

**CITY OF VAUGHAN**  
**REPORT NO. 14 OF THE**  
**COMMITTEE OF THE WHOLE**

*For consideration by the Council  
of the City of Vaughan  
on April 20, 2021*

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The Committee of the Whole met at 1:02 p.m., on April 7, 2021.

Council Member	In-Person	Electronic Participation
Councillor Tony Carella, Chair		X
Hon. Maurizio Bevilacqua, Mayor		X
Regional Councillor Mario Ferri		X
Regional Councillor Gino Rosati		X
Regional Councillor Linda Jackson		X
Councillor Marilyn Iafrate	X	
Councillor Rosanna DeFrancesca		X
Councillor Sandra Yeung Racco		X
Councillor Alan Shefman		X

The following items were dealt with:

**1. 2314075 ONTARIO LTD. SITE DEVELOPMENT FILE DA.20.039 200  
RODINEA ROAD VICINITY OF KEELE STREET AND TESTON ROAD**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the City Manager, dated April 7, 2021, be approved; and**
- 2) That the coloured elevations submitted by the applicant be received.**

**Recommendations**

1. THAT Site Development File DA.20.039 (2314075 Ontario Ltd.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS of Site Plan Approval included in Attachment 1, to the satisfaction of the Development Planning Department, to permit a 1-storey industrial building with a 2-storey accessory office space and accessory open storage area as shown on Attachments 3 to 5.

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**2. 7553 ISLINGTON HOLDING INC. OFFICIAL PLAN AMENDMENT FILE  
OP.08.017 ZONING BY-LAW AMENDMENT FILE Z.16.022 7553  
ISLINGTON AVENUE AND 150 BRUCE STREET VICINITY OF  
HIGHWAY 7 AND ISLINGTON AVENUE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the City Manager, dated April 7, 2021, be approved;**
- 2) That the following comments and Communication be received:**
  - 1) Mr. Patrick Harrington, Aird & Berlis LLP, Bay Street, Toronto, on behalf of the applicant;**
  - 2) Ms. Mary Mauti, Vaughanwood Ratepayers Association, Forest Circle Court, Woodbridge;**
  - 3) Ms. Elisa Testa, Bruce Street, Woodbridge, and Communication C14, dated April 6, 2021;**
  - 4) Mr. James Coburn, Bruce Street, Woodbridge; and**
- 3) That Communication C13 from Mr. Larry Berenz, dated April 6, 2021, be received.**

**Recommendations**

- 1. THAT Official Plan and Zoning By-law Amendment Files OP.08.017 and Z.16.022 (7553 Islington Holding Inc.) to amend the policies of OPA 240 (Woodbridge Community Plan), as amended to redesignate the Subject Lands from “Open Space” (7553 Islington Avenue) and “Low Density Residential” (150 Bruce Street) to “Mid-Rise Residential” with a maximum Floor Space Index of 2.82 times the area of the lot and a maximum building height of 21-storeys, and to rezone the Subject Lands from “A Agricultural Zone”, “OS1 Open Space Conservation Zone” (7553 Islington Avenue) and “R1 Residential Zone” subject to site-specific Exception 9(643) (150 Bruce Street) to “RA3 Apartment Residential Zone” and “OS1 Open Space Conservation Zone” with site-specific zoning exceptions, BE REFUSED.**
- 2. THAT City of Vaughan staff and external consultants, as required, be directed to attend the Local Planning Appeal Tribunal hearing in support of the recommendations contained in this report with regard to Official Plan and Zoning By-law Amendment Files OP.08.017 and Z.16.022.**



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**3. FRANCA ZEPPA SITE DEVELOPMENT FILE DA.20.032 10356  
HUNTINGTON ROAD VICINITY OF HUNTINGTON ROAD AND EAST'S  
CORNERS BOULEVARD**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the City Manager, dated April 7, 2021, be approved; and**
- 2) That the coloured elevations submitted by the applicant be received.**

**Recommendation**

1. THAT Site Development File DA.20.032 (Franca Zeppa) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS listed in Attachment 1 to the satisfaction of the Development Planning Department, to permit the development of a two-storey private community centre and day nursery facility with an accessory outdoor play area, as shown on Attachments 3 to 7.

**4. PINE VALLEY KLEINBURG HOMES LTD. SITE DEVELOPMENT FILE  
DA.18.070 VICINITY OF RUTHERFOD ROAD AND HIGHWAY 27**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the City Manager, dated April 7, 2021, be approved; and**
- 2) That the coloured elevations submitted by the applicant be received.**

**Recommendations**

1. THAT Site Development File DA.18.070 (Pine Valley Kleinburg Homes Ltd.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachment 1 to the satisfaction of the Development Planning Department, to permit the development of 111 townhouse units as shown on Attachments 3 to 5.
2. THAT Site Plan Development File DA.18.070 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 111 townhouse units (340 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.

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- 5. PROPOSED STREET NAME SITE DEVELOPMENT FILE DA.18.074  
RELATED FILES OP.18.018, Z.18.030 PENGUIN-CALLOWAY  
(VAUGHAN) INC. VICINITY OF PORTAGE PARKWAY AND MILLWAY  
AVENUE**

**The Committee of the Whole recommends approval of the  
recommendation contained in the following report of the City  
Manager, dated, April 7, 2021:**

**Recommendations**

1. That the following street name for the proposed street located within  
the lands identified in approved Site Development File DA.18.074 as  
shown on Attachment 1, BE APPROVED:

Proposed Name

Bent Tree Drive

- 6. PROPOSED STREET NAME SITE DEVELOPMENT FILE DA.19.072  
RELATED FILES 19T-19V002 & Z.19.007 CONMAR DEVELOPMENTS  
INC. AND FENLANDS VAUGHAN INC. VICINITY OF HIGHWAY 400  
AND KIRBY ROAD**

**The Committee of the Whole recommends approval of the  
recommendation contained in the following report of the City  
Manager, dated April 7, 2021:**

**Recommendations**

The City Manager recommends:

1. That the following street name for the proposed street located within  
the lands identified by approved Site Development File DA.19.072 as  
shown on Attachment 1, BE APPROVED:

Proposed Name

McGown Road

- 7. VELLORE CENTRE - RESPONSE TO COUNCIL DIRECTION TO  
EXPLORE LAND USE STUDY OPTION**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of  
the City Manager, dated April 7, 2021, be approved;**
- 2) That Option 1 – Maintain Existing Policy Framework, be  
approved; and**
- 3) That Communication C15 from Elvira Caria, Vellore Woods  
Ratepayers Association and Tim Soroichinsky, Millwood-**

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**Woodend Ratepayers Association, dated April 7, 2021, be received.**

**Recommendations**

1. THAT the existing policy framework continue to be the basis for processing development applications in Vellore Centre.
8. **YORK REGION'S REQUEST TO CONSIDER NEW MAJOR TRANSIT STATION AREAS (MTSA) ALONG JANE STREET AND EXPAND THE RUTHERFORD GO STATION MTSA FILE 27.3**

**The Committee of the Whole recommends:**

- 1) That further consideration of this matter be deferred to the Council meeting on April 20, 2021; and
- 2) The following Communications be received:
  - C1. Ms. Joanne Linardi, dated March 26, 2021;
  - C3. Ms. Vera Monks, dated April 1, 2021;
  - C4. Ms. Lori Colussi, dated April 1, 2021;
  - C5. Ms. Vera Monks, dated April 1, 2021;
  - C6. Danielle Sylvester, Bachman Drive, Vaughan, dated April 1, 2021;
  - C8. Mr. Nicki Tantalo, dated April 1, 2021;
  - C9. Ms. Silvia Pozzebon, dated April 1, 2021;
  - C10. Mr. Tony Montano, dated April 3, 2021;
  - C11. Ms. Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated April 5, 2021; and
  - C12. Jana and Bill Manolakos, Keele Street, Vaughan, dated April 6, 2021.

**Recommendations**

1. THAT Council endorse the Jane Street MTSAs and direct City of Vaughan staff to work with York Region Planning staff to finalize the Jane Street MTSA boundaries and minimum density requirements for consideration by York Region Council to address the York Region Council recommendation to establish Major Transit Station Areas along the future Jane Street Bus Rapid Transit corridor.
2. THAT Council endorse the recommended Rutherford GO Station Major Transit Station Area boundary expansion that include the lands at the four quadrants of Rutherford Road and Keele Street.
3. THAT the Clerk be directed to forward a copy of this report to York Region.

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**9. BUILDING PERMIT FEES ANNUAL FINANCIAL REPORT 2020**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager, dated April 7, 2021:

**Recommendations**

THAT the Building Permit Fees Annual Financial Report for 2020 be received for information.

**10. BLACK CREEK FINANCIAL STRATEGY AND VMC WEST INTERCHANGE SANITARY SEWER AREA SPECIFIC DEVELOPMENT CHARGES UPDATES**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Corporate Services and Chief Financial Officer, dated April 7, 2021, be approved; and
- 2) That the presentation by Mr. Andrew Mirabella, Hemson Consulting Ltd., Partrick Street, Toronto, and Communication C2 presentation material, entitled "Council Information Session- Edgeley Pond and Park and Black Creek Channel Works ASDC Study and By-law", be received.

**Recommendations**

1. That the Draft ASDC Background Studies for the "Black Creek Financial Strategy" and "VMC West Interchange Sanitary Sewer" be (Attachments 1 & 3) be received and made available to the public sixty (60) days in advance of the passage of the by-law in accordance with the Development Charges Act, 1997;
2. That the Draft ASDC By-law for the "Black Creek Financial Strategy" and "VMC West Interchange Sanitary Sewer" (Attachments 2 & 4) be received and made available to the public at a date to be established by the Chief Financial Officer, but no later than two (2) weeks in advance of the public statutory meeting; and
3. That staff be authorized to advertise the Public Statutory Meeting at least twenty (20) days in advance of the date of the meeting in a method that is consistent with the requirements of the Development Charges Act, 1997.

**11. ACCESSIBILITY ADVISORY COMMITTEE - RECRUITMENT OF ONE (1) CITIZEN MEMBE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Administrative Services and City Solicitor, dated April 7, 2021:

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**Recommendations**

1. That the Office of the City Clerk be directed to advertise and recruit 1 (one) citizen member to fill the vacancy caused due to the resignation of a member.

**12. METROLINX INITIATIVES UPDATE SPRING 2021**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Deputy City Manager, Infrastructure Development, dated April 7, 2021, be approved; and
- 2) That the presentation by Mr. Stephen Collins, Program Sponsor, Subways and Mr. Rajesh Khetarpal, VP, Community Engagement 905, Metrolinx and Communication C7 presentation material, entitled "Yonge North Subway Extension, Initial Business Case - Project Update", be received.

**Recommendations**

1. That the presentation from Metrolinx staff on the results of the Initial Business Case and the current status of the Yonge North Subway Extension be received.

**13. PUBLIC INFORMATION SUPPORT FOR THE VAUGHAN COMMUNITY HEALTH CENTRE'S HIGH PRIORITY COMMUNITIES STRATEGY**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following resolution of Mayor Bevilacqua, dated April 7, 2021, be approved; and
- 2) That the presentation from Ms. LoAn Ta-Young, Acting Executive Director, Vaughan Community Health Centre, be received.

**Member's Resolution**

Submitted by Mayor Bevilacqua

**Whereas**, on March 17, 2020 Vaughan became the first city in Ontario to declare a state of emergency and the first municipality in York Region to do so; and

**Whereas**, it is imperative that all parts of our community are represented, informed, and engaged about public health measures and support services related to COVID-19; and

**Whereas**, on Dec, 21, 2020, the Ontario government announced the implementation of the High Priority Communities Strategy which provides

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funding to local community agencies to deliver key interventions for communities significantly impacted by COVID-19; and

**Whereas**, Vaughan Community Health Centre (VCHC) is the lead agency to carry out the High Priority Communities Strategy in Vaughan. The VCHC is a not-for-profit, community-governed organization that provides clinical and social services with a primary focus on residents of Western and Northern York Region. The organization serves populations facing barriers to accessing health care with a focus on youth, seniors, and people with mental health and addiction issues. Services are provided in different languages within a safe, accessible, and comfortable environment.

**Whereas**, the High Priority Communities Strategy supports communities disproportionately affected by COVID-19 and is comprised of three pillars, including:

1. Tailored community outreach and engagement to enhance awareness of the services and supports available.
2. Increased access to testing.
3. Wraparound supports using a case management approach to connect individuals and families with available services, such as groceries, emergency financial assistance, self-isolation facilities and more; and

**Whereas**, VCHC is working to implement the three pillars to support the residents of Vaughan and is requesting further communications support to raise awareness about the organization's service offerings.

**It is therefore recommended:**

1. That the City of Vaughan partner with VCHC to promote the availability of VCHC COVID-19 related services leveraging the City's corporate communications channels and through the Access Vaughan Contact Centre; and
2. That this resolution and attachments be forwarded to the City's Diversity and Inclusion Task Force to be shared with members; and
3. This resolution is shared with York Region Council.

### 14. **MEMBERS RESOLUTION REGARDING THE YONGE NORTH SUBWAY EXTENSION**

**The Committee of the Whole recommends that further consideration of this matter be deferred to the Council meeting on April 20, 2021, to allow staff to report back with additional information as requested, including the impact of this Member's Resolution.**

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## **Member's Resolution**

Submitted by Councillor Shefman

**Whereas**, the extension of the Yonge Street Subway (YNSE -Yonge North Subway Extension) has been designated as a priority rapid transit project by the Province of Ontario, and

**Whereas**, The Environmental Assessment for the YNSE project was approved by the Province of Ontario in 2009 and

**Whereas**, the YNSE has been in a planning stage for approximately 15 years, and

**Whereas**, the proposed route and stations (Option 1 in the Initial Business Case) identified through a long and detailed planning process, including a formal approved Environmental Assessment and significant public consultation has been considered the most ideal and efficient route for the extension, and

**Whereas**, Metrolinx assigned to manage the delivery of the project in 2019, and

**Whereas** the Initial Business Case and Supplementary Analysis released by Metrolinx on March 18, 2021, is based on a \$5.6 billion funding envelop, and

**Whereas**, the Initial Business Case, reflecting the current allotted budget has not recommended certain key elements of the original plan such as stations at Cummer, Clark and Royal Orchard, an alignment that remains on Yonge Street to its terminus north of the 407 highway and a lack of commuter parking in the vicinity of the terminus station.

### **It is therefore recommended:**

1. That the Council of the City of Vaughan is most supportive of the efforts by the Province to move the YNSE project forward with the publication and recommendations of the Initial Business Case, and
2. That every effort be made to revise the YNSE Reference Alignment, identified within the supplemental analysis undertaken following the Initial Business Case, to address the problematic issues of the alignment away from Yonge Street, the limitation of "neighbourhood" stations and the lack of a clear plan for commuter parking, and
3. That Option 1 as outlined in the Initial Business Case be supported, and

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4. That the required funds to support Option 1 or a close variation of this option be provided by increasing the funding envelop through the funding support for this project by the Provincial and Federal Governments, and
5. That the appropriate government bodies, including the Offices of the Premier and Prime Minister, be advised of this resolution of Council.

**15. OTHER MATTERS CONSIDERED BY THE COMMITTEE**

**15.1 CONSIDERATION OF AD-HOC COMMITTEE REPORT**

**The Committee of the Whole recommends:**

**That the following Ad-Hoc Committee report be received:**

- 1. Effective Governance and Oversight Task Force Meeting of March 17, 2021 (Report No. 3); and**
  - 2. Economic Prosperity Task Force Meeting of March 22, 2021 (Report No. 2).**
- 

The meeting adjourned at 3:46 p.m.

Respectfully submitted,

Councillor Tony Carella, Chair



**COMMITTEE OF THE WHOLE (1) – APRIL 7, 2021****COMMUNICATIONS****Distributed March 26, 2021**

	<b><u>Item(s)</u></b>
C1. Ms. Joanne Linardi, dated March 26, 2021.	8

**Distributed April 1, 2021**

C2. Presentation material.	10
C3. Ms. Vera Monks, dated April 1, 2021.	8
C4. Ms. Lori Colussi, dated April 1, 2021.	8
C5. Ms. Vera Monks, dated April 1, 2021.	8
C6. Danielle Sylvester, dated April 1, 2021.	8

**Distributed April 6, 2021**

C7. Presentation material.	12
C8. Mr. Nicki Tantalo, dated April 1, 2021.	8
C9. Ms. Silvia Pozzebon, dated April 1, 2021.	8
C10. Mr. Tony Montano, dated April 3, 2021.	8
C11. Ms. Rosemarie Humphries, dated April 5, 2021.	8
C12. Jana and Bill Manolakos, dated April 6, 2021.	8
C13. Mr. Larry Berenz, dated April 6, 2021.	2
C14. Ms. Elisa Testa, dated April 6, 2021.	2

**Distributed April 7, 2021 (at meeting)**

C15. Elvira Caria, Vellore Woods Ratepayers Association and Tim Soroichinsky, Millwood-Woodend Ratepayers Association, dated April 7, 2021.	7
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**Disclaimer Respecting External Communications**

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: BRT Stations  
**Date:** March-26-21 9:10:08 AM

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**From:** Joanne Linardi [REDACTED]  
**Sent:** Thursday, March 25, 2021 9:59 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] BRT Stations

Hi,

I would like to comment on the request to consider new major transit station areas along Jane Street. I don't think this should be a priority since the bus system isn't being used much in this area and it would cause even more traffic and confusion than we already have.

Thanks,

Joanne

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## Council Information Session

# Edgeley Pond and Park and Black Creek Channel Works ASDC Study and By-law



CITY OF VAUGHAN

April 7<sup>th</sup> 2021

HEMSON

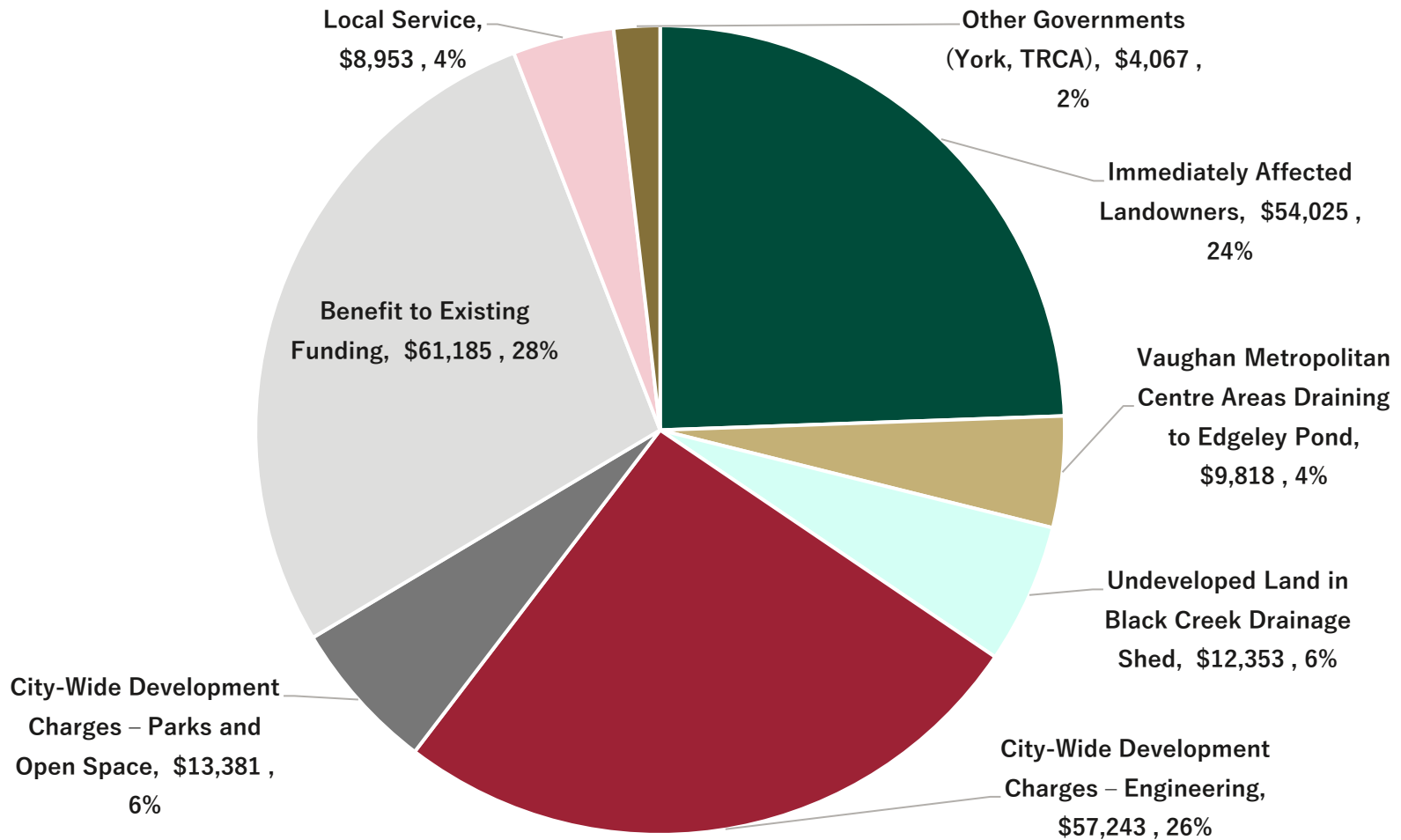
# Background and Study Objectives

- The initial Black Creek Financial Strategy was prepared through a lengthy consultation process that occurred over several years, with final approval reached in 2016
- In 2016, the infrastructure was estimated to cost approx. \$96.5M and resulted in costs being allocated across several funding sources:
  - Immediately Affected Landowners(ASDC–Map 1)
  - VMC Areas Draining into Edgeley Pond (ASDC–Map 2)
  - Undeveloped Lands in the Black Creek Drainage Shed (ASDC–Map 3)
  - City-Wide Future Development
  - Benefit to Existing (to be funded from Storm Water rates or other non-dc sources)

# Background and Study Objectives

- The City passed By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Black Creek Channel Works which came into effect on July 1<sup>st</sup> 2016
- The DCA requires that the by-law be updated every 5 years.
  - Existing by-law expires July 2<sup>nd</sup> 2021 and a new by-law needs to be passed in advance of this date.
- Hemson has been working with both DTAH and the City to update the comprehensive financial strategy to allocate costs across funding sources based on Engineering rationale
- Consultation with key stakeholders

# Summary of ASDC Capital Program: \$221.0 Million



Graph figures in (\$000)

# Cost Comparison: 2016 vs. 2021 Study (\$000)

Description	2016 Cost	2021 Cost	Difference (\$)	Difference (%)
Immediately Affected Landowners	\$ 13,024	\$ 54,025	\$ 41,000	315%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$ 2,613	\$ 9,818	\$ 7,206	276%
Undeveloped Land in Black Creek Drainage Shed	\$ 2,978	\$ 12,353	\$ 9,375	315%
City-Wide Development Charges – Engineering	\$ 33,000	\$ 57,243	\$ 24,243	73%
City-Wide Development Charges – Parks and Open Space	\$ 7,926	\$ 13,381	\$ 5,455	69%
Parks 10% Discount – Tax	\$ 881	\$ -	-\$ 881	-100%
Benefit to Existing Funding	\$ 17,174	\$ 61,185	\$ 44,011	256%
Local Service	\$ 17,071	\$ 8,953	-\$ 8,118	-48%
Other Governments (York, TRCA)	\$ 1,931	\$ 4,067	\$ 2,136	111%
<b>Totals*</b>	<b>\$ 96,598</b>	<b>\$ 221,026</b>	<b>\$ 124,427</b>	<b>129%</b>
<b>Totals (Adjust. For Index)</b>	<b>\$ 110,000</b>	<b>\$ 221,026</b>	<b>\$ 2,136</b>	<b>101%</b>

*Note\*: 2016 Costs illustrate the figures as presented in the 2016 ASDC Study and not indexed to current dollars*

# Map 1: Edgeley Pond and Black Creek Channel Works – Immediately Affected Landowners

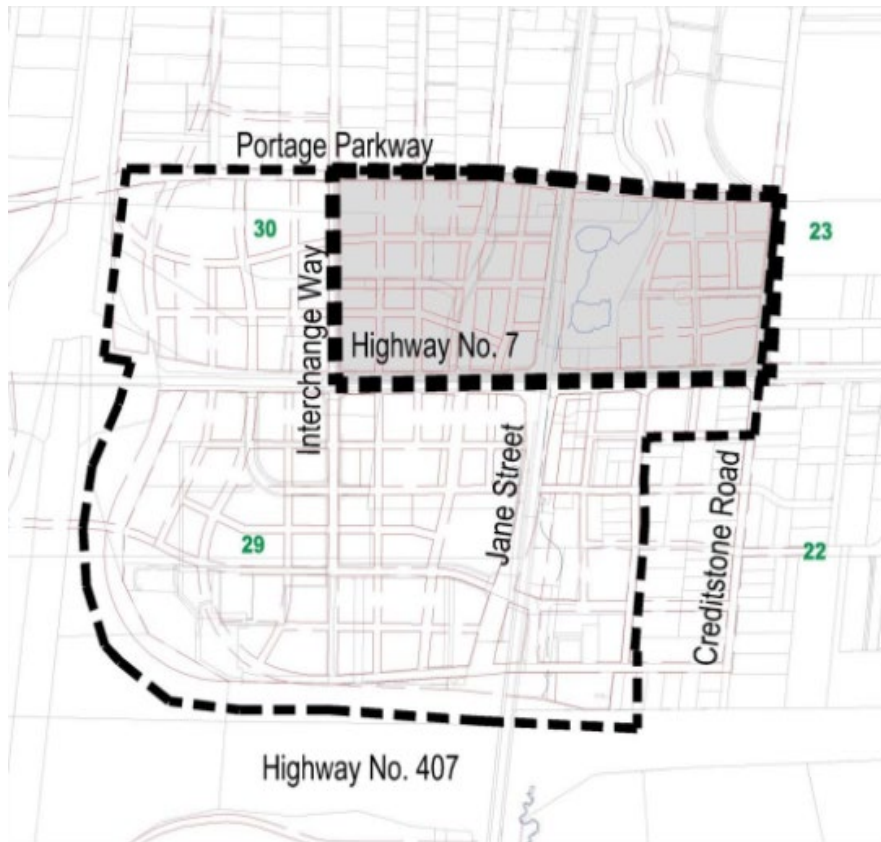


- Net Benefitting Area: **5.78 ha**
- Calculated Rate: **\$9,467,470 per net Hectare**

Current Rate	Calculated Rate	Difference (\$)	Difference (%)
\$2,972,699	\$9,467,470	\$6,494,771	218%



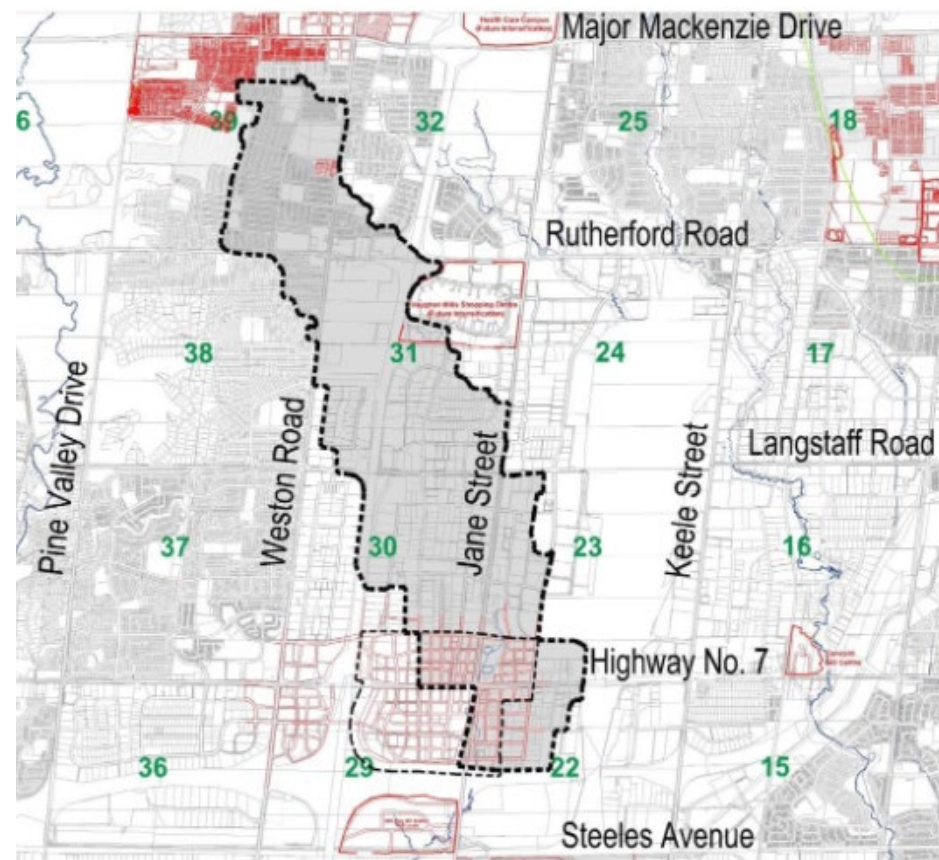
## Map 2: Edgeley Pond and Black Creek Channel Works – VMC Draining to Edgeley Pond



- Net Benefitting Area: **20.06 ha**
- Calculated Rate: **\$465,823 per net Hectare**

Current Rate	Calculated Rate	Difference (\$)	Difference (%)
\$98,656	\$465,823	\$367,167	372%

# Map 3: Edgeley Pond and Black Creek Channel Works – Undeveloped Lands in the Black Creek Drainage Shed



- Net Benefitting Area: **144.58 ha**
- Calculated Rate: **\$96,260 per net Hectare**

Current Rate	Calculated Rate	Difference (\$)	Difference (%)
\$26,695	\$96,260	\$69,565	261%



# Key Considerations

1. Land Acquisition Costs represent \$80 Million (or 36%) of the total \$221 Million Capital Program
  - Land acquisition costs included in the analysis have already been reduced to consider possible “savings” by acquiring parcels from provincial/regional authorities or any opportunity to resell residual lands acquired.
2. Edgeley Pond Improvement Costs have increased by over 200% since 2016
3. Inclusion of Culvert under Highway 7 expenses (not considered in 2016).
  - Does include a regional share for recovery
4. BTE share represents a proportionately higher share of total costs due to increased costs of pond works (which have a higher BTE than Channelization works)
  - 2021: \$61 million and 28% of total cost
  - 2016: \$17 Million and 18% of total cost
5. Net developable Areas has been reduced since 2016 (as development has occurred)

## Next Steps

- Continue discussions with external stakeholders (ongoing over the next several months)
- Draft DC Background Study is now made public for review and comments
- Statutory Public Meeting: May 12<sup>th</sup> 2021
- Passage of By-law by Council: June 8th 2021

**C3**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item#8  
**Date:** April-01-21 1:41:09 PM

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-----Original Message-----

**From:** Vera Monks <[REDACTED]>  
**Sent:** Thursday, April 01, 2021 1:36 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] Item#8

The proposed changes should not be accepted. Traffic congestion at Keele and Rutherford and Jane and Springside is already overloaded. High rise development and bus routes

Sent from my iPhone

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item 8 Committee of the Whole April 7, 2021  
**Date:** April-01-21 1:47:08 PM

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**From:** Lori Colussi [REDACTED] >  
**Sent:** Thursday, April 01, 2021 1:46 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Item 8 Committee of the Whole April 7, 2021

I am writing to oppose the changes being contemplated under Item 8 of the above noted meeting. I currently live in walking distance to Keele and Rutherford and want to reiterate that this intersection does not need more intensification as it is already maxed out. Currently the traffic along Rutherford Road is unbearable. During normal times, pre covid, entering and exiting my subdivision is impossible. Even on weekends, with Canada's Wonderland open and the major shopping centre, Vaughan Mills, travel along Rutherford is just a nightmare.

Intensifying the density at the four corners of Keele and Rutherford will just make the current conditions worse and be a constant gridlock situation.

How are the residents in the area going to have quiet enjoyment of their property? Noise and environmental pollution will escalate. God forbid if anyone of the seniors in this area need an ambulance it would just take a much longer time for EMS to respond.

I truly hope that this initiative is shot down and will not proceed.

Thank you for your time.  
Lori Colussi.

**C5**  
**Communication**  
**CW (1) - April 7, 2021**  
**Items# - 8**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item#8  
**Date:** April-01-21 1:53:22 PM

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-----Original Message-----

From: Vera Monks <[REDACTED]>  
Sent: Thursday, April 01, 2021 1:51 PM  
To: Clerks@vaughan.ca  
Subject: [External] Item#8

Development of a bus station and allowing high rise buildings at Keele and Rutherford will negatively impact established neighborhoods and will be detrimental to the safety and ability to travel through these locations. Already difficult and time consuming commutes will become intolerable. These neighborhoods already have substantial traffic and congestion issues, especially complicated by Vaughan Mills mall, Canada's Wonderland visitors and the new Cortellucci hospital. Fix existing problems before creating new ones! Besides a developer and builders profiting from these developments there will be no benefit gained by the residents who regularly drive and live in these areas. For once let residents safety, well being and mental health triumph over profit. Rutherford/Keele and Jane street cannot sustain more development and activity.

Sent from my iPhone

**C6**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] April 7, 2021 meeting - Item 8  
**Date:** April-01-21 2:16:03 PM

---

-----Original Message-----

From: Danielle Durocher [REDACTED]  
Sent: Thursday, April 01, 2021 2:04 PM  
To: Clerks@vaughan.ca  
Subject: [External] April 7, 2021 meeting - Item 8

I live on Bachman Drive, close to Norwood. My area would be impacted by the decision involving Item 8 on the April 7, 2021 agenda.

I would like to provide my feedback. I oppose the proposed changes. This area is already crowded enough.

Hope my feedback counts as something. Thank you.

Danielle Sylvester  
[REDACTED]

Sent from my iPhone



# **YONGE NORTH SUBWAY EXTENSION**

## Initial Business Case - Project Update

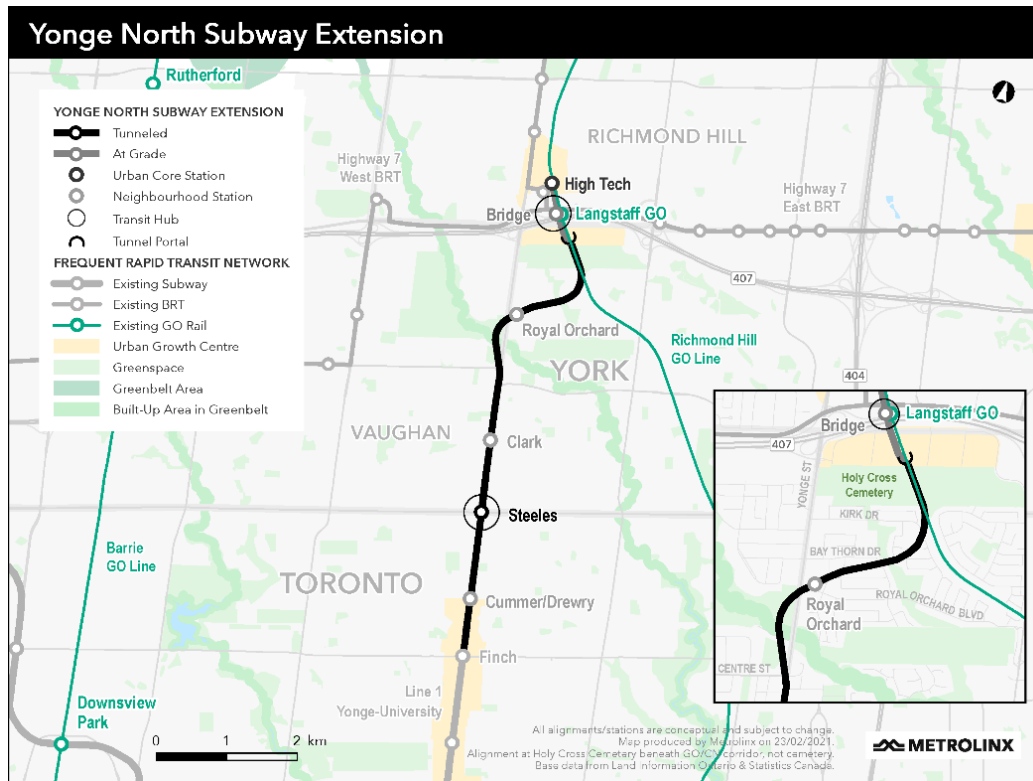
Stephen Collins, Program Sponsor, YNSE

Rajesh Khetarpal, Vice President (A), Community Engagement

April 7, 2021

# BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

- Four new stations along an **approximately eight-kilometre extension** of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a **future rapid transit line** along Steeles Avenue.



- Bridge Station will **conveniently connect** with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will **serve future communities** envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to **evaluate and determine** the best location for the fourth station as planning work continues.

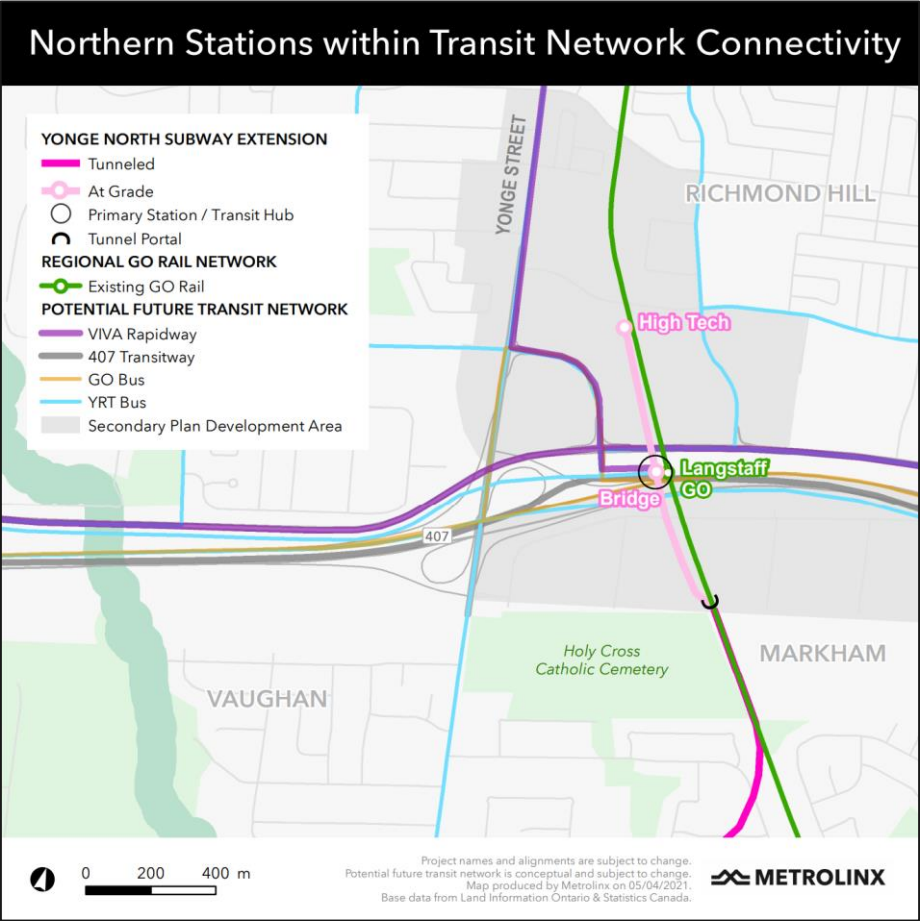
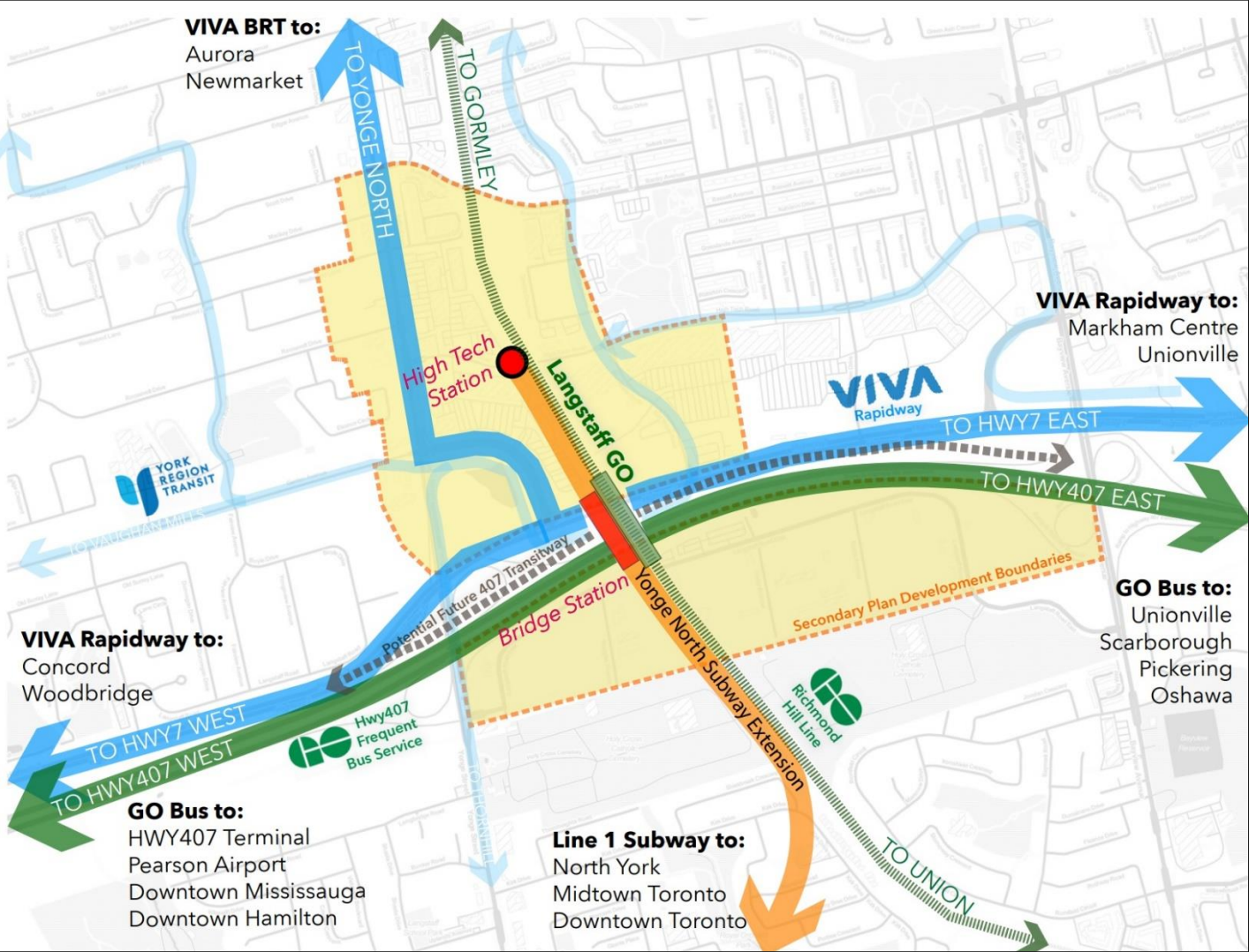
## REGIONAL CONNECTIONS

- The transit hub at Highway 7 and Highway 407 – **Bridge Station** – will allow riders across York Region to easily tap into more travel options than ever before.
  - York Region Transit and regional GO buses that travel Highway 7 and Highway 407 will offer **fast, simple connections** to the **regional rapid transit network**
  - Bridge Station will be connected to the existing Langstaff GO station to give riders on the Richmond Hill GO train line easy access to the subway
  - Also will connect with the recently-extended Yonge Street Rapidway, reaching communities further north
- Bridge Station will be a launch pad to employment centres near Highway 407 and Highway 404, or destinations like **Yonge & Eglinton, York University, and Pearson Airport.**





# NETWORK CONNECTIVITY

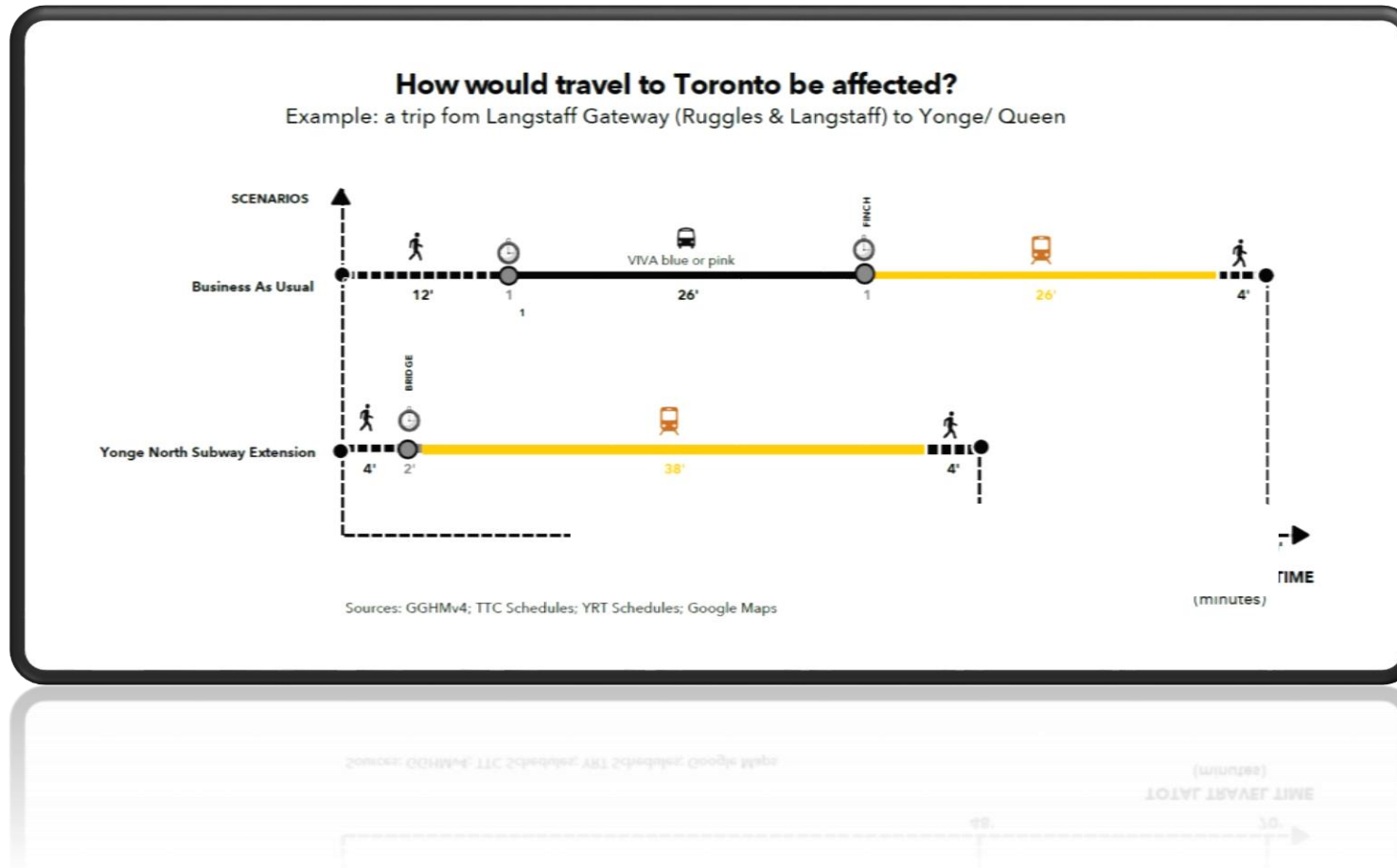


# BY THE NUMBERS



Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

# KEY BENEFITS



The extension will save riders as much as 22 minutes on a trip from York Region to downtown Toronto

- Bridge Station **maximizes TOC opportunities** by connecting two communities in Markham & Richmond Hill that are poised for growth.
- Shifting the alignment in the northern section **reduces construction timelines and property needs** by using a dedicated rail corridor that already exists.
- The project will serve **94,100 riders each day** by 2041, cutting the time spent commuting in Toronto and York Region by a combined **835,000 minutes daily**.

