services, Transportation Services, Parks and Forestry Operations, and C4, presentation material titled: "Emerging Downtown, VMC O&M Implementation Strategy" was received.

Purpose

To present the strategy for developing the VMC Operations & Maintenance (O&M) Plan 2020-2024 for above-ground outdoor infrastructure within the VMC.

Report Highlights

- Vaughan Metropolitan Centre (VMC) development continues apace with the TTC station fully operational, the YRT bus terminal and VivaNext Bus Transit Rapidway on Highway 7 west of Edgeley Boulevard to open later this year, and key road links, parks and open spaces being constructed.
- The City operates and maintains VMC assets based on existing City-wide service levels along with Operations and Maintenance practices defined in strategic VMC and other City-wide intensification standard documents.
- The City is reviewing existing O&M service levels: to assess whether they enable the vibrant City core envisioned by Council through the VMC Secondary Plan and supporting placemaking studies; to establish urban service levels for asset types new to the City; and, to coordinate service levels with partner property owners to ensure a consistent citizen and visitor experience.
- The review will consider service levels in similar downtown or core areas, as well as inputs from VMC stakeholders.
- Recommended service levels will be presented in the "VMC O&M Plan 2020-2024" to the VMC Sub-Committee in November 2019 along with cost implications and an implementation plan to inform future budget requests.

Recommendation

1. That this report be received for information.

Background

The development of the VMC is continuing apace, and the sense of excitement and activity is tangible.

Residents, employees and visitors occupy three completed towers in the VMC. Thousands more will soon arrive in seven towers that are currently under construction. Development applications are active for another six projects that will deliver a range of high-rise towers, mid-rise buildings and urban townhouse blocks. These statistics continue to grow regularly, as the downtown is developing more quickly than anticipated.

The VMC community benefits from the service of a TTC station that is already fully operational, as well as the Smart Centres Place Bus Terminal and Highway 7 Viva Bus Transit Rapidway west of Edgeley Boulevard that are scheduled to open later this year. Spine roads in the northwest quadrant and Highway 400 off-ramps to Highway 7 will also begin servicing traffic later this year.

The City has been operating and maintaining its assets within the VMC based on existing City-wide service levels and O&M practices defined in strategic VMC and other City-wide intensification standard documents.

The VMC's infrastructure will be implemented incrementally and will service more residents, employees and visitors than other parts of the City, which have a lower density. Higher service levels will be required to meet the higher demand for services such as more frequent litter pick-up, emptying of garbage bins or winter control activities that are reflective of a transit and pedestrian oriented urban downtown.

Currently, O&M practices are found in strategic documents for different asset categories such as streetscapes and parks. Moving forward, the City should review O&M service levels and practices holistically to capture all public realm and infrastructure assets, update their estimated cost impacts and forecast their implementation based on projected construction timelines.

The VMC will also feature several asset types new to Vaughan or not common throughout the rest of the City.

Urban parks, separated cycling facilities, Passenger Pick-Up and Drop-Off (PPUDO) areas, pedestrian mews and enhanced streetscapes are just some examples of asset types that are being introduced to the City of Vaughan through the VMC. Service levels must be clearly defined for these asset types.

O&M service levels may need to be adjusted to ensure a consistent public experience of the VMC.

The VMC is transforming into a vibrant urban core where pedestrians, cyclists, transit riders and motorists will interact with streetscapes, walkways, roadways, parks and squares that are maintained by the private sector and public agencies. To provide residents, employees and visitors with a consistent experience in the VMC, the City will need to consider O&M service levels that vary from existing service level standards and practices.

A prime example of an area that will see users interact with assets from multiple stakeholders is the Mobility Hub. Service levels will need to be aligned among the four stakeholders: the City of Vaughan, the Toronto Transit Commission (TTC), York Region Transit (YRT) and SmartCentres.