# **Initial Business Case & Supplementary Analysis**

# INITIAL BUSINESS CASE ANALYSIS - ALIGNMENT OPTIONS

## Option 1

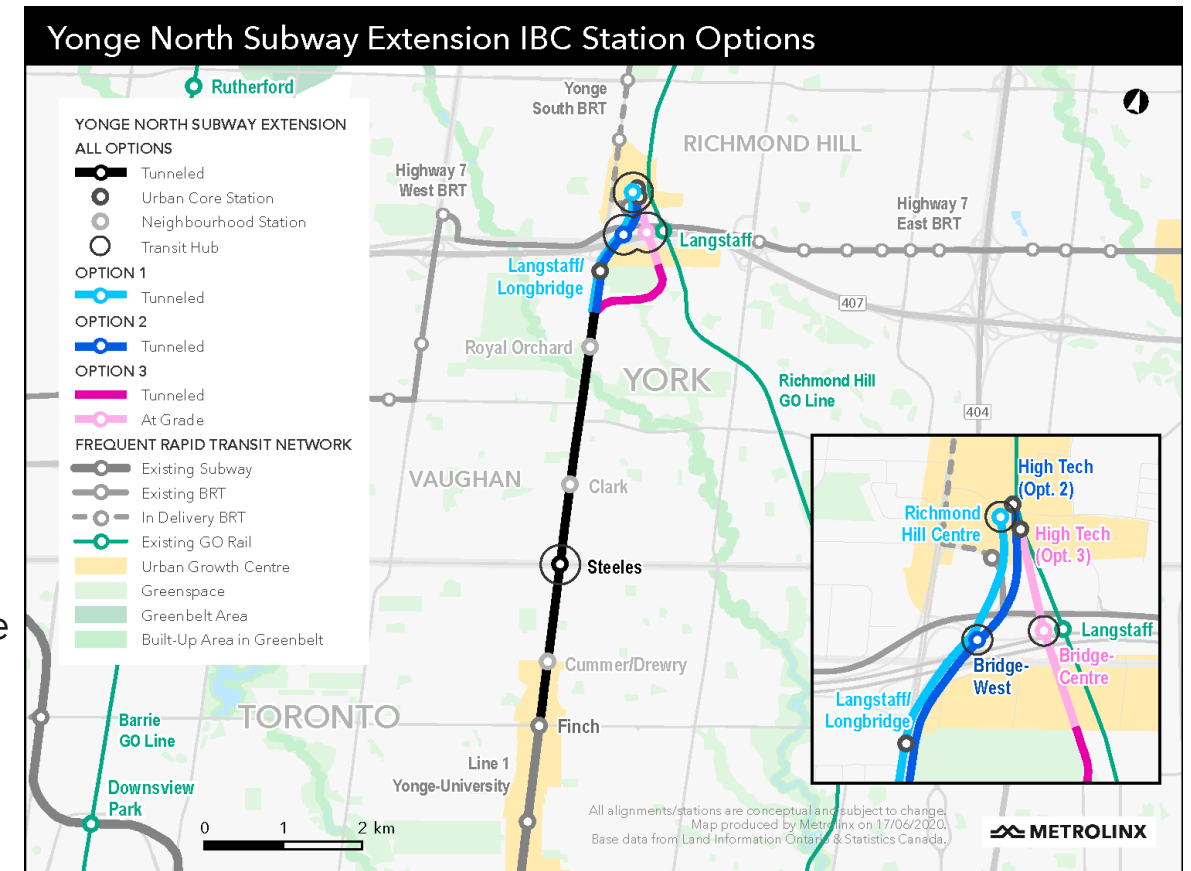
- Same alignment as approved EA, fully underground
- Funding envelope accommodates up to **3 stations**

## Option 2

- Alignment curves east slightly to enable a different station placement, fully underground
- Funding envelope accommodates up to **3 stations**

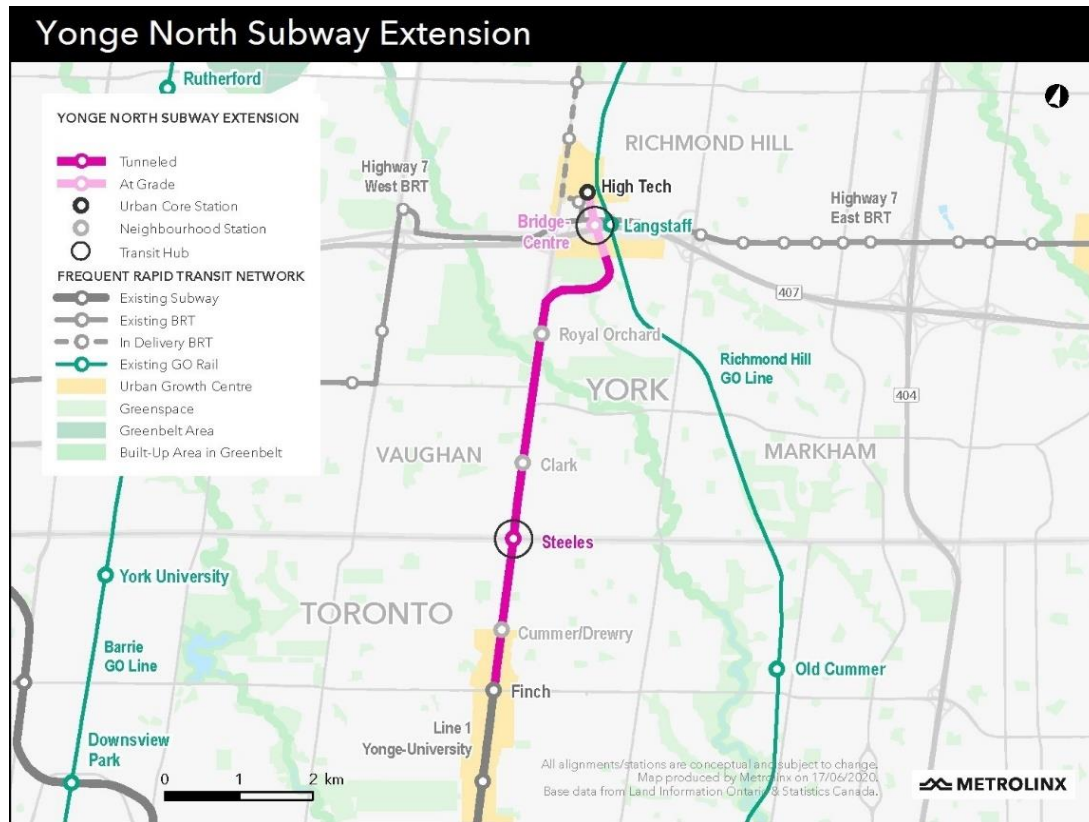
## Option 3

- Alignment curves east before turning again to run at-grade and within the CN/GO rail corridor
- Funding envelope accommodates up to **4 stations**
- *Challenges:* tunneling and excavation in additional residential areas, near Holy Cross Cemetery

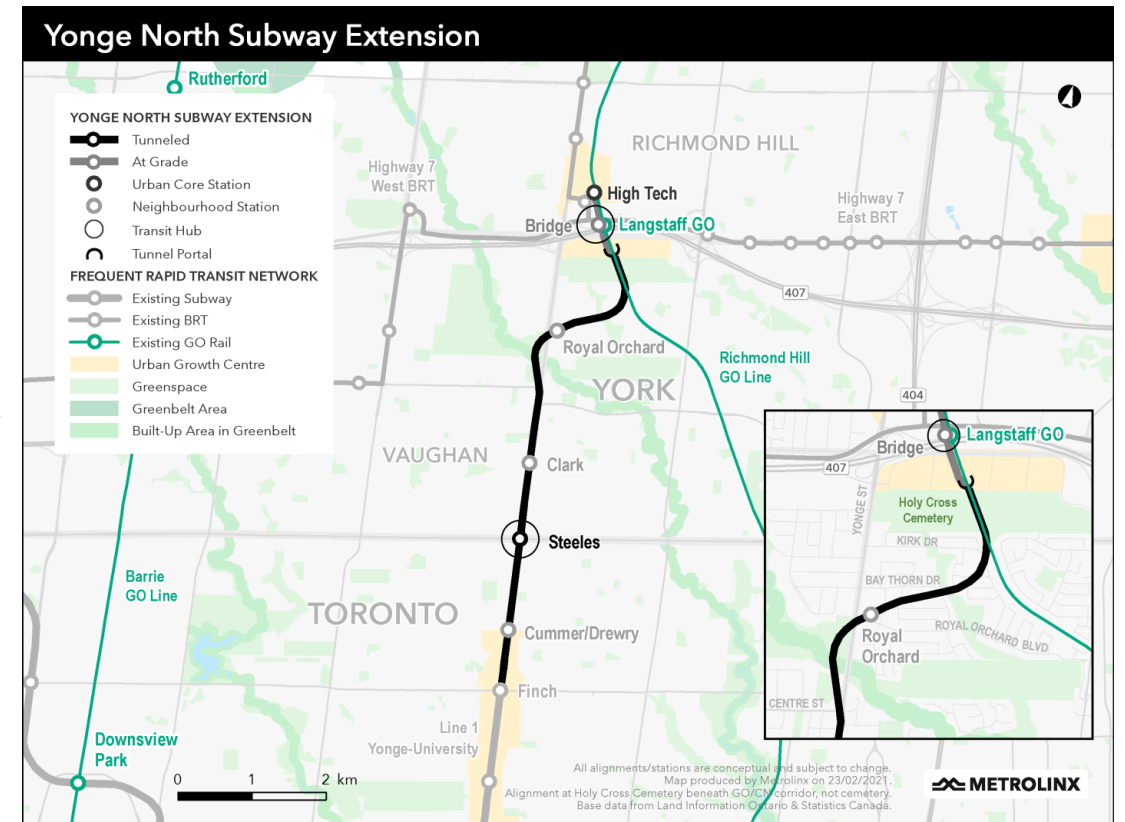
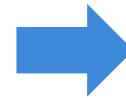




# OPTION 3 - REFINEMENTS



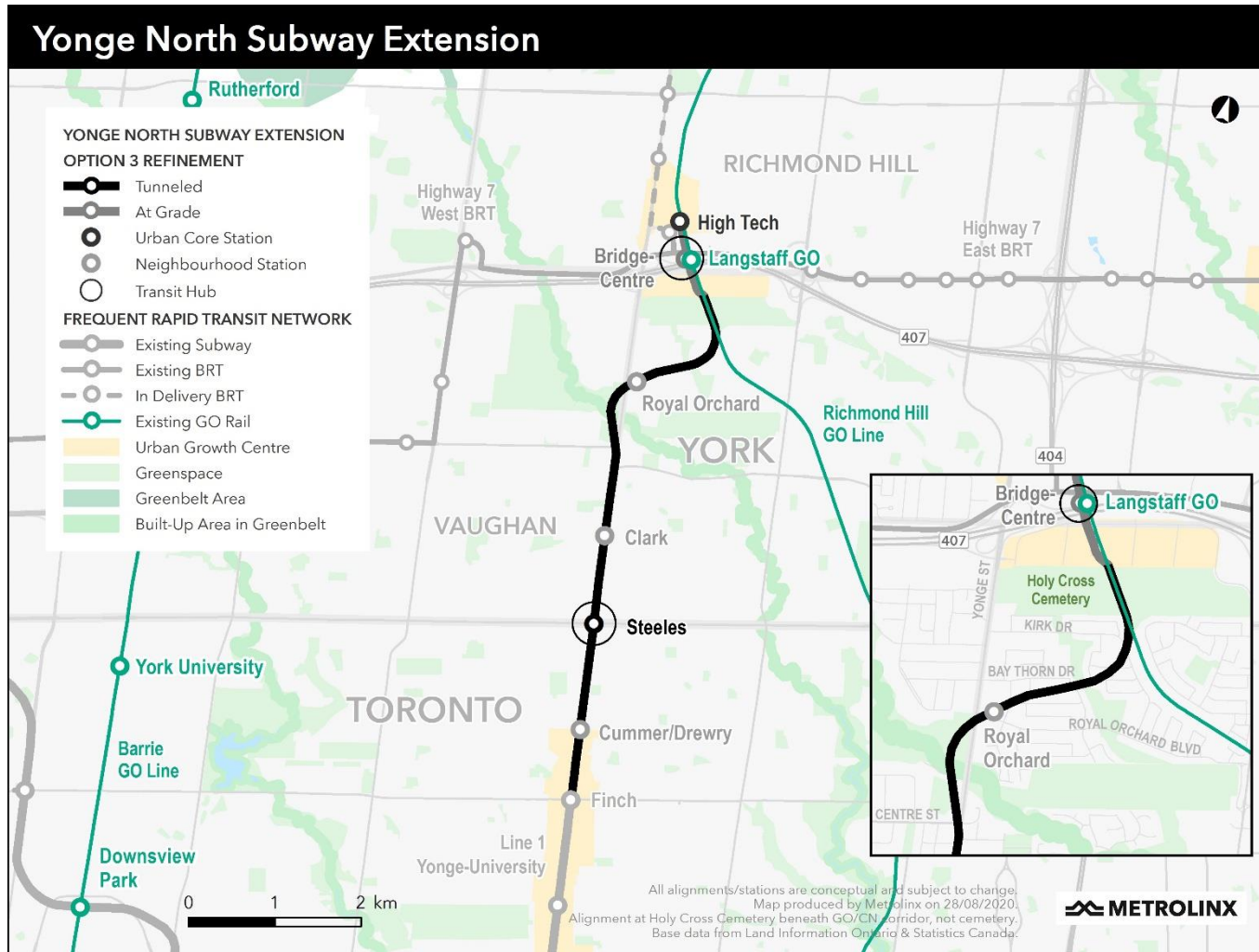
**PRESENTED IN IBC**



**REFINED ALIGNMENT**

- ✓ Key transit benefits
- ✓ Number of stations
- ✓ Design innovations
- ✓ Removes challenges of tunneling under Holy Cross Cemetery

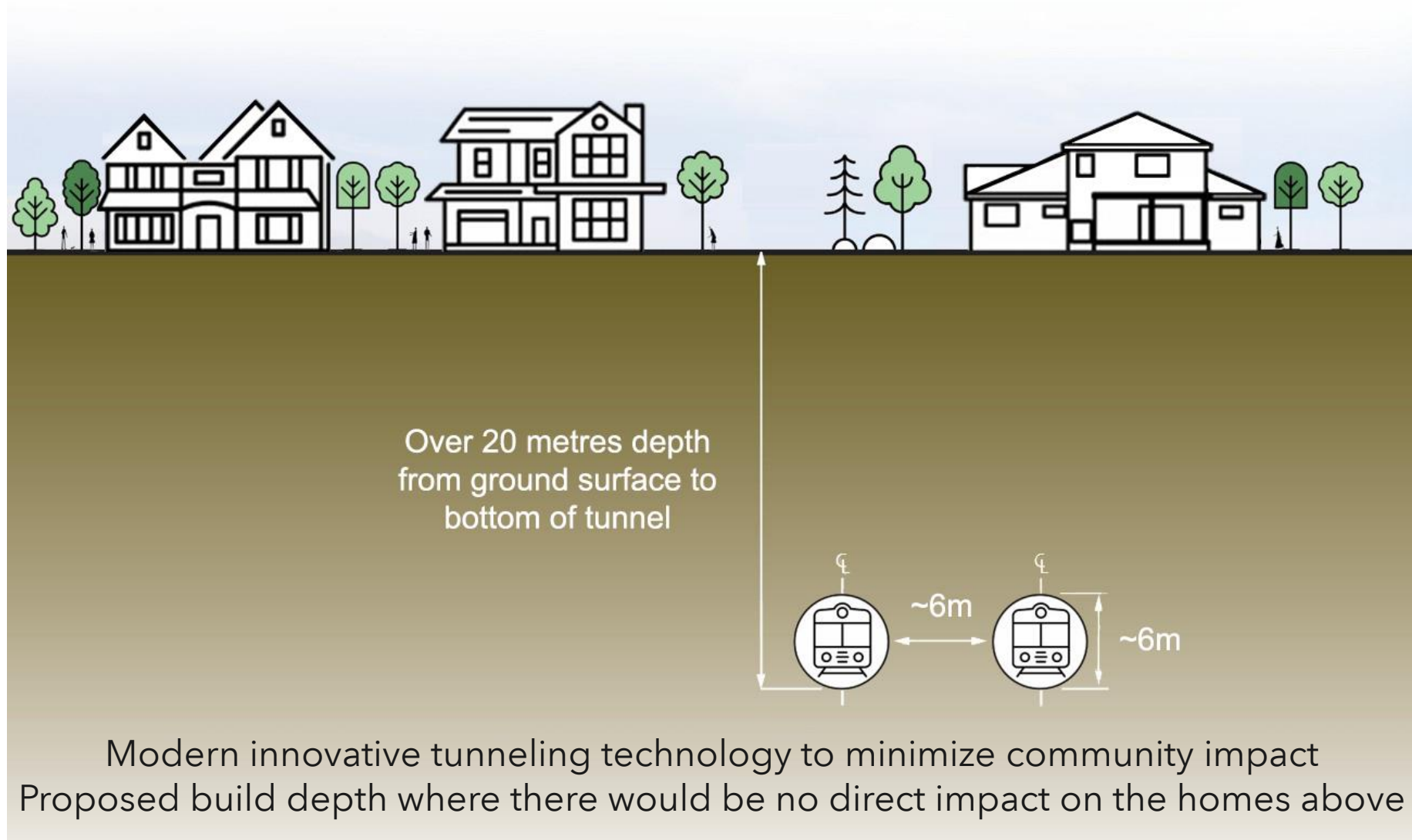
# APPROVED REFERENCE ALIGNMENT



- **Expected Benefit-to-Cost Ratio:**  
0.79 (from 0.74 to 0.86)
- Potential for **highest number of stations** within \$5.6 billion project funding envelope
- **Primary Stations/Transit Hubs:**  
Steeles, Bridge
- **Complementary Urban Core Station:** High Tech
- **One Neighbourhood Station:**  
Cummer / Clark / Royal Orchard

*\* Further analysis on Neighbourhood Station selection to be conducted through next stage of business case process*

# TYPICAL SECTION UNDER ROYAL ORCHARD COMMUNITY





# BRIDGE AND HIGH TECH STATION

Bridge Station and High Tech Station will serve the highest density areas to make it faster for riders to use the subway, and better for supporting growth and curbing local traffic congestion.

- **Fast and hassle-free** transfers to GO train/GO bus/local transit
- **Convenient access** to the subway at the heart of Richmond Hill Centre and Langstaff Gateway development areas
- More than half of Richmond Hill Centre residents will live within **walking distance** of High Tech Station by 2041
- Bridge Station site preserves nearby development space to allow the area to evolve into a **thriving urban centre**



Source: City of Richmond Hill 2010  
Regional Centre and Land Use Study



Source: City of Markham 2009  
Langstaff Gateway Master Plan



# ABOVE GROUND ALIGNMENT

Running the extension above ground along the CN railway corridor means we can finish the project sooner.

- At-grade subway lines have **been proven** around the world as a way to improve transit connections and strengthen communities
- Reduces the need for **complex, time-consuming, and costly** construction of tunnels and underground stations
- **Cuts down on disruptions** of hydro, natural gas, and water service
- Positions northern stations to provide **better transit connections** and more opportunities for nearby communities to grow

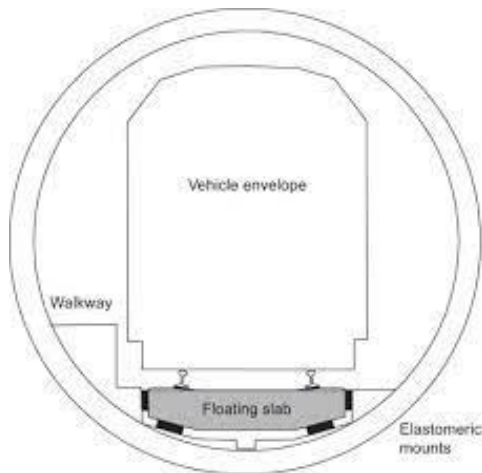


# NOISE AND VIBRATION MITIGATION - LATEST TECHNOLOGY

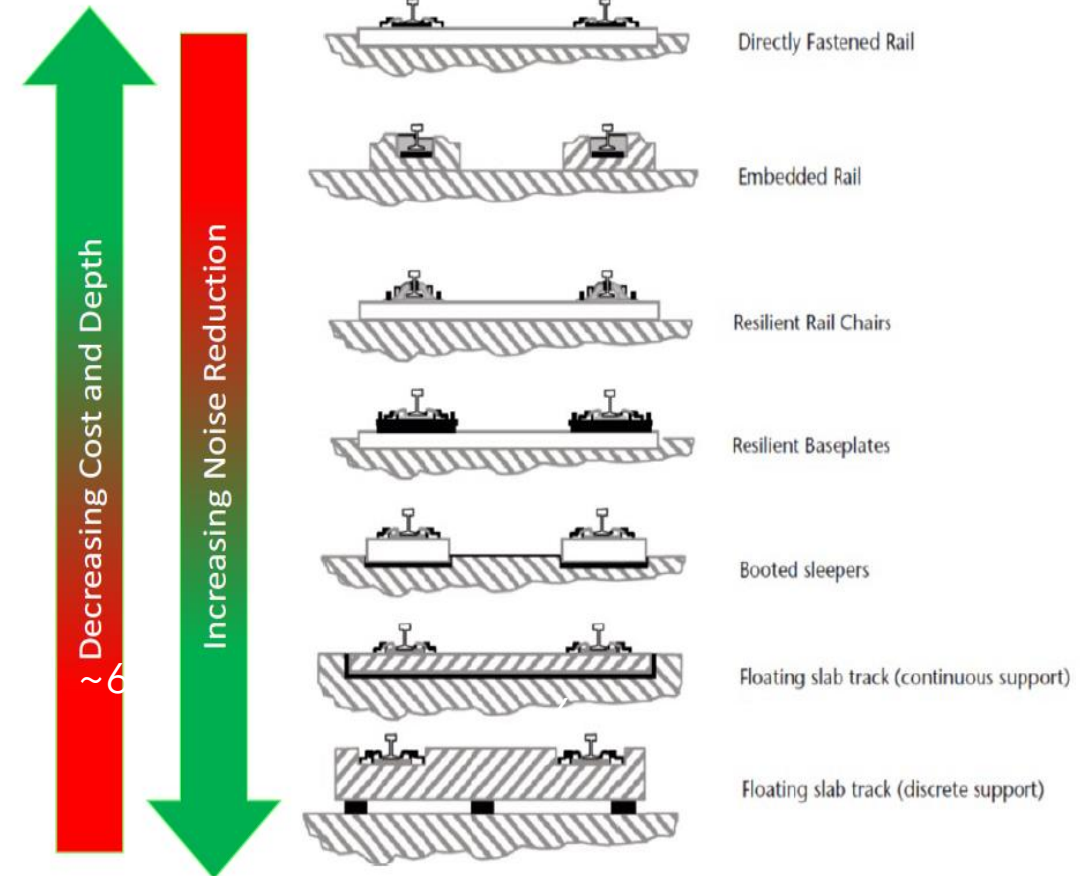
**Rail dampers** - spring mechanism to dissipate vibration energy, which would otherwise radiate from the rail as noise

**Floating slabs of concrete** - Supported by isolation pads or steel spring mounts, effectively reducing vibration by absorbing energy

**Highly resilient fasteners** - Specially designed compressible fasteners to absorb vibration energy



## Noise and Vibration Control – At source

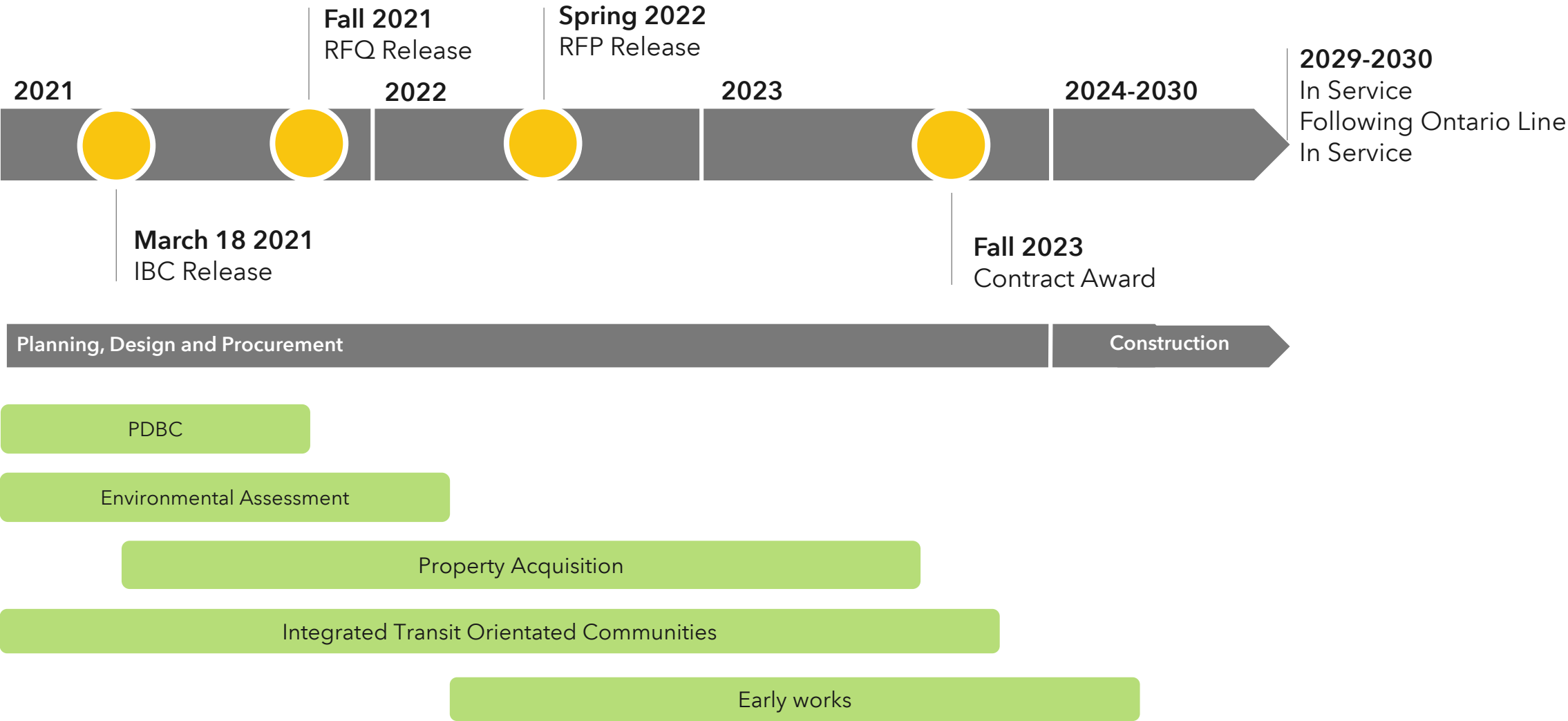


# SUBWAYS UNDER HOMES AND ADJACENT TO PUBLIC USES

There are many projects in the world with subways beneath homes and sensitive surface structures

- Northgate Link Extension - Seattle Washington (opening 2022)
  - Tunnels directly below single family homes and Washington University Campus
- Westside Subway Extension Metro Purple Line, Los Angeles, California (opening 2025)
  - Tunnels directly below single family homes
- Toronto/York Spadina Subway Extension - Toronto/York Region, (2017)
  - Tunnels directly below York University Campus
- Jubilee Line (1999) and Elizabeth Line (2022) extensions, London, England
  - Tunnels under hundreds of existing homes, business and historic buildings
- Canada Line, Vancouver, British Columbia (2009)
  - passes under private residential properties adjacent to False Creek
- High Speed 1 (vicinity of Stratford Station), London, England (2004)
  - Tunnels pass under private residential buildings

# PROJECT MILESTONES



DATES/TIMELINES SUBJECT TO CHANGE



# **Communications, Community and Stakeholder Engagement**

# THE RIGHT PROJECT AT THE RIGHT TIME

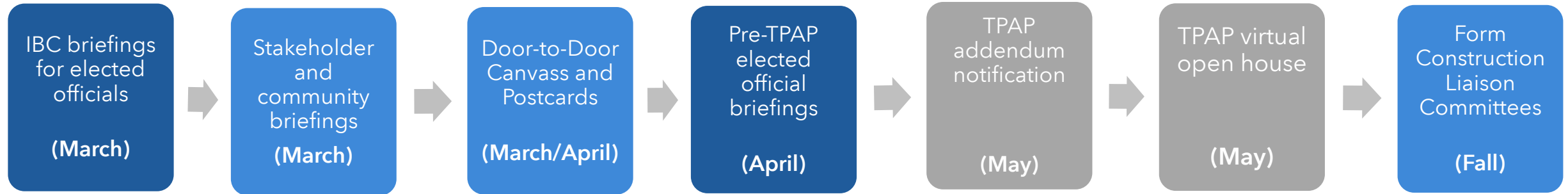
## Flagship Project in Metrolinx's Innovative Subway Program

New Yonge North Subway Extension transit connections - open up new travel possibilities in every direction across the region's growing transit network.

Project will serve the heart of major growth centres and significantly cut travel times - creating a critical and long awaited extension of our transit network.



# COMMUNITY & STAKEHOLDER ENGAGEMENT



## OFFICIALS BRIEFINGS

- IBC Briefings for Elected Officials **Ongoing**
- Recent Council Presentations
  - Markham **March 22**
  - Richmond Hill **March 24**
  - York Region **March 25**
  - Vaughan **April 7**
- Pre-TPAP Briefings Elected Officials **April 2021**
- Indigenous Nations **April 2021**
- TPAP Presentations **May 2021**
  - Municipal Partners, Councils, TEO, TTC
- TPAP Update Briefings **June 2021-Jan 2022**

## COMMUNITY ENGAGEMENT

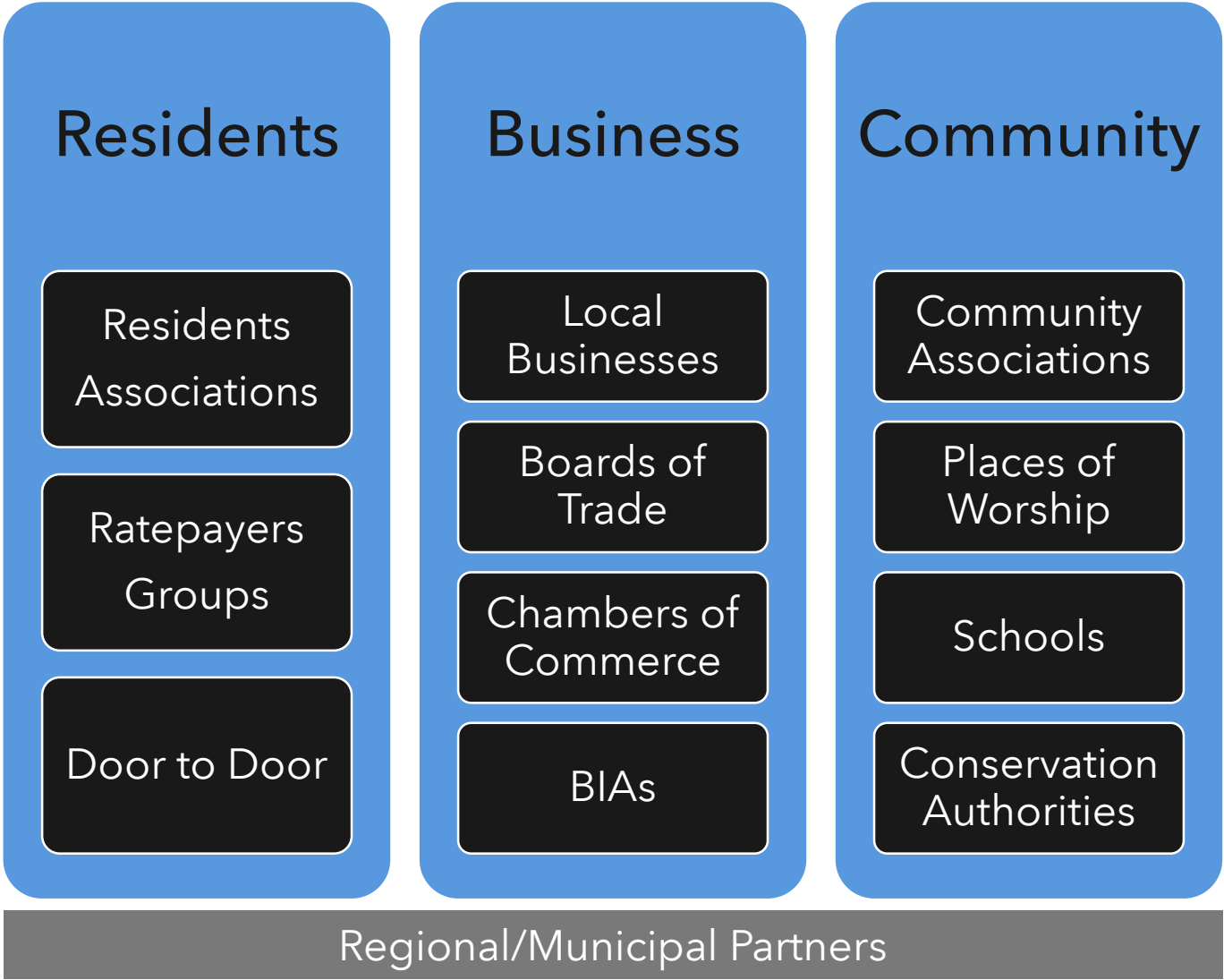
- Project Briefings to Community Groups **Ongoing**
  - Resident Groups, BIAs, Chambers of Commerce
- Door-to-Door Canvasses **Late March/April 2021**
  - Royal Orchard & Bayview Glen communities
  - Willowdale-Newtonbrook community
- Community Virtual Open Houses **April 2021**
  - Royal Orchard & Bayview Glen communities
  - Southern and Northern York Region
- Project Introduction Post Card **April 2021**
- Project Virtual Open House **May 2021**
- Project E-Newsletters **Bi-weekly**
- Form Construction Liaison Committees **Fall 2021**
- Community Walking Tours **Fall 2021**

## TPAP PUBLIC CONSULTATION

- TPAP Addendum Notification Letters **April 2021**
  - Announces upcoming TPAP
  - Virtual engagement portal
- Stakeholder pre-briefings **Late April 2021**
- Newspaper Ad **May 2021**
- Virtual Open Houses **May-Aug 2021**

Collaboration with Communications Partners (Municipal/Regional Communicators, TTC, YRRTC)

# COMMUNITY & STAKEHOLDER ENGAGEMENT



## Week of April 5:

- Royal Orchard Community Virtual Open House (April 7)
- Bayview Glen Community door-to-door canvass
- Briefing with Thornhill Golf Club (April 7)

## Week of April 12:

- Ongoing briefings for resident and ratepayer groups
- Mx News Articles on YNSE project

## Week of April 19:

- Bayview Glen Community Virtual Open House
- Project postcard mail distribution

# UPCOMING ACTIVITIES

Field work begins this spring:



- Noise & vibration monitoring
- Exploratory work for tunnels & launch shaft
- Utility investigations

## Metrolinx's commitment to keeping communities informed

Residents near planned field work will receive **notification flyers** at least two weeks in advance

Updates on major field work will be distributed regularly via **email newsletter**

Major notices of work will be posted on the **Metrolinx Engage** website

**Construction Liaison Committees** will open the lines of communication about all aspects of the project

# STAY CONNECTED - WE'RE HERE FOR YOU!

## Subscribe:

- [YongeSubwayExt@metrolinx.com](mailto:YongeSubwayExt@metrolinx.com)
- 416-202-7000

## Project Information:

- [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

## Follow:

 [@YongeSubwayExt](https://twitter.com/YongeSubwayExt)

 [@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)

 [Yonge Subway Extension](https://www.facebook.com/YongeSubwayExt)





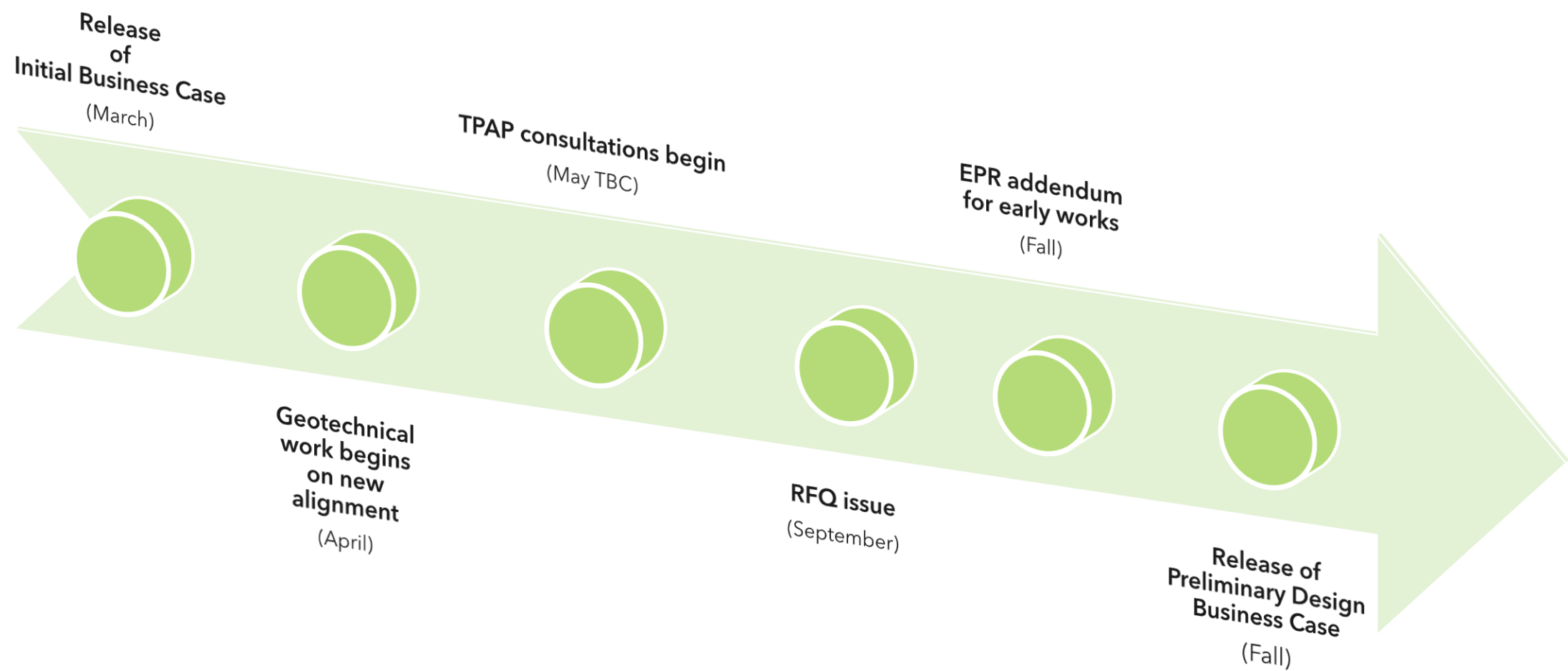
# Appendix



# APPROVED REFERENCE ALIGNMENT

Refined Option 3 Alignment	
<b>Strategic Case</b>	
Strong Connections	<ul style="list-style-type: none"> <li>94,100 daily riders<sup>1</sup></li> </ul>
Complete Travel Experiences	<ul style="list-style-type: none"> <li>835,000 person-minutes daily travel time savings compared to BAU</li> <li>22 minutes saving on a trip from Langstaff Gateway area (Langstaff/Ruggles) to Downtown Toronto (Yonge/Queen) compared to BAU</li> </ul>
<b>Economic Case</b>	
Total Economic Impacts (Benefits) (\$2020, Present Value)	\$3666.5 M
Total Costs (\$2020, PV)	\$4386.3 M to \$5135.5 M
Net Present Value (\$2020, NPV)	\$-1358.6 M to \$-607.9 M
Benefit-Cost Ratio	0.74 to 0.86
<b>Financial Case (\$2020, PV)</b>	
Total Revenue Adjustment	114.4 M
Capital Costs <sup>2</sup>	\$4,625.0 M
Operating and Maintenance Costs	\$ -39.0 M
Total Costs	\$4,447.1 M
<b>Deliverability and Operations</b>	
Constructability Matters	<ul style="list-style-type: none"> <li>Coordination with the York Durham Sewage System (YDSS) at Steeles</li> <li>East Don River Crossing</li> <li>Construction within the busy Yonge Street corridor</li> <li>Maintaining services on Line 1 during construction</li> <li>Interface with the Highway 7 and 407 Corridor</li> </ul>
Property Impacts	<ul style="list-style-type: none"> <li>No tunneling under Holy Cross Cemetery</li> </ul>
Operations	<ul style="list-style-type: none"> <li>Integrated into current Line 1 Operations</li> <li>Fully automated operation allows for higher service frequencies</li> </ul>

# PROJECT MILESTONES



\*Dates/timelines are subject to change

# PROPOSED MAJOR CHANGES TO PROJECT ELEMENTS CONSIDERED IN IBC

## Steeles Station

Moving Steeles Bus Terminal from Below Steeles Avenue to at-grade integrated with development

- Original proposal planned the bus terminal below Steeles Avenue perpendicular to and above the subway station
- Value engineering recommended relocating to at-grade to reduce costs and minimize impacts to YDSS and construction disruption

## East Don River

Tunneling below instead of bridging over the East Don River

- Original proposal planned a two level (upper for road - lower for subway) bridge spanning the river valley
- Value engineering recommended tunneling below the watercourse to reduce costs and disruptions during construction

## Train Storage Facility

Moving the YNSE Train Storage Facility north of High Tech Road from below ground to at-grade

- Original proposal planned a 3-track, 12 train below ground storage facility
- Value engineering recommended bringing the facility to at-grade in order to reduce costs while maintaining similar functionality

## YNSE Alignment

Changing the point where the subway alignment shifts off of Yonge Street

- Original proposal for the alignment to shift east of Yonge Street north of Holy Cross Cemetery
- Value engineering and peer review identified potential benefit increases and cost reductions from bringing the subway to at-grade adjacent to the CN corridor, which will also better serve the central portions of the Richmond Hill Centre and Langstaff Gateway Urban Growth Centre

# CREATING CONNECTIONS IN YORK REGION

## In Construction:

- Bloomington GO Station (new)
- Rutherford Road Grade Separation
- Rutherford GO Station Upgrades and Parking Garage
- Barrie Corridor double tracking preparatory construction in King City
- York vivaNEXT BRT
- Steeles Grade Separation

## In Procurement:

- Barrie Contract 2 (Maple GO Upgrades)
  - New platform, expanded bus loop, noise walls, proposed pedestrian bridge over Major Mackenzie
- Barrie Contract 3 (King City GO Upgrades)
  - New platform, more parking, noise walls, pedestrian bridges



Construction Progress on Rutherford GO parking garage and pedestrian bridge

## In Early Design:

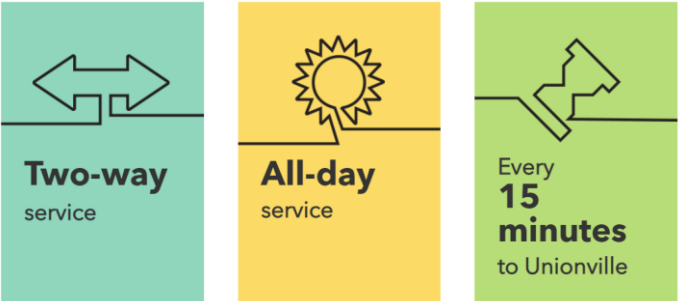
- McNaughton Grade Separation (Vaughan)
- Wellington Grade Separation (Aurora)
- Network Electrification and infrastructure



Ongoing Construction on Rutherford Road Grade Separation

## GO EXPANSION IN VAUGHAN

- On the Barrie line, **two-way, all-day fifteen minute service or better** between Aurora GO Station and Union Station
- Parking expansions, station enhancements, grade separations, electrification.



**C8**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [nicki t](#)  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] keele/rutherford intensification  
**Date:** April-01-21 3:59:51 PM

---

Good afternoon

I just received an email from my councilor regarding a proposal to amend the height restrictions for the Keele/Rutherford Rd area. I do not agree with this amendment. Rutherford Rd and Keele St can barely handle the traffic now let alone when you put high rises near a low rise

neighbourhood. This isn't NIMBY. I would not have a problem with this if the current traffic wasn't so bad but infrastructure seems to be an afterthought. Not everyone that will move into the proposed buildings will work downtown. Some will end up driving to work adding to the dismal traffic situation. Let's see how bad Jane St gets once people move into the buildings being constructed now. Government is supposed to work for its citizens who pay taxes and not developers who just want to make a quick buck and pass on the problems to everyone else.