Previous Reports/Authority

The VMC O&M Plan 2020-24 will be developed based on asset descriptions, development timing and O&M practices described in the following documents:

- VMC Secondary Plan
- VMC Streetscape and Open Space Plan
- VMC Utility Master Plan
- <u>September 9, 2014, Committee of the Whole (Working Session) (Item 1, Report No. 39,</u> <u>Recommendation 1)</u>, "Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy Plan"

 March 20, 2018, Committee of the Whole (Item 7, Report No. 10, Recommendation 1), "Vaughan Metropolitan Centre Cycling Network, Proposed Revisions to the VMC Streetscape and Open Space Plan and VMC Secondary Plan Road Network"

Analysis and Options

The City is undertaking a review of O&M service levels and practices within the VMC. The service level review will focus on the operations and maintenance of City and stakeholder assets in the public realm.

The review focuses on above-ground outdoor assets including roads, sidewalks, cycling facilities, boulevard trees and streetscapes, parks, traffic signs, traffic signals and streetlights. Services to be considered include winter control, cleaning, inspection, maintenance, repair and replacement. It is the intention to review underground municipal assets such as stormwater management pond facilities and Low Impact Developments (LIDs) at a future stage.

The review will compare the VMC's current service levels to similar downtown or core areas and also consider input from stakeholders.

Current service levels within the VMC are based on existing City-wide service levels along with O&M practices defined in strategic documents. The review will assess these service levels and practices holistically across the VMC's outdoor public space, and compare them to similar core areas in Toronto, Markham, Mississauga, Ottawa and Calgary. Input from VMC landowners and public service partners on their O&M priorities and concerns will be used to identify differences with City service levels and whether adjustments are needed.

Service level recommendations will be presented to the VMC Sub-Committee in November 2019, along with cost implications and an implementation plan to inform future capital budgets.

Costs associated with the recommended O&M service level adjustments will be calculated for the years 2020-2024, based on the anticipated development and construction plan. The resulting VMC O&M Plan will guide O&M activities and budgeting for the plan period, and will clarify service level expectations for VMC residents, property owners and other stakeholders such as the TTC and YRT. This work will also inform other intensification areas of the City.

Financial Impact

O&M service level recommendations will be documented in the VMC O&M Plan 2020-2024, to be presented to the VMC Sub-Committee in November 2019. The VMC O&M Plan will include estimated annual costs reflecting the anticipated development and construction timing over the plan period.

Broader Regional Impacts/Considerations

Coordination with other VMC property owners and service providers will be essential to ensure a

consistent citizen experience of the VMC. As part of the service level review, the City will be consulting with VMC landowners and public service partners, including the Toronto Transit Commission (TTC), York Region Transit (YRT) and York Region.

Conclusion

Operations and Maintenance is essential to fostering and sustaining the vibrant City core envisioned by the Council-approved VMC Secondary Plan and related placemaking documents. The City is reviewing service levels within the VMC considering similar downtown or core areas, as well as inputs from VMC stakeholders. Recommended service levels will be summarized in the "VMC Operations and Maintenance Plan 2020-2024". The plan will be presented along with cost implications and an implementation plan.

For more information, please contact:

Zoran Postic, Interim Deputy City Manager and Director of Transportation Services, Parks & Forestry Operations, ext. 8247 Christina Bruce, Director VMC Program, ext. 8231

Attachments

None.

Prepared by

Maurice Battistuzzi, Project Manager, TSPFO, ext. 6149 Elaine Chang, Manager, Business and Contract Services, TSPFO, ext. 6120

In consultation with:

Andrew Pearce, Director of Development Engineering
Amy Roots, Senior Manager, VMC
Gerardo Paez Alonso, Manager, VMC & Strategic Parks Initiatives
Jennifer Cappola-Logullo, Manager of Development Engineering (VMC)
Joerg Hettmann, Interim Manager of Forestry & Horticulture, TSPFO
Carmine Mainella, Interim Manager of Parks & Roads, TSPFO
Margie Chung, Manager of Traffic Services, TSPFO
Rita Selvaggi, Manager of Financial Planning & Analysis, Financial Planning and Development

4 VAUGHAN METROPOLITAN CENTRE (VMC) MARKETING UPDATE

The Vaughan Metropolitan Centre Sub-Committee advises Council:

- 1) That the recommendation contained in the report of the Interim City Manager dated June 4, 2019, was approved; and
- 2) That the presentation by the Economic Development Officer and the Cultural

Officer, Economic and Cultural Development and C5, presentation material titled "*VMC Marketing Update*" was received.

Purpose

The purpose of this report is to provide an update on VMC marketing and business development activities planned and delivered since the March 2019 VMC Subcommittee meeting.

Report Highlights

- Economic and Cultural Development (ECD) continues to primarily target business and real estate professionals with the goal of supporting the land owners' efforts to secure large anchor tenants to catalyze the development of new office buildings.
- New marketing products have been launched, including the Vaughan Rising Podcast, VMC 360 Degree Tour and Talent Attraction Brochure.
- Existing products like the VMC micro-site and Lure Book continue to be refreshed.
- The VMC has been profiled at top business and real estate events including the NAIOP REX Awards, Meet the Tourism Investor Dragons, Collision Conference and various CoreNet events.
- A series of cultural activations are planned for residents, local businesses and commuters to enjoy in the VMC during the coming summer and fall months at Transit Square in the VMC.
- The Cultural and Performing Arts Centre Feasibility Study (in the VMC) is scheduled for completion during or before the fourth quarter of 2019.

Recommendation

1. THAT, Economic and Cultural Development staff continue to provide ongoing updates on the marketing, business development and cultural activities in the VMC.

Background

Since the last VMC Subcommittee meeting in March 2019, Economic and Cultural Development (ECD) has been building on and delivering its marketing and business development program for the VMC.

ECD continues to primarily target top-level corporate executives, corporate real estate executives, commercial realtors and brokers, and site selection professionals with the goal of supporting the land owners' efforts to secure large anchor tenants to catalyze the development of new office buildings.

Citizens continue to be engaged through activations and City communications channels.

Previous Reports/Authority

March 2019: VMC Marketing Update

Analysis and Options

The following marketing and business development tactics are intended to drive awareness of the VMC as an attractive major commercial office and retail location choice in the Greater Toronto Area marketplace.

'The Project' and 'Vaughan Rising' Podcasts

Staff worked with the creators of 'The Project'—a U.S.-based podcast—to deliver an episode about the VMC. The episode tells the story of how KPMG decided to locate in the VMC and features interviews with Sebastian Distefano, KPMG's Managing Partner for the GTA, and Mayor Maurizio Bevilacqua. The episode will reach U.S.-based site selectors and businesses.

On June 5, 2019, a new City of Vaughan podcast called 'Vaughan Rising' will be launched. The goal of the podcast is to create buzz about Vaughan among the commercial real estate community by highlighting the city's culture of ambition and its upward momentum. The podcast will highlight the VMC in multiple episodes.

360 Degree Tour

A 360 degree video tour of the VMC was publicly launched in May. It is available on the City of Vaughan's YouTube channel. Immediately after this meeting, a staff pop-up event will be held downstairs with an opportunity to view the video with a virtual reality headset. Another pop-up event will be held at the Joint Operations Centre on June 6.

Talent Attraction Brochure

A VMC Talent Attraction Brochure has been developed to support office development. The purpose of the brochure is to show prospective companies and their employees that Vaughan, and particularly the VMC, is a vibrant place to work and live with opportunities for career growth; fun, health and wellness; and improved quality of life.

Print copies of the brochure were distributed at the Collision Conference in Toronto. The brochure's content will also be used in a York Region social media campaign.

VMC Micro-site: Signature Marketing Vehicle

The VMC micro-site, <u>myVMC.ca</u>, has been refreshed to refine the home page, incorporate new marketing materials and fix functionality issues.

Staff are reviewing options to promote the site to Vaughan residents in the coming months.

Lure Book Brochure

The first print run of 250 VMC Lure Books is nearly gone. Demand for the brochure has been high with copies distributed to businesses, realtors and partners including VMC land owners, York Region and Toronto Global.