A concerned citizen  
Nicki Tantalo

**C9**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item #8  
**Date:** April-06-21 10:37:19 AM

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**From:** Silvia Pozzebon <[REDACTED]>

**Sent:** Thursday, April 01, 2021 5:07 PM

**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)

**Cc:** Ciampa, Gina <[Gina.Ciampa@vaughan.ca](mailto:Gina.Ciampa@vaughan.ca)>; lafrate, Marilyn <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>

**Subject:** [External] Item #8

Please do not bring these changes to our neighborhood! NO high buildings. The Rutherford GO parking structure is already an eye sore, and traffic nightmare for the residents and those visiting!

Silvia Pozzebon

Sent from my iPhone

Begin forwarded message:

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**ATTENTION RESIDENTS OF KEELE/RUTHERFORD  
& JANE/RUTHERFORD**

Next week at Committee of the Whole, April 7, 2021, [Item #8](#), York Region is asking Vaughan to extend new transit boundaries that will require development intensification in the future. The boundary changes for Keele/Rutherford is at the request of a developer.

If these changes take place, it will allow higher buildings at the four corners of Keele/Rutherford. The Official plan currently allows for a maximum of 6 - 8 storey buildings at this intersection. The request to extend the transit boundary to the west of Keele St is to support the Rutherford GO Station which, as we all know, does not need more intensification to support it as it is already at capacity.

For residents of the Jane/Springside and Jane/Norwood area, future Bus Rapid Transit stations are being proposed at these locations.

This too will require future intensification between Rutherford and Norwood along Jane St. All of these boundary changes can affect the current low-rise residential communities abutting the boundaries.

These boundary changes can have an immense impact on the existing established communities. Finally, should this be approved, no one can appeal the decision at the Local Planning Appeal Tribunal (LPAT).

Whether you support or oppose the boundary changes, please let the City know by sending your comments to [clerks@vaughan.ca](mailto:clerks@vaughan.ca) or register to speak at the Committee meeting by contacting **905 832-2281** by noon on the last business day before the meeting

**C10**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Keele/Rutherford Proposal changes  
**Date:** April-06-21 10:38:50 AM

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**From:** Montano, Tony <[REDACTED]>  
**Sent:** Saturday, April 03, 2021 1:04 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [REDACTED]  
**Subject:** [External] Keele/Rutherford Proposal changes

I like to raise my concern regarding item #8 for the Committee of the Whole, April 7, 2021. I and my family feel that allowing the changes to occur will create a infrastructure

Of complete high density for the area that it can handle.

We currently have high traffic flow that makes travelling through this area completely insane. The time it takes to go from Keele to Jane street or Keele to Dufferin takes over 30 to 45 minutes on a regular night.

Allowing this only will increase the time to travel but even for emergency vehicles to flow through this area at times of emergency is not considered acceptable.

This will only increase even further with the opening of the new increased Metrolinx/Go parking.

In addition even Keele street north of Rutherford is increasing even further with development of Townhomes. Currently Keele street north of Rutherford to major Mackenzie or south from Major Mackenzie to Rutherford is so congested that emergency vehicles have a hard time going through during regular week nights because of traffic intensification. Delaying emergency vehicles could cause potential loss of life.

For all the above reasons I oppose any increase residential infrastructure in the area.

**Tony Montano**

*This message, including any attachments, is intended only for the use of the individual(s) to which it is addressed and may contain information that is privileged/confidential. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by reply e-mail and permanently delete this message including any attachments, without reading it or making a copy. Thank you.*



**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] C.O.W - April 7, 2021 - Request Notice Letter  
**Date:** April-06-21 10:40:57 AM  
**Attachments:** [2021.04.05 - Letter to City of Vaughan - RE Transit Station along Jane St.pdf](#)

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**From:** Nicole <[nicolec@humphriesplanning.com](mailto:nicolec@humphriesplanning.com)>  
**Sent:** Monday, April 05, 2021 9:32 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); Magnifico, Rose <[Rose.Magnifico@vaughan.ca](mailto:Rose.Magnifico@vaughan.ca)>  
**Cc:** Rosemarie Humphries <[rhumphries@humphriesplanning.com](mailto:rhumphries@humphriesplanning.com)>  
**Subject:** [External] C.O.W - April 7, 2021 - Request Notice Letter

Hello,

Please find attached a letter requesting notice of all meetings and submissions as well as any decisions of Council or other approval authorities associated with York Region's request to consider New Major Transit Station Areas along Jane Street.

Kindly,

**Nicole Cappadocia, B.URPL**  
**Junior Planner**

---

**HUMPHRIES PLANNING GROUP INC.**  
**190 Pippin Road, Suite A. Vaughan L4K 4X9**  
**t: 905.264.7678 ext. 248 f: 905.264.8073**

***~DO SOMETHING GOOD EVERY DAY!~ STAY SAFE***



# HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

April 5, 2021

City of Vaughan  
Office of the City Clerk  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Re: Committee of the Whole Meeting April 7, 2021  
York Region's Request to consider New Major Transit Station Areas Along Jane Street**

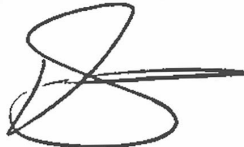
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Humphries Planning Group Inc. (HPGI) has received a Notice of Committee of the Whole for York Region's request to consider new Major Transit Station Areas along Jane Street.

Humphries Planning Group requests notice of all meetings and submissions as well as any decisions of Council or other approval authorities associated with these applications.

Should you have any questions feel free to contact the undersigned at extension 244.

Yours truly,  
**HUMPHRIES PLANNING GROUP INC.**



Rosemarie L. Humphries BA, MCIP, RPP  
President

**C12**  
**Communication CW**  
**(1) – April 7, 2021**  
**Items # - 8**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item #8, on the agenda for Committee of the Whole on April 7, 2021  
**Date:** April-06-21 10:46:18 AM

---

**From:** Jana [REDACTED] >  
**Sent:** Tuesday, April 06, 2021 8:01 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** lafrate, Marilyn <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; [REDACTED]  
**Subject:** [External] Item #8, on the agenda for Committee of the Whole on April 7, 2021

Dear Mayor Bevilacqua, Members of Vaughan City Council and York Regional Council,

We are **OPPOSED** to the extension of new transit boundaries in our neighbourhood at Keele and Rutherford that will need intensification in the future, as identified in Item #8, on the agenda for Committee of the Whole on April 7, 2021.

It's just another profit grab by developers who have absolutely no interest in the quality of life for residents - residents like us, who have lived here for years, invested in their homes and **invested our trust in you to protect the community.**

If these changes take place, it will allow higher buildings at the four corners of Keele/Rutherford. The Official plan currently allows for a maximum of 6 - 8 storey buildings at this intersection. The request to extend the transit boundary to the west of Keele St is to support the Rutherford GO Station which, as we all know, does not need more intensification to support it as it is already at capacity. **Please vote against the extension.**

These boundary changes will affect the current low-rise residential communities abutting the boundaries. The environmental impact, traffic congestion, and infrastructure pressures to name a few, will permanently scar the face of our beautiful community. We are not in favour of relieving the resulting pressures with multiple lanes to Keele and Rutherford for rapid transit buses and automobiles. **You can do better and prevent this travesty by voting against the extension.**

We find it unethical that should it be approved there is no recourse for appeal. This is absolutely **UNDEMOCRATIC** and we will remember this at the polls at both municipal and provincial elections.

Respectfully,  
Jana and Bill Manolakos  
[REDACTED] Keele Street

**C13**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 2**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: April 7th, Committe of Whole Item 2 - 7553 Islington Holding Inc. FILE OP.08.017 & Z.16.022  
**Date:** April-06-21 11:20:08 AM  
**Attachments:** [Untitled document.pdf](#)

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**From:** Mauti, Mary <[mary.mauti@bell.ca](mailto:mary.mauti@bell.ca)>  
**Sent:** Tuesday, April 06, 2021 9:10 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [REDACTED] <[REDACTED]>  
**Subject:** [External] April 7th, Committe of Whole Item 2 - 7553 Islington Holding Inc. FILE OP.08.017 & Z.16.022

Please accept this on Larry Berenz behalf.



Mary Mauti  
Right of Way -Specialist - Network Provisioning  
Floor 3 - West Tower -5115 Creekbank Road  
Mississauga, Ontario L4W 5R1  
905-219-4047 - Office, 416-433-5583 - cell

April 5, 2021

City of Vaughan

Office of the City Clerk

Re: 7553 Islington Holding Inc.

File: OP.08.017 & Z.16.022

Address: 7553 Islington Avenue and 150 Bruce Street

I would like to thank Vaughan Councillors, the Development Planning Department and TRCA for their decision on the proposed development on 7553 Islington Avenue and 150 Bruce Street Woodbridge.

One thing we learned from Covid 19 is that all future planning should focus on areas making them self sufficient. They should contain amenities and be located on retail streets that meet the needs of the residents. Residents should not have to travel great distances to get their basic needs fulfilled. They should NOT be located in isolated areas that would force residents to travel great distances with the possibility of spreading any disease. The proposed plan does not meet any of the above requirements.

Also due to climate change, floods are occurring world wide. We need to adapt. That means we cannot allow development on unstable lands and on flood plains. The Humber River is a major river in Ontario. Its proximity to the proposed development is a major disaster just waiting to happen. All future developments must be strategically located in specific areas only. If this development was allowed to go through who knows what ramifications would occur in years to come.

Thank you

Larry Berenz

**C14**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 2**

To: City of Vaughan

Office of the City Clerk

2141 Major Mackenzie Drive, Vaughan Ontario, L6A 1T1

Re: 7553 Islington Holding Inc.

Files: OP.08.017 & Z.16.022

Address: 7553 Islington Avenue & 150 Bruce Street

Date: April 6, 2021

Good afternoon Honourable Mayor Bevilacqua. Members of Council, City Staff, ladies and gentlemen. My name is Elisa Testa and I live at [REDACTED] Bruce Street in Woodbridge, Ontario. I would like to open my brief presentation by thanking the Development and Planning Department of the City of Vaughan for their very thorough and comprehensive report issued March 31<sup>st</sup>, 2021 on the Application for Development, File Number OP.08.017 & Z.16.022. I have read this report very carefully. In fact, I have been diligently reading and going through every report given on this case by City Staff, by the region and by the TRCA as well as every application for development of this property and every resubmission for development, in which there were three, since its initiation date of October of 2008. I have also attended every Public Hearing of the Committee of the Whole, every OMB Hearing, presently known as the LPAT, every community meeting and other meetings with interested parties and I have conducted three different petitions of the community members who live in the surrounding area. Furthermore, I have written letter upon letter to City Staff expressing our concerns and highlighting well founded research on why this project should not move forward. All that is reiterated in conclusion with each report and hearing on the application in question is, this application is "RREFUSED", "REJECTED", "NOT SUPPORTED" or "NOT APPROPRIATE".

I do not need to cite Provincial Policy Statements, Planning Acts, City By-Laws, examples, reasons, TRCA regulations and guidelines nor justifications as it all has been said before many times in the many reports and hearings and recently beautifully laid out in this recent report from the Development and Planning Department. Therefore, I am asking you, "why do we need to continue in this process where the outcome is consistently the same?" It is abundantly clear that these subject lands cannot be developed in the way the landowner/applicant proposes. Fundamentally it goes against all regulations by TRCA and Official Plans this city and region stand by.

Ladies and Gentlemen, we are in the thirteenth year of wasting much time, resources, manpower and taxpayers' money. I am asking the City of Vaughan to finally say "NO" and no more resubmissions! We are done with this discussion!! Thank you.

Mr Tony Iacobelli,  
Acting Director, Policy Planning & Environmental Sustainability,  
City of Vaughan, 2141 Major Mackenzie Dr,  
Vaughan, Ontario, L6A 1T1.

**RE: ITEM #7 COMMITTEE OF THE WHOLE**

April 7, 2021

Vellore Centre - Analysis of Land Use Options

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On behalf of the Vellore Woods Ratepayers Association & The Millwood-Woodend Ratepayers Association, the following are additional comments based on today's Staff Report:

First, we wanted to once again sincerely thank Mr Tony Iacobelli, Councillor DeFrancesca, and Mr Bill Kiru for hosting the meeting held on March 3<sup>rd</sup> 2021, in regards to the Vellore Centre - Analysis of Land Use Options.

Below is our letter to you following our initial discussions, DATED March 8<sup>th</sup> 2021

**The following are additional comments based on the staff report:**

We understand that by ***maintaining the existing policy***, Vellore Centre is designated as a Local Centre in the Vaughan Official Plan 2010. Policy 2.2.1.1 describes Local Centres as having a mixed-use focus for their respective communities, in a manner that is compatible with the local context. Furthermore, there is another policy, Policy 2.2.5.7 which further provides guidelines and criteria for future planning of Local Centres. A number of these criteria and guidelines are shared by our community, including

- be the focal points for expression of community heritage and character
- Include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context
- Be predominantly residential in character but include a mix of uses including retail, office and community facilities intended to serve the local population and attract activity throughout the day
- Have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community

- Encourage a pedestrian-friendly built form by locating active uses at grade
- Be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent Employment Areas.

Another critical component is density and building heights. There should not be any “exceptions” or “exemptions” from this.

**Quoted from the City Manager’s Report:** The building height restriction to 6-storeys, carried forward from the Vellore Village District Centre Secondary Plan approved in 2005, is an issue of consideration when planning to the 2041 or 2051 planning horizon. Otherwise, the existing policy framework for Local Centres and the ‘Mid-Rise Mixed-Use’ designation, together with guidance documents such as the City-wide Urban Design Guidelines, provides a basis for processing development applications.

Now that our community has confirmed that we would like to maintain existing policies as they would apply to Vellore Centre, **we expect the City of Vaughan to strongly enforce Policy 2.2.5.7 as we have noted above, specifically to those which enforce historical aspects, site plan and strong urban design.**

**We cannot stress this enough. Enforcing the URBAN DESIGN to adhere to historical components of this land development is one of the most contentious issues we have. So somewhere in the updating of this land use study findings, we need to create A CLEAR MANDATE AND URBAN DESIGN REQUIREMENT.**

In the past, our community has been subject to nightmarish development proposals. The everchanging provincial and regional policies and practices will continue to be a challenge, but hope that moving forward, everyone will respect Vellore Centre for its cultural heritage, and not let it turn into VMC 2.0 .

**ORIGINAL SUBMISSION**

Dear Mr. Iacobelli,

**March 8, 2021**

On behalf of the **Vellore Woods Ratepayers Association** and the **Millwood-Woodened Ratepayers Association**, we wanted to extend our sincere thanks to you, your staff, Councillor DeFrancesca, and Mr Bill Kiru for hosting the meeting held on March 3<sup>rd</sup> 2021, in regards to the **Vellore Centre - Analysis of Land Use Options**.

At that meeting, three available options were presented to us:

1. Maintain Existing Policies
2. Area Specific Study
3. Secondary Plan

After thoroughly explaining each option to us, we are formally going on record to support **OPTION 1: Maintain Existing Policies**. Our community, with the ratepayers associations have worked tirelessly to respect and attempt to protect, the original historical nature of Vellore Village by integrating aspects of a village throughout the Vellore community. All future development applications should continue to respect our village in terms of form and density. A key element of VOP2010 is Chapter 9.1.2.2. 'That in Community Areas with established development, new development be designed to respect and reinforce the existing physical character and uses of the surrounding area'. As we consider future development applications, our expectations are that all future development will continue to respect the unique historical features of **Vellore Village**.

Conversely, we expect The City of Vaughan to strongly enforce those historical aspects, through both site plan and urban design. At the meeting, we quoted and maintain our support of the 2003 Vellore Village Centre Study key recommendations, which spoke specifically to Vision, Transportation, Retail, and Residential components of the area.

And as much as we can say "things have changed" since then, we can equally say that, **now** more than ever, it is crucial that Vellore citizens have a place where "community" is paramount, with gathering spots, main street village components, supporting "small businesses" and enjoying outdoor greenspaces and piazzas. Residents in this district can easily and safely manoeuvre their way through the village, still feeling like part of the community, rather than cold, isolated and often disconnected living that is associated with high rise living. If COVID19 pandemic has taught us anything in this past year, it is that human and social connection are both imperative to a City's well-being as well as an individual's well-being.



Case in point, with reference to the current SmartCentre's application which fails miserably at achieving any of the requirements or visions we have stated above. It is also imperative that you understand the history of the SmartCentre's application. Our "support" of their PHASE 1 of this site (Wal-Mart) was contingent upon the PHASE 2 aspect of their plan, which addressed commercial development in keeping with the "village" form of piazza, main street retail, gathering place etc. If this was a private contractual agreement, SmartCentres would be in breach of their contract, failing miserably at maintaining their "end of the bargain." So, it is our strong opinion, that the application as it stands is not compatible with the existing community in terms of massing, heights, setbacks, density and is not conducive to the village feel which we have worked to implement.

In fact, please see attached letter of agreement by SmartCentres and the Vellore Woods Ratepayers Association in regards to this development, made in 2009. After reading this letter, I am confident you will understand our position and steadfast insistence as to WHY we feel the way we feel.

Another application in development is a proposed 12 storey Apartment planned for Fossil Hill/Major Mackenzie Dr (west of Weston Road) which would be constructed in the middle of a two storey residential neighbourhood. Again, this development is out of scale and context to the existing community and has absolutely no respect or regard for the OP in its current form.

Given the challenges of implementing a temporary freeze on development within the Vellore Village community, we respectfully request and urge you that applications before you that affect this study area, be encouraged to consider these Vellore village principles in mind, and that applicants meet with us and our communities when it is safe to do so.

Yours Truly,

*Elvira Caria*

Chair, Vellore Woods RatePayers Association

***\*Signed Electronically***

*Tim Sorochniksky*

Chair, Millwood-Woodend RatePayers Association

***\*Signed Electronically***

CC: Councillor Rosanna DeFrancesca

Bill Kiru

Vellore Woods Ratepayers Association Executive Members

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD:** 4

**TITLE:** 2314075 ONTARIO LTD.

**SITE DEVELOPMENT FILE DA.20.039**

**200 RODINEA ROAD**

**VICINITY OF KEELE STREET AND TESTON ROAD**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole for Site Development File DA.20.039 for the subject lands shown on Attachment 2. The Owner proposes to develop the subject lands with a 1-storey industrial building with a 2-storey accessory office space (503 m<sup>2</sup>) for a total building gross floor area of 1,284 m<sup>2</sup>, with accessory open storage as shown on Attachments 3 to 5.

### **Report Highlights**

- The Owner proposes to develop the subject lands with a 1-storey industrial building with a 2-storey accessory office space and accessory open storage
- The existing zoning for the subject lands permits these uses and a Site Development application is required to permit the development
- The Development Planning Department supports the approval of the Application as it is consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan 2019, the Oak Ridges Moraine Conservation Plan 2017, the York Region Official Plan 2010, Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT Site Development File DA.20.039 (2314075 Ontario Ltd.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS of Site Plan Approval included in Attachment 1, to the satisfaction of the Development Planning Department, to permit a 1-storey industrial building with a 2-storey accessory office space and accessory open storage area as shown on Attachments 3 to 5.

## **Background**

The subject lands ('Subject Lands') are located east of Keele Street, south of Teston Road, are currently vacant and are municipally known as 200 Rodinea Road. The surrounding land uses are shown on Attachment 2.

## **Previous Reports/Authority**

Not applicable.

## **Analysis and Options.**

***A Site Development Application has been submitted to permit the Development***  
2314075 Ontario Ltd. (the 'Owner') has submitted Site Development File DA.20.039 (the 'Application') on the Subject Lands shown on Attachment 2, to permit a 1,284 m<sup>2</sup>, 1-storey industrial building including a 503 m<sup>2</sup> 2-storey accessory office space and accessory open storage and parking (the 'Development') as shown on Attachments 3 to 5. The Subject Lands will be accessed from Rodinea Road.

### ***The Development is consistent with the Provincial Policy Statement 2020***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement 2020 ('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 PPS policies allow some flexibility in their implementation provided the Provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS.

The Development is consistent with PPS policies, specifically, Section 1.1.1 e) and 1.1.3.1 under Part V – "Policies" regarding cost-effective development patterns and standard to minimize land consumption and servicing costs and focusing growth and development within a Settlement Area. Section 1.1.3.2 – indicates that within Settlement Areas land use patterns shall efficiently use infrastructure, public service facilities,

minimize negative impacts to air quality and climate change and promote energy efficiency.

The Subject Lands are located within a defined Settlement Area identified by the PPS. The Development achieves the intent of the PPS Settlement Areas policies as it minimizes land consumption by making efficient use of the Subject Lands for an industrial use within an existing business park on full municipal services.

***The Development conforms to a Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended***

The Provincial Growth Plan, “A Place to Grow” Growth Plan for the Greater Golden Horseshoe 2019 (‘Growth Plan’) as amended 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 framework for managing growth in the Greater Golden Horseshoe, including directions for where and how to grow, the provision of infrastructure to support growth, protecting natural systems and cultivating a culture of conservation. Council’s planning decisions are required by the *Planning Act* to conform, or not to conflict with the Growth Plan.

The Development is consistent with the policy framework of the Growth Plan as the building form would allow the development of the vacant Subject Lands thereby efficiently utilizing serviced land intended for an industrial use and maintaining an appropriate interface for land use compatibility between employment areas and adjacent non-employment areas. The Development is supportive of the Growth Plan objectives.

***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” by the YROP 2010. The “Urban Area” designation permits a range of residential, commercial, industrial, and institutional uses, subject to additional policy criteria of YROP 2010. The Section 4 policies of the YROP 2010 support economic activities to diversify and strengthen the Region’s economic base to create employment opportunities for residents and advantages for businesses.

The Development will help to create high quality employment opportunities for residents and support York Region’s goal, in Section 4.1.2 of the YROP 2010, of 1 job for every 2 residents and the Section 4.1.3 policy of creating healthy communities to attract and retain youth, a highly skilled labour force and quality employers. The Development will be used as the head office for a local business.

***The east half of the Subject Lands is within the Oak Ridges Moraine Conservation Plan Area and conforms to the Oak Ridges Moraine Conservation Plan***

The east half of the Subject Lands which is located within the Oak Ridges Moraine Conservation Plan Area ('ORMCP'), is designated as "Settlement Area" and was approved for development. The ORMCP Conformity Statement Report prepared by KLM Planning Partners Inc. in 2011 on behalf of the developer of the business park confirms the limits of the ORMCP area and indicates that the land within the business park has none of the characteristics of the undeveloped lands in other parts of the Moraine due to decades of aggregate removals and landfill operations related to the Keele Valley Landfill site.

The business park in which the Development is located is considered brownfield redevelopment. Conformity with the ORMCP was confirmed in 2011 through the approval of Draft Plan of Subdivision File 19T-05V05(N) which created the lot for the Subject Lands.

***The Development conforms to Vaughan Official Plan 2010***

The Subject Lands are designated "Industrial" by in-effect Official Plan Amendment ('OPA') 332 (Maple Valley Plan), as amended by OPA 535 and further amended by OPA 666. The "Industrial" designation permits the proposed industrial building with the accessory "office use" and accessory "open storage" in accordance with the provisions of Zoning By-law 1-88. The Subject Lands are designated "General Employment" by Vaughan Official Plan 2010 (VOP 2010), which permits the proposed industrial building. However, the VOP 2010 policies are currently under appeal at the Local Planning Appeals Tribunal.

The Development will help the City to achieve its average jobs per hectare for employment areas by facilitating the development of a new industrial business within an existing business park. The proposed Development conforms to VOP 2010.

***The Development complies with Zoning By-law 1-88***

The Subject Lands are zoned "M2 General Industrial Zone" by Zoning By-law 1-88, subject to site-specific Exception 9(1097) which permits the proposed industrial use, accessory office use and accessory open storage up to a maximum of 30% of the lot area.

The Development has a total gross floor area (GFA) of 1,284 m<sup>2</sup>. Zoning By-law 1-88 requires 26 parking spaces (2 spaces/100 m<sup>2</sup> of GFA) to be provided on the Subject Lands. Forty-one (41) parking spaces are proposed, including 2 barrier free spaces. The Development also complies with all other requirements (e.g. building setbacks, open storage) requirements of Zoning By-law 1-88.

***The Development Planning Department supports the Development***  
**Site Plan**

The proposed site plan is shown on Attachment 3. The Subject Lands are proposed to be accessed by a single full movement driveway entrance located at the south property line aligned with the existing driveways of the properties to the south and on the opposite side of Rodinea Road. The main building entrance faces Rodinea Road and a concrete pedestrian walkway connects the building entrances to the adjacent parking areas and to the existing sidewalk on Rodinea Road. The full movement driveway serves the parking area in front of the building and extends to the rear of the building providing access to the loading area and to the accessory open storage area for business vehicles, equipment, and materials.

The accessory open storage area is limited to a maximum of 30% of the site area and is wholly enclosed. The north property line abuts developed properties at 65 and 85 Malmo Court. A chain link fence exists at the rear of 65 Malmo Court mounted in a concrete retaining wall extending from Rodinea Road west to the east (front) wall of the building. The existing chain link fence at the rear of 85 Malmo Court extends west to the GO rail line at the rear of the Subject Lands. The chain link fence on the rear property line adjacent to the GO rail line will be replaced with a 2.43 m high fence as required by Metrolinx. The fencing along the south property line is an existing 2 m high concrete screen fence on the adjacent property at 220 Rodinea Road. A small section of new chain link fence encloses the open storage area at the northwest corner of the building and a new 2 m sliding decorative gate will enclose the south entry to the open storage and loading area at the southwest corner of the building.

**Landscape Plan**

The 6 m landscape strip adjacent to the street in front of the building shown on Attachment 4 is consistent with the landscape treatments of the adjacent developments on the street. Three deciduous trees and an ornamental tree will be planted with Dwarf Burning bush shrubs in front of the building. The edge of the driveway entrance will be landscaped with perennials, decorative grasses, coniferous and deciduous shrubs.

**Building Elevations**

The proposed building elevations are shown on Attachment 5. The finishes on the east and south building elevations highlight the accessory office area of the building. The street facing windows provide natural light to the office area of the building and tall windows provide natural light to the workshop area. The south end of the building is 2-storeys and the workshop area is 1-storey. Exterior finishes include tinted vision glazing, spandrel glazing along the base of the second-floor windows, and pre-finished aluminum composite panels in charcoal, red and aluminum grey. Most of the building is finished in white concrete precast panels with exposed aggregate.

There are 3 large overhead doors and 4 (3 m high) overhead doors on the west side of the building all accessed by a loading area on a concrete pad.

The Development Planning Department shall be satisfied with the final Site Plan, Landscape Plan, Building Elevations, and all proposed signage prior to final site plan approval.

#### Tree Inventory and Preservation Plan and Private Property Tree Removal Plan

The Development Planning Department and Vaughan Forestry and Operations Division of the Transportation Services, Parks and Forestry Operations Department have reviewed the Arborist Report, including the Tree Preservation Plan ('TPP') in support of the Development. The TPP has identified one municipal tree for removal due to a conflict with the proposed driveway. The Owner must obtain a Private Property Tree Removal & Protection Permit from the City and provide compensation for the removal of this tree to facilitate the driveway installation, in the form of monetary compensation to the satisfaction of the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department.

Tree protection fencing shall be installed prior to construction and remain until construction is complete. The Owner shall contact the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department once the tree protection measures have been installed for inspection and approval. The Owner shall comply with the requirements of the City's Tree Protection and Preservation By-law 052-2018. A condition to this effect is included in Attachment 1- Conditions of Site Plan Approval.

#### ***The Policy Planning and Environmental Sustainability Department supports the Development***

The City of Vaughan has Species at Risk within its jurisdiction protected under the *Endangered Species Act*. It is the Owner's responsibility to ensure the provisions of the Act are not contravened and to comply with Ministry of Environment, Conservation and Parks regulations and guidelines to protect Species at Risk and their habitat. The Owner must also abide by the *Migratory Birds Convention Act* regarding vegetation removals from the Subject Lands. A standard condition will be included in the Site Plan Letter of Undertaking to ensure the Owners is aware of their responsibilities under the Act, should the Development be approved. A condition to this effect is included in Attachment 1 Conditions of Site Plan Approval.

The Policy Planning and Environmental Sustainability Department ('PPES') reviewed the Sustainability Performance Metrics for the Development and recognize that since the Development is an industrial use located within an existing employment business



park, many of the Sustainability Performance Metrics are not applicable. The Owner has included bicycle parking, increased the pervious surfaces, and reduced light pollution on the Subject Lands. The PPES Department is satisfied that the Owner has demonstrated best efforts to achieve the highest possible sustainability score for the Development and has no further concerns.

***There are no Cultural Heritage concerns for this Development***

The Cultural Heritage Section of the Development Planning Department has no concerns with the Development however standard archeological clauses will be included within the Site Plan Letter of Undertaking. A condition to this effect is included in Attachment 1 Conditions of Site Plan Approval.

***The Development Engineering Department has no objection to the Development, subject to Conditions of Approval***

The Development Engineering (DE) Department reviewed the Stormwater Management Report for the Development and is satisfied it can be adequately serviced by the storm sewers. In addition, the Development can be adequately serviced by the existing water and sanitary servicing connections on Rodinea Road.

The decommissioning of existing and installation of proposed connections within the City's right-of-way must be completed by a City contractor. The DE Department has no objection to the Development subject to the Owner paying all applicable review fees and satisfying the DE Department comments regarding final approval of the photometric plan, site grading, servicing and erosion and sediment control plans and stormwater management reports. A condition to this effect is included in Attachment 1- Conditions of Site Plan Approval.

The DE Department is satisfied with the Noise Impact Study and has no Environmental Engineering (ESA) concerns or comments for this Development.

**Transportation Engineering**

The Transportation Engineering Department has no objection to the Development and requested the bicycle parking spaces provided on the site plan be a minimum size of 0.6 m x 1.8 m each.

***The Infrastructure Planning and Corporate Asset Management Department has no objection to the Development***

The Infrastructure Planning and Corporate Asset Management Department has no objection to the Development.

***The Financial Planning and Development Finance Department supports the Development***

The Owner will be required to pay any applicable Development Charges in accordance with the Development Charges By-law of the City of Vaughan, Region of York, York

Region District School Board and York Catholic District School Boards. A condition requiring the payment of Development Charges included as a standard condition in the Site Plan Letter of Undertaking.

***Vaughan Fire and Rescue Service supports the Development***

The Vaughan Fire and Rescue Service supports the Development subject to the Owner satisfying all Building Code requirements and providing a minimum level of fire safety and protection at the building construction stage of development.

The open storage area of the Subject Lands is identified on the Site Plan. A portion of the open storage area is located adjacent to the rear yard of an abutting property (85 Malmo Court) that contains outdoor storage tanks ('tank farm') of a chemical company. The Owner is required to advise the City's Emergency Planning Manager of the material to be stored in the open storage area on the Subject Lands.

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

The Development is within the Wellhead Protection Area – Q2 (WHPA-Q2) as delineated by the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Plan. TRCA has no objection to the approval of the Development and is satisfied the strategies and details of the Water Balance Assessment and Source Protection requirements for the Subject Lands have been satisfied through the larger comprehensive recharge strategy implemented for the York Major Holdings Inc. lands within Registered Plan of Subdivision 65M-4330 (Draft Plan of Subdivision File 19T-05V05).

***Metrolinx has no objection to the Development, subject to Conditions of Approval***

Metrolinx reviewed the Stormwater Management Report, engineering drawings and documents to ensure drainage from the site would not impact or be impacted by the rail services. The Owner must satisfy all requirements of Metrolinx regarding the compaction ratio of the reinforced graded slope near the mutual property line, confirm post development drainage flows have not altered pre-development flows and have no adverse impact on the rail corridor, provide confirmation of adequate fencing along the mutual property line, and enter into an "Adjacent Development Agreement" with Metrolinx, to be registered on title prior to the final Site Plan Approval. A condition to this effect is included in Attachment 1- Conditions of Site Plan Approval.

***The requirement for Cash-in-lieu of the dedication of parkland has been satisfied***

The Real Estate Department has advised that the Subject Lands are within Registered Plan of Subdivision 65M-4330 and there is no further requirement for cash-in-lieu of the dedication of parkland as the requirement was previously satisfied through the approval of Draft Plan of Subdivision File 19T-05V05. This confirmation further satisfies the Parks Infrastructure Planning and Development Department that the required payment-in-lieu

of parkland dedication in accordance with the requirements of the *Planning Act* and Vaughan's Parkland Dedication policies has been satisfied.

***Other City Departments have no objection to the Development***

The Environmental Services Department, Solid Waste Management Division, Building Standards, By-law and Compliance, Licensing and Permit Services, and Infrastructure Planning and Corporate Asset Management Departments of the City all have no objection to the Development.

***Alectra and the various utilities have no objection to the Development***

Alectra Utilities, Bell Canada, Canada Post Enbridge Gas, Hydro One and Rogers Communications have no objection to the Development, subject to the Owner coordinating servicing connections, easements and locates prior to the commencement of any site works. A condition to this effect has been included in Attachment 1- Conditions of Site Plan Approval.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region Community Planning and Development Services have no objection to the Development.

**Conclusion.**

The Development Planning Department has reviewed Site Development File DA.20.039 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 shown on Attachments 3 to 5 is consistent with the PPS, conforms to the Growth Plan as amended, the ORMCP, the YROP 2010 and the VOP 2010, the use is permitted by Zoning By-law 1-88 and is compatible with the surrounding area context. Accordingly, the Development Planning Department supports the approval of Site Development File DA.20.039, subject to the Recommendations in this report and the Conditions of Site Plan Approval included in Attachment 1.

**For more information**, please contact Laura Janotta, Planner, Development Planning, at extension 8634.

## **Attachments**

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations

## **Prepared by**

Laura Janotta, Planner, ext. 8634

Eugene Fera, Senior Planner, ext. 8003

Nancy Tuckett, Senior Manager of Development Planning, ext. 8529

Bill Kiru, Acting Director of Development Planning, ext. 8633

## **Approved by**



Mauro Peverini, Acting Chief Planning Official

## **Reviewed by**



Jim Harnum, City Manager

## **Attachment 1 - Conditions of Site Plan Approval**

### **Site Development File DA.20.039 (2314075 Ontario Ltd.)**

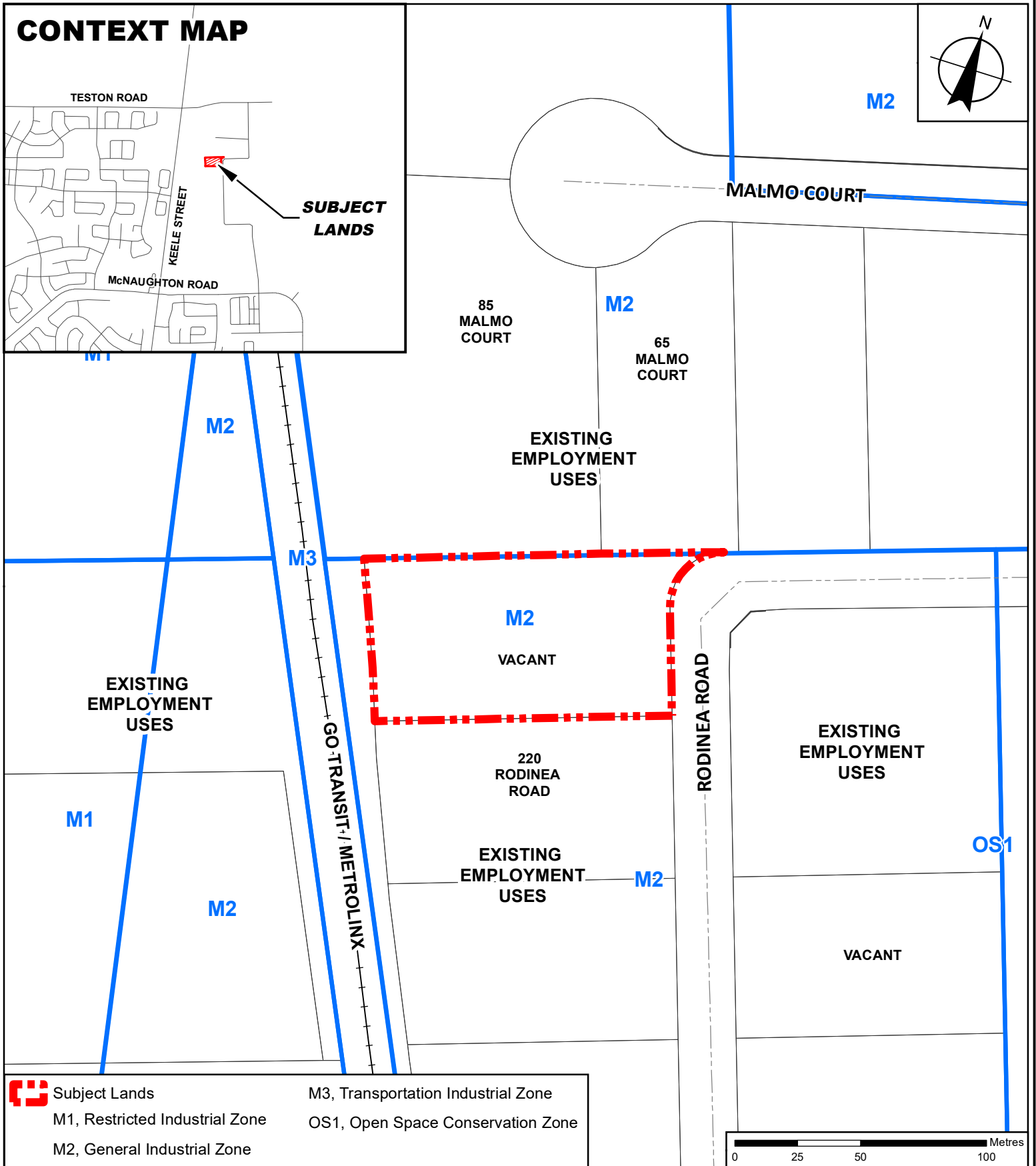
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- 1) THAT prior to the execution of the Site Plan Letter of Undertaking:
  - a) The Development Planning Department shall approve the final site plan, building elevations, landscape plan, landscape cost estimate, Arborist Report, and tree inventory and tree protection plan;
  - b) The Development Engineering Department shall approve the final grading plan, servicing plan, erosion and sediment control plan, Stormwater Management Report and the Photometric Lighting Plan. The Owner shall satisfy all requirements of the Development Engineering Department and shall pay the Engineering Site Plan Review fees pursuant to the in-effect Fees and Charges By-law;
  - c) The Owner shall obtain final clearance from Alectra Utilities Corporation, Bell Canada, Canada Post, Enbridge Distribution and Rogers Communications; and
  - d) the Owner shall satisfy all requirements of Metrolinx.
- 2) THAT the Site Plan Letter of Undertaking shall include the following provisions to the satisfaction of the City:
  - a) "The Owner shall contact the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department once the tree protection measures have been installed for inspection and approval according to City specifications."
  - b) "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:
    - i) archaeological resources are found on the property during grading or construction activities the Owner must cease all grading or construction activities; and
    - ii) 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 Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.”

- c) “The Owner shall acknowledge and convey any easements deemed necessary by Bell Canada to serve this development at no cost to Bell Canada, and
- e) The Owner shall abide by the requirements of the *Endangered Species Act* (2007) and the *Migratory Birds Convention Act* (1994).

# CONTEXT MAP



Subject Lands

M1, Restricted Industrial Zone

M2, General Industrial Zone

M3, Transportation Industrial Zone

OS1, Open Space Conservation Zone

## Context and Location Map

### LOCATION:

200 Rodinea Road (Block 1, 65M-4330)  
Part of Lot 24, Concession 3;

### APPLICANT:

2314075 Ontario Ltd.



## Attachment

### FILE:

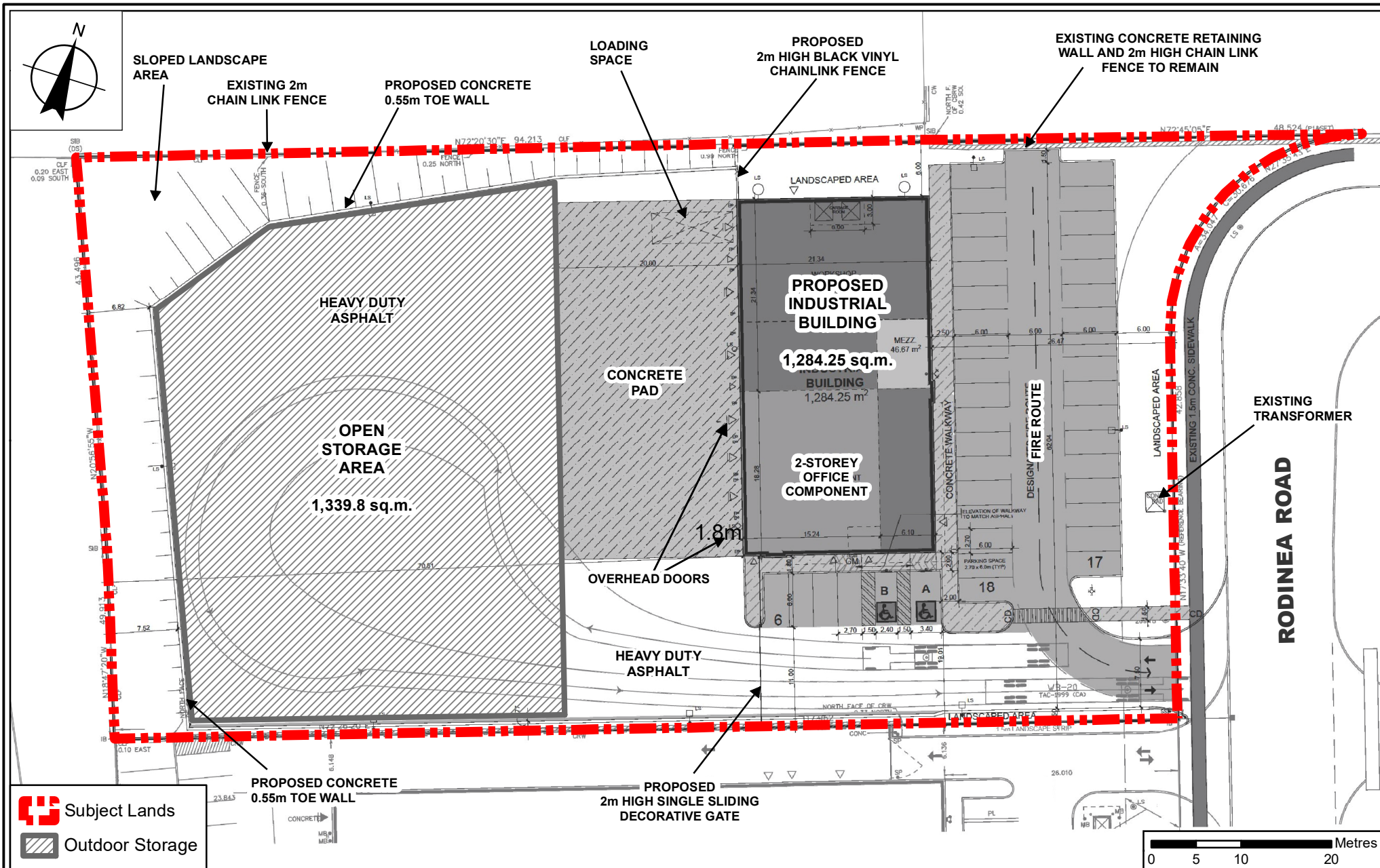
DA.20.039

### DATE:

April 7, 2021

2





## Site Plan

**LOCATION:**  
200 Rodinea Road (Block 1, 65M-4330)  
Part of Lot 24, Concession 3;

**APPLICANT:**  
2314075 Ontario Ltd.

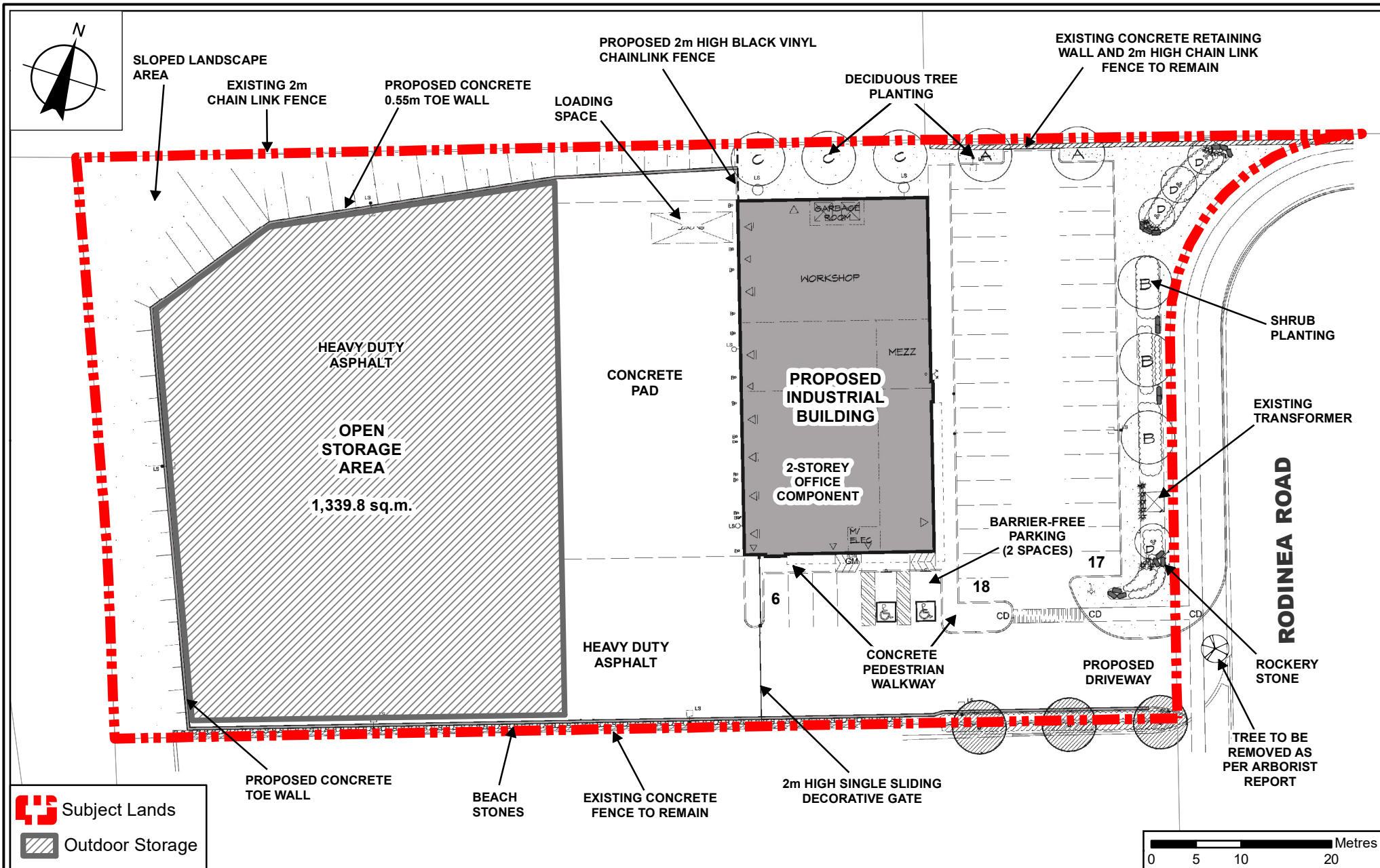


## Attachment

**FILE:**  
DA.20.039

**DATE:**  
April 7, 2021

**3**



## Landscape Plan

**LOCATION:**  
 200 Rodinea Road (Block 1, 65M-4330)  
 Part of Lot 24, Concession 3;

**APPLICANT:**  
 2314075 Ontario Ltd.

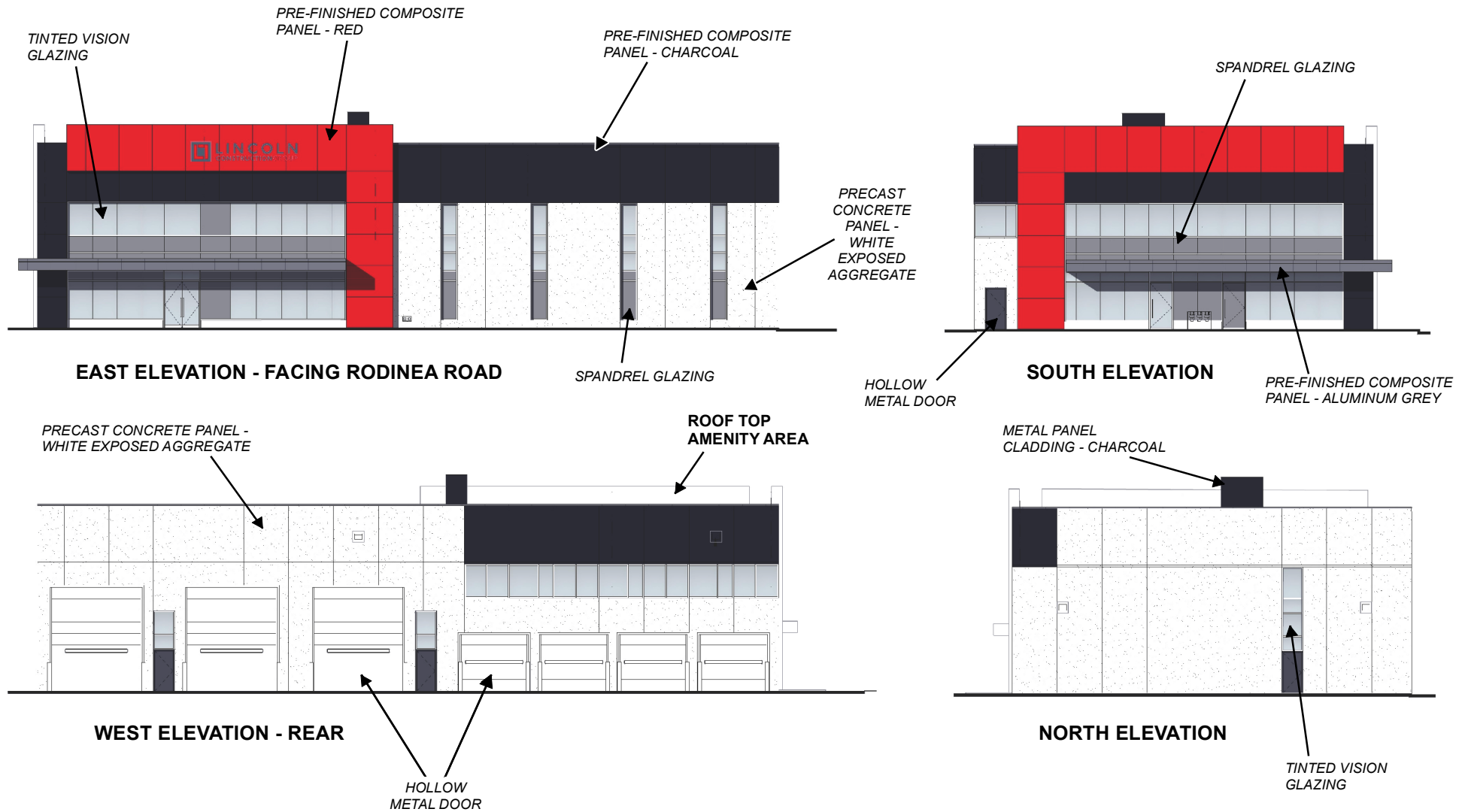


## Attachment

**FILE:**  
 DA.20.039

**DATE:**  
 April 7, 2021

**4**



Not to Scale

## Building Elevations

**LOCATION:**  
200 Rodinea Road (Block 1, 65M-4330)  
Part of Lot 24, Concession 3;

**APPLICANT:**  
2314075 Ontario Ltd.



## Attachment

**FILE:**  
DA.20.039

**DATE:**  
April 7, 2021

5

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD(S):** 2

**TITLE:** 7553 ISLINGTON HOLDING INC.

**OFFICIAL PLAN AMENDMENT FILE OP.08.017**

**ZONING BY-LAW AMENDMENT FILE Z.16.022**

**7553 ISLINGTON AVENUE AND 150 BRUCE STREET**

**VICINITY OF HIGHWAY 7 AND ISLINGTON AVENUE**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

---

### **Purpose**

To seek endorsement from the Committee of the Whole of the Recommendations contained in this report to refuse Official Plan and Zoning By-law Amendment Files OP.08.017 and Z.16.022 (7553 Islington Holding Inc.) and obtain direction from Council for appropriate City staff and external consultants, as required, to attend the Local Planning Appeal Tribunal Hearing in support of the Recommendations in this report respecting the subject lands shown on Attachment 1.