Before the next print run, content is being updated to incorporate the latest developments and

feedback from partners.

Profiling at business and real estate-focused events

Staff continue to attend and sponsor strategic business development and real estate events to reach target audiences. Since the last VMC Subcommittee meeting, Vaughan had a presence at the following events:

- NAIOP REX Awards The Vaughan step and repeat and gallery of VMC photos and renderings were placed around the reception area of the event, which attracted 491 commercial real estate professionals.
- Meet the Tourism Investor Dragons An opportunity to pitch the VMC to 12 land developers and hospitality investors.
- Collision Conference North America's fastest growing technology conference attended by 25,000 people. Vaughan was part of the York Region Pavillion and showcased the VMC 360 Degree Tour.
- Various CoreNet events An annual corporate sponsorship of CoreNet includes tickets to the organization's professional development events. Staff have attended various sessions to learn and network with members.

Arts and Culture

Arts and cultural programming in Vaughan helps to foster appreciation and support of the artistic and cultural life that is lived, created and expressed across our city. It promotes direct interaction between creators and citizens as key to increasing understanding and appreciation of art and culture. A series of activations are planned for residents, local businesses and commuters to enjoy in the VMC during the coming summer and fall months at Transit Square in the VMC.

- Creative Industry Tour (May) in partnership with Vaughan International Film Festival for film and production industry.
- Inspirit Fest (May/June) a series with Bollywood dance, Rangoli, yoga and tai chi.
- Music in the Square (July/Aug) series of live music and refreshments.
- Culture Days (Sept. 26-29) launch and activations a weekend arts piazza in Transit Square with live music, live art on site, interactive games and dance.
- Concerts in the Park kick-off concert in Transit Square (June 5) the award-winning concert series marks its 25th anniversary at the VMC.

More activities are being planned for the upcoming winter months that could include: live music café, ice sculptures and lighting.

In addition, the Cultural and Performing Arts Centre Feasibility Study in the VMC is scheduled to be completed and presented by the external professional advisory team in the fall of 2019.

Earned-Media Support

With ongoing communications support from Corporate and Strategic Communications, the VMC continues to garner traction on the City's corporate social media sites as well as in the media. Strategic outreach will continue.

Intended Outcomes

So far in 2019, marketing and business development activities have resulted in 73 new connections and exposure to approximately 2,350 people in the target audience of business and real estate professionals. Note that metrics for Collision will be provided in the next VMC Marketing Update.

The Meet the Tourism Investor Dragon event yielded leads from five hotel development and management groups. These groups were introduced to VMC land owners.

These activities support the 2031 targets for commercial office space, retail space, residential units, and population tracked and reported on by the VMC Project Team.

Financial Impact

The business development and marketing activities highlighted in this report are funded from the Economic and Cultural Development Department's operating budget.

Broader Regional Impacts/Considerations

Successful profiling and support of the VMC is beneficial to our infrastructure funding and operating partners (Toronto Transit Commission, York Region, Government of Ontario, Government of Canada, Toronto Region Conservation Authority) as it drives usage of these projects and shows return on investment. The Region and TTC are regularly engaged by ECD.

Conclusion

The Economic and Cultural Development department is continually engaging VMC land owners, businesses, partners and other stakeholders to find new opportunities and challenges related to business development in the VMC. This information forms the foundation of ECD's business development and marketing activities and guides the development of new products.

More marketing products, events and tactics are planned throughout 2019. Plans and outcomes will be reported at future VMC Subcommittee meetings.

For more information, please contact: Michelle Samson, VMC Economic Development Officer.

Attachments

None

Prepared by

Michelle Samson, VMC Economic Development Officer, extension 8367

The meeting adjourned at 11:38 a.m.

Respectfully submitted,

Mayor Maurizio Bevilacqua, Chair



CITY OF VAUGHAN REPORT NO. 2 OF THE OLDER ADULT TASK FORCE

For consideration by the Committee of the Whole of the City of Vaughan on December 3, 2019

The Older Adult Task Force met at 3:12 p.m., on October 28, 2019.