### **Report Highlights**

- The Owner is proposing to develop the subject lands with a 21-storey residential apartment building with 530 residential dwelling units
- The Owner has appealed the applications to the Local Planning Appeal Tribunal
- Staff do not support the Official Plan and Zoning By-law Amendment applications as the proposed development is not consistent with the Provincial Policy Statement, do not conform to the Growth Plan, the York Region Official Plan, Official Plan Amendment 240 (Woodbridge Community Plan), as amended by Official Plan Amendment 269, and Vaughan Official Plan 2010
- Staff seek the endorsement from the Committee of the Whole of the recommendation to refuse the applications and for staff and external consultants, as required, to attend the Local Planning Appeal Tribunal Hearing in support of the Recommendations in this report

## **Recommendations**

1. THAT Official Plan and Zoning By-law Amendment Files OP.08.017 and Z.16.022 (7553 Islington Holding Inc.) to amend the policies of OPA 240 (Woodbridge Community Plan), as amended to redesignate the Subject Lands from “Open Space” (7553 Islington Avenue) and “Low Density Residential” (150 Bruce Street) to “Mid-Rise Residential” with a maximum Floor Space Index of 2.82 times the area of the lot and a maximum building height of 21-storeys, and to rezone the Subject Lands from “A Agricultural Zone”, “OS1 Open Space Conservation Zone” (7553 Islington Avenue) and “R1 Residential Zone” subject to site-specific Exception 9(643) (150 Bruce Street) to “RA3 Apartment Residential Zone” and “OS1 Open Space Conservation Zone” with site-specific zoning exceptions, BE REFUSED.
2. THAT City of Vaughan staff and external consultants, as required, be directed to attend the Local Planning Appeal Tribunal hearing in support of the recommendations contained in this report with regard to Official Plan and Zoning By-law Amendment Files OP.08.017 and Z.16.022.

## **Background**

The subject lands (the ‘Subject Lands’) shown on Attachment 1 are located on the east side of Islington Avenue, south of Highway 7, and are municipally known as 7553 Islington Avenue and 150 Bruce Street. The Subject Lands are currently developed with 2 detached dwelling units. The surrounding land uses are shown on Attachment 1.

### ***Official Plan and Zoning By-law Amendment Applications have been revised to permit the proposed development***

The following revised applications (the ‘Applications’) have been submitted for the Subject Lands shown on Attachment 1 to permit a 21-storey residential apartment building with 530 residential units (the ‘Development’) shown on Attachments 2 to 4:

1. Official Plan Amendment File OP.08.017 to amend in-effect Official Plan Amendment 240 (Woodbridge Community Plan), as amended, to redesignate the east portion of the Subject Lands from “Open Space” (7553 Islington Avenue) and “Low Density Residential” (150 Bruce Street) to “Mid-Rise Residential” with a maximum Floor Space Index (‘FSI’) of 2.82 times the area of the lot and a maximum building height of 21-storeys.
2. Zoning By-law Amendment File Z.16.022 to amend Zoning By-law 1-88 to rezone the Subject Lands from “A Agricultural Zone”, “OS1 Open Space Conservation Zone” (7553 Islington Avenue) and “R1 Residential Zone” subject to site-specific Exception 9(643) (150 Bruce Street) to “RA3 Apartment Residential Zone” and “OS1 Open Space Conservation Zone” in the manner shown on Attachment 2, and to permit the site-specific zoning exceptions identified in Table 1 of this report.

#### Original Development Proposal - Official Plan Amendment File OP.08.017

The Owner (7553 Islington Holding Inc.) on October 30, 2008, submitted Official Plan Amendment File OP.08.017 to redesignate the Subject Lands from “Open Space” (7553 Islington Avenue) and “Low Density Residential” (150 Bruce Street) to “High Density Residential” to facilitate the development of two, 22-storey residential apartment buildings connected by a 5-storey podium having a total of 632 dwelling units and 4 levels of parking (containing 890 parking spaces), as shown on Attachment 12.

The Committee of the Whole (Public Hearing) on March 3, 2009, considered Official Plan Amendment File OP.08.017. At the meeting, Residents made comments regarding the proposed building height, increased traffic congestion and the loss of trees and green space.

In addition, the Staff report identified a number of issues including: conformity to Provincial policies, applicable Regional and City Official Plan policies, requirements and policies of the Toronto and Region Conservation Authority (TRCA); the appropriateness and compatibility of the proposed development in context with the surrounding land uses; environmental considerations; and the potential impacts on the surrounding road network and municipal infrastructure.

The Owner, on June 28, 2012, appealed Vaughan Official Plan 2010 (VOP 2010), Volume 1, as it applies to the Subject Lands to the former Ontario Municipal Board (OMB), now the Local Planning Appeal Tribunal (LPAT).

#### Submission of Zoning By-law Amendment File Z.16.022

The Owner on May 13, 2016, revised the Official Plan Amendment application to redesignate the Subject Lands from “Open Space” and “Low Density Residential” to “Mid-Rise Residential”. Concurrent with the revised OPA application, the Owner also submitted Zoning By-law Amendment File Z.16.022 to rezone the Subject Lands from “OS1 Open Space Conservation Zone”, “A Agricultural Zone” and “R1 Residential Zone”, subject to site-specific Exception 9(643), to “RA3 Apartment Residential Zone” and “OS1 Open Space Conservation Zone” together with site specific exceptions. The revised proposal was modified to include two, 19-storey residential apartment buildings with 490 residential dwelling units, and 7 levels of parking partially to be constructed within the valley wall containing 494 parking spaces, as shown on Attachment 13.

#### Ontario Municipal Board Appeal

The Owner on February 10, 2017, appealed the Official Plan and Zoning By-law Amendment applications to the former OMB, now the LPAT, for a non-decision by the City based on the timelines prescribed by the *Planning Act*.

A Pre-Hearing Conference (PHC) was held on August 9, 2017. The OMB issued their Order on August 16, 2017, adjourning the hearing *sine die* without setting a further PHC date. The OMB specifically encouraged the Owner to establish a principle of development and apply for a permit from the TRCA for the proposed development.



The Owner filed a Request for Review of the OMB's decision and Order, pursuant to Section 43 of the *Ontario Municipal Board Act*. On December 8, 2017, a decision of the OMB's review of the Request to Review concluded an "error in law" occurred at the PHC when the OMB ordered the proceedings be adjourned *sine die* "until the principle of development was first confirmed by the TRCA because there was no statutory provision for doing so". On January 24, 2018, the OMB ordered the previous Decision of the OMB issued of August 16, 2017 be rescinded and a new PHC be scheduled.

A second PHC was held on November 9, 2018, wherein the LPAT agreed to a phased hearing approach. Phase 1 would focus on environmental issues, and subject to the decision on the Phase 1 hearing, a Phase 2 hearing, if held, would focus on other planning issues. Based on this Decision of the LPAT, the Owner on July 12, 2019, submitted a revised development proposal for a 21-storey residential apartment building (Attachments 2-5) for the Subject Lands for further review by the City and commenting agencies.

In addition to the other proceedings, a CMC was held on October 16, 2020, wherein, the LPAT consolidated the site-specific Official Plan Amendment appeal with the Owner's VOP 2010 appeal and scheduled the first Phase of the Hearing for three weeks, commencing July 19, 2021.

***Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol. Deputations were received at the Public Hearing and written submissions were submitted to the Development Planning Department***

The City on August 21, 2020, circulated a Notice of Public Meeting (the 'Notice') for the Applications to all property owners within 250 m of the Subject Lands and to the West Woodbridge Homeowners Association, Vaughanwood Ratepayers' Association and to anyone on file with the Office of the City Clerk having requested notice. A copy of the Notice was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on September 15, 2020, to receive comments from the public and the Committee of the Whole. Vaughan Council on September 29, 2020, ratified the recommendations of the Committee of the Whole (Public Meeting) to receive the Public Meeting Report and to forward a comprehensive technical report to a future Committee of the Whole Meeting.

The following deputations and written communication items were received by the Committee of the Whole (Public Meeting) at the September 15, 2020 meeting:

**Deputations:**

- Patrick Harrington, Aird & Berlis, Bay Street, Toronto, representing the Owner
- Ryan Gutter, Weston Consulting, Millway Avenue, Vaughan, representing the Owner
- Loretto Perruzza, Calgary Gardens, Woodbridge
- Paul Palma Hayhoe Avenue, Woodbridge

- Mary Mauti, Vaughanwood Ratepayers Association, Forest Circle Court, Woodbridge
- Elisa Testa, Bruce Street, Woodbridge (written submission dated September 14, 2020)

#### Written Submissions

- Anna McGuire, Vittorio DeLuca Drive, Woodbridge, dated August 28, 2020
- Joseph Villamagna, Bruce Street, Woodbridge, dated August 31, 2020
- Rose Di Iorio, on behalf of Corrado and Caterina Di Iorio, Pioneer Lane, Woodbridge, dated September 8, 2020
- Carmen Zuech and Nello Zuech, Pioneer Lane, Woodbridge, dated September 8, 2020
- Dan and Isa Segreto, Pioneer Lane, Woodbridge (undated)
- Crystal McKenzie, dated September 12, 2020
- Stephen Bromell, The Building Union of Canada, Woodbridge, dated September 12, 2020

The following is a summary of the comments provided in the deputations and written submissions submitted at the Public Hearing of September 15, 2020 and written submissions received by the Development Planning Department. The comments have been organized by theme as follows:

#### Density and Compatibility

- the Development is too high and will not be compatible with the surrounding low-rise neighbourhood
- the Development far exceeds the height and density of surrounding area
- the Subject Lands are not designated as a growth area for development

#### Natural Areas, Natural Greenland System and Flood Plain

- the Development will cause an ecological imbalance in the surrounding natural area
- there will be a significant increase in pollution by traffic causing harm to natural environment and health of residents
- significant erosion of valley walls and the bank of the Humber River is hazardous
- it is environmentally irresponsible to remove the green space for new development
- the Development would have significant environmental impacts and will impact views of the natural area
- the removal of mature trees will impact ground erosion and stability of the slope, and irreversible damage to vegetation and animals and will have negative impacts on the natural heritage system
- the primary access to the Subject Lands is located within the floodplain and should not be developed
- significant grade modifications will impact the slope
- development proposals in significant river valleys such as this proposal should not be allowed
- green space must be preserved



### Other comments received

- the TRCA and York Region are not in support of applications and neither should the City
- nuisance from construction (noise, vibration, dust, etc.) will impact the surrounding community
- traffic on local roads will increase due to the proposed density
- there is no community benefit from the Development, and it will have long-term effects on surrounding community
- the Development ignores Provincial, Regional and Municipal regulation and policies
- the Development should be supported as it will create employment opportunities and is a positive economic impact for the community
- great location for development and it is good for the community

These comments are addressed in the contents of this report.

The Vaughan Development Planning Department, on March 29, 2021, mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the Applications.

### **Previous Reports/Authority**

Previous reports related to the Applications are available at the following links:

[Committee of the Whole \(Public Hearing\) Meeting March 3, 2009](#)

[Committee of the Whole \(Public Hearing\) Meeting September 15, 2020](#)

### **Analysis and Options**

***The Development Planning Department does not support the Applications based on the following planning considerations***

The surrounding land use context is primarily natural areas and low-rise residential in a low-rise built form

The Subject Lands have frontage along Islington Avenue (7553 Islington Avenue) and Bruce Street (150 Bruce Street). Islington Avenue is identified as a major arterial road in VOP 2010 and as a Regional Road, having a Regional Planned Street Width of up to 36 m, in York Region Official Plan 2010 (YROP). Bruce Street is identified as a local road by VOP 2010.

The lands located immediately north and south of the Subject Lands are designated “Natural Areas” by VOP 2010. The Subject Lands are forested and form part of the larger Natural Heritage Network (NHN) that extends into the Kortright Centre for Conservation, which is located within the Greenbelt Plan Area.

The lands located north of the Subject Lands are vacant. The lands located south of the Subject Lands, municipally known as 7519 Islington Avenue, and shown on Attachment 1, are developed with a detached dwelling unit, and forested at the rear of the existing dwelling.

A portion of the Subject Lands, 150 Bruce Street, is located in an established and stable “Low-Rise” community area. The established community area is designated “Low-Rise Residential” by VOP 2010, is predominately developed with low-rise residential dwelling units, including detached and townhouse dwelling units and an existing Secondary School (Woodbridge College). The existing surrounding neighbourhood establishes the low-rise character of the community. There are no existing or planned high-rise residential buildings in the surrounding residential community. VOP 2010 defines high-rise buildings as buildings generally over 12-storeys in height.

The York Region Transit YRT/VIVA Rapid Transit System Map (January 3, 2021), identifies a YRT bus route (No.13) that serves the area, including the Subject Lands. A north bound transit stop (3445) is located directly in front of the Subject Lands and a southbound transit stop (3434) is located directly across Islington Avenue. The Islington Avenue bus route primary operates along Islington Avenue Monday to Friday from 7:15 am to 10:15 pm, every 45 minutes, with no weekend service.

Highway 7 is identified as a “Regional Rapid Transit Corridor” on Schedule 10 – Major Transit Network by VOP 2010 and a Bus Rapid Transit (BRT) stop is located at Highway 7 and Islington Avenue, approximately 550 m north from the Subject Lands. There is no existing or planned high order transit system (i.e. subway station, LRT, BRT) on Islington Avenue to serve the Development. In addition, Islington Avenue is not identified in the York Region Transportation Master Plan as a Frequent Transit Network bus service and is not planned to become one until 2027 to 2041.

The Owner, their consultants, City of Vaughan Staff, York Region Staff and TRCA Staff conducted a site-visit of the Subject Lands on June 20, 2018, Development Planning Staff observed that the Subject Lands are developed with a detached dwelling. The Subject Lands are forested along the slope of the valley wall up to the elevation of Bruce Street. It was noted that some tree removal occurred around the existing dwelling. The Owner, the Owner’s consultants, City of Vaughan Staff and TRCA staff conducted a second site visit of the Subject Lands on November 23, 2020.

### ***The Development does not represent good planning***

The Development Planning Department recommends that the Applications be refused as the Development does not represent good planning, does not contribute to appropriate City building and is not in the public interest. This recommendation is based on the review and analysis of the requisite provisions of the *Planning Act*, and the policies of the Provincial Policy Statement, 2020 (PPS), A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan), YROP, OPA 240 (Woodbridge Community Plan), as amended, and VOP 2010:

#### ***1. Planning Act***

Section 2 of the *Planning Act* states that the Council of a municipality in carrying out their responsibilities shall have regard to, among other matters, matters of Provincial interest such as:

- the protection of ecological systems, including natural areas, features, and functions

- the orderly development of safe and healthy communities
- the appropriate location of growth and development
- the adequate provision of a full range of housing
- the promotion of development that is designed to be sustainable, to support public transit and be oriented to pedestrians
- the promotion of built form that
  - i) is well-designed
  - ii) encourages a sense of place, and
  - iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant

Section 3(5) of the *Planning Act* requires that a decision of Council of a municipality in respect of the exercise of any authority that affects a planning matter:

- shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision
- shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be

The Applications do not satisfy the requirements of the *Planning Act*, as discussed in further detail below.

## **2. *The Development is not consistent with the Provincial Policy Statement, 2020***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the PPS. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Land use planning decisions made by municipalities, planning boards, the Province, or a commission or agency of the government must be consistent with the PPS. The PPS policies state, as follows (in part):

### **a) Section 1.1.1 of "Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns"**

Section 1.1 of the PPS requires that development accommodate an appropriate range of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs. Development should not cause environmental or public health and safety concerns.

### **b) Section 1.1.3 - "Settlement Areas"**

1.1.3.1 - "Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted."

1.1.3.2 - "Land use patterns within settlement areas shall be based on:

- i) densities and a mix of land uses which:

1. efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. support active transportation; and
4. are transit-supportive, where transit is planned, exists, or may be developed.

- ii) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

Policy 1.1.3.3 states “Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

- iii) Section 1.1.3.4 states “Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

c) Section 1.5 - “Public Spaces, Recreation, Parks, Trails and Open Spaces”

1.5.1 – “Healthy, active communities should be promoted by recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.”

d) Section 2.1 - “Natural Heritage”

2.1.1 - “Natural features and areas shall be protected for the long term.”

2.1.2 - “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

2.1.5 – “Development and site alteration shall not be permitted in significant woodlands and significant valleylands in Ecoregions 6E and 7E unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.”

e) Section 3.1 – Natural Hazards

3.1.1 - “Development shall generally be directed, in accordance with guidance development by the Province, to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.”

3.1.2 – “Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.”

f) Section 6 – Definitions:

The PPS definitions of Development, Erosion Hazard, Flooding Hazard, Flood Plain, Hazardous Lands, Intensification, Natural Heritage features and areas, Natural Heritage System, Negative Impacts, Redevelopment, Residential Intensification, Significant and Site Alteration are shown in Attachment 14.

The Subject Lands are designated “Open Space” (7553 Islington Avenue) and “Low Density Residential” (150 Bruce Street) by in-effect OPA 240 (Woodbridge Community Plan), as amended by OPA 269, as shown on Attachment 6.

The City of Vaughan undertook a City-wide comprehensive Official Plan Review, that culminated in the adoption of VOP 2010 in September 2010. VOP 2010 designated the Subject Lands as:

- “Natural Areas and Countryside” (7553 Islington Avenue) and “Community Area” (150 Bruce Street) on Schedule 1 - Urban Structure
- “Core Features” (7553 Islington Avenue) on Schedule 2 - Natural Heritage Network
- “Natural Areas” (7553 Islington Avenue) and “Low-Rise Residential” (150 Bruce Street) on Schedule 13 - Land Use (as shown on Attachment 7)

Intensification Areas

Policy 1.1.3.3 of the PPS provides direction for municipalities to identify opportunities for accommodating intensification and redevelopment within the municipality, through the implementation of municipal Official Plans. This policy inherently recognizes that intensification and redevelopment is appropriate in certain locations and that there are areas that are intended to remain stable community areas and natural areas.

VOP 2010 identifies and designates lands throughout the City to achieve the policies of the PPS. From an overall public transit or high order transit perspective, the intensification policies of VOP 2010 are focused on areas served or planned to be served by higher order transit. The hierarchy of intensification areas in Vaughan are comprised of a number of centres and corridors, offer frequent transit service levels that can accommodate the higher number of public transit users that live and work in these

areas. Islington Avenue does not have and is not planned at this time to have the same convenient access to higher order public transit.

The Subject Lands are not located within any identified Intensification Area by YROP, OPA 240, as amended, and VOP 2010. Islington Avenue is not identified as or planned as a Regional or Primary Intensification Corridor, a Regional Rapid Transit Corridor, or as part of the Regional Transit Priority Network.

The surrounding area is not identified in VOP 2010 for the level of intensification that is being proposed through these Applications. The proposed intensification of the Subject Lands through this Development was not identified, nor is appropriate at this location and is not consistent with Section 1.1.3.3 of the PPS.

The introduction of the proposed Development, at a location within an existing stable residential community, is not in the public interest, is not consistent with the policy direction established in the *PPS*, and does not take into account the existing and planned built form in the community. The Development represents the overdevelopment of a single parcel of land, which is not consistent with the policies of the *PPS* and as implemented by Council through VOP 2010. More specifically, the Subject Lands are not identified for intensification by VOP 2010.

#### Natural Heritage System and Significant Natural Features

Sections 2.1 and 3.1 of the PPS provide direction for upper-tier and local municipalities for long-term prosperity, environmental health, and social well-being dependent on conserving biodiversity, protecting natural heritage, water, agricultural, mineral, and cultural heritage, and archaeological resources for their economic, environmental, and social benefits. In addition, reducing the potential for public cost or risk to residents from natural or human-made hazards, directing development away from areas of natural hazards where there is an unacceptable risk to public health or safety or property damage, and not create new or aggravate existing hazards.

The Subject Lands are located within the Humber River watershed and entirely within the Natural Heritage System. The location of the Subject Lands and surrounding lands form part of the larger and significant ecological and environmental “Greenlands System” identified by YROP, “Open Space” areas of OPA 240, and the NHN of VOP 2010. These areas were identified for protection and enhancement. As such, development in these areas had been significantly restricted to minimize any negative environmental impact(s).

OPA 240, as amended by site-specific OPA 269, recognized and permitted the existing residential dwelling unit, containing a professional office use on a portion of the Subject Lands (7553 Islington Avenue) because the dwelling unit predated the Official Plan and Zoning By-law in-effect at the time. The existing dwelling unit was constructed in 1947.

Given its river valley location, the Subject Lands remained designated “Open Space” due to their environmental sensitivity “in recognition to their valuable scenic, educational and wildlife habitat significance”. OPA 269 also identified the criteria for limited

redevelopment of 7553 Islington Avenue to one structure to maintain the rural residential character of the surrounding area.

The Development is proposed within Significant Natural Features as set out in the PPS. The Subject Lands are located within the Humber River valley corridor and contain woodlands. The TRCA along with the Policy Planning and Environmental Sustainability Department (PPES) of the City of Vaughan are of the opinion this woodland and valleyland are “significant” as defined under the PPS and in the Natural Heritage Reference Manual for Natural Heritage Policies of the PPS. The woodland covers the slope and extends up and onto the tableland along Bruce Street, which leaves the entirety of the Subject Lands within the valley corridor. The PPS does not permit development and site alteration within Significant Natural Features.

The Development would result in substantial vegetation removals, as well as manipulation of the valley wall resulting in a negative impact on both the significant woodlands and significant valleylands. The Development does not protect or enhance the NHN and its respective features for the long-term, rather it contributes to the loss of the natural features. The Development is not consistent with Sections 2.1 and 3.1 of the PPS.

#### Hazardous Lands

The Humber River is located on the west side of Islington Avenue. The westerly portion (approximately 0.5 ha of the 1.5 ha Subject Lands) of 7553 Islington Avenue is located within the floodplain associated with the Humber River, and is subject to flooding under a Regional Storm event. The Development includes a main driveway access from Islington Avenue within the floodplain. The Development provides for a secondary emergency access from Bruce Street during times of flooding hazards. The secondary emergency access connection onto a local road of an established community, demonstrates the challenges of appropriately developing the Subject Lands. The PPS and TRCA’s Living City Policies (2014) do not support development or site alteration in the floodway regardless if there are portions of the site outside of the floodplain.

The TRCA has identified the Subject Lands, including the secondary emergency access, to be within the confined valley system with the top of the valley wall being at the same approximate elevation as Bruce Street. The toe of slope is also located on the Subject Lands. Given the physical elements of the Subject Lands, the Development would require major excavation into the valley wall. The excavation works needed to the valley wall, to accommodate the Development and secondary emergency access to Bruce Street, is approximately 22 metres high, by 55 metres wide and 150 metres long. This would result in the need to construct permanent retaining walls and shoring. The required retaining structures in the valley wall needed to retain the soil and the Development would create a hazard over the long-term because they are located within an erosion (slope) hazard. A more detailed analysis and discussion of the erosion and slope stability issues within the valley are identified in TRCAs comments, which are appended to this report as Attachment 10.

The TRCA is of the opinion that development and site alteration are proposed in the flood plain of the Humber River, and the Development will result in an erosion hazard associated within the valley wall with no safe access. The Subject Lands are considered hazardous lands and deemed unsafe for development due to naturally occurring processes and as such are not consistent with Section 3.1.1 and 3.1.2 of the PPS.

The introduction of the Development, at a location within an area of a NHN with significant natural features and hazardous lands, is not in the public interest. The Development is not consistent with the policy direction established in the PPS and does not take into account the protection of natural areas or the negative environmental impact to these areas, the risk to public health and safety and the existing and planned built form in the community. The Development represents the overdevelopment of a single parcel of land and intrusion into the “Open Space” designation as established by OPA 240, as amended, and into the NHN as set out in VOP 2010, which is not consistent with the policies of the PPS.

**3.     *The Applications do not conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended***

The Applications are required to conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan).

The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, housing, transportation, and infrastructure. The Growth Plan promotes intensification of existing built-up areas, with a focus on directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating intensification in these areas provides a focus for transit infrastructure investment to support growth and for building compact, transit-supportive communities.

The Growth Plan also encourages population and employment growth to be accommodated within the built-up areas encouraging the development of complete communities with a mix of housing types with access to local amenities.

a)     Section 2.2.1. - “Managing Growth”

Section 2.2.1.3 of the Growth Plan states (in part) that, “Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a.     establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;
- b.     be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;



- c. provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;
- d. support the environmental and agricultural protection and conservation objectives of this Plan; and
- e. be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.

“Settlement Areas” are defined in the Growth Plan as “Urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:

- a. built up areas where development is concentrated, and which have a mix of land uses; and
- b. lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the *settlement area* may be no larger than the area where development is concentrated.”

Section 2.2.1.4 of the Growth Plan states (in part) that, “Applying the policies of this Plan will support the achievement of complete communities that:

- a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c. provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d. expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e. ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards; and
- f. integrate green infrastructure and low impact development.”

VOP 2010 identifies and designates lands throughout the entire City, to achieve the Growth Plan policies referenced above with respect to “complete communities” (i.e. mix of housing options, mix of land uses, etc.).

b) Section 2.2.2 - “Delineated Built-up Areas”

Section 2.2.2. of the Growth Plan states that (in part):

- “1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:
  - a) A minimum of 50 percent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo, and York will be within the delineated built-up area; and
2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper-or single-tier official plan that is approved and in effect as of July1, 2017 will continue to apply.”

Although the Growth Plan states that 50 percent of all residential development will be accommodated in the delineated built-up area, this does not state or imply that all types/forms of residential development that represent intensification are appropriate in all locations in the municipality. Further clarification of where additional residential intensification is to be directed is provided by Sections 2.2.2.3 and 2.2.2.4 of the Growth Plan, as noted below.

Section 2.2.2.3 of the Growth Plan states:

“All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
- c) encourage intensification generally throughout the delineated built-up area;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning, and other supporting documents.

These Growth Plan policies came into effect on May 16, 2019, and were amended on August 28, 2020, and require the upper-tier municipality, in this case York Region, to undertake a municipal comprehensive review (MCR) in order to plan to the 2051 time horizon. The City of Vaughan will be undertaking a review of VOP 2010 in conjunction

with the MCR exercise through the City's Official Plan Review (OPR). Until the MCR and OPR are completed, the YROP and OPA 240, as amended, are the approved and in-effect policy documents. While it is recognized that the Development would marginally contribute to the Region's overall intensification target, the Subject Lands are not identified for intensification by VOP 2010. The surrounding land use context, stable low rise residential to the north and east, lands within the floodplain and valley to the west, woodlands and valley walls along the east side of Islington Avenue to the south, with minimal transit or planned transit on Islington Avenue, do not lend the Subject Lands or the surrounding area to intensification.

Policy 2.2.2.3.b. requires that municipalities identify strategic growth areas to support and to meet the municipality's intensification targets and recognize them as a key focus for development. The Subject Lands have not been identified by OPA 240, as amended, or VOP 2010 for redevelopment or intensification in the form and level proposed by the Applications and is not consistent with the urban structure established by VOP 2010.

Policy 2.2.2.3.b. requires intensification to achieve an appropriate transition of built form to adjacent areas. The portion of the Subject Lands designated "Low-Rise Residential" (150 Bruce Street) by OPA 240, as amended, and the existing single detached dwelling is consistent with the predominant built form and density within the existing and planned neighbourhood context. When considering applications and assessing consistency it does not mean that it has to be identical.

The proposed built form, specifically a 21-storey residential apartment building having a continuous building wall of approximately 131 m in linear length, with upper storeys extending additional 19 m results in a continuous building wall of approximately 150 m built into the valley wall. In addition, the Subject Lands are surrounded by natural areas, the Humber River, and a stable low-rise residential community to the north and east, and therefore, does not provide an appropriate transition to adjacent areas. The 530 units proposed in the Development exceeds the existing number of dwelling units (approximately 335 dwelling units) in the entire residential community located to the north and east side of the Subject Lands.

The Development would introduce a built form through the Applications, at a density and scale that is out of character and not compatible with the existing community, is not aligned with the Urban Structure identified in VOP 2010 and is not part of a strategic growth area.

The Growth Plan and the York Region's Intensification Strategy places the onus on upper-tier and lower-tier municipalities to decide where and how to accommodate growth and intensification. As directed by the Growth Plan, intensification and areas deemed appropriate for greater growth are to be implemented by municipal Official Plans. The City undertook a comprehensive planning exercise which led to the adoption of VOP 2010 in September 2010. VOP 2010 identifies and implements an intensification strategy that responds to the requirements of the Growth Plan, by

directing growth to appropriate areas, and maintaining low-rise community areas as stable areas.

VOP 2010 promotes intensification within identified Intensification Areas, including Regional Centres (i.e. Vaughan Metropolitan Centre), Primary Centres, Local Centres, Regional Intensification Corridors, and Primary Intensification Corridors. The Subject Lands and the surrounding community are not located within any of these centres or corridors identified for intensification in VOP 2010. The closest Regional Intensification Corridor is located on Highway 7, north of the Subject Lands, which does not permit development at the scale (i.e. FSI and building height) proposed through the Applications. The building type, scale and built form of the Development would be more appropriately directed to a planned intensification area, as it proposes the level of density that is more compatible with other development in Regional and Primary Centres, rather than a low-density, low-rise, and stable community.

For the reasons outlined above, the Applications are not consistent with the City's intensification strategy as required by the Growth Plan.

c) Section 2.2.4 - "Transit Corridors and Station Areas"

Section 2.2.4.1. of the Growth Plan states (in part) that, "The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan."

Section 2.2.4.3 of the Growth Plan states that Major Transit Station Areas (MTSAs) on priority transit corridors or subway lines will be planned for a minimum residential and employment density target.

Islington Avenue is not identified as a priority transit corridor in the YROP and VOP 2010.

York Region Council on September 24, 2020, endorsed York Region's MTSA Endorsement Report. This report proposed boundary delineations, minimum density targets and preliminary policy directions for MTSAs in the York Region Official Plan update being undertaken through the MCR.

MTSAs will form a key component for the Region's Intensification Strategy, providing locations along higher order transit corridors for higher density, mixed-use transit supportive development. In York Region, Centres and Corridors are planned to achieve the most intensive and greatest mix of development supported by a subway and/or BRT with others located on GO transit corridors. MTSAs located within these key strategic intensification areas support the Region's planned urban structure, optimizing existing and planned transit infrastructure investments.

York Region's "Planning for Intensification Background Report" informs development of draft local municipal intensification targets. Section 7.6 of the report deals with local municipal land use designations within MTSA's. The report states the following:

"The minimum density targets being developed for the Region's MTSA's are an overall density target to be treated as an average across the entire MTSA. The density targets are not meant to be applied to each individual property within the MTSA. Local municipal official plan and secondary plan designations along with the applicable zoning will determine the appropriate land uses, building heights and densities within the MTSA to reach the overall Regional target for that MTSA. In addition, local municipalities can set maximum density targets for MTSA's. Section 5.2.5.8 of the Growth Plan states that the identification of strategic growth areas (which include MTSA's), are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Furthermore, any development within MTSA's would still be subject to the relevant provincial and municipal land use planning policies and approval processes."

The Growth Plan defines MTSA's as:

"the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk."

Accordingly, the boundaries were determined using a 500 m to 800 m "10-minute walking distance" from higher order transit stations and stops. Generally, the proposed boundaries were drawn to include lands with development/redevelopment potential. Consistent with the Growth Plan requirements, the proposed MTSA boundaries are continuous and do not contain any gaps or missing areas ('holes').

York Region identified the Wigwoss-Helen BRT Station as a MTSA located along Highway 7 at Wigwoss Drive and Helen Street. York Region did not identify any further MTSA's westward on Highway 7. The MTSA and its' boundary are shown on Attachment 8. York Region staff indicated that a request was received by the Owner to consider including the Subject Lands in the proposed delineated area of the Wigwoss-Helen MTSA. The MTSA Endorsement Report recommended that the Subject Lands not be included in the boundary of the Wigwoss-Helen MTSA as the lands are designated "Natural Area" in VOP 2010.

The Subject Lands are within the 800 m radius of the Wigwoss-Helen MTSA. However, the walking distance from the Subject Lands (Islington Avenue – main entrance) to the Wigwoss-Helen MTSA is approximately 1.3 kms, representing an approximate 14 minute walking distance. The Wigwoss-Helen MTSA boundary did not include the surrounding low-rise community area to the north and east of the Subject Lands. The inclusion of the Subject Lands into the Wigwoss-Helen MTSA boundary would result in gaps or missing areas, contrary to the intent of providing a continuous MTSA.

The Subject Lands are located within an existing natural area and VOP 2010 did not identify the Subject Lands or immediate area as an intensification area. There are limited transit options and no planned future high-order transit investments identified in VOP 2010 for Islington Avenue.

d) Section 4.2.2 “Natural Heritage System”

Section 4.2.2.6 of the Growth Plan states, that “Beyond Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:

- a. will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and
- b. may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.”

As identified within the PPS section of this report, the Development is not consistent with the policy direction established in the PPS. The Development does not consider the protection of natural areas, ignores the negative environmental impact on the natural heritage system and the risk to public health and safety, and is not compatible with the existing and planned built form in the community.

For the reasons noted above, Development Planning is of the opinion that the Applications do not conform to the Growth Plan policies identified above.

**4. *The Applications do not conform to the policies of York Region Official Plan 2010 (YROP)***

The Subject Lands are designated “Regional Greenland System” (7553 Islington Avenue) and a very narrow portion of the Subject Lands, parallel to Bruce Street, is designated “Urban Area” by YROP Map 2 - Regional Greenland System also shows the Subject Lands to be within the “Greenlands System Vision” corridor. Map 5 - Woodlands identifies the Subject Lands to be within the “Woodlands” designation, and according to Map 14 - High Vulnerable Aquifers, portions of the Subject Lands are affected by highly vulnerable aquifers.

Intensification

The YROP states that policies for development and intensification are established through the local municipal official plan. Section 3.5.4 in 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. VOP 2010 establishes policies for urban design and built form within Community Areas. Section 9.1.2.1 of VOP 2010 states that new development will be designed to respect and reinforce the physical character of the established neighbourhood within which it is located.

In order to create high-quality, sustainable communities, Section 5.2.8 of YROP states that it is the policy of Regional Council, “To employ the highest standard of urban design, which:

- a. provides pedestrian scale, safety, comfort, accessibility, and connectivity;
- b. complements the character of existing areas and fosters each community's unique sense of place;
- c. promotes sustainable and attractive buildings that minimize energy use;
- d. promotes landscaping, public spaces, and streetscapes;
- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation;
- g. follows the York Region Transit-Oriented Development Guidelines; and
- h. creates well-defined, centrally-located urban public spaces."

The Development does not complement the character of the existing area, does not provide safe access, accessibility or connectivity, or ensure compatibility with and transition to the surrounding land uses, as required by Policy 5.2.8 of the YROP, for the reasons discussed in this report.

The YROP prescribes an urban structure focused on a system of Regional Centers and Regional Corridors. Section 5.3 of the YROP states that, "Intensification will occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision and transit ridership. These strategic locations are based on an intensification framework that recognizes that the highest density and scale of development will occur in the Regional Centres followed by the Regional Corridors."

Regional Centres and Corridors are intended to accommodate the highest concentration of intensification. York Region has planned and committed to accommodating rapid transit systems along these Corridors and Centres to support the levels of intensification. It is also important that developments in areas not located in a Regional Centre or on a Regional Corridor be subordinate in height and density to those that are located in Regional Centres or Regional Corridors.

Section 5.3.3 states it is the policy of Regional Council that local municipalities complete and adopt their own intensification strategies, developed in co-operation with the Region. The City of Vaughan has developed an intensification strategy through the approval of VOP 2010, which identifies and maps intensification areas in the City of Vaughan, as discussed in Section 5 of this report. The Subject Lands are not located within any Intensification Area identified in VOP 2010 and are not identified as part of the Wigwoss-Helen MTSA.

In order to provide transit service that is convenient and accessible to all residents and workers of York Region, Section 7.2.24 of the YROP states that it is the policy of Regional Council:

"To provide preferential treatment for transit vehicles on Regional streets designated as Regional Transit Priority Network on Map 11, including the construction of high-occupancy vehicle lanes, dedicated transit lanes, transit signal priority and other transit priority measures within the right-of-way."

Section 7.2.25 of the YROP states (in part) that it is the policy of Council, “To achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:

- a. minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks, and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop in the Urban Area is within 500 metres of 90 percent of residents, and within 200 metres of 50 per cent of residents;
- d. directing medium- and high-density urban development to rapid transit corridors; and
- j. requiring all new development applications to prepare a mobility plan and demonstrate the proposal’s approach to transit”.

The Subject Lands are not located on an existing or proposed Regional Transit Priority Network or a Regional Rapid Transit Corridor. Regional Rapid Transit Corridors have been identified by the YROP for additional intensification. There are limited transit options and no planned future high-order transit investments identified by the Region or in VOP 2010 for Islington Avenue. In addition, the Region’s 2020, 10-year Roads and Transit Capital Construction Program does not identify any road projects or improvements for Islington Avenue.

The introduction of the Development, as proposed on the Subject Lands, is an ad hoc approach to unplanned intensification, does not constitute a comprehensive approach in achieving appropriate intensification to meet the objectives of Section 5.3, 5.3.3, 7.2.24 and 7.2.25 described above, and does not conform to the intensification objectives of the YROP.

#### Regional Greenlands System and Woodlands

York Region is rich in natural features that provide habitat for a variety of species and play an important role in the Region’s ecology and native biodiversity. The Regional Greenland System polices take a natural heritage approach to preserving natural heritage features. Section 2.1 outlines the vision and policies of the Region’s Greenland System which preserve and enhance natural features within a connected natural heritage features in a system of cores connected by corridors and linkages.

Section 2.1.1 states that it is the policy of Regional Council to protect and enhance the Regions Greenlands System and its function shown on Map 2 – Regional Greenland System and to control new development and site alteration within the vicinity of the System in accordance with policies of the Official Plan. Section 2.1.4 establishes that local municipalities shall include policies and mapping to establish and protect Greenland Systems from development and site alteration.

Sections 2.1.9 and 2.1.10 indicate that development and site alteration be prohibited within the Regional Greenland system and that permitted uses will be limited to stormwater management systems/facilities, passive recreational uses, trails, legally



existing land uses that conform to the in-force local official plans and zoning by-laws, agricultural uses and infrastructure given they meet the requirements of the provincial plans.

Key natural heritage features and key hydrological features are identified as significant valleylands and significant woodlands and are key features that must be protected. Sections 2.2.4, 2.2.12 and 2.2.44 state that development and site alteration is prohibited unless it is demonstrated that it will not result in a negative impact on the natural feature or its ecological functions. In addition, public and private landowners with lands containing key natural heritage features and key hydrological features manage the lands in a manner that conserves and enhances the features.

Section 2.3 speaks to Natural Hazards. This section outlines that development and site alteration shall be directed away from hazard lands and hazardous sites and shall be planned and designed to minimize flooding and erosion impacts.

As indicated in Section 2 of this report, a portion of the Subject Lands are located within the Humber River valley corridor and are entirely located within a Natural Heritage System where development and intensification is not intended to occur. The Subject Lands are hazardous lands with significant natural features and without safe access. Although there is a proposed secondary emergency access from Bruce Street, its location on a local residential street and in the interior of a low rise residential neighbourhood is not appropriate, considering the vehicle volumes anticipated. The Development is a major intrusion within the Regional Greenlands System and is not a minor refinement to the system. The construction impact from the removal of woodland vegetation, excavation into the valley wall and fill placement in the flood plain does not conform to the protection and enhancement policies of the Regional Greenlands System, Natural Features and Water Systems of YROP.

In consideration of the above, the Development does not conform to the policies of the YROP. TRCA and York Region Community Planning staff comments, appended as Attachments 10 and 11, respectively, concur that the Development does not conform to the YROP.

**5. *The Development does not conform to the policies of in-effect Official Plan Amendment 240, as amended (Woodbridge Community Plan)***

7553 Islington Avenue is designated "Open Space" by in-effect Official Plan Amendment 240 (Woodbridge Community Plan), as amended by site-specific OPA 269. The "Open Space" designation permits community and neighbourhood parks and pedestrian-bicycle linkways. OPA 269, a site-specific policy, permits one combined physical residence and professional office subject to conformity with specific development and implementation policies. The amendment was intended to grant an exception to permit the existing structure while recognizing and maintaining the "Open Space" designation.

Part 1, Section 3.5 of OPA 240 states areas designated "Open Space" are defined as being environmentally sensitive and have been designated as "Open Space" for this

reason. These areas are identified as Environmentally Sensitive Areas in recognition of their valuable scenic, educational and wildlife habitat significance. Development surrounding these areas has been restricted to open space or low density uses to minimize traffic and any negative environmental impact, which may occur.

150 Bruce Street is designated “Low Density Residential” by OPA 240 as amended. The “Low Density Residential” designation permits detached and semi-detached dwelling units. OPA 240 identifies the existing residential community located to the north and east of the Subject Lands as “Low Density Residential” and does not identify any further residential intensification along Islington Avenue. The “Low Density Residential” designation permits some modest intensification that is aligned with the permitted uses and building typology of the area context. The introduction of a 21-storey residential apartment building is not considered to be modest in the context of the surrounding community.

Development is not permitted in the “Open Space” designation and this Development is not permitted in the “Low Density Residential” designation of in-effect OPA 240, as amended. The Development Planning Department is of the opinion that a 21-storey residential apartment building, with a density of 2.82 FSI does not conform to the “Open Space” and the “Low Density Residential” policies of OPA 240, as amended, is not in the public interest, is not compatible with the surrounding lands uses and does not represent good planning.

OPA 90 (East Woodbridge Community Plan) (OPA 90) was superseded by OPA 240, as amended. OPA 90 was approved by the Ministry of Housing on February 7, 1979 and designated the Subject Lands “Open Space”. The Subject Lands were further identified as an area of biological concern with an area of steep slopes, potential area of slope slumpage, woodlots or groups of isolated trees and an area of potential soil erosion. OPA 90 designated areas as being environmentally sensitive as “Open Space” and development surrounding the “Open Space” areas were restricted to low density development in order to minimize traffic and negative environmental impacts. The goal of OPA 90 was to protect, conserve and manage environmentally sensitive areas to maintain them as part of the natural system and restricted development on those lands.

Accordingly, the Subject Lands have continuously been recognized as an area with environmental significance through OPA 90, OPA 240, as amended and VOP 2010, which are to be protected and maintained as part of a natural system.

#### **6. *The Development is not permitted by Vaughan Official Plan 2010***

Policy 1.1.3.3 of the PPS provides direction for municipalities to identify opportunities for accommodating intensification and redevelopment within the municipality, through the implementation of municipal Official Plans. VOP 2010 reflects this direction and represents the City’s growth management strategy, that shapes the City and guides its continued transformation into a vibrant, beautiful, and sustainable City. It articulates Council’s policies and vision for the City and provides guidance for the physical development of the municipality to the year 2031 while taking into consideration important social, economic, and environmental issues and objectives.

Chapter 2 of VOP 2010 provides primary objectives on the City's main land-use planning challenges and managing future growth. Chapter 3 of VOP 2010 provides policy direction for managing Vaughan's natural environment and establishing a legacy stewardship that will remain healthy and robust for generations to come. Chapter 9 of VOP 2010 provides a framework for continuing to build Vaughan as a great City. Chapter 9 identifies land use designations and building typologies that form the basis for ensuring new development achieves the transformation anticipated by VOP 2010.

#### Environmental Policies

The Subject Lands are identified as "Natural Areas and Countryside" by VOP 2010 – Schedule 1 – Urban Structure. "Natural Areas and Countryside" are key features on Vaughan's landscape and contribute to the overall environmental health of the City and wider Region. They form part of the larger Regional Greenlands System ultimately extending south through Toronto to Lake Ontario. VOP 2010 policies, consistent with YROP policies and PPS and Growth Plan policies identifies these areas to be protected and enhanced in a manner that allows them to continue to contribute in providing vital ecosystem functions.

The Subject Lands were designated "Natural Areas" by VOP 2010. As noted earlier in this report, the Owner appealed VOP 2010 to the LPAT specifically on the basis of identifying the Subject Lands as "Natural Areas and Countryside" on Schedule 1 – Urban Structure and "Core Features" as components of the NHN on Schedule 2 – Natural Heritage Network; and, designating the Subject Lands as "Natural Areas" on Schedule 13 – Land Use. However, as noted above, prior to VOP 2010, the Subject Lands were, under OPA 90 and remain designated "Open Space" by in-effect OPA 240.

Section 2.2.2.1 states that "Natural Areas" shall be protected and their ecological functions preserved through maintenance, restoration or, where possible, improvement through additional linkages or corridors between features to facilitate the connectivity of the overall network. "Natural Areas" are subject to the "Core Features" policies of the NHN in Section 3.2 of VOP 2010.

a) "Section 3.2.3 of "Core Features" (in part)

The portion of the Subject Lands designated "Natural Areas" and further identified as being a "Core Feature", are subject to the following policies (in part):

Policy 3.2.3.4 - "That Core Features, as identified on Schedule 2, provide critical ecosystem functions, and consist of the following natural heritage components and their minimum vegetation protection zones:

- a. valley and stream corridors, including provincially significant valleylands and permanent and intermittent streams, with a minimum 10 metre vegetation protection zone, or a 30 metre vegetation protection zone for those valley and stream corridors within the Oak Ridges Moraine and Greenbelt Plan Areas;

- b. wetlands, including those identified as provincially significant, with a minimum 30 metre vegetation protection zone; and
- c. woodlands including those identified as significant, with a minimum vegetation protection zone as measured from the woodlands dripline of 10 metres, or 30 metres for those woodlands within the Oak Ridges Moraine and Greenbelt Plan Areas.”

Policy 3.2.3.8 - “That development or site alteration on lands adjacent to Core Features shall not be permitted unless it is demonstrated through an environmental impact study that the development or site alteration will not result in a negative impact on the feature or its functions.

Policy 3.2.3.10 - “That Core Features and their related vegetation protection zone will be conveyed to the City and/or Toronto and Region Conservation Authority as a condition of development approval. To enable comprehensive management, such features shall not be fragmented but shall be brought into public ownership to ensure their continued protection and management.”

The “Core Features” policies of VOP 2010 restrict development or site alteration. “Core Features” are the core elements of the NHN to be protected and enhanced. The only form of development activity permitted is natural area management, such as for forest, fish and wildlife management, for the purposes of maintaining and enhancing the associated functions, conservation and flood or erosion control projects, transportation, infrastructure and utilities, and low-intensity and passive recreational activities. Which noted uses/projects do not result in a negative impact on the Core Features and will not have a negative impact on the ecosystem function.

#### Woodlands

“Woodlands” are comprised of “Natural Areas” of vegetation in the landscape and their associated wildlife populations. A variety of available woodland resources influences the range of native biodiversity in Vaughan. Vaughan supports the maintenance of important environmental functions, attributes, and linkages of woodland resources, recognizing that this will lead to more stable and resilient systems of vegetation.

Policy 3.3.3.1 states that development and site alteration is prohibited in woodlands and their minimum vegetation protection zones. The policy further states that appropriate Regional or Provincial policies shall apply to significant woodlands and their vegetation protection zones.

According to an assessment provided within the submitted Environmental Impact Study (EIS), it is purported that the vegetated portion of the subject property does not meet stem density requirements to meet relevant woodland definitions within with the YROP and VOP 2010. However, as outlined in Attachment 9, Policy Planning and Environmental Sustainability (PPES) staff have identified concerns with the scope of this assessment as it has only evaluated vegetation in the context of the property and

not as part of a broader woodland feature. According to Map 5 – Woodlands of YROP, vegetation located on the Subject Lands forms part of a 15.9 hectare woodland feature which extends beyond the boundaries of the Subject Lands. Vaughan's Focus Rural Area Woodland Assessment (2002), considers this broader feature to be a high functioning woodland due to its structure/diversity, maturity, and importance for erosion control. PPES and TRCA staff are of the opinion that the woodland is significant under the PPS. The Development would result in significant removal of the woodland that would have substantial negative impacts to the feature.

#### Valley and Stream Corridors, Hazardous Lands and Sites and Flooding Hazards

Vaughan contains a number of valley systems, with the largest ones formed by the Humber and East Humber Rivers in the western portion of the City, and the Don River in the eastern portion of the City. Stream corridors are the vital link between the headwaters, the mid-reaches, and the lower reaches of watercourses. Maintaining the integrity of these corridors will foster the maintenance of the ecological health of the valley and surrounding land-based features. Section 3.3.1.1 of VOP 2010 states that development or site alteration in valley and stream corridors is prohibited.

Section 3.6.3. states that development in certain areas of the City poses risk to human health and safety and private property damage because of proximity to flood vulnerable areas or areas with unstable slopes or erosion issues. Section 3.6.3.1 states to protect the safety of the public development is to be directed to locations outside of hazardous lands and hazardous sites and is consistent with the policies of the PPS.

Section 3.6.4.3 states that development within the flood plain are regulated in accordance with Provincial floodplain management policies and the regulations of the TRCA. New development below the top-of-bank of valley and stream corridors, which are included in Core Features on Schedule 2 of VOP 2010, is prohibited.

The Humber River valley corridor containing the main Humber River is vulnerable to flooding. The valley corridor in this location is approximately 400 m wide and contains the Subject Lands along its eastern slope. The westerly portion of the Subject Lands (7553 Islington Avenue) is partially located within the Regional floodplain and access to the Development is proposed through the floodplain. As indicated on Attachment 10, TRCA's policies and the PPS discourage site alteration in the floodplain to facilitate new development. In addition, the Owner proposes major excavation into the valley wall to facilitate the Development. TRCA staff are of the opinion that the introduction of the parking garage walls into the valley wall to retain the soil and facilitate the Development will potentially create a hazard over the long-term. As such, the Development, in conjunction with the site alteration proposed in the flood plain of the Humber River and the erosion hazard associated with the valley wall, is considered hazardous lands and is unsafe.

#### Significant Wildlife Habitat and Species at Risk

The lands that comprise the Natural Heritage Network provide habitat for a wide variety of plant and animal species. Certain species are considered Species at Risk as determined by the *Federal Species at Risk Act* or *Provincial Endangered Species Act*.

VOP 2010 prohibits development and site alteration within significance habitat of endangered and threatened species (Section 3.3.4.1) and the protection and enhancement of significant wildlife habitat (Section 3.3.4.2).

Based on the wildlife surveys submitted as part of the EIS, the presence of significant wildlife was not confirmed. However, twenty-two cavity trees were documented on the Subject Lands which may provide suitable maternity roosting habitat for endangered bat species. As such, the vegetated area on the Subject Lands has been identified as candidate bat maternity colony habitat based on species composition, tree age, condition, and presence of suitable cavities.

#### Intensification

In addition to the above environmental policies, VOP 2010 also directs intensification, both new and infill, to certain areas of the City of Vaughan, while requiring that other areas remain stable. The following goals and policies of VOP 2010 apply to the Subject Lands:

b) Section 1.5 of “Goals for the Official Plan” (in part)

“Goal 1: Strong and Diverse Communities – A city’s community areas are among its most important assets. They are where people interact with one another on a daily basis. Distinct and diverse communities make a city an exciting place to live. Vaughan consists of five existing residential communities (Woodbridge, Kleinburg, Maple, Thornhill, and Concord) and three developing residential communities (Vellore, Carrville, and Nashville). The Official Plan seeks to maintain the stability of the existing residential communities, direct well designed, context-sensitive growth to strictly defined areas, and provide for a wide range of housing choices and a full range of community services and amenities within each community.”

The Subject Lands form part of a NHN within an established residential community of Woodbridge.

“Goal 8: Directing Growth to Appropriate Locations – Planning for the attractive, sustainable and prosperous city envisioned by this Plan will in large part be achieved by directing growth to appropriate locations that can support it. This means a shift in emphasis from the development of new communities in greenfield areas to the promotion of intensification in areas of the City with the infrastructure capacity and existing or planned transit service to accommodate growth. This Plan provides an appropriate balance in this regard by accommodating 45% of new residential growth through intensification and the remainder within New Community Areas. Intensification areas have been limited to 3% of the overall land base to protect existing Community Areas and Natural Areas.”

c) Section 2.1.3.2 of “Defining Vaughan’s Transformation: Key Planning Objectives” (in part)

“To address the City’s main land-use planning challenges and manage future growth by:

- c. identifying Intensification Areas, consistent with the intensification objectives of this Plan and the Regional Official Plan, as the primary location for accommodating intensification.
- e. ensuring the character of established communities are maintained.”

d) Section 2.2.1 of “Vaughan’s Urban Structure” (in part)

“In keeping with the principles of Policy 2.1.3.2, future growth in Vaughan will be directed according to Schedule 1 – Urban Structure. The Urban Structure establishes a comprehensive framework for guiding growth in Vaughan. Understanding the organization of the City on a macro level is necessary to achieving the overall objectives of directing growth to appropriate locations while protecting Stable Areas.”

e) Section 2.2.1.1 of “Vaughan’s Urban Structure” (in part)

“That Schedule 1 illustrates the planned Urban Structure of the City of Vaughan, which achieves the following objectives:

- a. protects the Natural Areas and Countryside for environmental, agricultural, or rural purposes, and restricts the encroachment of urban uses to these areas;
- b. maintains the stability of lands shown as Community Areas for a variety of Low-Rise Residential purposes, including related parks, community, institutional and retail uses;
- d. establishes a hierarchy of Intensification Areas that range in heights and intensity of use, as follows:
  - i. the Vaughan Metropolitan Centre will be the major focus for intensification for a wide range of residential, office, retail, cultural and civic uses. The Vaughan Metropolitan Centre will be the location of the tallest buildings and most intense concentration of development.
  - ii. Regional Intensification Corridors will be a major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit. The Regional Intensification Corridors link the

- Vaughan Metropolitan Centre with other Intensification Areas in Vaughan and across York Region.
- iii. Primary Centres will be locations for intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.
  - iv. Local Centres will provide the mixed-use focus for their respective communities in a manner that is compatible with the local context.
  - v. Primary Intensification Corridors link together the various centres on transit supportive corridors and will be places to accommodate intensification in the form of mid-rise, and limited high-rise and low-rise buildings with a mix of uses.”

f) Section 2.2.1.2 of “Vaughan’s Urban Structure”

“That the areas identified on Schedule 1 as the Vaughan Metropolitan Centre, Primary Centres, Local Centres, Regional Intensification Corridors and Primary Intensification Corridors are collectively known within this Plan as Intensification Areas. Intensification Areas will be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in this Plan. The policies related to Intensification Areas shall be consistent with the policies for such areas as contained in the *Provincial Policy Statement*, the provincial *Growth Plan for the Greater Golden Horseshoe* and the York Region Official Plan.”

g) Section 2.2.3 of “Community Areas” (in part)

“Fundamental to Vaughan’s Urban Structure is its communities. Woodbridge, Kleinburg, Maple, Thornhill, Concord, and the new communities of Vellore and Carrville, contribute to a unique sense of place for the City and establish the Vaughan identity. New communities will do the same.

Vaughan’s existing Community Areas are characterized by predominantly Low-Rise Residential housing stock, with local amenities including local retail, community facilities, schools, parks, and they 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.”

h) Section 2.2.3.2 of “Community Areas”

“That Community Areas are considered Stable Areas and therefore, Community Areas with existing development are not intended to experience significant physical change. New development that respects and reinforces the existing



scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan.”

i) Section 2.2.3.3 of “Community Areas”

“That limited intensification may be permitted in Community Areas as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 9 of this Plan. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.”

j) Section 2.2.5 of “Intensification Areas” (in part)

This section identifies that the development of Intensification Areas will support the overall policy objectives of VOP 2010 by protecting primary locations for the accommodation of growth and that Community Areas will not see significant physical change as the vast majority of development within the built boundary will take place within Intensification Areas which consist of a hierarchy of mixed-use centres and corridors as follows:

- “The Vaughan Metropolitan Centre will be the City’s downtown. It will have the widest range of uses and will have buildings of various sizes, including the tallest buildings in the City
- Regional Intensification Corridors (e.g., Highway 7 and Yonge Street) will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification
- Primary Centres will accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas
- Primary Intensification Corridors (e.g., Jane Street and Major Mackenzie Drive) will link various centres and are linear places of activity in their own right. They may accommodate mixed-use intensification or employment intensification
- Key development areas are Intensification Areas on Regional Corridors that will link and complement the planning for Primary Centres and Local Centers
- Local Centres act as the focus for communities, are lower in scale and offer a more limited range of uses

Intensification Areas have been to make efficient use of underutilized sites served with a high-level of existing or planned transit. They will be developed with a mix of uses and appropriate densities to support transit use and promote walking and cycling. The development of Intensification Areas that will support the policies of this Plan related to Stable Areas will be maintained. Specifically, existing Community Areas will not see significant physical change as the vast majority of residential development within the built boundary will take place within Intensification Areas.”

Section 1.1.3.3 of the PPS, Section 2.2.3 of the Growth Plan and Section 5.3.3 of YROP states that local municipalities shall identify intensification areas and adopt their own intensification strategies. The City of Vaughan established polices within VOP 2010 where Intensification Areas have been identified. VOP 2010 has identified Intensification Areas, including Regional Centres (i.e. Vaughan Metropolitan Centre), Primary Centres, Local Centres, Regional Intensification Corridors, and Primary Intensification Corridors. The Subject Lands are not located within any of these Centres or Corridors identified for intensification in VOP 2010. The Subject Lands are located to the west of an existing Community Area that is also identified as a Stable Area and are not identified as an Intensification Area by VOP 2010 and the surrounding land use context does lend itself to intensification.

The Development includes a 21-storey residential apartment building, with an FSI of 2.82 times the area of the lot, which represents a significant level of intensification that was not considered by VOP 2010 on the Subject Lands, nor along Islington Avenue. VOP 2010 clearly identifies locations at the southeast and southwest corners of Highway 7 and Bruce Street within this existing Community Area, that can support limited intensification. They are designated “Mid-Rise Mixed-Use” with a maximum permitted building height of 6-storeys and density of 2 FSI, as shown on Attachment 7.

The Development contemplates a building height and density on the Subject Lands that introduces a level of intensification that is unparalleled in the surrounding area, which was not identified in VOP 2010, or its precursor OPA 240, as amended. The proposed FSI of 2.82 times the area of the lot is commensurate with the levels of density proposed in the outer precincts of the Vaughan Metropolitan Centre (VMC) Secondary Plan area, which permits planned maximum FSI ranges between 2.5 and 4.5. The proposed FSI is also commensurate with the maximum planned densities in VOP 2010 along Highway 7, a Regional Intensification Corridor, with high-order transit, through the Woodbridge Community (from Weston Road to Regional Road 27), having an FSI that ranges from 2 to 3 times the area of the lot.

Furthermore, the Owner is proposing to redesignate the Subject Lands to “Mid-Rise Residential”. The “Mid-Rise Residential” designation (Section 9.2.2.3 of VOP 2010) is generally located in Intensification Areas and will help achieve the City’s population and intensification targets by establishing medium density housing forms. The designation permits a Mid-Rise building typology which are generally over 5-storeys in height and up to a maximum of 12-storeys in height. As shown on Attachment 4 and 5, the proposed building height of the Development is 21-storeys fronting onto Islington Avenue and 14-

storeys fronting onto Bruce Street. The proposed building height of both frontages along Islington Avenue and Bruce Street exceeds the maximum permitted building height of the Mid-Rise building typology as defined in VOP 2020. The proposed building height is more aligned to a High-Rise building typology. High-Rise buildings are permitted in the “High-Rise Residential” and “High-Rise Mixed-Use” designations and are generally over 12-storeys. These designations are intended for areas identified for Intensification within the Urban Structure. In accordance with the above, a “High-Rise” development is not compatible or appropriate for the location of the Subject Lands, nor conforms to the policies of VOP 2010.

The Development for a 21-storey residential apartment building with 7 levels of parking, built into the existing valley wall and with a density of 2.82 FSI does not conform to the Natural Areas, Core Features and Intensification policies of VOP 2010. The Development is not consistent with the Urban Structure set out in VOP 2010 and the surrounding land uses. The Subject Lands are an isolated parcel, with no context for intensification. The Core Feature, Natural Areas, the existing stable low-rise residential community, and hazardous lands do not make the Subject Lands or surrounding area a candidate for intensification. The Development is incompatible with the surrounding land uses, would represent ad hoc intensification, and represents poor planning.

***The Development is not permitted in the “A Agricultural Zone”, “OS1 Open Space Conservation Zone” and the “R1 Residential Zone” and therefore, a Zoning By-law Amendment Application is required***

The Subject Lands are zoned “A Agricultural Zone” and “OS1 Open Space Conservation Zone” (7553 Islington Avenue) and “R1 Residential Zone” subject to site-specific Exception 9(643) (150 Bruce Street) by Zoning By-law 1-88. This zoning does not permit the Development. The Owner proposes to amend Zoning By-law 1-88 to rezone the Subject Lands to “RA3 Apartment Residential Zone” and “OS1 Open Space Conservation Zone” in the manner shown on Attachment 2 together with the following site-specific zoning exceptions to permit the Development shown on Attachments 2 to 5:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone Requirements</b>
a.	Minimum Interior Side Yard	35 m	7 m (South Lot Line)
b.	Maximum Building Height	44 m	70 m (Islington Avenue)
c.	Minimum Yard to OS1 Open Space Conservation Zone	7.5 m	4 m
d.	Minimum Amenity Area	424 One Bedroom Units x 20 m <sup>2</sup> /unit = 8,480 m <sup>2</sup>  78 Two Bedroom Units x	Provide a total amenity area of 2,120 m <sup>2</sup>

	Zoning By-law 1-88 Standard	RA3 Apartment Residential Zone Requirements	Proposed Exceptions to the RA3 Apartment Residential Zone Requirements
		$55 \text{ m}^2 / \text{unit} = 4,290 \text{ m}^2$ 28 Three Bedroom Units x $90 \text{ m}^2 / \text{unit} = 2,520 \text{ m}^2$ Total required amenity area = $15,290 \text{ m}^2$	
e.	Minimum Parking Requirements	<u>Residential</u> $1.5 \text{ spaces/unit} \times 530 \text{ units} = 795 \text{ spaces}$  <u>Visitor</u> $0.25 \text{ spaces/unit} \times 530 \text{ units} = 133 \text{ spaces}$  Total Parking Required = 928 spaces	<u>Residential</u> $0.884 \text{ spaces/unit} \times 530 \text{ units} = 469 \text{ spaces}$  <u>Visitor</u> $0.15 \text{ spaces/unit} \times 530 \text{ units} = 80 \text{ spaces}$  Total Parking Proposed = 549 spaces

The Subject Lands have been historically zoned “F Flood Zone” and “A Agricultural Zone” since the enactment of By-law 2523 on November 21, 1960 and subsequently zoned “OS1 Open Space Conservation Zone” and “A Agricultural Zone” by Zoning By-law 1-88 on July 15, 1989. A zoning by-law implements the land use planning framework of a municipality’s Official Plan. A zoning by-law amendment is evaluated against conformity with the Official Plan and compatibility with adjacent land uses and must be consistent with the PPS and conform with other provincial policy. The proposed zone and site-specific exceptions are commensurate to those of a “High-Rise” development. For the reasons and comments provided in this report, the proposed rezoning and site-specific exceptions would facilitate a development that is not consistent with the PPS, does not conform to the policies or objectives of OPA 240, as amended and VOP 2010 for the Subject Lands and therefore, the Zoning Amendment application cannot be supported.

***The Urban Design and Cultural Heritage Division has provided comments regarding the Development***

Urban Design

As noted above, the *Planning Act* states that the Council of a municipality in carrying out their responsibilities shall have regard to the promotion of built form that:

- i) is well-designed
- ii) encourages a sense of place, and
- iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant

Section 2.2.1.4 of the Growth Plan states (in part) that, “Applying the policies of this Plan will support the achievement of complete communities that ensure the development of high-quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.”

In order to create high-quality, sustainable communities, Section 5.2.8 of YROP states (in part) that it is the policy of Regional Council, “To employ the highest standard of urban design, which:

- a. provides pedestrian scale, safety, comfort, accessibility, and connectivity;
- b. complements the character of existing areas and fosters each community’s unique sense of place;
- c. promotes sustainable and attractive buildings that minimize energy use;
- d. promotes landscaping, public spaces, and streetscapes;
- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation;
- g. follows the York Region Transit-Oriented Development Guidelines; and
- h. creates well-defined, centrally-located urban public spaces.”

Section 9.1.2 of VOP 2010, provides direction on Urban Design and Built Form for developments taking place in different parts of the City of Vaughan, specifically on how buildings should be designed and organized, how they relate to the public realm and its intentions for urban design and architectural quality.

o) Section 9.1.2.1 of “Urban Design and Built Form” (in part)

“That new development will respect and reinforce the existing and planned context within which it is situated. More specifically, the built form of new developments will be designed to achieve the following general objectives:

- a. in Community Areas, new development will be designed to respect and reinforce the physical character of the established neighbourhood within which it is located as set out in policies 9.1.2.2 and 9.1.2.3 or, where no established neighbourhood is located, it shall help establish an appropriate physical character that is compatible with its surroundings, as set out in policy 9.1.2.4”

p) Section 9.1.2.2 of “Urban Design and Built Form” (in part)

“That in Community Areas with established development, new development be designed to respect and reinforce the existing physical character and uses of the surrounding area, paying particular attention to the following elements:

- a. the local pattern of lots, streets, and blocks;
- b. the size and configuration of lots;
- c. the building type of nearby residential properties;

- d. the heights and scale of nearby residential properties;
- e. the setback of buildings from the street;
- f. the pattern of rear and side-yard setbacks; and
- h. the above elements are not meant to discourage the incorporation of features that can increase energy efficiency (e.g. solar configuration, solar panels) or environmental sustainability (e.g. natural lands, rain barrels).

Vaughan Council on February 21, 2018, approved Vaughan's City Wide-Urban Design Guidelines (UDG). The City of Vaughan received the 2020 Canadian Institute of Planners Award for Planning Excellence for Vaughan's City-Wide Urban Design Guidelines. This award recognized exceptional planning projects that demonstrate innovation and make a meaningful impact on the development industry. Vaughan's City-Wide Urban Design Guidelines acts as a roadmap to ensure we continue to build a world-class city that encompasses good urban design and public spaces that foster community well-being.

The UDG are a significant document in shaping the City of Vaughan's vision to promote a consistent level of high quality urban design that builds the City's character relating to the built environment and enhanced pedestrian experience. The UDG enforces and aligns with the policies set out in the *Planning Act*, the Growth Plan, the YROP and VOP 2010.

Priority 1 of the UDG seeks to enhance and protect the NHN. Considering the Subject Lands are located within the core feature of the east Humber River and proposes extensive regrading and vegetation removal (458 trees are to be removed), the proposed development does not comply with Priority 1 of the UDG to protect Vaughan's NHN.

Priority 2 of the UDG responds to the site context and indicates that new developments should prioritize compatibility with surrounding context, including built development, topography, and natural heritage systems among others. Considering the established context along both Islington Avenue and Bruce Street reflects detached dwellings and the Subject Lands are located adjacent to a "Low-Rise Residential" designation which also permits semi-detached dwellings or townhouse dwellings with maximum building heights of 2 to 3-storeys, the proposed 21-storey residential apartment building, approximately 150 m in linear length, is completely out of scale and is not compatible with the existing built form. Therefore, the Development does not comply with Priority 2 of the UDG in responding to the site context.

The Development does not meet the Priorities of the UDG. The 21-storey residential apartment building does not represent or respect the heights and scale of surrounding development. The Development represents a high-rise building typology that does not reinforce the physical character of the established neighbourhood. The Development does not respect or meet the urban design and built form policies of the *Planning Act*, the Growth Plan, YROP, VOP 2010 and the UDG.

### Cultural Heritage

Cultural Heritage Staff have reviewed the Applications and have advised that the Subject Lands lie within an area identified as being of high archaeological potential in the City's database of archeological resources. Cultural Heritage Staff does not have any record indicating an archaeological assessment has been completed for the Subject Lands. The Owner will be required, at their expense, to carry out an archaeological assessment of the Subject Lands and mitigate through preservation or resource removal and documentation all adverse impacts to any significant archaeological resource found. No demolition, grading, or other soil disturbances shall take place on the Subject Lands prior to the approval authority confirming that all archaeological resource concerns have met resource conservation requirements.

### ***The Policy Planning and Environmental Sustainability Department does not support the Development***

The PPES Department has reviewed the Applications and cannot support the Development. PPES Department comments are provided in full in Attachment 9. PPES staff are of the opinion that the existing vegetation meets the definition of significant woodland in the PPS and are considered significant valleylands. PPES staff are of the opinion, the Development is not consistent with the PPS and does not conform to the Growth Plan and York Region and Vaughan Official Plans as the Development will result in negative impacts to the woodland feature and significant manipulation of the valley wall.

### ***The Development Engineering Department has provided comments regarding the Development***

The Development Engineering (DE) Department has reviewed the Applications and supporting technical studies, and provided the following comments subject to obtaining necessary approvals from external agencies:

### Water Supply Network

The Development would be serviced by an existing municipal watermain on Bruce Street. The submitted Functional Servicing Report and Stormwater Management Report (FS/SWMR) demonstrates the existing watermain must be upgraded to be able to service the Development.

### Sanitary Sewer Network

The FS/SWMR demonstrates the existing sanitary sewer system needs to be upgraded to accommodate flows from this Development. However, the report must be revised to include final site statistics and possible future developments within the sanitary system tributary areas and identify the necessary upgrades accordingly.

### Stormwater Management and Storm Sewer Network

The FS/SWM demonstrates the post-development runoff will be controlled to the existing rate by proposing roof-top storage and orifices as well as additional measures. Since there is no municipal storm sewer adjacent to the Subject Lands, the Owner shall obtain necessary approvals/permits from the respective Owners of the existing storm drainage system.

In addition, the Owner shall demonstrate how groundwater flows will be managed and discharged through the proposed stormwater management system. Discharging of groundwater into a City storm sewer is subject to the provisions of the City of Vaughan Sewer Use By-law.

#### Noise and Vibration Feasibility Study

Based on the available information the study concludes that the proposed Development is feasible from a noise and vibration perspective.

#### Environmental Site Assessment (ESA)

The Owner provided a Phase 1 ESA report for the Subject Lands. The findings of the ESA report indicated that “based on the review of the available information, there are no significant potentially contaminating activities or areas of potential concern within the property, and the environmental condition of the property is satisfactory.”

#### Transportation

The DE Department is not satisfied with the scope of the Traffic Impact Study (TIS). The TIS solely analyzes the Islington Avenue site access intersection. The Development is expected to generate 250 to 300 vehicles during the per peak hour. Therefore, the TIS should include the traffic impact on the Islington Avenue and Highway 7 and Bruce Street and Highway 7 intersections. The TIS does not identify or discuss any background developments, on-going or approved developments in the area, which are required to complete the transportation review.

As noted above the technical reports submitted in support of the Applications require modifications in order to satisfy the requirements of the Development Engineering Department. In assessing the merits of these Applications both from a technical and policy framework, Staff have deemed the policy framework as having primacy which clearly indicates the Development is not appropriate for the Subject Lands notwithstanding the technical matters identified above.

#### ***The Toronto and Region Conservation Authority does not support the Development***

TRCA staff are of the opinion that the Applications do not demonstrate conformity or consistency with the PPS, YROP, VOP 2010, OPA 240, as amended, TRCA's Living City Policies and Ontario Regulation 166/06. The intent of these policies and land-use planning tools is to prevent new development that would introduce risk to life and property associated with flooding, erosion and slope stability and/or that is not compatible with the protection and rehabilitation of these natural resources in their natural state.

TRCA staff have identified, as shown in Attachment 10, that the Subject Lands are part of the natural heritage system and within a significant valleyland and a significant woodland. Development and site alteration in those natural features are contrary to Provincial, Regional and Municipal policy. The Development has significant negative impacts to the natural features and their ecological function and cannot be avoided or



mitigated. The Development will contribute to the incremental loss of habitat and biodiversity within the natural heritage system at a local and regional scale.

The TRCA has determined that the top of the valley slope runs approximately 400 metres wide along the eastern slope of the Subject Lands. The top of the valley slope runs approximately 20 metres inland and parallel to the Bruce Street right-of-way. The physical top of the valley slope has been determined by TRCA staff to be at the same approximate elevation as Bruce Street (163 meters above sea level (masl)) and not mid-way down the valley slope as indicated by the Owner (approximate elevation between 141 and 145 masl). Field observations and topographical mapping suggest it is one contiguous slope with some breaks and terraces. However, the first point of inflection, or the point where the grade changes from flat table land to a distinguished valley landform, is at approximately 163 masl. This is consistent with the definition of the physical top of bank in the TRCA Field and Staking Protocol (2017).

In determining the limits of a valley corridor, the physical top of bank needs to be delineated based upon the physical landform and contiguous vegetation. Where the slope may be unstable as a result of its inclination and height, a geotechnical assessment is required in order to determine whether further setbacks, above and beyond the staked top of bank, are required. The Owner has identified that the long-term stable top of slope (LTSTOS) is in the same approximate location as their physical top of slope (approximately 145 masl), which has led to the Owner to conclude that the proposed multi-storey residential building is outside of the valleyland. The LTSTOS and the physical top of slope identified by the Owner are located part way down the valley slope (approximately 145 masl), whereas the top of bank of this valley corridor, as determined by TRCA is at approximately 163 masl. Accordingly, TRCA staff do not agree with the consultants' conclusions. In our opinion, the reported top of slope and LTSTOS in the geotechnical reports do not correspond to current site topography, and do not capture the full extent of the valley corridor.

The proposed Development encroaches into the flood plain of the Humber River and contains and erosion hazard associated with the valley wall. These are considered hazardous lands and unsafe for development due to naturally occurring processes. As such, development and site alteration should be directed away from these hazardous areas. The Development does not fully recognize or respect those hazardous lands. Furthermore, both proposed access points to the Subject Lands are within natural hazards and no safe access to the Development is proposed.

A permit will be required from TRCA under Ontario Regulation 166/06 for any development on the Subject Lands given its location within the Humber River valley corridor. In accordance with Ontario Regulation 166/06, development may be permitted in the Regulated Area where it can be demonstrated to TRCA's satisfaction that the control of flooding, erosion, dynamic beaches, pollution, or the conservation of land will not be affected (i.e., the five tests). Based upon TRCA's review of the Applications, the Development would not meet the relevant tests for the control of flooding, erosion, and the conservation of land. As such, TRCA staff is unable to recommend approval of a

permit under Ontario Regulation 166/06 for the proposed development. For this additional reason, TRCA staff cannot support the approval of the Applications.

***Emergency Planning, Fire and Rescue Services Department has provided comments regarding the Development***

Emergency Planning, Fire and Rescue Services Department has reviewed the Applications and provide the following comments:

- the building footprint as it appears on the site plan is outside the flood plain, all but a small portion along the west side of Bruce Street is within the TRCA Regulation Area and is subject to their approval
- the main building entrance from Islington Avenue is within the flood plain. This access point must have the means to be closed in a flooding even to prevent residents from deliberately entering flood waters and putting themselves at unnecessary risk
- the secondary emergency access from Bruce Street must accommodate a mass evacuation of the building and be constructed within Phase 1
- the building must have an emergency plan to address flooding and other situations and all residents must have training with the emergency plan and procedures. The emergency plan must address means of mitigating risk, response specific to the building and residents' responsibilities and not the responsibilities to the City.
- the emergency plan must be kept current and submitted to the City to be reviewed by the Emergency Planning Program
- Residents must be informed in clear language that the main access driveway to the building is located in the flood plain and the potential risks

***The York Region District and York Region Catholic District School Boards have no comment***

The York Region District School Board and York Region Catholic District School Board have no comment to the approval of the Applications.

***Other Agencies having no comment to the Development***

The following agencies have no comment to the approval of the Applications: Enbridge, Rogers, Alectra, and Canada Post.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

The Applications have been circulated to the York Region Community Planning and Development Services Department. The Community Planning and Development Services Department has conducted a review of Official Plan Amendment File OP.08.017 and have advised they do not support the Applications (Attachment 11). York Region staff identified the Development conflicts with the local and Regional planned urban structure, as the area is not planned for this level of intensification.

Regional Staff also identify the Subject Lands are severely constrained by Natural Heritage Features. The Subject Lands are within the Regional Greenland System and the proposed access from Islington Avenue is within the Humber River Floodplain. The Subject Lands have a significant elevation change between Islington Avenue to the rear of the site, along Bruce Street. The Development will require cutting into the slope and removing a significant number of trees and other vegetation. Given the Natural Heritage Features in the area and on the Subject Lands, there are more appropriate locations for planned intensification. Regional Staff do not support the approval of the Applications.

## **Conclusion**

Official Plan and Zoning By-law Amendment Files OP.08.017 and Z.16.022 have been reviewed in consideration of the policies of the *Planning Act*, the Provincial Policy Statement, 2020, the Provincial Growth Plan, 2019, as amended, the York Region Official Plan, OPA 240 (Woodbridge Community Plan) as amended, Vaughan Official Plan 2010, the UDG, the requirements of Zoning By-law 1-88, comments from area residents, City departments and external public agencies, and the area context.

The Development Planning Department in comprehensively assessing the merits of the Applications has evaluated the planning framework in its entirety and has balanced the many objectives of these documents, as identified in the body of this report. Based on this review it is the opinion of Staff that the Applications for the Development consisting of a 21-storey residential apartment building, is not consistent with the Provincial Policy Statement and does not conform to the Growth Plan, York Region and City of Vaughan Official Plans and Vaughan's UDG. The Development will result in a level of intensification that is not appropriate for the area and will have negative impacts on the environmental features causing risk to residents and safety concerns. The proposed 21-storey high-rise building, approximately 150 m in length built within the valley wall is not compatible and does not respect the physical character of the surrounding community. The built form is inappropriate and represents poor planning and urban design. Accordingly, the Development is not in the public interest, is not compatible with the surrounding lands uses, is ad hoc intensification and does not represent good planning.

In consideration of the applicable policies and the existing surrounding land use context, as outlined in this report the Development Planning Department recommends that the applications be refused.

**For more information**, please contact: Mary Caputo, Senior Planner, Development Planning Department, at extension 8635.

## **Attachments**

1. Context and Location Map
2. Proposed Zoning and Site Plan - July 19, 2019
3. Landscape Plan
4. West and South Building Elevations
5. East and North Building Elevations
6. OPA 240 (Woodbridge Community Plan) - Land Use Map

7. VOP 2010 - Land Use Map
8. Wigwoss-Helen BRT Station - MTSA
9. Policy Planning and Environmental Sustainability Department (PPES) Comments - January 15, 2020
10. Toronto and Region Conservation Authority (TRCA) Comments - April 20, 2020
11. York Region Community Planning and Development Services Comments - May 13, 2020
12. First Submission - October 30, 2008
13. Second Submission - May 13, 2016
14. Provincial Policy Statement, 2020 Section 6 - Definitions

**Prepared by**

Mary Caputo, Senior Planner - ext. 8635

Carmela Marrelli, Senior Manager of Development Planning - ext. 8791

Bill Kiru, Acting Director of Development Planning - ext. 8663

**Approved by**

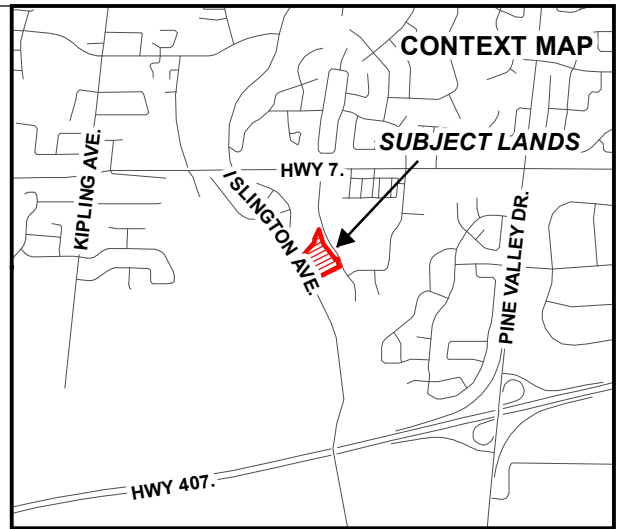
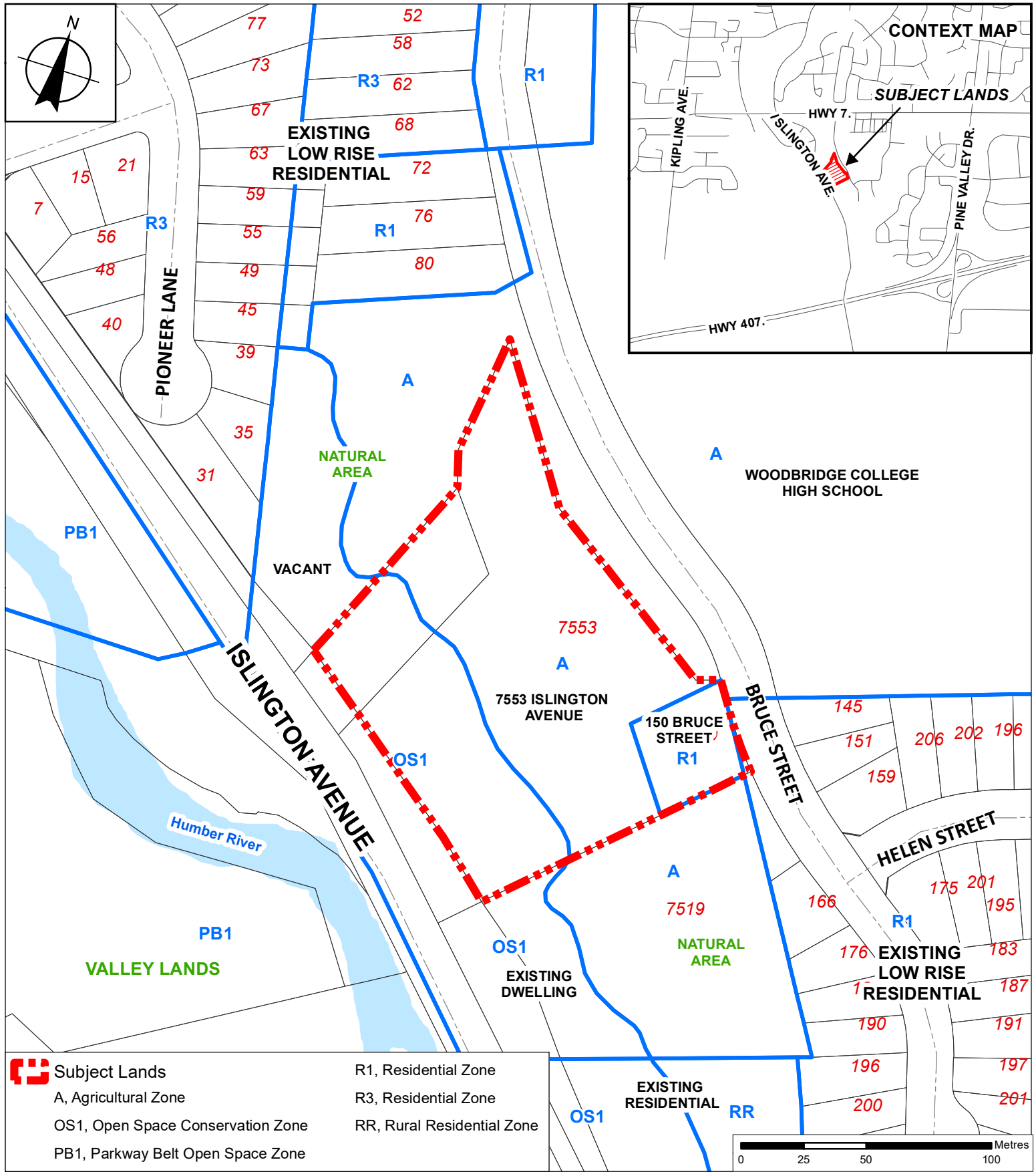


Mauro Peverini, Acting Chief Planning Official

**Reviewed by**



Jim Harnum, City Manager



## Context and Location Map

**LOCATION:**  
Part of Lots 4 and 5, Concession 7

**APPLICANT:**  
7553 Islington Holding Inc.

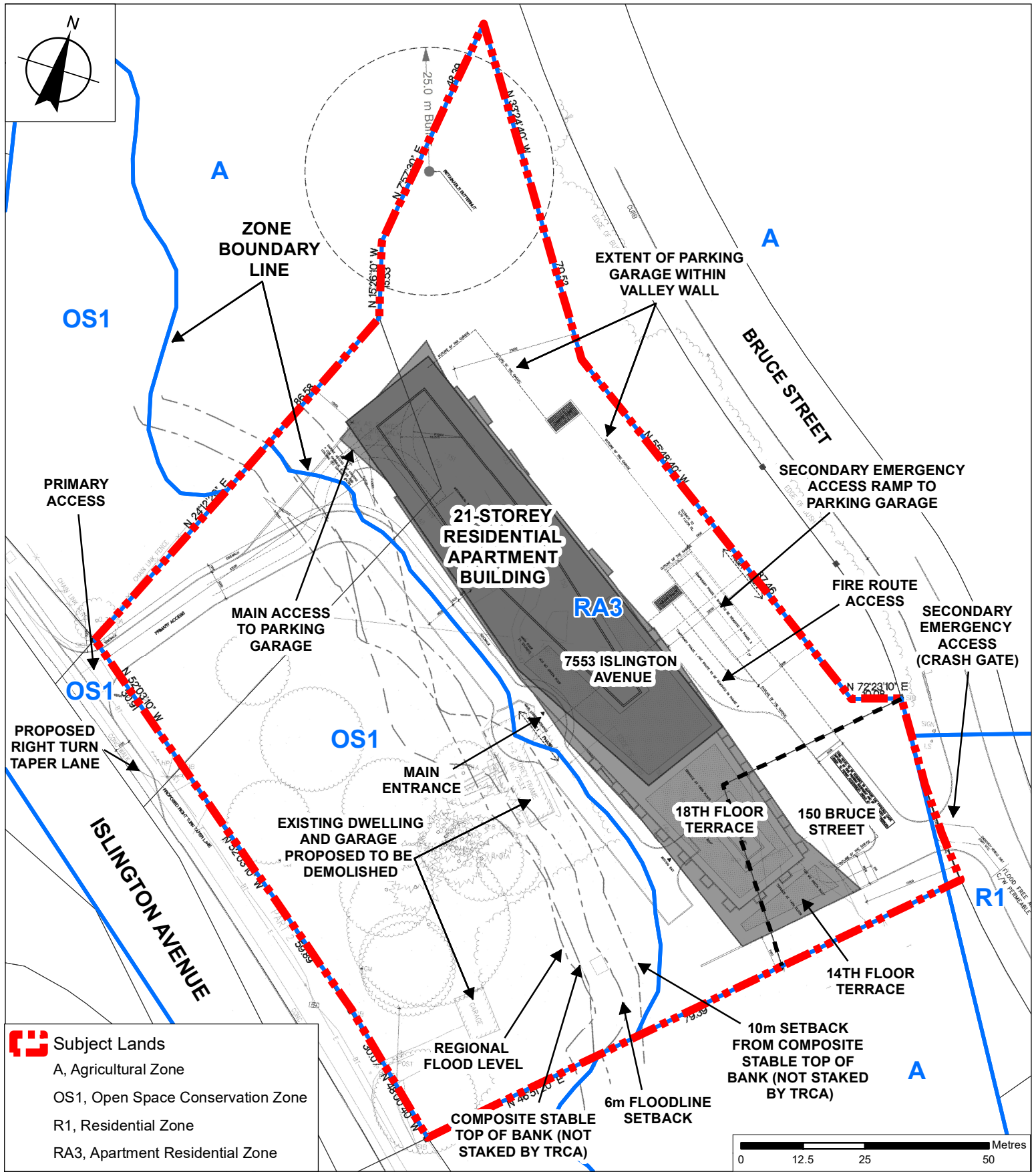


## Attachment

**FILES:**  
OP.08.017 and  
Z.16.022

**DATE:**  
April 7, 2021

1



# Proposed Zoning and Site Plan - July 19, 2019

LOCATION: Part of Lots 4 and 5, Concession 7

APPLICANT: 7553 Islington Holding Inc.