Members Present	Regional Councillor Mario Ferri Regional Councillor Gino Rosati Bob Bak Bernard Lo Darlene Share
Also Present:	Janet Rurak, Program Manager, York Region Seniors Strategy Lisa McDonough, Director of Customer Experience, Vaughan Public Libraries Angela Palermo, Recreation Manager, Community Development & Planning (4:10 p.m.)
	Margie Chung, Manager of Traffic Services, Transportation and Fleet Management Services Dina Al-Shibeeb, York Region Media John Britto, Council / Committee Administrator

The following items were dealt with:

1. FINDINGS REPORT – 2018 OLDER ADULT TASK FORCE

The Older Adult Task Force advises Council:

1) That the presentation by the Recreation Manager, Community Development & Planning was received.

(A copy of the foregoing report has been attached for reference.)

2. <u>AGE-FRIENDLY DESIGNATION</u>

The Older Adult Task Force advises Council:

 That the Terms of Reference of the Older Adult Task Force identifies the Task Force's authority to provide input relating to the City's Age-Friendly designation;

- 2) That the Older Adult Task Force supports the City's initiation of an age-friendly community designation study as provided through the 2019 approved Recreation Capital project; and
- 3) That the Older Adult Task Force supports the study process as representatives of Vaughan's older adult community, including providing updated reports to Council throughout this process.

3. TASK FORCE ACTION PLAN AND TIMELINES

The Older Adult Task Force advises Council:

1) That the presentation by the Recreation Manager, Community Development & Planning, Recreation Services was received.

The meeting adjourned at 4:45 p.m.

Respectfully submitted,

Regional Councillor Mario Ferri, Chair

FINDINGS REPORT OLDER ADULT TASK FORCE

Recommendations

The Older Adult Task Force recommends the following to Council for consideration:

- 1. That the City of Vaughan commence the process required to be recognized as an Age-Friendly city and that grants supporting this initiative be pursued; and,
- 2. That consideration be given to funds being included in the 2019 budget process to commence the first step in the age-friendly designation process by developing a community action plan that defines local principles, conducts a community assessment and develops strategies for action; and,
- 3. That consideration be given to the Older Adult Task Force being reestablished in the next term of Council; and,
- 4. That inclusive eligibility models and initiatives that will assist in older adults in remaining in their homes, be explored and developed; and,
- 5. That a hub or hubs of integrated programs and services for seniors, be established; and,
- 6. That the information found in the Attachments to this report related to Ontario's Age-Friendly Planning Model and the Task Force's S.W.O.T. analysis of community issues, be received.

Background

At its meeting on October 24, 2017, Council adopted Item 10, Report No. 35 of the Committee of the Whole, entitled "Older Adult Task Force". In so doing, Council approved the establishment of the Older Adult Task Force, its Terms of Reference, and appointed Councillor DeFrancesca, Regional Councillor Ferri and Regional Councillor Singh to the Task Force.

Findings Report of the Older Adult Task Force, June 2018



Recruitment was undertaken for six (6) citizen members and one (1) representative from a senior's organization. Advisory and technical staff support for the Task Force was provided by representatives from the City's Community Services and Transportation Engineering departments, as well as from Fire and Rescue Services, Vaughan Public Libraries, York Region Community and Health Services, and the York Catholic District School Board.

The Task Force had a total of three meetings. Appointed members of the Task Force include the following:

Regional Councillor Ferri, Chair Councillor Rosanna DeFrancesca Barbara Holmes Vin Le Nadia Nascimben Gerard J O'Connor Kashmir S. Sangha Darlene Share Elissa Shnier Regional Councillor Singh

The mandate of the Task Force is to make recommendations on the implementation of action items related to Vaughan's Older Adult Strategy, including exploring opportunities to move towards an age-friendly community and promotion of healthy seniors. A requirement of the Task Force is to submit to Council a "Findings Report" by June 2018.