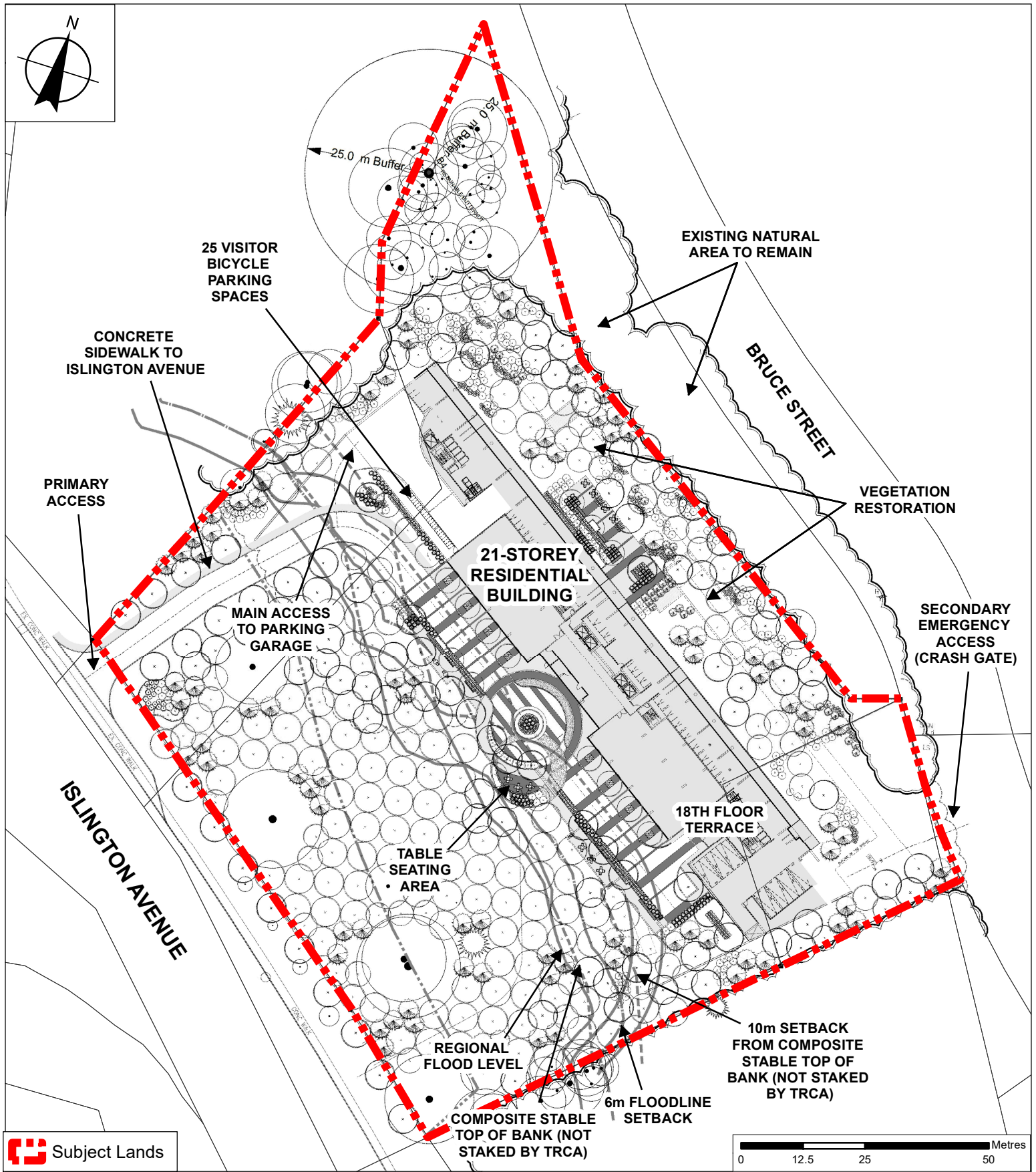
## Attachment

FILES:  
OP.08.017 and  
Z.16.022

DATE:  
April 7, 2021

2





# Landscape Plan

**LOCATION:**  
Part of Lots 4 and 5, Concession 7

**APPLICANT:**  
7553 Islington Holding Inc.

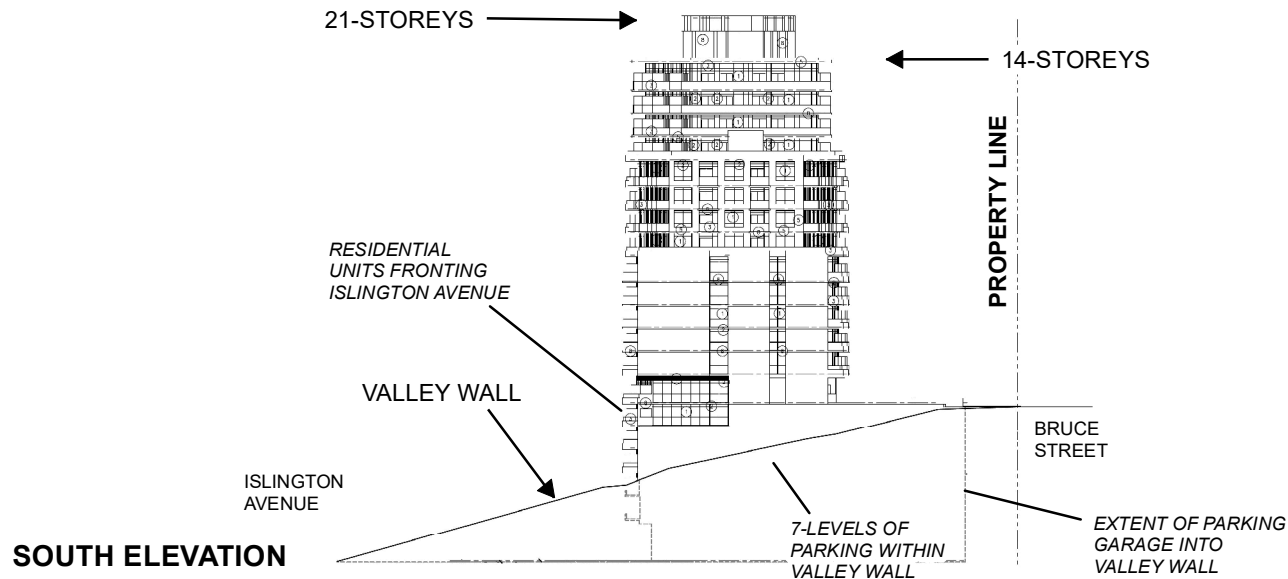
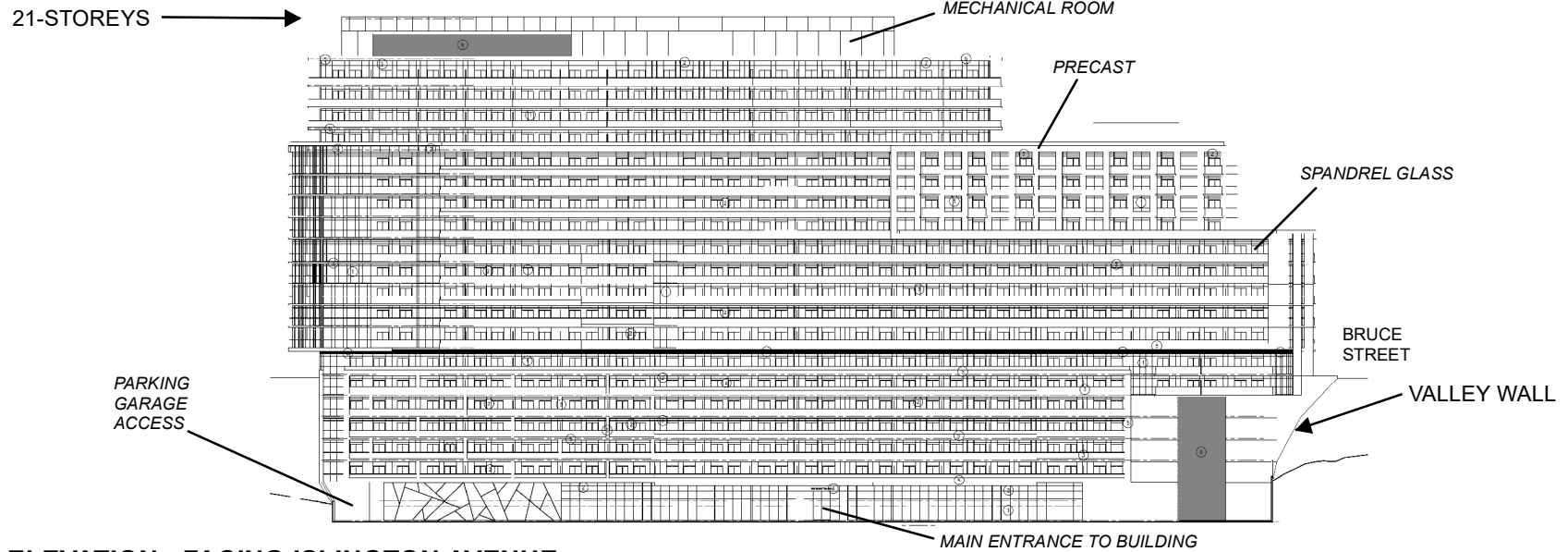


## Attachment

**FILES:**  
OP.08.017 and  
Z.16.022

**DATE:**  
April 7, 2021

**3**



Not to Scale

## West and South Building Elevations

**LOCATION:**  
Part of Lots 4 and 5, Concession 7

**APPLICANT:** 7553 Islington Holding Inc.



## Attachment

**FILES:**  
OP:08.017 and  
Z.16.022

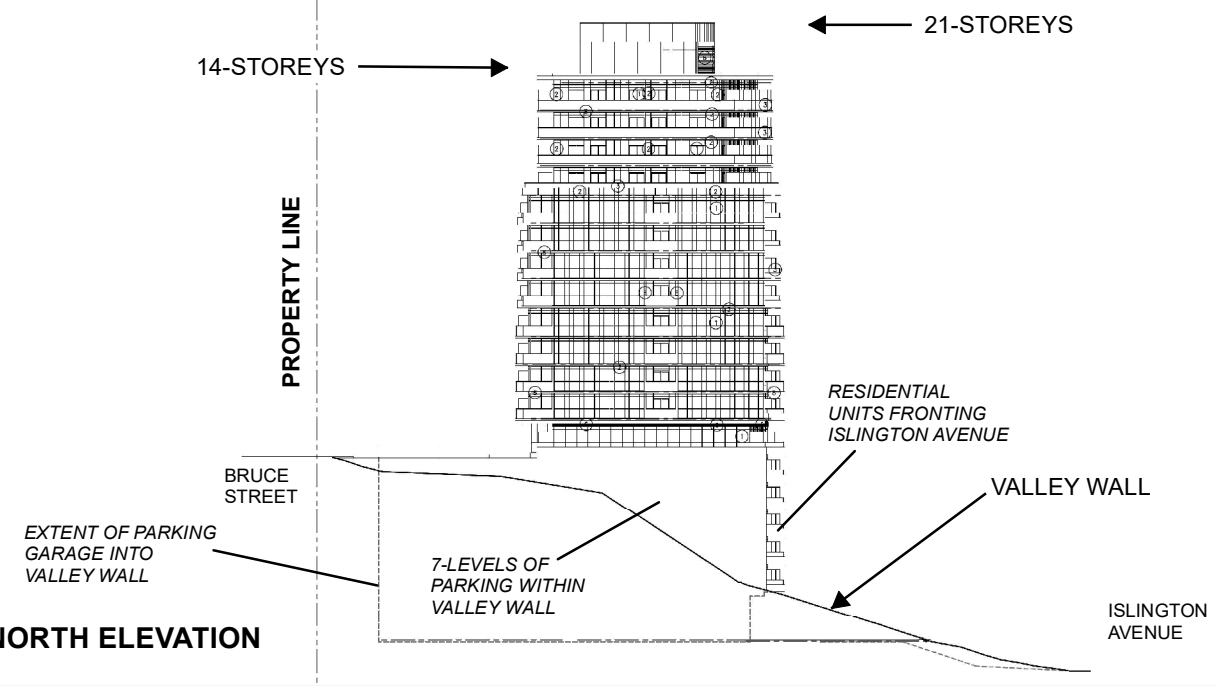
**DATE:**  
April 7, 2021

**4**





**EAST ELEVATION - FACING BRUCE STREET**



Not to Scale

# **East and North Building Elevations**

**LOCATION:**  
Part of Lots 4 and 5, Concession 7

**APPLICANT:** 7553 Islington Holding Inc.

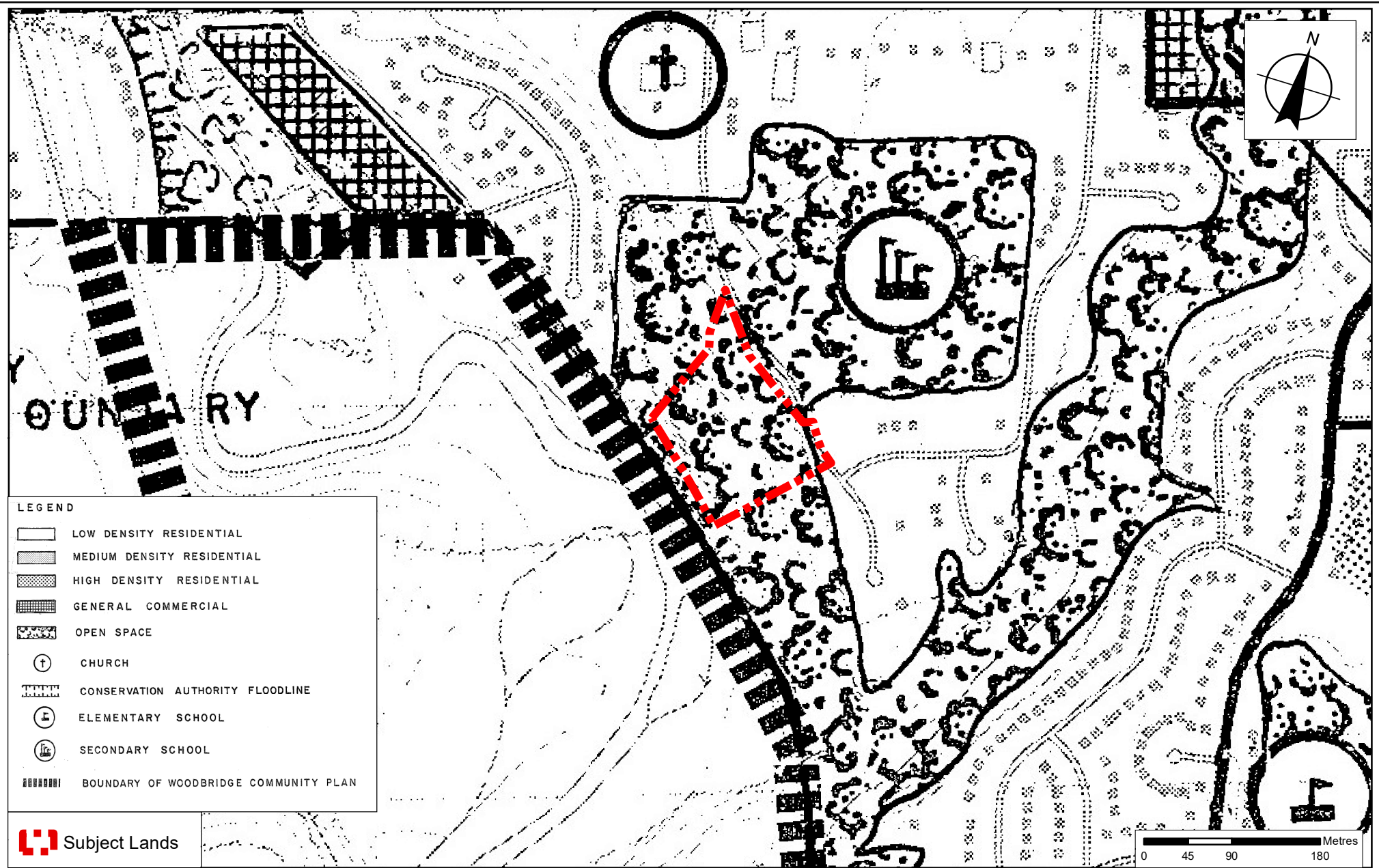


**Attachment**

**FILES:**  
OP.08.017 and  
Z.16.022

**DATE:**  
April 7, 2021

**5**



## OPA 240 (Woodbridge Community Plan) - Land Use Map

**LOCATION:** Part of Lots 4 and 5, Concession 7

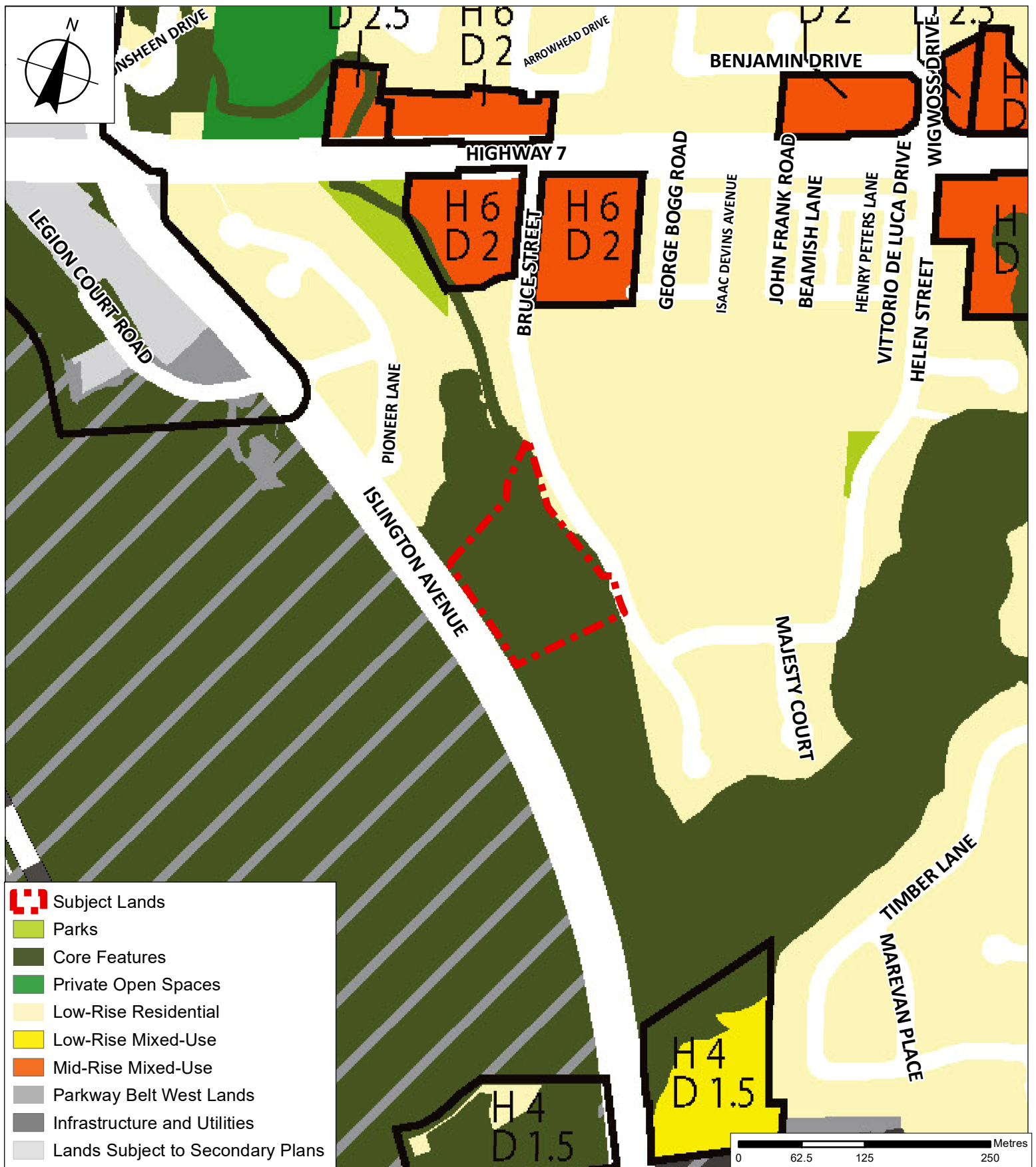
**APPLICANT:** 7553 Islington Holding Inc.



## Attachment

**FILES:**  
OP.08.017 and  
Z.16.022  
**DATE:**  
April 7, 2021

# 6



# VOP 2010 - Land Use Map

**LOCATION:**  
Part of Lots 4 and 5, Concession 7

**APPLICANT:**  
7553 Islington Holding Inc.



## Attachment

**FILES:**  
OP.08.017 and  
Z.16.022

**DATE:**  
April 7, 2021

# 7

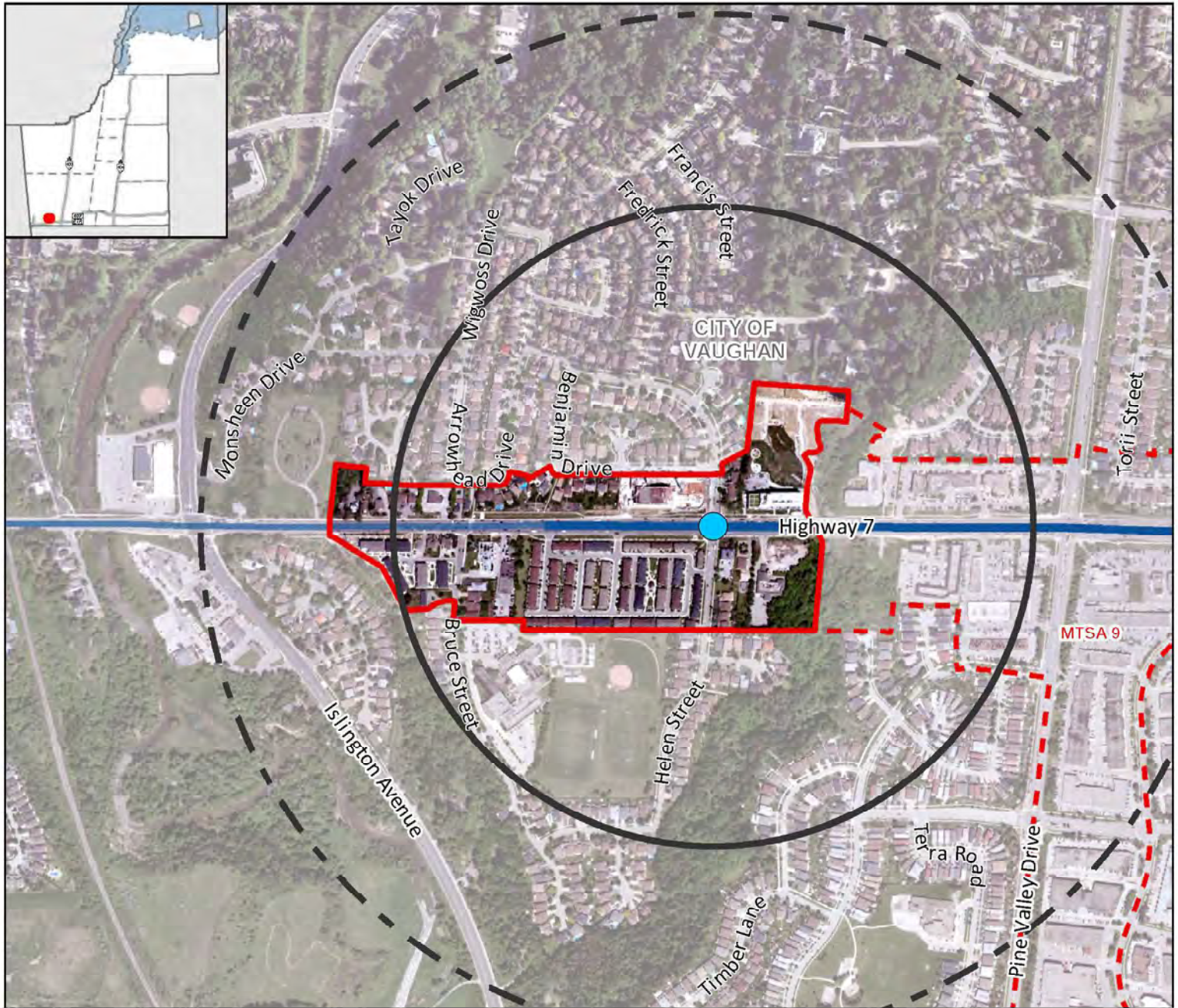


# Wigwoss-Helen BRT Station

Along Highway 7 at Wigwoss Drive/Helen Street

MTSA 8

Vaughan



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

Bus Rapid Transit

Wigwoss-Helen  
BRT Station  
MTSA Gross  
Area:  
18.20 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

110

Minimum Density Target

160



The Regional Municipality of York  
Corporate Services,  
Planning and Economic Development  
August 2020

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See York.ca for disclaimer information



**DATE:** January 15, 2020  
**TO:** Mary Caputo, Senior Planner  
**FROM:** Nick Cascone, Environmental Planner  
**CC:** Tony Iacobelli, Manager of Environmental Sustainability  
**FILE NO:** OP.08.017, Z.16.022  
**ADDRESS:** 7553 Islington Avenue and 150 Bruce Street

---

### **Introduction:**

The Policy Planning and Environmental Sustainability (PPES) Department has received a request for comments on an Official Plan Amendment and Zoning Bylaw Amendment application for the lands located at 7553 Islington Avenue and 150 Bruce Street. These applications were received by PPES, Environmental Planning staff on July 30, 2019. The following materials were reviewed:

- Environmental Impact Study 7553 Islington Avenue, prepared by WSP, dated July 3, 2019;
- Proposed Development and Site Constraints Map, prepared by WSP, dated May 2019;
- Geotechnical Slope Characterization and Stability Assessments Summary, prepared by WSP, dated May 28, 2019;
- Arborist Report, prepared by Brodie and Associated Landscape Architects Inc., revised June 17, 2019;
- Hazard Tree Report, prepared by Brodie and Associates Landscape Architects Inc., dated May 3, 2019;
- Drawing No. A101, Site Plan, prepared by Richmond Architects Ltd., dated June 12, 2019.

### **Policy Framework:**

Given the initial submission date of the Official Plan Amendment application for the site (circa 2008) and current Vaughan Official Plan (VOP) 2010 appeal to the Local Planning Appeal Tribunal (LPAT), Environmental Planning staff have prepared the following comments using Official Plan Amendment (OPA) 240 (Woodbridge Community Plan) as the operative municipal planning document.

Notwithstanding, as an appeal to the current Regional Official Plan was not filed for the site, it is our understanding that the policies of the York Region Official Plan (YROP) 2010 are in-effect. Further, Section 3, Paragraph 5 (a and b) of the *Planning Act* states that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision. As such, it is our understanding that the application must conform to the PPS, 2014.



**Site Context:**

The subject property is located along the eastern slope of the Humber River and contains a woodland and steep slope. The physical top of slope is located near Bruce Street and descends towards Islington Avenue. Though highly manicured along Islington Avenue, the site is heavily vegetated (woodland) from the toe of the valley slope up to Bruce Street.

**Application Specific Comments:**

Further to our July 21, 2017 correspondence, Environmental Planning staff reviewed the revised materials submitted in support of these applications and offer the following comments:

**Woodlands/Significant Woodlands:**

Within the updated Environmental Impact Study (EIS), the applicant has purported that the treed portion of the subject property does not classify as a woodland feature and as such, it cannot be identified as a *significant* woodland. To support this claim, the applicant completed vegetation surveys of the site, which concluded that the feature does not meet the definition of a woodland per the *Forestry Act*, which has been adopted by the YROP, VOP and in part by the PPS.

1. Based on the assessment prepared by the applicant, it is our understanding that surveys of the feature were contained to vegetation located on the subject lands. As noted within the EIS, this represents approximately 1.2 hectares of treed area. Using Map 5 within the YROP, the applicant has also noted that the broader feature has an area of approximately 15.9 hectares. As such, staff have concerns with this assessment being used as a proxy for the broader feature as it only represents 7.5% of its total land base. It is our opinion that localized variances in woodland density on the subject property (due to historic vegetation clearing/thinning around the existing dwelling) may be skewing this result. The treed portion of the site should not be viewed in isolation from the broader feature.
2. Given the above noted discrepancies with the EIS, it is our opinion that the entirety of the feature would meet relevant definitions to be considered a woodland. Furthermore, the feature also meets necessary criteria for significance under section 2.2.45 of the YROP. This is supported by the fact that the feature is significant per the York Region Significant Woodlands Study (2005).

Section 2.2.44 of the YROP notes that development and site alteration is prohibited within significant woodlands and their associated vegetation protection zone except as provided for elsewhere within the plan. As the proposed development would result in substantial vegetation removals to a significant woodland, it is the opinion of Environmental Planning staff that it does not meet relevant YROP policies.

3. The EIS notes that in its current state, the treed area on the site does not meet the PPS definition of a woodland. However, the applicant has applied the PPS

definition on a site-specific basis and has not considered the woodland feature as a whole. When assessing the entirety of the feature, including the portion located on the subject lands, it is our opinion that it does meet the definition of a woodland. The PPS definition as it relates to the subject woodland has been further assessed below by Environmental Planning staff:

- a. (*Woodlands*) “means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products.”
  - It is our opinion that the subject feature meets majority of the benefits listed above, including erosion prevention (given its location on a steep slope), hydrological and nutrient cycling and provision of wildlife.
- b. “*Woodlands* include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.”
  - While this aspect of the definition is broad in nature, it is our opinion that the feature can be considered a treed area, woodlot and/or forested area.
- c. “*Woodlands* may be delineated according to the Forestry Act definition or the Province’s Ecological Land Classification system definition for “forest.”
  - The applicant has used the Forestry Act definition to argue that the feature is not considered to be a woodland. However, the PPS definition also notes that a woodland can be delineated using the Province’s Ecological Land Classification (ELC) system. On Figure 3 of the EIS, the applicant has identified the vegetated portion of the site as F0D2-4 (Dry-Fresh Oak-Hardwood Deciduous Forest), which would classify the feature as a woodland.
4. Notwithstanding relevant definitions of a woodland, it is also our opinion that the feature is *significant*. When assessing the feature in accordance with the criteria provided within the Province’s Natural Heritage Reference Manual for the PPS, the feature meets many (if not all) of the criteria required to be considered significant. Per the PPS, development and site alteration shall not be permitted in significant woodlands south and east of the Canadian Shield unless it has been demonstrated that there will be no negative impacts on the natural heritage features or their ecological functions. As the proposed development will require the removal of a significant portion of the woodland, it is the opinion of Environmental Planning staff

that there will be substantial negative impacts to the feature. The proposal does not conform to Section 2.1.5 b) of the PPS.

5. In November 2002, AMEC completed the Focus Rural Area Woodland Ecosystem Assessment for the City in support Official Plan Amendment 600. As part of this study, the City requested that AMEC assess the broader woodland feature which encompasses the subject lands. Based on this evaluation, it was determined that the broader woodland feature has an approximate size of 19.2 hectares and is “high” functioning due to its structure/diversity, maturity and importance for erosion control. Further, the feature is identified as substantially mature/semi-mature tributary valley and contains a mix of upland and floodplain forest. This study further supports the significant ecological integrity and function of the woodland.

**Valleyland/Significant Valleyland:**

The EIS separates the subject lands into two segments: (a) the lower sloped portion of the site which is part of a valley; and (b) the upper sloped portion of the site which not considered to be part of a valley. This position is partially based on a “composite stable top of bank” that was allegedly staked by the TRCA on January 29, 2015. This position is also supported by a geotechnical assessment completed for the site which has located the position of the Long-Term Stable Top of Slope (LTSTOS) approximately at the 145 metre contour (about halfway up the site from Islington Avenue).

6. In past correspondence, the TRCA has consistently maintained that they disagree with the delineation of the LTSTOS as determined by the applicant. Further, contrary to what has been identified on the Site Constraints Map provided within the EIS, the Top of Slope was never staked by TRCA staff. The slope is continuous at this site although it contains some minor localized flattening/terraces in the location of the existing dwelling. In their February 2, 2017 comment letter, TRCA staff noted that the top of slope is located near Bruce Street, meaning the entirety of the site is located within a valley.
7. The PPS defines valleylands as “a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.” It is our opinion that the entirety of the site meets this definition as it is located along the wall/slope associated with the valley landform. The feature also contains flowing water in the form of the Humber River, which is located directly adjacent to the site, just west of Islington Avenue. Further, the Regional Floodplain (142.8 metres above sea level) extends from the river and onto the lower portion of the site.

It is also the opinion of Environmental Planning staff that the valley meets the test of significance in accordance with the criteria provided within the Province’s Natural Heritage Reference Manual.



8. The PPS notes that “development and site alteration shall not be permitted in significant valley lands south and east of the Canadian Shield unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.” As the proposed development will result in the removal of significant vegetation contiguous with the valley (i.e. the woodland), it is our opinion that there will be substantial negative impacts to the ecology of the feature. In addition, given the excavation and grading required for the proposed development, there will also be considerable impacts to the valley landform (slope) as well. As such, the proposal does not meet Section 2.1.5 c) of the PPS.
9. The definition of a valleyland within the YROP is similar to that within the PPS. However, the YROP further defines *significant* valleylands as “those areas which are ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system.” Given the broad nature of this definition, it is our opinion that the valleyland traversing the subject lands also meets the Region’s description of significance. As the significant woodland located on the site forms part of the broader valleyland, findings from the AMEC Focus Rural Area Woodland Ecosystem Assessment, 2002 support the fact that the system is ecologically important. Further, in an area (Woodbridge) where historic development patterns have led to urbanization of the Humber River valley, the relatively unaltered character of the site contributes to the diversity and quality of the broader natural heritage system.

In accordance with Section 2.2.4 of the YROP, development and site alteration within significant valleylands unless it is demonstrated that the works will not result in a negative impact on the natural feature or its ecological functions. As described above, the proposed development will result in substantial vegetation removals as well as manipulation of the valley slope. Environmental Planning staff are of the opinion that the proposed development will inevitably result in significant negative impacts to the feature.

**Significant Wildlife Habitat:**

10. Within the EIS, it is noted that given the treed nature of the site and the presence of cavity trees, the site has the potential to harbor bat maternity roost colonies. Further, the Eastern Wood-pewee, a species of conservation concern, was observed in 2012 nearby in the larger woodland area and just south of the subject lands. While additional surveys are required to confirm the presence of Significant Wildlife Habitat (SWH) in accordance with the Province’s Significant Wildlife Habitat Technical Manual, the woodland can be considered as a candidate SWH. If it is confirmed the site contains SWH, the policies within Section 2.15 d) of the PPS would apply. Nevertheless, the recent presence of Eastern Wood-pewee and potential for bat maternity colonies supports the significant ecological function provided by the features located on the site and the importance of maintaining the

ecological integrity of lands designated for protection in the City's natural heritage system.

**Official Plan and Zoning Designation:**

11. Schedule A of OPA 240 designates the subject lands as "Open Space." In accordance with Section 3, paragraph e) of OPA 240, it is noted that "a few areas are defined as being environmentally sensitive and have been designated as Open Space and identified as Environmentally Sensitive Areas in recognition of their valuable scenic, educational and wildlife habitat significance." Given this designation within OPA 240, it is our opinion that the subject lands have long been recognized as forming part of an environmentally sensitive and significant area (i.e. a significant woodland and valleyland). Environmental Planning staff would not be supportive of an Official Plan Amendment which would have the effect of removing environmental protections currently afforded to the site by the Open Space designation within OPA 240.
12. The subject property is zoned OS1 (Open Space Conservation Zone), A (Agricultural Zone) and R1 (Residential Zone) by Zoning By-law 1-88. In general, the OS1 zone coincides with the limit of the Regulatory Floodplain on the subject lands. The R1 zone applies to the existing single-family dwelling at 150 Bruce Street. The current proposal wishes to rezone the upper portion of the site as RA3 (Apartment Residential Zone). However, as this portion of the site forms part of a significant valleyland and woodland, Environmental Planning staff do not support the proposed zoning change.

I trust the above comments are of assistance. Please do not hesitate to contact me if you have any questions or concerns.



**Nick Cascone, M.Sc. (Pl)**  
**Environmental Planner**  
905-832-8585, ext. 8440  
[nicholas.cascone@vaughan.ca](mailto:nicholas.cascone@vaughan.ca)

CFN 40270.11

April 20, 2020

**By Email**

Ms. Mary Caputo  
Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON, L6A 1T1

Dear Ms. Caputo:

**Re: LPAT Case No. PL170151  
Official Plan Amendment Application OP.08.017  
Zoning By-law Amendment Application Z.16.022  
7553 Islington Avenue and 150 Bruce Street  
East Side of Islington Avenue, South of Highway 7  
City of Vaughan, York Region  
(Raymond Nicolini, 7553 Islington Holding Inc.)**

The purpose of this letter is to acknowledge receipt of and to provide comments on Official Plan Amendment Application OP.08.017 and Zoning By-law Amendment Application Z.16.022. Appendix 'A' provides a complete list of the materials submitted to Toronto and Region Conservation Authority (TRCA) to assist in our review.

**Background**

***Planning Applications and Appeals***

It is our understanding that the Owner has submitted revised applications to facilitate the development of 7553 Islington Avenue and 150 Bruce Street (the subject property) with one 21-storey residential building consisting of 530 residential units and 549 parking spaces within 7 levels of underground parking. The proposed development also includes amenity areas, landscaping, a primary access driveway from Islington Avenue and a secondary emergency access from Bruce Street.

The subject property is designated Open Space (7553 Islington Avenue) and Low Rise Residential (150 Bruce Street) by the City of Vaughan's in-effect OPA 240 (Woodbridge Community Plan), as amended by OPA 269. The lands are also designated Natural Areas by the Vaughan Official Plan (VOP) (2010), which is currently under appeal by the Owner. The proposed uses are not permitted under the current designations. It is our understanding that the Owner proposes to amend the Official Plan to Mid-Rise Residential and Open Space, with site specific policies.

The subject property is zoned OS1 Open Space Conservation Zone, A Agricultural Zone and R1 Residential Zone by Zoning By-law 1-88, subject to site specific exception 9(643). The OS1 Open Space Conservation Zone generally coincides with the limit of the Regional Storm flood plain on the subject lands. The R1 Residential Zone only applies to the existing single-family residence at 150

Bruce Street. The Owner proposes to rezone the subject property to RA3 Apartment Residential Zone and OS1 Open Space Conservation Zone, together with site-specific exceptions. The OS1 Open Space Conservation Zone would continue to apply to the flood prone portion of the site while the other valleylands would be rezoned RA3 Apartment Residential Zone to allow for the future multi-storey building.

Both the official plan amendment and the zoning by-law amendment applications are currently under appeal to the Local Planning Appeal Tribunal (LPAT), along with the appeal of the VOP (2010). TRCA is a Party to these matters.

### **Context for TRCA's Comments**

As per 'The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority' (LCP) (2014), TRCA staff provide the following comments as part of:

- TRCA's commenting role under the *Planning Act*;
- TRCA's delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the *Provincial Policy Statement* (PPS) (2014);
- TRCA's regulatory authority under the *Conservation Authorities Act* and Ontario Regulation 166/06, *Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*;
- TRCA's role as a resource management agency operating on a local watershed basis; and,
- Our Memorandum of Understanding (MOU) with the Region of York, wherein we provide technical environmental advice on their behalf.

In these roles, TRCA works in collaboration with municipalities and stakeholders to protect people and property from flooding and other natural hazards, and to conserve natural resources.

TRCA staff reviewed and previously commented on earlier versions of the proposed development in letters to the proponent and City dated July 28, 2008, February 23, 2009, June 8, 2015 and February 2, 2017. Our previous comment letters have identified that TRCA staff do not support development on the valley walls or within the valley corridor on the subject property. Further our correspondence has identified that TRCA staff do not support the scale of development proposed as it does not meet planning policy requirements or the tests for a permit under Ontario Regulation 166/06 due to the natural hazards and natural features that traverse the property. Despite our previous written and verbal comments, the owner has proceeded with a proposal on the site that does not meet or reflect TRCA, City, Regional and Provincial policy, the in-effect planning permissions and relevant technical requirements.

### **Site Characteristics**

The 1.78-hectare property is located on the east side of Islington Avenue, south of Highway 7 and Legion Court Road and immediately west of Bruce Street. The site is located within the Humber River valley corridor. The valley corridor in this location is over 400 metres wide, with the subject property on its eastern slope. The valley slope on the subject property is wooded. The top of the valley slope is located near Bruce Street, which then slopes down toward Islington Avenue. The grade differential is significant; the elevation difference is approximately 25 metres from the top of the site to the bottom. The site is also partially within the Regional Storm flood plain associated with the Humber River. The river is situated just west of the property on the opposite side of Islington Avenue.

There are two existing historic single-family residences and associated ancillary structures on the property. Both of these or their access are subject to natural hazards (erosion or floodplain) on the site,

and accordingly, redevelopment opportunities on this site are extremely limited. New development is not supported, and only very minimal modifications or expansions to the existing dwellings may be permissible.

The subject property is Regulated by TRCA pursuant to Ontario Regulation 166/06 under the *Conservation Authorities Act* given its location within the Humber River valley corridor. A permit is required from TRCA prior to conducting any regulated activities (e.g., development or site alteration) within the regulated valleylands.

### **Site Walks**

TRCA staff have conducted three formal site walks in order to identify and delineate the limit of the natural features on the site. These site walks took place on January 29, 2015 (where the limit of the physical **toe of slope** was identified and staked, not the physical top of slope), March 20, 2015 (where TRCA ecology staff conducted an observational assessment of the property as it related to vegetation) and June 20, 2018 (where TRCA staff new to the file conducted observations of the site with City and Regional staff). Individual TRCA staff have also stopped by the site to conduct visual assessments and collect photographic information either with the proponent or from the road right-of-way.

### **Revised Proposal**

The Owner has revised the development concept from the previous 2016 proposal. The building form has changed from two residential towers on a podium base to one singular building with an increased setback from Bruce Street. The building height has increased from 19 to 21 storeys, which will appear as 14 storeys on Bruce Street and 21 storeys on Islington Avenue given the building's location on the valley wall. There is also an increase in the number of residential units and parking spaces proposed, but an overall reduction in gross floor area.

The building continues to be located on the valley wall and would require significant grade modifications and cutting into the slope to accommodate the proposal. Furthermore, the entire development is below the top of slope of the valley corridor, which TRCA staff have consistently noted as being closer to Bruce Street at an elevation higher than what the proponent has shown on the current submission materials.

Additionally, the primary access to the site off Islington Avenue is still in the flood plain. While the applicant has attempted to address this issue with the provision of a secondary emergency access off Bruce Street, this access point is located on the slope within an erosion hazard. Accordingly, both proposed access roads to the subject property are within natural hazards

Significant tree removals would also be required to accommodate the proposed plan given the mass of the building and its underground garage and the excavation required into the valley slope for its construction.

### **TRCA's Comments**

For reasons outlined in our previous correspondence and for those reiterated and expanded upon herein, TRCA staff do not support the redevelopment of the subject property as proposed.

The *Planning Act* states that any comments from review agencies and decisions by an approval authority on land use planning applications shall be consistent with the PPS that is in effect on the date of the decision. The 2014 PPS is applicable to this application, and the policies contained in the 2014 PPS represent minimum standards. It is our position that current proposal does not meet the minimum standards established by the Province, as outlined in Sections 2 and 3 of the PPS. Given this, the

following analysis is focused on the policies contained in the PPS with some reference to the policies of the Region, City and TRCA, the City's zoning by-law and TRCA's regulation.

A summary of our position is as follows:

**A) Development and Site Alteration are Proposed in the Natural Heritage System**

Subsection 2.1.2 of the PPS states that the "diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features."

The subject property is located within the Humber River watershed and is entirely within the natural heritage system. The location of the subject property within the Humber River valley corridor and the larger natural heritage system is recognized in the Greenlands System mapping of the *York Region Official Plan* (YROP) (2010) and its predecessor, the Natural Heritage Network Schedule of the VOP (2010) and the *TRCA Terrestrial Natural Heritage System Strategy* (2007).

The area has been recognized for its environmental importance and contributions for more than 30 years. In the mid-1980s, OPA 240 designated the subject lands and other similar areas in Woodbridge as Open Space due to their environmental sensitivity "in recognition of their valuable scenic, educational and wildlife habitat significance." The amending OPA 269 for 7553 Islington Avenue further recognized that even though the existing structure on the subject lands predated both the official plan and the zoning by-law at the time, the lands were designated Open Space instead of Residential given their "river valley location".

The valleyland and woodland on the subject property support an assemblage of flora and faunal species, which bolsters the overall health, biodiversity and sustainability of the natural system on a local and regional scale. These significant features should not only be recognized as important singular ecological elements within the scoped context of the subject property, but be recognized together as a functional unit which serves as a contiguous natural corridor of the Humber River valley and adjacent Jersey Creek valley connected to the broad extent of the natural heritage system across the landscape. As noted above, this natural heritage system has been recognized for its environmental significance since at least the mid-1980s, even before the prevalence of ecological systems planning in the province.

The subject applications propose to redesignate approximately half of the 1.78-hectare site to Mid-Rise Residential, which is approximately 20 percent of the valley corridor width in this location. The construction impact from the removal of woodland vegetation, excavation into the valley wall and fill placement in the flood plain includes an even greater area. It is the position of TRCA staff that this is a major intrusion into the natural heritage system, and cannot be considered to be a minor refinement to it. The proposed development does not protect the full extent of the natural features on the site for the long term and it contributes to the cumulative loss of natural features at both a local and regional scale. As such, the proposal is not consistent with Section 2 of the PPS and TRCA staff recommend that the natural heritage system in this location be protected and buffered from development based on our advisory role to the City and Region per TRCA's MOU with York Region and as a commenting agency under the *Planning Act* with expertise in natural resource management.

The proponent has highlighted other recent development approvals in the area in support of the current proposal. Many of these projects are at the edge of or are far removed from the natural



heritage system and are not comparable. One example is in the natural system but within an approved Special Policy Area (SPA), where historic development in the flood plain has occurred and where limited forms of redevelopment are permitted as directed by the Province. In contrast, the subject property is not in the SPA and has historically been recognized and protected for its natural attributes and hazards.

***B) Development and Site Alteration are Proposed in Significant Natural Features***

Pursuant to Subsection 2.1.5 of the PPS, development and site alteration shall not be permitted in significant woodlands and significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

*Significant Woodlands and Significant Valleylands*

The subject lands are within the Humber River valley corridor and contain woodlands. As more fully articulated in TRCA's letter of February 2, 2017, it is our opinion that this woodland and valleyland are "significant" under the PPS as they meet the criteria for identifying significant woodlands and significant valleylands in the PPS and in the *Natural Heritage Reference Manual for Natural Heritage Policies of the PPS, 2005* (2010). The woodland covers the slope and extends up and onto the tableland next to Bruce Street, which leaves the entire site within the valley corridor.

Further, municipal official plan policies in York Region and Vaughan direct collaboration with conservation authorities for the precise delineation of valley corridors given our watershed knowledge and regulatory responsibilities to the Province as it relates to natural hazards like valleylands. Section 3.3.1.2. of the VOP (2010), for example, states that valley and stream corridors shall be defined according to the policies of TRCA. TRCA's LCP (2014) defines a valley or stream corridor as 10 metres from the greater of the long term stable top of slope/bank, stable toe of slope, Regulatory (Regional) flood plain, meander belt, and any contiguous natural features or areas (e.g., woodlands). TRCA staff rely on this definition and other data sources when delineating the boundaries of valley corridors, including provincial technical guidelines; aerial, topographic and regulatory mapping; field investigations; site-specific studies; and, feature staking protocols.

The valley corridor in this location is approximately 400 metres wide, with the subject property on its eastern slope. It is our opinion that the top of the valley slope runs approximately 20 metres parallel to Bruce Street. The physical top of the valley slope has been determined by TRCA staff to be at the same approximate elevation as Bruce Street (163 metres above sea level (masl)) and not mid-way down the valley slope as suggested by the proponent (at an approximate elevation between 141 and 145 masl). Field observations and topographical mapping all suggest it is one contiguous slope with some breaks and terraces. However, the first point of inflection, or the point where the grade changes from flat tableland to a distinguished valley landform, is at approximately 163 masl. This is consistent with the definition of the physical top of slope/bank in the *TRCA Field Staking Protocol* (2017). Further, the delineation of the top of slope in this location is consistent with past TRCA correspondence which have all indicated that the subject lands are within the erosion (slope) hazard and that all development must be setback from the erosion (slope) hazard.

In determining the limits of a valley corridor, the physical top of bank needs to be delineated based upon the physical landform and contiguous vegetation. Where the slope may be unstable as a result of its inclination and height, a geotechnical assessment is required in order to determine whether further setbacks, above and beyond the staked top of bank, are required. Delineating limits of development associated with a valley system is a layered approach, in

which all hazards and ecological limits (constraints) need to be determined and mapped. The greatest of the constraints in addition to all applicable buffers and setbacks represents the limit of development adjacent to the valley corridor.

Where a geotechnical assessment is required, where slope stability needs to be assessed as a constraint, a long-term stable top of slope (LTSTOS) can be calculated. For the subject application, the proponent's consultants have identified that the LTSTOS is in the same approximate location as their physical top of slope (approximately 145 masl), which has led to the Owner to conclude that the proposed multi-storey residential building is outside of the valleyland. The LTSTOS and the physical top of slope identified by the proponent are located part way down the valley slope (approximately 145 masl), whereas the top of bank of this valley corridor, as determined by TRCA is at approximately 163 masl. Accordingly, TRCA staff do not agree with the consultants' conclusions. In our opinion, the reported top of slope and LTSTOS in the geotechnical reports do not correspond to current site topography, and do not capture the full extent of the valley corridor. The subject property, and the proposed development, are located within a significant valleyland.

#### *Negative Impacts*

The PPS goes on to define negative impacts as degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities. The definition does not state that all impacts are negative, nor does it preclude the use of mitigation to prevent, modify or alleviate the impacts to the significant natural heritage features or areas.

The subject site is within a highly vegetated valley with a significant slope. In this case, development and site alteration are proposed in both a significant valleyland and significant woodland. The scale of the project is such that impacts to the natural features and their ecological functions cannot be avoided or mitigated. The proposed project will have an immediate negative impact on the natural features on the site and will contribute to the incremental loss of habitat and biodiversity within the natural heritage system at a local and regional scale.

Given the above, as advisors to both the City and Region, TRCA staff are identifying that the proposal is not consistent with Section 2 of the PPS and are recommending that it not be supported.

### ***C) Development and Site Alteration are Proposed in Hazardous Lands***

Section 3.1 of the PPS establishes policies related to Natural Hazards so that development is directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage. Subsection 3.1.1 b) states that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards. Hazardous lands are defined by the PPS as property or lands that could be unsafe for development due to naturally occurring processes.

#### *Flooding Hazards*

Flooding hazards are generally defined by the PPS as the inundation of areas adjacent to shoreline, river or stream systems not ordinarily covered by water. For the Humber River, this is the flood resulting from the rainfall actually experienced during a major storm (i.e., the Hurricane Hazel storm of 1954) transposed over the watershed and combined with the local conditions. This is referred to as the Regional or Regulatory flood plain.



The Humber River is located to the west of the subject property, on the opposite side of Islington Avenue. The flood plain associated with the Humber River is at an elevation of 142.8 masl in this location, which overtops Islington Avenue during a Regional Storm event to a depth between ~3.7 and 4.4 metres. The flood plain also impacts the subject lands. Approximately 0.5 hectares of the 1.78-hectare site is subject to flooding under a Regional Storm event.

Site alteration is proposed in the flood plain to facilitate the installation of the access road from Islington Avenue. While the consultant has provided a cut/fill balance within the flood plain to confirm there will be negligible impact to flood storage and conveyance, TRCA's policies discourage site alteration in the flood plain to facilitate new development. Further, Subsection 3.1.2 of the PPS states that "Development and site alteration shall not be permitted within ...a floodway regardless of whether the area of inundation contains highpoints of land not subject to flooding." While the driveway is the only portion of the proposal in the flood prone area, the PPS policies do not support development or site alteration in the floodway regardless if there are portions of the site not subject to flooding. As such, the proposal is not consistent with this policy.

#### *Erosion Hazards*

An erosion hazard "means the loss of land, due to human or natural processes, that poses a threat to life and property" in accordance with the PPS. Erosion hazards within valley or stream corridors include both the erosion potential of the actual river or stream bank, as well as the potential for erosion or slope stability issues associated with the valley walls. The identification of the hazard depends on whether there is well defined valley corridor that is part of a confined system or a relatively flat landscape that is not bounded by valley walls and is part of an unconfined system.

In accordance with the *MNRF Technical Guide for Rivers & Streams Systems: Erosion Hazard Limit (2002)* and TRCA's LCP (2014), confined systems are those depressional features associated with a river or stream that are well defined by valley walls. Confined river or stream valleys can exhibit three different conditions within which erosion hazards exist or may develop: valley slopes that are steep but stable, valley slopes that are over steepened and potentially unstable, and valley slopes that are subject to active toe erosion.

Site investigations and a review of available records are used to determine the type, scale and extent of site hazards, and the consequent risk to life, property and structures. TRCA has regulation mapping, both current and historical, topographic information, air photos and LIDAR data to assist in our review. TRCA staff have also visited the site and reviewed the materials provided by the proponent. As noted in past correspondence, TRCA staff have concluded that the subject lands are within a confined valley system with a top of valley slope that is at the same approximate elevation as Bruce Street. The toe of slope is also located on the subject lands, with the Humber River on the opposite side of Islington Avenue. The slope is approximately 25 metres in height and steeper than 4 Horizontal:1 Vertical (H:V) unit. Some local areas are steeper than 2H:1V. While the top of the valley slope was never staked and surveyed in the field with TRCA staff, we have continually noted that the entire site is within the erosion (slope) hazard and part of the larger Humber River valley corridor. The reported physical top of slope and LTSTOS in the consultant's geotechnical reports are inaccurate and do not correspond to current site topography and provincial guidance. TRCA staff do support the delineation of the erosion (slope) hazard on the subject lands.

To facilitate the proposed development, a major excavation into the valley slope is required. The excavation into the slope to accommodate the multi-storey residential building is approximately 22 metres high, 55 metres wide and 130 metres long. The details of the grading and required retaining systems have not been provided to date; however, the retaining systems in the form of shoring and permanent retaining walls will be required for the proposed development including the future access from Bruce Street through the top of the valley slope.

In accordance with provincial technical guidelines, "development should not occur on or on top of valley walls because the long-term stability of the slope, and therefore public health and safety, cannot be guaranteed. Development should be set back from the top of valley walls far enough to avoid increases in loading forces on the top of slope, changes in drainage patterns that would compromise slope stability or exacerbate erosion of the slope face, and loss of stabilizing vegetation on the slope face." Prevention approaches are the preferred approach for management of riverine hazards over protection works (non-structural or structural engineering solutions) as they reduce or minimize hazard losses by modifying the loss potential. Prevention is generally achieved by directing development and site alteration to areas outside of hazardous lands.

The introduction of structures into the slope to retain the soil and facilitate the proposed multi-storey development, including the access ramp from Bruce Street, will potentially create a hazard over the long-term. Such deficiencies can be triggered once the structural walls or some of their important elements (e.g. drainage system) reach the end of their life cycle or are not appropriately maintained or rehabilitated in a timely manner. The MNRF technical guide recognizes "that there is no guarantee that protection works will offer protection for the 100 year planning horizon", which is why prevention is the preferred approach for land use planning as it relates to natural hazards. This was highlighted by TRCA staff in past correspondence and is forms part of why TRCA staff cannot support the revised development proposal.

In addition, the geotechnical studies prepared by the consulting team performed some deep-seated sliding modelling for some slope cross-sections and concluded that such failure mode is unlikely to occur for the site. However, the deep-seated sliding is mainly representative of massive soil release. Therefore, it does not account for the shallow sliding and debris in over steep areas in the long-term due to surface water, environmental degradation such as frost wedge and weathering, or other similar impacts. The deep-seated sliding model cannot capture such potential long-term risk where the proposed development is substantially encroached into the slope, as this is the case for this site. The risk of being impacted by displaced materials and other shallower soil movement due to the environmental degradation or surface water cannot be eliminated.

The proposed development has not assessed the long-term hazards in an appropriate risk assessment framework with consideration of all aspects pertaining to the long-term planning horizon, particularly those that may be triggered in the long-term by the alterations to the slope and relying on the engineering structures to address them.

#### *Natural Hazards Summary*

Development and site alteration are proposed in the flood plain of the Humber River and the erosion hazard associated with the valley slope. These are considered hazardous lands and unsafe for development due to naturally occurring processes. As such, the proposal is not consistent with Section 3.1 of the PPS, and it is not possible for TRCA staff to support the development per our delegated responsibility for natural hazards and our regulatory role under the *Conservation Authorities Act*.

#### **D) Development and Site Alteration are Proposed where there is No Safe Access**

Subsection 3.1.2 of the PPS states that development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards or erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

As noted previously, the entire frontage of the subject property is within the Regional Storm flood plain of the Humber River, as is Islington Avenue both north and south of the subject lands. Flood depths on Islington Avenue range from ~3.7 to 4.4 metres and flood velocities are in the order of approximately 0.50 metres/second during a Regional Storm event. In accordance with Appendix 6 of the *MNRF Technical Guide for Rivers & Streams Systems: Flooding Hazard Limit (2002)*, the resulting flood depths and depth-velocity product demonstrates that the area of Islington Avenue presents a high-risk to the public during a Regional flood. Further, the depths are greater than those considered accessible by emergency vehicles, if the municipality would allow access by emergency vehicles into flood waters which we understand the City of Vaughan would not. Therefore, there is no safe access on Islington Avenue for the movement of people and vehicles during a Regional Storm event.

To provide safe access to the site during times of flooding hazards, the Owner is proposing a secondary emergency access off of Bruce Street. As presented above, the top of the valley slope has been determined by TRCA staff to be at the same approximate elevation as Bruce Street (163 masl) and not mid-way down the valley slope as suggested by the proponent. Thus, it is TRCA's position that the secondary emergency access from Bruce Street extends into the valley slope and, therefore, within the erosion (slope) hazard. While the consultants have indicated that the new residential structure including the access road from Bruce Street "will improve the overall ground stability within the deemed hazard areas on the site", the provincial technical guidelines for erosion hazards promote avoidance of hazardous lands over engineered solutions as the long-term integrity of development in these areas cannot be guaranteed.

In summary, the development concept proposes the introduction of 530 new residential units into an area that would not be accessible from Islington Avenue during times of flooding hazards. A secondary emergency access is proposed outside the flood hazard from Bruce Street. This secondary access is proposed within an erosion (slope) hazard where development and site alteration should be avoided given the natural processes that could impact those areas. As such, there is no safe access to the proposed development. Based on TRCA's delegated responsibility for representing the Provincial interest with respect to the implementation of Section 3.1 (Natural Hazards) under the PPS, staff cannot support the proposed official plan amendment and zoning by-law amendment applications for this reason.

#### **E) Development and Site Alteration are Proposed in a TRCA Regulated Area**

In participating in the review of applications under the *Planning Act*, TRCA ensures that applicants and approval authorities are aware of any Section 28 regulation requirements under the *Conservation Authorities Act*. A permit will be required from TRCA under Ontario Regulation 166/06 for any development on the subject property given its location within the Humber River valley corridor (note that the definition of 'development' under the *Conservation Authorities Act* differs from that under the PPS). TRCA assists in the coordination of these applications to avoid ambiguity, conflict and unnecessary delay or duplication in the process. Although permission under Section 28 may not be sought or issued for many years after approval of a planning application, in order to support a proposal under the planning process,

TRCA needs to ensure that the requirements under the Regulation can likely be fulfilled at the time a development application is received.

In accordance with Ontario Regulation 166/06, development may be permitted in the Regulated Area where it can be demonstrated to TRCA's satisfaction that the control of flooding, erosion, dynamic beaches, pollution, or the conservation of land will not be affected (i.e., the five tests). Based upon our review of the revised proposal and as articulated in past correspondence, the project would not meet the relevant tests for the control of flooding, erosion and the conservation of land. As such, TRCA staff would be unable to recommend approval of a permit under Ontario Regulation 166/06 for the proposed development. For this additional reason, TRCA staff cannot recommend approval of the planning applications to the City.

Finally, the subject lands are designated Open Space by Vaughan's in-effect OPA 240, as amended by OPA 269. In the Open Space designation, if any lands in the areas regulated by TRCA "are released from the regulation by MTRCA, they will be considered for development subject to processing of an Official Plan Amendment." At the time of the subject official plan amendment application in 2008, the lands were regulated by TRCA and they continue to be regulated by TRCA pursuant to Ontario Regulation 166/06 due to their location within the Humber River valley corridor. These lands have not been "released from the regulation" by TRCA and are, therefore, not appropriate for the scale of development proposed.

### **Recommendation**

Considering the above, TRCA staff are of the opinion that Official Plan Amendment Application OP.08.017 and Zoning By-law Amendment Application Z.16.022 should be refused as they do not demonstrate conformity or consistency with the following applicable policies and regulation:

- Provincial Policy Statement (2014);
- York Region Official Plan (1994 or 2010);
- Vaughan OPA 240 (Woodbridge Community Plan), as amended by OPA 269;
- Vaughan Official Plan (2010);
- Vaughan Zoning By-law 1-88;
- TRCA's Living City Policies (2014); and
- Ontario Regulation 166/06.

The overall intent of these policies and land-use planning tools is to prevent new development that would introduce risk to life and property associated with flooding, erosion and slope stability and/or that is not compatible with the protection and rehabilitation of these natural resources in their natural state. In this regard, we note the following:

- The subject lands are part of the natural heritage system and within a significant valleyland and a significant woodland. Development and site alteration are proposed in those natural features, which is contrary to policy.
- The scale of the project is such that impacts to the natural features and their ecological functions cannot be avoided or mitigated. The proposed project will have an immediate negative impact on the natural features on the site and will contribute to the incremental loss of habitat and biodiversity within the natural heritage system at a local and regional scale.
- The proposed development also encroaches into the flood plain of the Humber River and the erosion hazard associated with the valley slope. These are considered hazardous lands and unsafe for development due to naturally occurring processes. As such, development and site alteration should be directed away from these hazardous areas. The current proposal does not fully recognize or respect those hazardous lands.

- Furthermore, both proposed access points to the subject property are within natural hazards. Accordingly, there is no safe access to the proposed development.

It is for these reasons, as well as those provided in this letter that the proposed development is not supported.

### **Fees**

TRCA staff acknowledge past receipt of the complex zoning by-law amendment application review fee of \$20,000 in 2016 and the official plan amendment application review fee of \$1,050 in 2014. TRCA staff reserve the right to request additional fees or to adjust the fees for any future work based on the fee schedules in place at the time.

We trust these comments are of assistance. Should you have any questions, please do not hesitate to contact the undersigned. Please notify TRCA of any comments or decisions made by the City on the subject applications.

Sincerely,

Quentin Hanchard, MES(Pl.), MCIP, RPP, EP, PLE  
Associate Director, Development Planning and Permits  
Development and Engineering Services  
Extension 5324

Encl.

cc: By email

Ryan Guetter, Weston Consulting  
Raymond Nicolini, 7553 Islington Holding Inc.  
Karen Whitney, Duncan MacAskill & Augustine Ko, York Region  
Bill Kiru, Mauro Peverini, Carmela Marrelli, Tony Iacobelli, Nicholas Cascone & Sharon Walker, City of Vaughan  
Sameer Dhalla, Adam Miller, Jackie Burkart, Maria Parish, Dan Hipple & Ali Shirazi, TRCA  
Tim Duncan, Gardiner Roberts LLP

## **Appendix 'A': Materials Reviewed by TRCA**

- Request for Comments, prepared by the City of Vaughan, dated July 30, 2019.
- Description of the Development Proposal, prepared by Weston Consulting, dated July 11, 2019.
- Planning Justification Report Addendum, prepared by Weston Consulting, dated July 2019.
- Urban Design Brief, prepared by Weston Consulting, dated July 2019.
- Draft Official Plan Amendment(s), dated July 11, 2019.
- Draft Zoning By-law Amendment, dated July 11, 2019.
- Sketch Showing Topography of Part of Lot 22 and All of Lot 23, Registrar's Compiled Plan 9831, City of Vaughan, Regional Municipality of York, prepared by J.D. Barnes Limited, dated July 11, 2012.
- Site Plan (Sheets A0 and A101), prepared by Richmond Architects Ltd., Revision No. 4 dated July 30, 2019.
- Parking Level and Floor Plans (Sheets A200 to A212), prepared by Richmond Architects Ltd., Revision No. 4 dated July 30, 2019.
- Site and Building Elevations (Sheets A401 and A402), prepared by Richmond Architects Ltd., Revision No. 4 dated July 30, 2019.
- Section 1 (Sheet A501), prepared by Richmond Architects Ltd., Revision No. 4 dated July 30, 2019.
- Colour Massing Drawings (Sheets A0a and A0b), prepared by Richmond Architects Ltd., Revision No. 4 dated July 30, 2019.
- Figure 1, Cross Section Locations, prepared by WSP, dated April 2019.
- Figure 3, Typical Cross Section, prepared by WSP, dated October 2019.
- Geotechnical Slope Characterization and Stability Assessments Summary, prepared by WSP, dated May 28, 2019.
- Proposed Development and Site Constraints Plan, prepared by WSP, dated May 2019.
- Environmental Impact Study, prepared by WSP, dated July 3, 2019.
- Drawing L101, Landscape Master Plan, prepared by Stantec, revised June 13, 2019.
- Arborist Report, prepared by Brodie & Associates Landscape Architects Inc., revised June 17, 2019.
- Tree Inventory & Preservation Plan, prepared by Brodie & Associates Landscape Architects Inc., revised May 3, 2019.
- Hazard Tree Report, prepared by Brodie & Associates Landscape Architects Inc., dated May 3, 2019.
- Updated Stormwater Management Report, prepared by William Heywood, P. Eng., dated July 12, 2019.
- Flood Hazard Analysis Addendum Report, prepared by William Heywood, P. Eng., dated May 8, 2019.
- Copy of the City of Vaughan Pre-application Consultation Understanding, dated August 27, 2015.



## ATTACHMENT 11



*Corporate Services*

May 13, 2020

Mary Caputo, Hon. B.A., MCIP RPP  
Senior Planner  
Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Ms. Caputo:

**Re: Proposed Official Plan Amendment  
Second Circulation  
7553 Islington Avenue and 150 Bruce Street  
City of Vaughan  
Vaughan File No.: OP.08.017  
York Region File No.: LOPA.16.V.0034**

This is in response to your circulation and request for comments for the above-captioned revised Official Plan Amendment (OPA) application. It is our understanding that the proponent has appealed this site specific OPA application (for non-decision in 2017) and the Vaughan Official Plan 2010 (VOP) (for Natural Areas designation in 2012) to the Local Planning Appeal Tribunal (LPAT). As such, the LPAT is the approval authority of the proposed OPA application.

The subject site is 1.78 ha in size and is located on the east side of Islington Avenue and south of Highway 7, on lands municipally known as 7553 Islington Avenue and 150 Bruce Street, in the City of Vaughan. The 2016 proposed development and the current revised proposed development are compared in the following table:

	<b>2016 Proposal</b>	<b>Current Proposal</b>
Number of Res. Units	490	530
Number of Towers	Two	One
Height	19	21
Gross Floor Area (sq.m.)	51,000	49,000
Number of Parking Spaces	494	549
Levels of Underground Parking	7	7
FSI Density	2.87	2.82

### **Purpose and Effect of the Proposed Amendment**

According to the applicant's Planning Justification Report, prepared by Weston Consulting, dated July 2019, the Official Plan Amendment application will amend OPA 240 – The Woodbridge Community Plan, by redesignating the subject property from “Open Space” to “Mid-rise Residential”. The proposed Amendment will also amend the new Vaughan Official Plan (2010), Schedule 1: Urban Structure, by redesignating the portion of the property located outside of the floodplain from “Natural Areas” and “Countryside” to “Community Areas”, and amend Schedule 13 – Land Use, by redesignating the portion of the property located outside of the floodplain from “Natural Areas” to “Mid-Rise Residential”. The proposed Amendment also adds new site specific policies to permit a maximum height of 21-storeys and a maximum density of 2.82 FSI.

The Vaughan Official Plan (2010) proceeded through a lengthy and thorough municipal comprehensive review. The strength of the new Official Plan is in balancing all the competing interests associated with an urbanizing municipality; including protecting and sustaining the planned urban structure and the natural heritage system. The subject lands are not located within an area identified for intensification. Intensification areas have already been appropriately identified through the approved urban structure and policies of the new Vaughan Official Plan.

The OPA proposes to change the designation to Mid-Rise Residential. But according to VOP policy 9.2.3.5.a, the maximum height of mid-rise residential buildings is 12 storeys. High rise residential buildings are greater than 12 storeys. It appears the OPA should be changing the designation to High-Rise Residential. Also, according to VOP policy 9.2.2.3.a and 9.2.2.5.a, lands designated for Mid-Rise Residential and High-Rise Residential are generally located in intensification areas. The subject site is not located in an intensification area.

### **2010 York Region Official Plan**

According to Map 1 – Regional Structure and Map 2 – Regional Greenlands System, the vast majority of the subject lands are designated “Regional Greenlands System” and a narrow portion of the subject lands, parallel to Bruce Street, are designated “Urban Area”. Map 2 also shows the subject lands to be within the “Greenlands System Vision” corridor. Map 5 – Woodlands shows the subject lands to be within the “Woodlands” designation, and according to Map 14 – Highly Vulnerable Aquifers, portions of the subject lands are affected by highly vulnerable aquifers.

According to the current Regional Official Plan and the Vaughan Official Plan, there are many layers of environmental land use designations and policies affecting the subject lands. York Region defers the detailed environmental assessment to the Toronto and Region Conservation Authority (TRCA), who have the expertise to appropriately provide technical comments. Through our Partnership Memorandum for Planning Services, TRCA provides technical review of natural heritage matters and advice to the Region and local municipalities.



The Regional Official Plan prescribes an urban structure focused on a system of Regional Centres and Regional Corridors. This policy direction has been well entrenched since the Region's first Official Plan (approved in 1994). The Regional Centres and Corridors are intended to accommodate the highest concentration of intensification. To facilitate the anticipated growth, a substantial amount of capital investment has been committed to build a rapid transit system on the Highway 7 and Yonge Street corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within these corridors. It is also important for developments that are not in a Regional Centre or on a Regional Corridor be subordinate in height and density to those typically intended for the Regional Centres and Corridors.

The proposed development is for a 530 unit high density residential use, at a density of 2.82 FSI in a 21-storey building. This level of density and intensity are more appropriate along a Regional Corridor or in a Regional Centre. While Regional staff generally leave the determination of site specific heights and densities to the local municipality, Regional staff also considers that the proposed height and density range need to be within a desirable range, relative to the planned function of the Regional and local urban structure.

York Region Community Planning staff have received and reviewed the comment letter provided by the TRCA, dated April 20, 2020. Community Planning staff support TRCA's recommendations, position, and conclusions. TRCA does not support the proposed development. The subject property is within the Humber River valley and is entirely within a natural heritage system. Development and site alteration are proposed in TRCA's Regulated Area, in the Natural Heritage System, in Significant Natural Features, in Hazardous Lands, and where there is no safe access. It is the position of TRCA staff that this is a major intrusion into the natural heritage system, and cannot be considered to be a minor refinement to it. The construction impact from the removal of woodland vegetation, excavation into the valley wall and fill placement in the flood plain all in an effort to accommodate a high density residential building, in an area not intended for intensification, does not represent good planning.

### **Transportation Planning Comments**

Regional Transportation staff have reviewed the above noted application along with the Traffic Impact Study report update dated May, 2019 prepared by Mark Engineering. The following consolidated comments are provided in coordination with staff from Transportation Planning, Traffic Signal Operations and Development Engineering:

#### **A. OPA Comments**

While the Region does not support this application, through the LPAT process, the following comments will need to be addressed :

1. The Transportation Study provided is not consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for

Development Applications (November 2016). At a minimum, the Study shall be revised to include the assessment of active transportation modes for the future total conditions. Recommendations and implementation plan related to sidewalk connections, missing links, direct pedestrian and cycling connections to transit stops and existing active transportation facilities shall be provided in the revised Transportation Mobility Plan Study.

2. The proposed development recommends an emergency access onto Bruce Street. However, this emergency access onto Bruce Street shall be converted to a full move access for both vehicles and pedestrians to provide future residents with access to the existing traffic signals at the Highway 7/Bruce Street intersection and existing schools.
3. Implement an exclusive northbound right turn lane on Islington Avenue at the proposed access to accommodate development traffic. In addition, the existing two-way left turn lane on Islington Avenue shall be re-stripped to provide exclusive left turn lanes, to the satisfaction of the Region. A detailed design drawing and cost estimates shall be submitted for Region review.
4. The Traffic Impact Study shall be revised to include the analysis of signalized intersections of Highway 7 with Islington Avenue and Bruce Street.
5. The 2019 Study update uses traffic count data collected in 2015. In general, the Region does not accept traffic count data more than three years old. The Study update shall establish the validity of the traffic counts by comparing them with the latest traffic counts.

**B. Preliminary Conditions/Comments for Subsequent Development Application for this site**

Prior to final approval, the Owner shall agree:

1. To provide a basic 36 metre right-of-way for this section of Islington Avenue. As such, all municipal setbacks shall be referenced from a point 18.0 metre from the centerline of construction of Islington Avenue and any lands required for additional turn lanes at the intersections/accesses will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
2. In the Site Plan Agreement to provide interconnections with adjacent developments or existing communities in order to consolidate and reduce the number of accesses onto Regional roads (as per the Regional Official Plan Policy 7.2.53), where appropriate.
3. In the Site Plan Agreement that the proposed development access be provided via local streets, shared driveways and interconnected properties to maximize the efficiency of the Regional street system (as per the Regional Official Plan Policy 7.2.53), where appropriate.
4. To provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways and adjacent developments to support active transportation and public transit, where appropriate. A drawing shall be provided

to show the layout of active transportation facilities and connections internal to the site and to the Regional roads.

5. Submit a detailed transportation demand management plan (TDM) to support active transportation and transit, and also to reduce the number of auto trips to/from the proposed development. The TDM Plan shall include but not limited to the following:
  - i. A check list that identifies the programs/measures, associated costs, the applicant's responsibility and specific actions to carry out the TDM implementation.
  - ii. Pedestrian and cycling facilities to encourage walking and cycling;
  - iii. Provide carefully planned, safe, illuminated and convenient pedestrian walkways and sidewalks linking the building to bus stops and transit stations/ terminals;
  - iv. Where appropriate, adequate signage for pedestrians, including directions to nearest transit stops and terminals;
  - v. High quality pedestrian amenities such as benches and garbage receptacles, where appropriate; and
  - vi. A TDM communication strategy, to assist the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards.
6. The Owner shall submit a revised SWM report to the Region's satisfaction that:
  - Uses Regional parameters and Intensity Curves for all flows entering Islington Ave.
  - Explicitly quantify pre-development flows into Islington Ave
  - Demonstrate that post development flows into Islington Avenue will not exceed pre-development flows (it is not clear from the existing report that this the case)

### **Water and Wastewater Servicing Comments**

The Region did not receive a revised Functional Servicing Study for the current revised OPA application. For convenience purposes, Infrastructure Assessment Management's 2016 comments memorandum is appended to this letter.

### **Summary and Conclusions**

The proposed development for 530 apartment units in a 21-storey building is not supported by Regional staff. The proposal conflicts with the local and Regional planned urban structure, as the area is not planned for this level of intensification.

Development is severely constrained by natural heritage features. The property is within the Regional Greenland system and according to the TRCA, the primary access onto Islington Avenue is within the Humber River floodplain. There is a significant elevation change between Islington Avenue and the rear of the site, along Bruce Street. The proposed development would require cutting into the slope and removing a significant amount of trees and other vegetation.

The proposed emergency access to Bruce Street would require cutting into the slope, requiring substantial grading and slope stability mitigation. To accommodate the proposed level of development, Regional Transportation Planning staff are requiring the proposed emergency Bruce Street access to be converted to a permanent full moves intersection. From an environmental perspective, and from a traffic infiltration perspective, a full moves intersection on Bruce Street may not be desirable. The infrastructure improvements needed to accommodate the proposed level of development seem to outweigh any perceived benefit the proposed development may have.

Given the natural heritage features in the area and within the subject site, and since there are other more appropriate locations for planned intensification, Regional Planning staff do not support the approval of the proposed Official Plan Amendment application.

Please contact Augustine Ko, Senior Planner, at 1-877-464-9675 ext. 71524 or at [augustine.ko@york.ca](mailto:augustine.ko@york.ca) should you have any questions or require further assistance.

Sincerely,

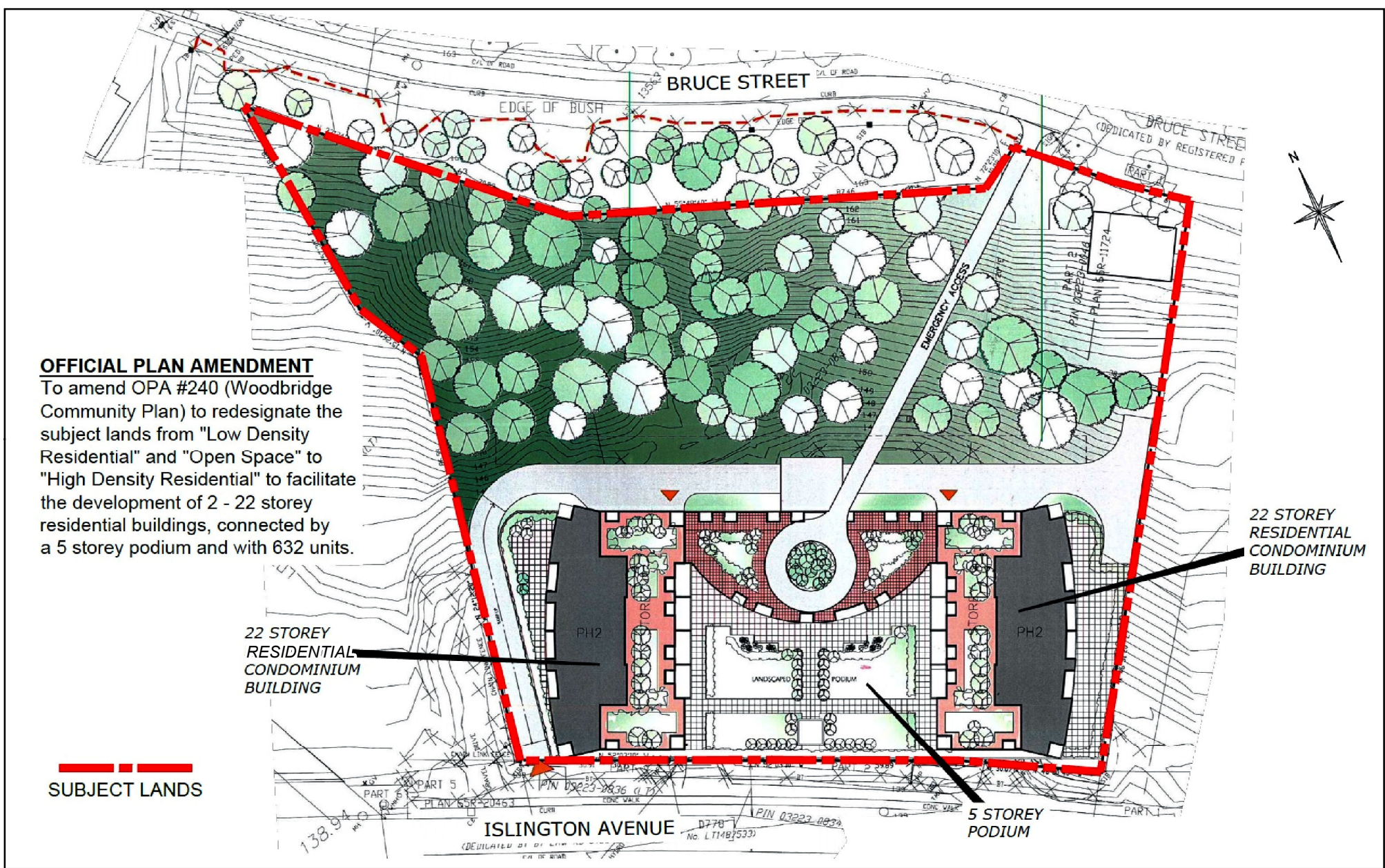


Karen Whitney, M.C.I.P., R.P.P.  
Director of Community Planning and Development Services

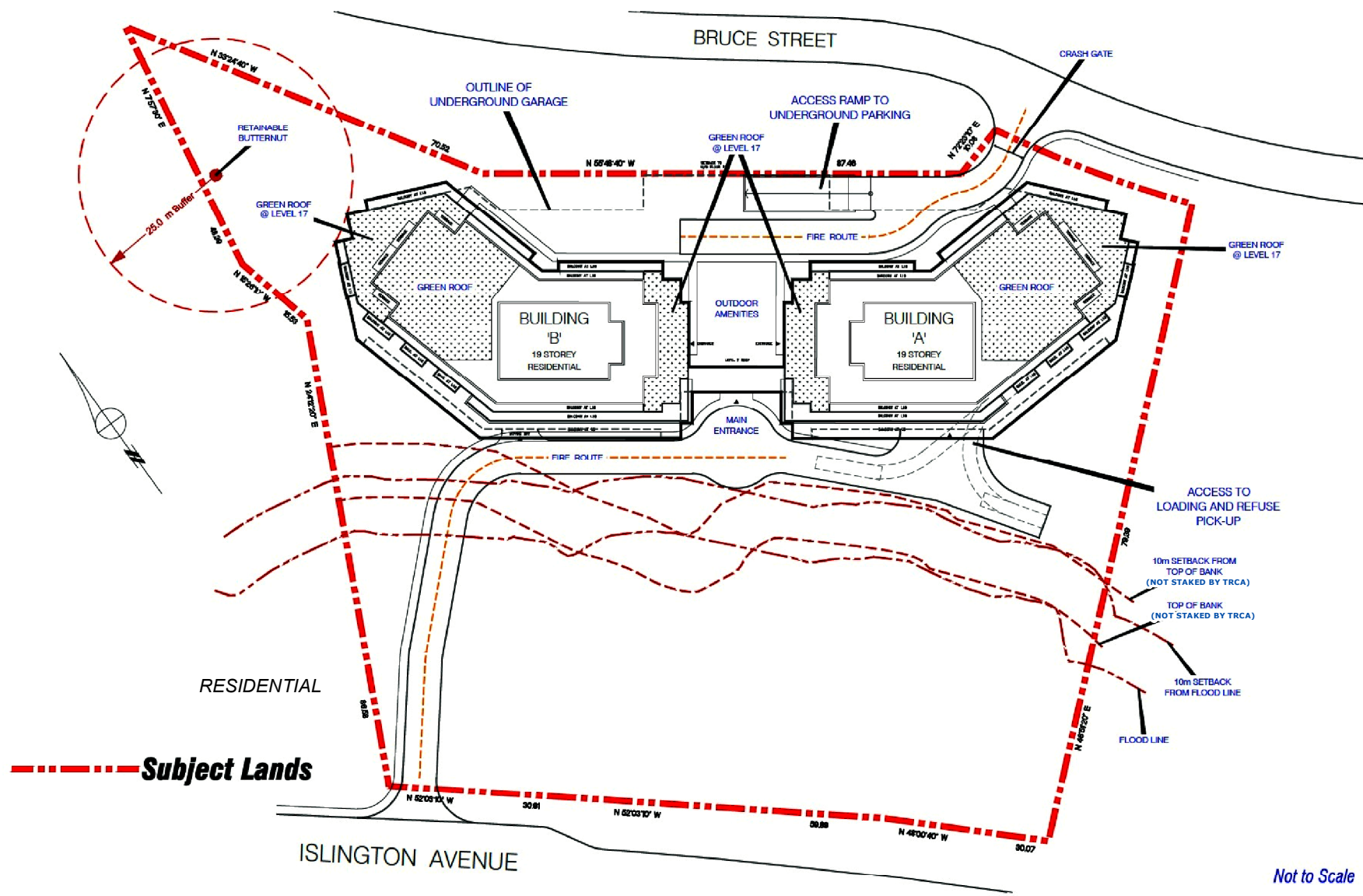
c.c. Jackie Burkart, TRCA  
Quentin Hanchard, TRCA

AK









## Second Submission - May 13, 2016

**LOCATION:**  
Part of Lots 4 and 5, Concession 7

**APPLICANT:**  
7553 Islington Holding Inc.



**Attachment**  
**FILES:**  
OP.08.017 and  
Z.16.022  
**DATE:**  
April 7, 2021

# 13

**ATTACHMENT 14**  
**PROVINCIAL POLICY STATEMENT, 2020**  
**SECTION 6 - DEFINITIONS**

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**“Development:** means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act, but does not include:

- a) activities that create or maintain infrastructure authorized under an environmental assessment process;
- b) works subject to the Drainage Act; or
- c) for the purposes of policy 2.1.4(a), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the Mining Act. Instead, those matters shall be subject to policy 2.1.5(a).”

**“Erosion hazard:** means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.”

**“Flooding hazard:** means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) along the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards;
- b) along river, stream and small inland lake systems, the flooding hazard limit is the greater of:
  - 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
  - 2. the one hundred year flood; and
  - 3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry; except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).”

**“Flood plain:** for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.”

**“Hazardous lands:** means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes - St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined

**ATTACHMENT 14**  
**PROVINCIAL POLICY STATEMENT, 2020**  
**SECTION 6 - DEFINITIONS**

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offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.”

“Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.”

“Natural heritage features and areas: means features and areas, including significant wetlands, significant coastal wetlands, other coastal wetlands in Ecoregions 5E, 6E and 7E, fish habitat, significant woodlands and significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.”

“Natural heritage system: means a system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used.”

“Negative impacts: means

- a) in regard to policy 1.6.6.4 and 1.6.6.5, potential risks to human health and safety and degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;
- b) in regard to policy 2.2, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;
- c) in regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and
- d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an



**ATTACHMENT 14**  
**PROVINCIAL POLICY STATEMENT, 2020**  
**SECTION 6 - DEFINITIONS**

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area is identified due to single, multiple or successive development or site alteration activities.”

“Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.”

“Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, second units and rooming houses.”

“Significant: means

- a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time;
- b) in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria established by the Ontario Ministry of Natural Resources and Forestry;
- c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system;
- d) in regard to mineral potential, an area identified as provincially significant through evaluation procedures developed by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and
- e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

Criteria for determining significance for the resources identified in sections (c)-(d) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.”

“Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.”

**C13**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 2**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: April 7th, Committe of Whole Item 2 - 7553 Islington Holding Inc. FILE OP.08.017 & Z.16.022  
**Date:** April-06-21 11:20:08 AM  
**Attachments:** [Untitled document.pdf](#)

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**From:** Mauti, Mary <[mary.mauti@bell.ca](mailto:mary.mauti@bell.ca)>  
**Sent:** Tuesday, April 06, 2021 9:10 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [REDACTED] <[REDACTED]>  
**Subject:** [External] April 7th, Committe of Whole Item 2 - 7553 Islington Holding Inc. FILE OP.08.017 & Z.16.022

Please accept this on Larry Berenz behalf.



Mary Mauti  
Right of Way -Specialist - Network Provisioning  
Floor 3 - West Tower -5115 Creekbank Road  
Mississauga, Ontario L4W 5R1  
905-219-4047 - Office, 416-433-5583 - cell

April 5, 2021

City of Vaughan

Office of the City Clerk

Re: 7553 Islington Holding Inc.

File: OP.08.017 & Z.16.022

Address: 7553 Islington Avenue and 150 Bruce Street

I would like to thank Vaughan Councillors, the Development Planning Department and TRCA for their decision on the proposed development on 7553 Islington Avenue and 150 Bruce Street Woodbridge.

One thing we learned from Covid 19 is that all future planning should focus on areas making them self sufficient. They should contain amenities and be located on retail streets that meet the needs of the residents. Residents should not have to travel great distances to get their basic needs fulfilled. They should NOT be located in isolated areas that would force residents to travel great distances with the possibility of spreading any disease. The proposed plan does not meet any of the above requirements.

Also due to climate change, floods are occurring world wide. We need to adapt. That means we cannot allow development on unstable lands and on flood plains. The Humber River is a major river in Ontario. Its proximity to the proposed development is a major disaster just waiting to happen. All future developments must be strategically located in specific areas only. If this development was allowed to go through who knows what ramifications would occur in years to come.

Thank you

Larry Berenz

**C14**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 2**

To: City of Vaughan

Office of the City Clerk

2141 Major Mackenzie Drive, Vaughan Ontario, L6A 1T1

Re: 7553 Islington Holding Inc.

Files: OP.08.017 & Z.16.022

Address: 7553 Islington Avenue & 150 Bruce Street

Date: April 6, 2021

Good afternoon Honourable Mayor Bevilacqua. Members of Council, City Staff, ladies and gentlemen. My name is Elisa Testa and I live at [REDACTED] Bruce Street in Woodbridge, Ontario. I would like to open my brief presentation by thanking the Development and Planning Department of the City of Vaughan for their very thorough and comprehensive report issued March 31<sup>st</sup>, 2021 on the Application for Development, File Number OP.08.017 & Z.16.022. I have read this report very carefully. In fact, I have been diligently reading and going through every report given on this case by City Staff, by the region and by the TRCA as well as every application for development of this property and every resubmission for development, in which there were three, since its initiation date of October of 2008. I have also attended every Public Hearing of the Committee of the Whole, every OMB Hearing, presently known as the LPAT, every community meeting and other meetings with interested parties and I have conducted three different petitions of the community members who live in the surrounding area. Furthermore, I have written letter upon letter to City Staff expressing our concerns and highlighting well founded research on why this project should not move forward. All that is reiterated in conclusion with each report and hearing on the application in question is, this application is "RREFUSED", "REJECTED", "NOT SUPPORTED" or "NOT APPROPRIATE".

I do not need to cite Provincial Policy Statements, Planning Acts, City By-Laws, examples, reasons, TRCA regulations and guidelines nor justifications as it all has been said before many times in the many reports and hearings and recently beautifully laid out in this recent report from the Development and Planning Department. Therefore, I am asking you, "why do we need to continue in this process where the outcome is consistently the same?" It is abundantly clear that these subject lands cannot be developed in the way the landowner/applicant proposes. Fundamentally it goes against all regulations by TRCA and Official Plans this city and region stand by.