Conclusion

The Task Force would like to express to Council its thanks for supporting the establishment of an Older Adult Task Force and its consideration of the recommendations in this report.

<u>Attachments</u>

- 1. S.W.O.T Analysis of Older Adult Issues in the City of Vaughan
- 2. Ontario's Age-Friendly Community Planning Model

Findings Report of the Older Adult Task Force, June 2018



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Strengths

- Wonderful library services in Vaughan
- Existing Vaughan Fire and Rescue Services' (VFRS) "Alarm for Life" Programfirefighters are assisting older adults by checking smoke alarms/changing batteries on alarms and alerting social services of any issues relating to health and safety of seniors
- VFRS growing role in community safety partnerships to ensure seniors are not in isolation, in unfit habitations or living in conditions that present fire and safety risks (including mental health)
 - Existing "Vulnerable Persons Registry"
- Existing partnership with B.A.S.S.I.C.
- Multiple and many resources in many areas that exist
- Excellent Older Adult Clubs/groups in community centres
- Older Adult Clubs in Vaughan -self serve their cultural groups well
- Recreation Tai Chi, Pilates and Yoga courses and low-key sports/activities eg. bocce, bingo
- SAVI (Umbrella Older Adult Organization in Vaughan) has lots of activities and advocates for Vaughan's older adults
 - Transportation -Mobility Plus
- Exercise programs through Recreation at City of Vaughan
- Programs in Vaughan provided through agencies
 - Programs for older adult women in Vaughan
- Available computer skills courses for older adults.

Weaknesses

- Fees for Recreation activities too high
- Recreation activities across the City for older adults are not equal e.g. west end vs. east end
- More housing options for seniors to age in place needed/seniors want to remain in their homes and live independently
 - New homes/buildings are not senior-friendly- lots of stairs
- No formal seniors' education program locally through educational institutions eg. Ryerson etc.
- Caregiver programs are not comprehensive /need to give a break to caregivers/family members caring for seniors
 - Need large seniors' hub (one-stop centre that provides information/resources for seniors)
- Scattered services /absence of one-stop service centre for seniors' issues
 - Lack of home services for seniors i.e. groceries, cleaning for seniors that cannot leave the house
- Transportation, especially subsidized and for disabled requires improvement
- Need more space for seniors- not enough room for seniors.
- Elder abuse issues -financial/physical seniors not coming forward due to cultural issues of not wanting to speak about these kind of issues
- Bottom-up community engagement should happen -what are seniors saying about their needs
- Those lower income workers that are now seniors are living in povertybenefits and pension are not enough to live on
- More handicap parking required at public facilities.

S.W.O.T. Brainstorming of Older Adult Issues in the City of Vaughan by Task Force

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e e e e.e.		resources must be put towards this age group or critical social issue
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e e	 Built environment -planning for active communities/close by destinations, 	Government debt -long-term sustainability of programs and service
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Ontario's Planning Model to Becoming an Age-Friendly Community





Step 2: Conduct Community Needs Assessment



Older Adult Fask Force Findings Report, June 2018

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Step 3: Develop an Action Plan



Step 4: Implement and Evaluate



Older Adult Task Force Findings Report, huse 2018

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World Health Organization (WHO) Eight Dimensions of Age-Friendly Communities	Examples
Criteria/Areas to be Considered in Developing a Community Action Plan	
Outdoor Spaces and Buildings	Safe and accessible public buildings, removing barriers that limit social and physical opportunities for seniors.
Transportation	Accessible signage, transportation-related infrastructure, (lighting, sidewalks), public transit.
Housing	Ability to age in place, access to affordable housing.
Social Participation	Opportunities for social participation/interaction with community.
Respect and Social Inclusion	Removal of negative attitudes, intergenerational understanding.
Civic Participation and Employment	Opportunities to be involved in community life, volunteer opportunities, opportunities to remain employed.
Communication and Information	Information to community events and resources. Ability to reach diverse cultures.
Community Support and Health Services	Access to services that promotes healthy behaviours and life choices including recreation opportunities.

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