Ladies and Gentlemen, we are in the thirteenth year of wasting much time, resources, manpower and taxpayers' money. I am asking the City of Vaughan to finally say "NO" and no more resubmissions! We are done with this discussion!! Thank you.

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**From:** angela [REDACTED] >

**Sent:** Wednesday, April 07, 2021 12:48 AM

**To:** Clerks@vaughan.ca

**Subject:** [External] Extending Transit boundaries--York Region request on Keele/Rutherford at the request of developer.

We strongly object to this request. Maple is so congested now. Keele street is being converted to high density Condos and Townhouses without sufficient infrastructure in place to substantiate the changes. High density condo/townhouses are being built on what used to be single homes dwellings. We can barely move out from our streets to get onto Keele. Why are the plans always being changed and where exactly are they putting these new condos/extend transit boundaries? (where West of Keele and who is the developer ). In addition to this, we do not have the infrastructure to handle all the additional condos/townhouse that are being built North of Keele to Keele and Rutherford. Residence cannot access the roads to. Furthermore, we are already having noise issues with CN railyard. This CN railyard is the second largest rail yard in Canada and the noise during their 24hrs is very painful. The additional new transit boundaries will add to the noise pollution that exist in Maple. In addition to this, the Nav Can and GTTA ( Greater Toronto Transportation Authority Toronto) have re-deployed the arrival and departure planes from Toronto, Etobicoke, Brampton, Mississauga etc. to Maple. The departure and arrival flight path has been moved to Maple. There will be 1400 plus planes a day flying a very low altitude (1500 altitude). What is happening in Vaughan? We are still in a pandemic and changes are being made too fast.  
Please accept this as my concerns (as well as other)

Thank you

Angela



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**From:** Natasha Giuliana [REDACTED]  
**Sent:** Wednesday, April 07, 2021 10:19 AM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] 7553 Islington Holding Inc.

Good morning,

Please forward this correspondence to the *Committee of the Whole Meeting* with regard to the above (OP.08.017 & Z.16.022) being heard today at 1:00 pm.

This is the first time that I have received written notice of this matter, and I write in support of the staff *refusal* of the applications for the proposed development. I reside at [REDACTED] Helen Street with my husband and two young children, and we have lived at this address since September 2019. We purchased this property because of the size and nature of the community: the public recreation spaces; nearby parks and trails; existence of wildlife; low-rise community with primarily single family dwellings. During the period of our residency, to date, we have largely enjoyed all of these attributes of the community. However, the community of Helen/Bruce street receives a very high rate of traffic, notwithstanding the posted signs that this street has “no exit” and that this is a “traffic calming neighbourhood”. The high school located on Bruce Street contributes to significant vehicle traffic in the community and vehicles generally travel at speeds above the posted speed limits and do not obey street signs. My home is located at the top of the intersection of Helen Street and Highness Court where a ‘stop sign’ is present; vehicles rarely come to a stop.

As a resident, I am in favour of appropriate development, but oppose any development that will cause environmental or health and safety concerns. I agree with the staff *refusal* in light of the environmental concerns that the development would pose. However, and more importantly, I support the staff *refusal* in light of the safety concerns detailed in the report. Increased traffic and construction in our community, a community that includes a generous sized recreation area and



outdoor space as well as a high school that attract many residents including young children, would pose a serious and immediate safety risk to residents and other pedestrian traffic and essential services.

Simply stated – this proposed development is not in the best interests of our community.

Thank-you.

Natasha Giuliana

----- Forwarded message -----

From: **Caputo, Mary** <[Mary.Caputo@vaughan.ca](mailto:Mary.Caputo@vaughan.ca)>

Date: Wed, Apr 7, 2021 at 9:30 AM

Subject: 7553 Islington Avenue

To: [REDACTED]

Hi Giuliana,

[7553 ISLINGTON HOLDING INC. OFFICIAL PLAN AMENDMENT FILE OP.08.017 ZONING BY-LAW AMENDMENT FILE Z.16.022 7553 ISLINGTON AVENUE AND 150 BRUCE STREET VICINITY OF Highway 7 and Islington Avenue \(escribemeetings.com\)](#)

Thank you,

**Mary Caputo**, Hon. B.A., MCIP RPP

**Senior Planner**

905-832-8585 ext. 8635 | [mary.caputo@vaughan.ca](mailto:mary.caputo@vaughan.ca)

**City of Vaughan | Development Planning Department**

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1



This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

VAUGHANWOOD RATEPAYERS ASSOCIATION  
52 FOREST CIRCLE COURT  
WOODBIDGE ONTARIO

April 6<sup>th</sup>, 2021

RE: Committee of the Whole April 7, 2021  
FILE OP.08.017 & Z.16.022  
7553 Islington Holdings Inc.  
150 Bruce & 7553 Islington Avenue

Members of Council:

We, Vaughanwood Ratepayers Association are in opposition to this application.

Our issues were stated in the Public hearing of September 15, 2020, therefore we do not want to reiterate same issues.

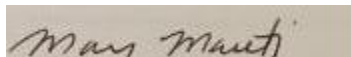
Rezoning of the lands from open space to low density, mid-rise residential lands are not designated as a growth/intensification area for the development plus there is a significant impact on the erosion of the valley walls and the bank of the Humber River is hazardous, environmental impact.

TRCA are of the opinion that the application does not demonstrate conformity or consistency with PPS, YROP, VOP2010, OPA 240 as amended TRCA's living city policies and Ontario Regulations 116/06.

The intent of the policies is to protect new development that would introduce RISK to life and property associated with flooding, erosion, slope stability which this application demonstrates and supports all of the above risks.

In reviewing the reports from the various agencies, City of Vaughan, TRCA and York Region cannot support this development application as is.

We are asking council to refuse this application.



Mary Mauti

President Vaughanwood Ratepayers

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD:** 1

**TITLE:** FRANCA ZEPPA

**SITE DEVELOPMENT FILE DA.20.032**

**10356 HUNTINGTON ROAD**

**VICINITY OF HUNTINGTON ROAD AND EAST'S CORNERS  
BOULEVARD**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole for Site Development File DA.20.032 for the Subject Lands shown on Attachment 2, to permit the development of a two-storey private community centre and day nursery facility with an accessory outdoor play area, as shown on Attachments 3 to 7.

### **Report Highlights**

- The Owner proposes a two-storey private community centre and day nursery facility with an accessory outdoor play area
- The Development Planning Department supports the approval of the Site Development application as the development is consistent with the Provincial Policy Statement 2020, conforms to the Growth Plan 2019, as amended, is a permitted use in 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.20.032 (Franca Zeppa) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS listed in Attachment 1 to the satisfaction of the Development Planning Department, to permit the development of a two-storey

private community centre and day nursery facility with an accessory outdoor play area, as shown on Attachments 3 to 7.

## **Background**

### **Location**

The subject lands (the ‘Subject Lands’) are 0.38 ha in size and are municipally known as 10356 Huntington Road. A one-storey single detached dwelling and a detached garage occupies the Subject Lands and is proposed to be demolished to facilitate the Development. The Subject Lands and surrounding land uses are shown on Attachment 2.

## **Previous Reports/Authority**

Not applicable.

## **Analysis and Options**

### ***A Site Development Application has been submitted to permit the Development***

Franca Zeppa (the ‘Owner’) has submitted Site Development File DA.20.032 (the ‘Application’) to permit the proposed development (the ‘Development’) of a two-storey private community centre and day nursery facility, having a Gross Floor Area (‘GFA’) of 1,459.63 m<sup>2</sup> with an accessory outdoor play area of 371.85 m<sup>2</sup>, as shown on Attachments 3 to 7. The total GFA is comprised of the following:

Day Nursery Ground Floor	368.40 m <sup>2</sup>
Community Centre Ground Floor	365.93 m <sup>2</sup>
Day Nursery Second Floor	359.59 m <sup>2</sup>
<u>Community Centre Second Floor</u>	<u>365.71 m<sup>2</sup></u>
Total	1,459.63 m <sup>2</sup>

### ***The Development is consistent with the Provincial Policy Statement, 2020***

Section 3 of the *Planning Act* requires that all land use decisions in Ontario “shall be consistent with” the Provincial Policy Statement, 2020 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The Development is identified as a “Prime Agricultural Area” in the “Agricultural Land Base Map” developed by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA). Section 2.3.6.1.b of the PPS identifies that limited non-residential uses are permitted in the “Prime Agricultural Area”, provided the land does not comprise a specialty crop area, the minimum distance separation formulae is complied with, there is

an identified need within the planning horizon for additional lands to accommodate the proposed uses and alternative locations outside of prime agricultural areas and within lower priority agricultural lands have been evaluated.

The Subject Lands are currently occupied by a detached dwelling and detached garage and are not located within a specialty crop area. There are no livestock operations that exist within proximity to the Subject Lands therefore, compliance with the minimum distance separation formulae is not required. A new residential community area (Block 61) exists on the east side of Huntington Road, which does not include a community centre therefore, the Development provides a private community centre and day nursery option for residents.

The west side of Huntington Road between Nashville Road and Major Mackenzie Drive is identified as a “Prime Agricultural Area”, therefore there were no reasonable alternative locations within proximity of the Subject Lands, to accommodate the proposed uses and avoid prime agricultural areas. The Subject Lands are currently developed with a detached single family dwelling and detached garage, not currently being farmed, and are small in size which would make it difficult to support a viable farm operation in the future therefore, priority agricultural lands are not being lost as a result of redevelopment. In consideration of Section 2.3.6.1.b of the PPS, the Development conforms.

Additionally, the proposed day nursery and community centre uses are permitted as-of-right in the Agricultural Zone of Zoning By-law 1-88.

***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, as amended, (‘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 Subject Lands are identified as “Prime Agricultural Area” on the Agricultural Land Base Map of the Growth Plan. Section 4.2.6.8 of the Growth Plan provides direction for lands identified as “Prime Agricultural Area”: “outside of the Greenbelt Plan area, provincial mapping of the agricultural land base does not apply until it has been implemented in the applicable upper or single-tier official plan. Until that time, prime agricultural areas identified in upper and single-tier official plans that were approved and in effect as of July 1, 2017 will be considered the agricultural land base”. The Development is not located within the Greenbelt Plan and since the schedules of the

York Region Official Plan 2010 and Vaughan Official Plan 2010 as it relates to agricultural lands have not been updated to identify “Prime Agricultural Areas”, the Development conforms to the “Prime Agricultural Area” policies of the Growth Plan.

The Development is also located within a “designated greenfield area – conceptual” and located within proximity to a “future transportation corridor”. In accordance with Section 2.2.7 of the Growth Plan, new development within greenfield areas will be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, active transportation and encourages the integration and sustained viability of transit services. The Development would provide a private community centre and day nursery option available to residents in the new residential community of Block 61 and beyond. The Development also supports active transportation as it includes a 1.5 m sidewalk and crosswalk to create safe pedestrian connections on the Subject Lands. The City is currently undertaking a project to urbanize Huntington Road which is planned to be constructed by the year 2023. This project will include but not be limited to the widening of Huntington Road, municipal service works and the addition of sidewalks or multi use paths to make Huntington Road more accessible to pedestrians and promote active transportation.

Section 4.2.6 (Agricultural System) of the Growth Plan indicates that where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed. Where appropriate, this should be based on an agricultural impact assessment.

An Agricultural Impact Assessment was submitted in support of the Development, prepared by John Zipay and Associates, which provides information on the mitigation measures that are currently in place and those proposed for the Development to ensure compatibility between the proposed non-agricultural uses and the existing agricultural uses surrounding the Subject Lands. Landscape features including deciduous and coniferous planting with foliage from base to crown, buffer plantings with a crown density between 50-70% will provide adequate air circulation and a cedar wood privacy fence of 1.8 m in height surrounding the Subject Lands are proposed for the Development to mitigate dust, noise and pesticide migration impacts from the surrounding agricultural land use. The Policy Planning and Environmental Sustainability Department has reviewed the Agricultural Impact Assessment and confirms that best efforts as it relates to mitigation, are proposed to minimize adverse impacts of the

Development on the Agricultural system. Therefore, in consideration of the above, the Development conforms to the Growth Plan.

Additionally, the proposed day nursery and community centre uses are permitted as-of-right in the Agricultural Zone of Zoning By-law 1-88.

***The Development does not conform to the York Region Official Plan 2010; however, institutional uses including community centres and day nursery facilities are permitted as-of-right by Zoning By-law 1-88***

The York Region Official Plan 2010 ('YROP 2010') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Whitebelt" with a "Planned Transportation Corridor (Proposed – EA Approved)" overlay on Map 1 - Regional Structure, and designated "Agricultural" on Map 8 – Agricultural and Rural Area.

Section 6.3.2 of YROP 2010 identifies that institutional uses are not permitted within the "Agricultural Area," and are encouraged on lands designated "Towns and Villages" by Map 1 - Regional Structure by YROP 2010. The YROP does not permit institutional uses in the "Agricultural Area" designation; however, institutional uses including the proposed community centre and day nursery facility are permitted as-of-right in the Agricultural Zone by Zoning By-law 1-88.

***The proposed uses are not permitted in the Agricultural designation of Vaughan Official Plan 2010; however, the uses are permitted as-of-right by Zoning By-law 1-88***

The Subject Lands are located in "Natural Areas and Countryside" and outside of the "Urban Boundary" as identified on Schedule 1 – Urban Structure of the Vaughan Official Plan 2010 ('VOP 2010'), Volume 1, and are designated "Agricultural" by Schedule 13 – Land Use of VOP 2010. The Subject Lands are identified as being within a 10-25 year zone by Schedule 11 – Wellhead Protection Areas of VOP 2010, Volume 1.

Institutional uses are not permitted within the "Agricultural" designation of VOP 2010; however, Section 9.2.1.9 of VOP 2010 permits day nurseries in all land use designations, provided that day nurseries are located on a public street with a right-of-way width of 26 metres or greater. Huntington Road is planned to be widened to an ultimate right-of-way width of 26 m, as per Schedule 9 of VOP 2010, Vol. 1 therefore, a day nursery is permitted on the Subject Lands by VOP 2010.



The proposed private community centre use is not permitted by VOP 2010, however the day nursery and the private community centre are institutional uses permitted as-of-right in the “Agricultural Zone” by Zoning By-law 1-88.

***The uses are permitted in the Agricultural Zone by Zoning By-law 1-88; however, minor variances are required***

The Subject Lands are zoned “A - Agricultural Zone” by Zoning By-law 1-88, as shown on Attachment 2. The “A - Agricultural Zone” permits institutional uses including day nurseries and community centres however, the following variances are required to permit the Development:

1. Minimum front yard setback of 3 m, whereas 15 m is required from Huntington Road.
2. Minimum interior side yard setback of 1.5 m, whereas 15 m is required from the building to the north lot line.
3. Minimum interior side yard setback of 10 m, whereas 15 m is required from the building to the south lot line.
4. Minimum landscape strip of 3 m, whereas 6 m is required abutting Huntington Road.
5. A total of 50 parking spaces, whereas 136 parking spaces are required:
  - a) The minimum number of proposed parking spaces for the day nursery is 24 parking spaces whereas 36 parking spaces (1.5 space x 24 employees) are required; and
  - b) The minimum number of proposed parking spaces for the community centre is 26 parking spaces whereas 100 parking spaces (1 space per 3 persons in the designated maximum capacity – 298) are required.

The Development Planning Department has reviewed the proposed variances to Zoning By-law 1-88 and consider them appropriate for the Development given the surrounding context. The proposed setbacks will provide street oriented, pedestrian development and the landscape buffer proposed along Huntington Road is sufficient to allow for planting and provide an attractive streetscape. The City is currently undertaking a project to urbanize Huntington Road which is planned to be constructed by the year 2023. This project will include but not be limited to the widening of Huntington Road, municipal service works and the addition of sidewalks or multi use paths to make Huntington Road more accessible to pedestrians and promote active transportation.

The Development Engineering Department is satisfied that the proposed parking supply is sufficient to service the Development, as the proposed parking supply meets IBI parking standards, in accordance with the March 2010 Draft Parking Design Guidelines.

Should the Application be approved, the Owner shall submit a Minor Variance application to the satisfaction of the Committee of Adjustment (the 'Committee') and obtain approval from the Committee, and the Committee's decision shall be final and binding, prior to final Site Plan Approval. A condition to this effect is included in Attachment 1.

***The Development Planning Department supports the Development, subject to the Conditions of Approval in Attachment 1***  
**Site Plan**

The Development is a two-storey private community centre and day nursery facility with a 371.85 m<sup>2</sup> accessory outdoor play area, as shown on Attachments 3 to 7. Three building entrances are proposed: two at the rear of the building (one entrance for the day nursery use and one for the community centre use) and an additional building entrance is provided for the community centre use along the Huntington Road frontage.

The day nursery facility includes 7 classrooms, accommodating a total capacity of 104 toddlers and 24 employees, an indoor play area and therapy rooms. The private community centre facility includes universal spaces, the use of which will be determined by a private operator. The designed maximum capacity for the community centre is estimated at 298 persons to accommodate for future public programming opportunities.

One full movements access to the Subject Lands is proposed from Huntington Road via a 6 m wide driveway and a total of 50 surface parking spaces (including visitor and 3 barrier free parking spaces) are proposed to serve the Development. Ten bicycle parking spaces are also provided near the building entrances for convenience.

The loading pad for the Subject Lands is proposed at the rear of the Subject Lands. Waste will be stored in 3 Molok bins adjacent to the loading pad. An appropriate amount of landscape screening is proposed to mitigate view and noise impacts of the loading pad from the street and abutting landowners. Two snow storage areas proposed in the southwest and northwest corners of the Subject Lands, and one is proposed adjacent to the outdoor play area.

### Landscape Plan

The landscape plan is shown on Attachment 4. A 1.5 m wide walkway is proposed along the east, west and south sides of the building, with direct access to the outdoor play area. The proposed outdoor play area includes a track, synthetic turf, a jungle-gym, a picnic table, waste receptacles and landscaping around its perimeter, enclosed by a 1.8 m high wood privacy screen adjacent to the parking area and 1.2 m high ornamental metal fence adjacent to the private driveway. A pedestrian crosswalk is provided across the driveway to facilitate safe pedestrian connection from the parking area to the building and outdoor playground.

A combination of deciduous and coniferous vegetation is proposed in the landscape buffers around the perimeter of the Subject Lands, as well as a 1.8 m high cedar wood fence to provide an attractive streetscape, mitigate view impacts of the Development as well as mitigate the effects of noise and dust migration that may occur due to the proximity of the surrounding agricultural uses. A transformer and associated pad are proposed to be located in the northwest corner of the Subject Lands to service the Development.

The Arborist Report and landscape design identifies a total of 24 trees under private ownership and 2 trees under City ownership that are required to be removed from the Subject Lands to facilitate the proposed Development. In accordance with the City's Tree Protection Protocol, the Owner is required to provide tree compensation planting in the amount of 36 trees on the Subject Lands to compensate for the tree canopy loss. Where it is determined trees cannot be accommodated on the Subject Lands, cash-in-lieu will be required as monetary compensation in accordance with the City's Tree Protection Protocol.

Prior to final approval of the Landscape Plan, the Owner is required to provide a revised Arborist Report, a revised landscape cost estimate and enter into a Tree Protection Agreement with the City and pay the required securities. Conditions to this effect are included in Attachment 1.

### Building Elevations

The proposed building elevations are shown on Attachments 5, 6 and 7. The proposed day nursery facility includes: prefinished ribbed commercial metal siding, longboard faux woodgram metal siding, prefinished standing seam metal roofing with a stone masonry base. The architectural materials proposed for the community centre includes prefinished aluminum soffit/fascia with a brick veneer base and pier. Gooseneck lighting is proposed for the elevations to illuminate signage for both uses and bird friendly glass is also proposed. The Owner has advised that signage details will be provided on the building elevations to satisfy Development Planning's comments.

### Lighting

A total of 5 light poles are proposed adjacent to the private driveway and the parking area to service the Development. Prior to final approval, the photometric plan shall be revised to achieve 5.0 lux along the barrier free paths of travel and entrances and achieve 0.0 lux along the property lines.

The final site plan, building elevations, architectural materials signage details, landscape plan, landscape details, landscape cost estimate, photometric plan and arborist report must be approved to the satisfaction of the Development Planning Department, prior to the execution of the Site Plan Agreement. Conditions to this effect are included in Attachment 1 to this report.

### Sustainability Performance Metrics

The Development achieves an overall application score of 31, which meets the City's minimum threshold requirement for Site Development applications; however, the Sustainability Metrics needs to be revised to accommodate bird friendly design features and recognize any updates that were made as a result of the latest submission for the Subject Lands. A condition to this effect is included in Attachment 1.

### ***The Forestry Operations Division of the Transportation Services, Parks and Forestry Operations ('Vaughan Forestry') Department has no objection to the approval of the Development, subject to conditions***

Vaughan Forestry has no objection to the Development subject to the Owner entering into a Tree Protection Agreement ('TPA') prior to the execution of the Site Plan Agreement. The TPA will identify the standards and procedures required by the City to protect public and private trees through the development processes as indicated in the City's Tree Protection Protocol By-law 052-2018. The Owner shall submit a final planting plan to the satisfaction of the Development Planning Department and the Vaughan Forestry Department. A condition to this effect is included in Attachment 1.

### ***The Development Engineering Department has no objection to the Development, subject to the conditions provided in Attachment 1***

The Development Engineering Department ('DE') has no objection to the Development, subject to the conditions included in Attachment 1. The DE Department has provided the following comments:

### Water and Wastewater Servicing

The Subject Lands are proposed to be serviced with municipal water and wastewater through a connection to watermain and sanitary sewers via Kincardine Street, which is an unassumed road within the Nashville Heights Phase 3, Plan of Subdivision File 19T-10V004. The sanitary connection is proposed to be oversized to allow for operation and maintenance opportunity in the future without the need to excavate the pipe.

Service connections for water and wastewater are proposed to connect to existing services that are not yet assumed by the City. The Owner will be required to enter into a Development Agreement with the City to ensure appropriate design and construction of the services to the Development. The Development Agreement will include, but not be limited to, paying for all costs for grading, backfilling, road restoration, utility relocations, access, and storm sewer service. The Owner may also be required to arrange for and facilitate an amending Subdivision Agreement for the Nashville Heights Phase 3, Plan of Subdivision File 19T-10V004, for the provision of the same items identified as required for the Development Agreement. Conditions to this effect have been included in Attachment 1.

#### Stormwater Servicing

The Subject Lands are proposed to be serviced with a municipal storm service connection to a future storm sewer that is currently being designed as part of the City's Huntington Road Urbanization project. The Owner has proposed a temporary/interim storm outlet to the existing Huntington Road ditch. A stub connection to allow for the future service connection is also proposed. Internal stormwater management is proposed to be controlled within the Subject Lands underground private storm storage tanks which also provides opportunity for infiltration to meet water balance requirements.

Since the Nashville Heights Phase 3, Plan of Subdivision File 19T-10V004 is unassumed and the Development benefits from the services installed for the subdivision and Block 61, the Owner is required to obtain a clearance letter from the Block 61 Trustee of the landowner's group. Furthermore, the Owner is required to obtain a certification letter from the engineering consultant for Plan of Subdivision File 19T-10V004 to certify that connecting to the Block 61 services will have no adverse effect on the servicing for the subdivision or the Development. The functional servicing and stormwater management report submitted in support of the Development is also required to be revised. These revisions are required to address inspections as it relates to the existing Huntington Road ditch to ensure no blockages or ponding will occur from development flows being directed on an interim basis until the Huntington Road Urbanization project is completed. Conditions to this effect are included in Attachment 1.

#### Transportation

A traffic assessment memo was submitted in support of the Development, prepared by Cole Engineering, dated November 19, 2020. Transportation Engineering concurs with the findings of the memo and agrees that the Development will introduce an acceptable traffic impact that can be accommodated by the existing road network.

The Development accommodates the ultimate 26 m road width condition for Huntington Road. The Development includes a full moves 6 m private access driveway via Huntington Road; however, the proposed access is required to be designed and constructed in accordance with the City's Huntington Road Urbanization project. The Owner shall agree in the Development Agreement to provide the private driveway design in accordance with the City's Huntington Road Urbanization project. Alternatively, the driveway design for the Development may be completed through the City's Huntington Road Urbanization project with financial contribution from the Owner to complete this work. A condition to this effect is included in Attachment 1.

A total of 50 parking spaces are proposed to service the Development, whereas 136 spaces are required by Zoning By-law 1-88. The Development Engineering Department is satisfied that the proposed parking supply is sufficient to service the Development, as the proposed parking supply meets the IBI parking standards, in accordance with the March 2010 Draft Parking Design Guidelines. However, the Owner is required to address outstanding site plan comments of DE as it relates to stop signs, stop bar, fire route, parking signs, accessible parking signs and pedestrian parking signs.

Prior to the execution of the Site Plan Agreement, the final site plan, grading, site servicing, erosion and sediment control plan, functional servicing and stormwater management report will be approved to the satisfaction of the Development Engineering Department. Conditions to this effect are included in Attachment 1.

***The Policy Planning and Environmental Sustainability ('PPES') Department has no objection to the approval of the Development, subject to conditions***

The Subject Lands abut an existing agricultural operation. The following landscape features are proposed for the Development to mitigate dust, noise and pesticide migration impacts from the surrounding agricultural land use: mixed deciduous and coniferous planting with foliage from base to crown, buffer plantings with a crown density between 50-70% to provide adequate air circulation and a cedar wood privacy fence of 1.8 m in height surrounding the Subject Lands.

PPES recommends that the Site Plan Agreement, as well as any agreements for purchase, sale, rental, or operations for the day nursery facility, include warning clauses for the protection of the future users of the Development. Conditions to this effect are included in Attachment 1.

***The Parks Infrastructure Planning and Development Department has no objection to the approval of the Development, subject to conditions***

The Active Together Master Plan (2018), encourages opportunities for joint and/or shared use of community sites, when privately initiated. The Parks Infrastructure Planning and Development Department ('Parks Department') has no objection to the

approval of the Development, subject to Owner providing an acknowledgement letter to the satisfaction of the Parks Department to acknowledge the possibility for shared space opportunity and to allow the City to enter into a Shared Use Agreement with the Owner at any time for the provision of public programming within the community centre space to the mutual satisfaction of the parties. Conditions to this effect are included in Attachment 1.

***The Environmental Services Department, Waste Management Division ('Waste Management') has no objection to the Development***

Waste Management has no objection to the Molok waste collection system proposed for the Development, however the waste collection design standards form for the Development shall be approved prior to the execution of the Site Plan Agreement. A condition to this effect is included in Attachment 1.

***The Fire and Rescue Services ('Fire Services') Department has no objection to the Development***

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

***The Subject Lands are identified as being in an area of archaeological potential***

The Vaughan Development Planning Department Cultural Heritage Division has advised the Subject Lands are outside of a Heritage Conservation District; however, archaeological potential is present therefore, the standard archaeological clauses will be included in the Site Plan Agreement. Conditions to this effect are included in Attachment 1.

***The Office of Infrastructure Development Department, Real Estate Services has no objection to the approval of the Development, subject to conditions***

The Office of Infrastructure Development Department, Real Estate Services have no objection to the approval of the Development, subject to parkland being dedicated or paid by cash-in-lieu to the City. The Owner is required to submit an appraisal report prepared by an accredited appraiser for approval by the Office of Infrastructure Development Department, Real Estate Services to form the basis of the cash-in-lieu payment. A condition to this effect is included in Attachment 1.

***The Financial Planning and Development Finance Department has no objection to the approval of the Development, subject to development charges being paid***

The Owner will be required to 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. A standard clause to this effect is included in all Site Plan Agreements.

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

The Subject Lands are located outside of the TRCA Regulated Area; however, the Subject lands are located within a Wellhead Protection Area-Q2 (WHPA-Q2) by the Source Protection Plan ('SPP') for the Credit Valley, Toronto and Region and Central Lake Ontario ('CTC'). As such, the submission of a site-specific water balance assessment to mitigate development-related impacts of recharge reduction was required.

The TRCA has reviewed the water balance mitigation strategy included in the Functional Servicing Report ('FSR'), prepared by Condeland Consulting Engineering & Project Managers, dated November 13, 2020. The TRCA has no objection to the Development, provided that the Owner agrees in the Site Plan Agreement to carry out or cause to be carried out, the water balance mitigation strategy as included in the FSR. A condition to this effect shall be included in the Site Plan Agreement as per Attachment 1.

***The Ministry of Transportation ('MTO') has no objection to the approval of the Development***

MTO has evaluated the proposal in the context of the location of the proposed GTA West Corridor and has identified that the Subject Lands are not within or in proximity to the GTA West Corridor Study Area, therefore no further consultation with MTO is required.

***Canada Post has no objection to the approval of the Development***

Canada Post has no objection to the approval of the Development, subject to the Owner communicating with Canada Post the excavation date for the first foundation as well as the expected date of first occupancy. A condition to this effect shall be included in the Site Plan Agreement as per Attachment 1.

***The various utilities have no objection to the approval of the Development***

Rogers Communications, Hydro One and Alectra Utilities have no objection to the approval of the Development, while the remaining utilities such as Enbridge Gas Inc., and Bell Canada have not provided comments to date. All requirements of the various utility companies shall be satisfied. A standard clause to this effect is included in all Site Plan Agreements and is included in Attachment 1.



***The School Boards have no objection to the Development***

The School Boards such as the York Catholic School Board, York District School Board, and the French Catholic School Board (Conseil Scolaire de District Catholique Centre-Sud) were circulated the Application, but no comments have been received to date.

***TransCanada Pipeline ('TCP') Limited has no objection to the approval of the Development)***

TransCanada Pipelines Limited were consulted as the Subject Lands are located in proximity to a known pipeline. TCP identified that the Subject Lands are located more than 100 m from the pipeline, therefore no further consultation with TCP is required.

**Financial Impact**

Not applicable.

**Broader Regional Impacts/Considerations**

York Region Community Planning and Development Services Department has no objection to the Development, subject to their conditions contained in Attachment 1 being satisfied.

**Conclusion**

The Development Planning Department has reviewed Site Development File DA.20.032 in consideration of the applicable Provincial Policies, York Region and City Official Plan policies, the comments received from City Departments, 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, as amended, are permitted uses by the Agricultural Zone of Zoning By-law 1-88 and the requested variances to Zoning By-law 1-88 are appropriate and mitigation measures have been implemented to demonstrate compatibility 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 and the Conditions of Approval in Attachment 1.

**For more information**, please contact: Rebecca Roach, Planner, Development Planning Department, ext. 8626.

## **Attachments**

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations – East and South
6. Building Elevations – North and West
7. Coloured Building Elevations

## **Prepared by**

Rebecca Roach, Planner, ext. 8626

Clement Messere, Senior Planner, ext. 8409

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Bill Kiru, Acting Director of Development Planning, ext. 8633

## **Approved by**

A handwritten signature in black ink, appearing to read 'Mauro Peverini'.

Mauro Peverini, Acting Chief Planning Official

## **Reviewed by**

A handwritten signature in black ink, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.032 – (Franca Zeppa)**

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1) THAT prior to the Execution of the Site Plan Agreement:

- a) The Owner shall provide a revised Sustainability Performance Metric ('SPM') scoring tool and cover letter that accommodates bird friendly design features and recognizes any design changes that were made to the Development, to the satisfaction of the City.
- b) The waste collection design standards form shall be approved to the satisfaction of the City.
- c) The Owner shall successfully obtain approval from the Committee of Adjustment for a Minor Variance Application for any required variances. The Committee's decision regarding the Variance Application shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee.
- d) The Owner shall enter into a Development Agreement with the City for the design and construction of municipal works external to the Subject Lands required to support the proposed Development, unless alternative arrangements are made in the form of another agreement, to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies and, upon execution, shall satisfy conditions of the City, financial or otherwise, to the satisfaction of the City.
- e) The Owner shall agree in the Development Agreement to design and construct alternate service connections and access to future municipal infrastructure to be constructed on Huntington Road as part of the Huntington Road Urbanization Project and/or provide financial contribution to the City to undertake this work, all to the satisfaction of the City. This requirement shall last for a period of 5 years following final site plan approval after which the Owner shall agree to provide access permission to the City or its agents for future construction of alternate service connections to municipal infrastructure on Huntington Road.
- f) The Owner shall pay Development Engineering's Site Plan Complex and Grading fee pursuant to the Fees and Charges By-law as amended, prior to execution of the Development Agreement. The 2021 fee amount is \$7,211.95 [(1486.44 sqm x \$4.65/sqm) + \$300 ICI Grading Base Fee, HST exempted].

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.032 – (Franca Zeppa)**

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- g) The Owner may be required to facilitate and coordinate the preparation of an amending Subdivision Agreement for the Nashville Heights Phase 3, Draft Plan of Subdivision File 19T-10V004 for the design and construction of municipal water and sanitary infrastructure proposed, pay fees and post securities on the unassumed Kincardine Street, to the satisfaction of the City.
- h) The Owner shall provide a certification letter from the Engineering Consultant for the Nashville Heights Phase 3, Draft Plan of Subdivision File 19T-10V004 for the design and construction of municipal water and sanitary infrastructure proposed on the unassumed Kincardine Street, to the satisfaction of the City.
- i) The Owner shall provide the City with a clearance letter from the Trustee of the Block 61 Landowners Group, for the municipal water and sanitary infrastructure proposed on the unassumed Kincardine Street, to the satisfaction of the City.
- j) The Owner shall coordinate the relocation of utilities as required on Huntington Road, with the appropriate utility service provider. The relocation of utilities on Huntington Road shall be coordinated with the City to ensure there is no conflict with the City's Huntington Road Urbanization Project.
- k) The Owner shall obtain all necessary approvals/permits from York Region, as applicable, as the Regional watermain is located within Huntington Road.
- l) The Owner shall provide a revised Functional Servicing Report and accompanying engineering drawings that address all comments to the satisfaction of the City which shall include a comprehensive stormwater, sanitary and water network analysis of the proposed Development's systems. The revised report shall demonstrate that adequate stormwater management measures, sanitary discharge and water supply for the fire flow demands is available for the Subject Lands.

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.032 – (Franca Zeppa)**

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- m) The Owner shall satisfy all requirements of York Region, including, but not limited to:
  - i. The Owner shall submit an updated Site Servicing Plan showing the confirmed location of the Region's 750 mm watermain;
  - ii. The Owner shall pay a \$20,000.00 security deposit for all works within the Huntington Road right-of-way; and
  - iii. The Owner shall provide a certificate of insurance to the satisfaction of the Region's Manager of Insurance and Risk.
- n) The Development Planning Department shall approve the Site Plan, Landscape Plan, Landscape Details, Landscape Cost Estimate, Building Elevations, Architectural Materials, Signage Details, Photometric Plan and Arborist Report to the satisfaction of the Development Planning Department.
- o) The Development Engineering Department shall approve the Site Plan, Servicing Plan, Grading Plan, Erosion and Sediment Control Plan, Functional Servicing and Stormwater Management Report, to the satisfaction of the Development Engineering Department.
- p) The Owner shall enter into a Tree Protection Agreement in accordance with the City's Tree Protection Protocol By-law 052-2018 and submit a final planting plan to the satisfaction of the Development Planning Department and the Forestry Operations Division of Transportation Services Parks and Forestry Operations.
- q) The Owner shall submit a letter of acknowledgment to the Parks Infrastructure Planning and Development Department as it relates to the request to consider opportunities for public programming and events on a case-by-case basis, to allow the City to enter into a Shared Use Agreement with the Owner at any time for the provision of public programming to the mutual satisfaction of the Parties, within the proposed private community centre space.

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.032 – (Franca Zeppa)**

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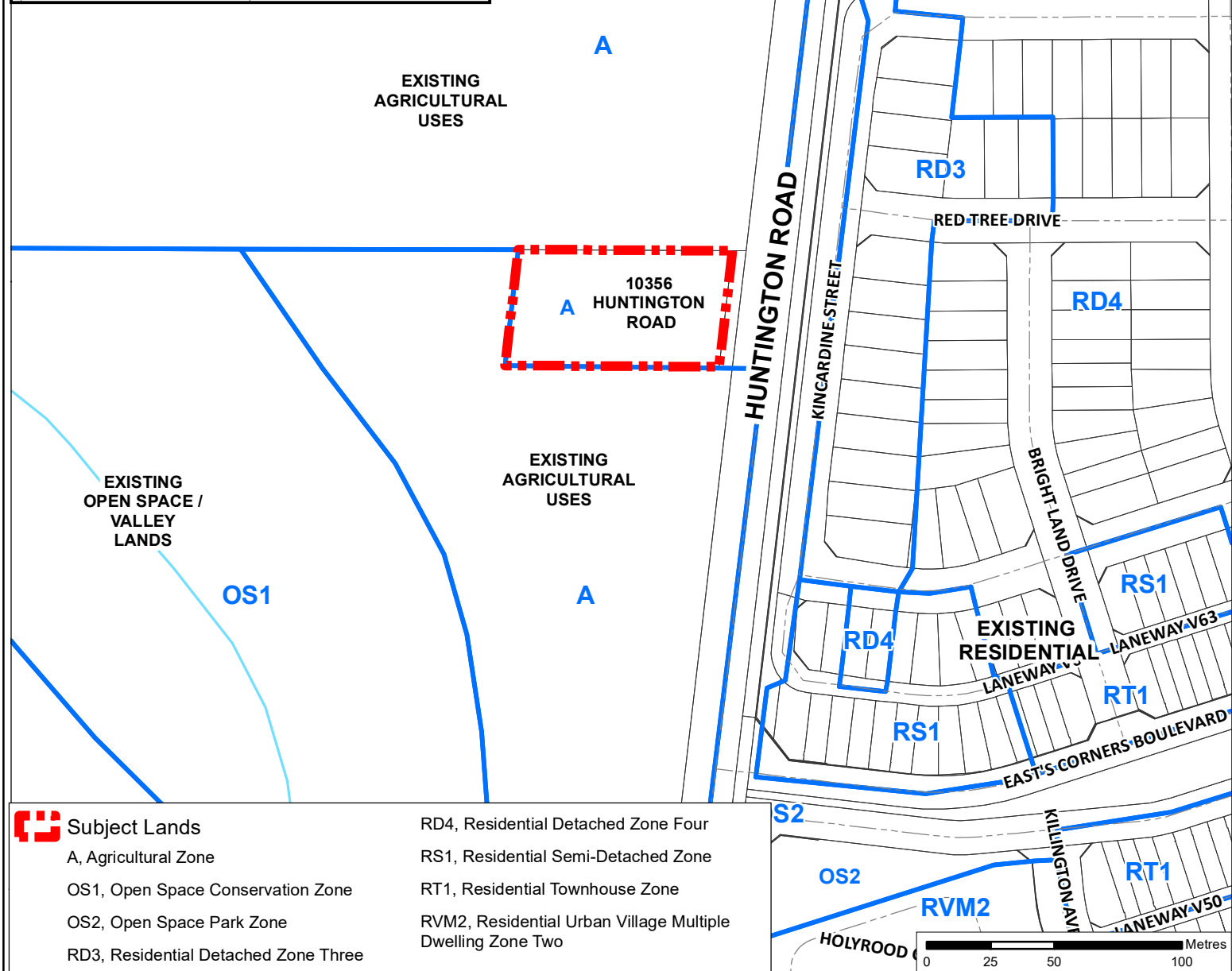
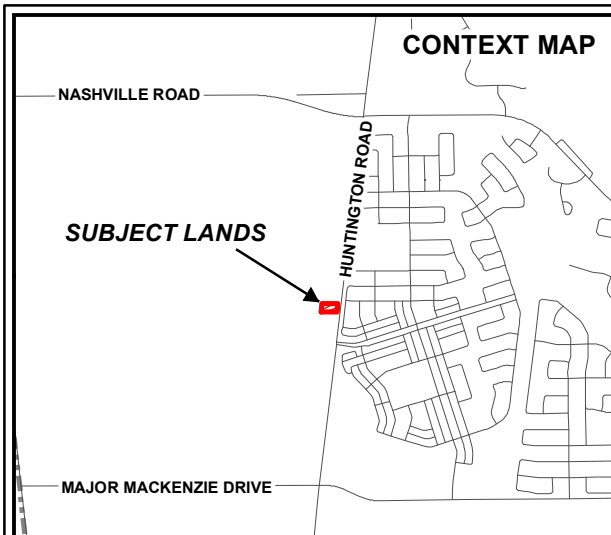
- 2) THAT the Site Plan Agreement shall include the following provisions and/or Warning Clauses, to the satisfaction of the City:
- a) “The Owner and/or operator of the day nursery facility is advised of the potential hazards associated with the abutting agricultural use. Potential hazards may include but are not limited to the application of pesticides/herbicides, dust migration and the presence of heavy machinery”.
  - b) “The Owner and/or operator of the day nursery facility shall take necessary precautions to ensure occupant safety when active agricultural practices such as crop spraying, harvesting and field ploughing are occurring nearby”.
  - c) The City of Vaughan reserves the right to enter into a Shared Use Agreement with the Owner of the community centre at any time to use the space for public programming and or events on a case-by-case basis, to the mutual satisfaction of the City and the Owner.
  - d) The Owner shall carry out, or cause to carry out the water balance mitigation strategy as described in the Functional Servicing and Stormwater Management Report, prepared by Condeland Consulting Engineering & Project Managers, dated November 13, 2020, to the satisfaction of the Toronto and Region Conservation Authority.
  - e) Should archaeological resources be found on the property during construction activities, all work must cease, and both the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries and the City of Vaughan’s Development Planning Department, Urban Design and Cultural Heritage Department shall be notified immediately.
  - f) 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 and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
  - g) Prior to the issuance of a Building Permit, the Owner shall pay to the City applicable Development Charges in accordance with the Development

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.032 – (Franca Zeppa)**

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Charges By-laws of the City of Vaughan, Regional of York, York Region District School Board and York Catholic District School Board.

- h) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent of 2% of the value of the subject lands, prior to the 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 Office of Infrastructure Development Department, Real Estate Services, and the approved appraisal shall form the basis of the cash-in-lieu payment.
- i) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada, Rogers Communications, Hydro One and Canada Post.



## Context and Location Map

**LOCATION:**

10356 Huntington Road;  
Part of Lot 23, Concession 10

**APPLICANT:**

Franca Zeppa



## Attachment

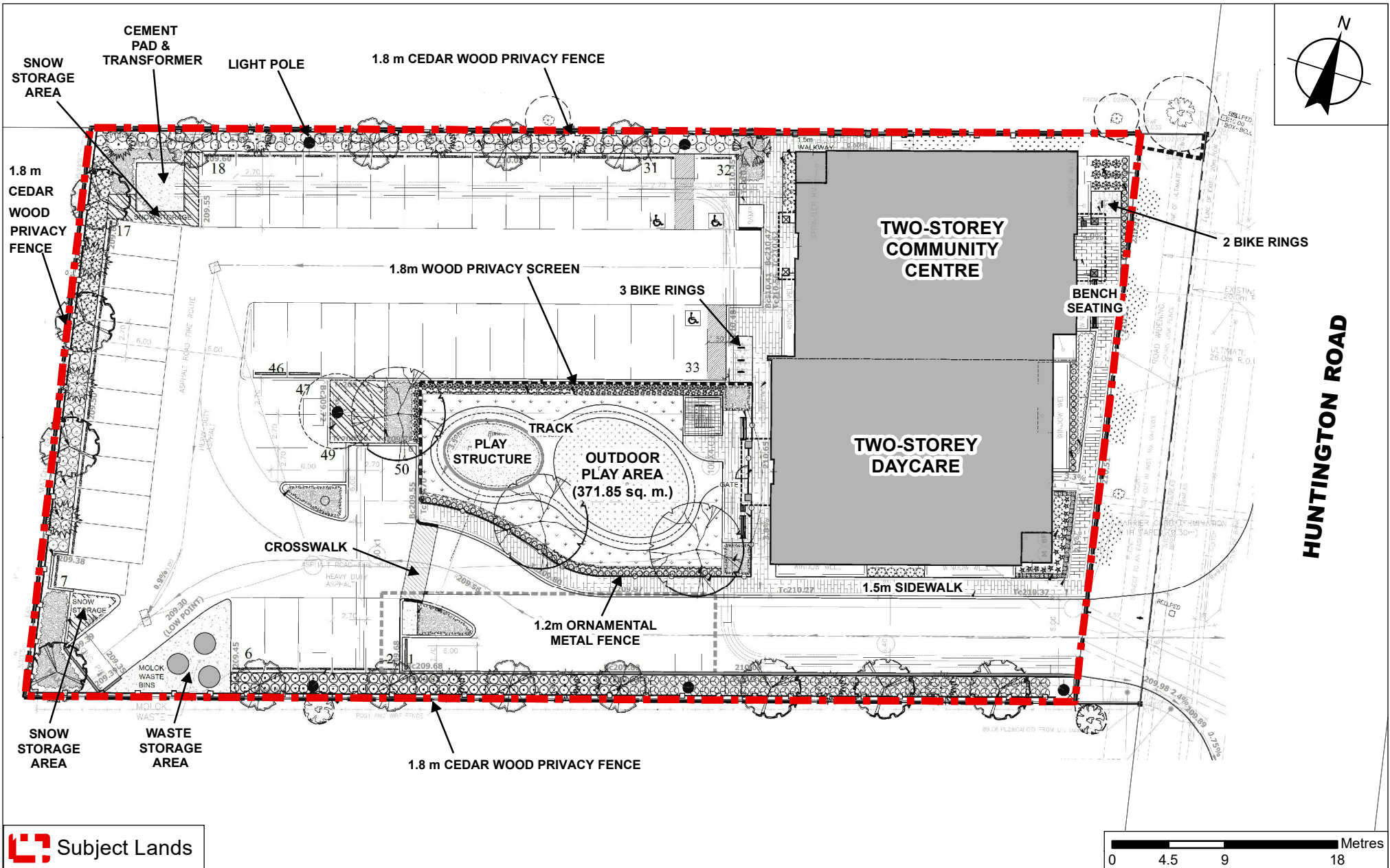
**FILE:**  
DA.20.032

**DATE:** April 7, 2021

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# Landscape Plan

**LOCATION:**  
10356 Huntington Road;  
Part of Lot 23, Concession 10

**APPLICANT:**  
Franca Zeppa

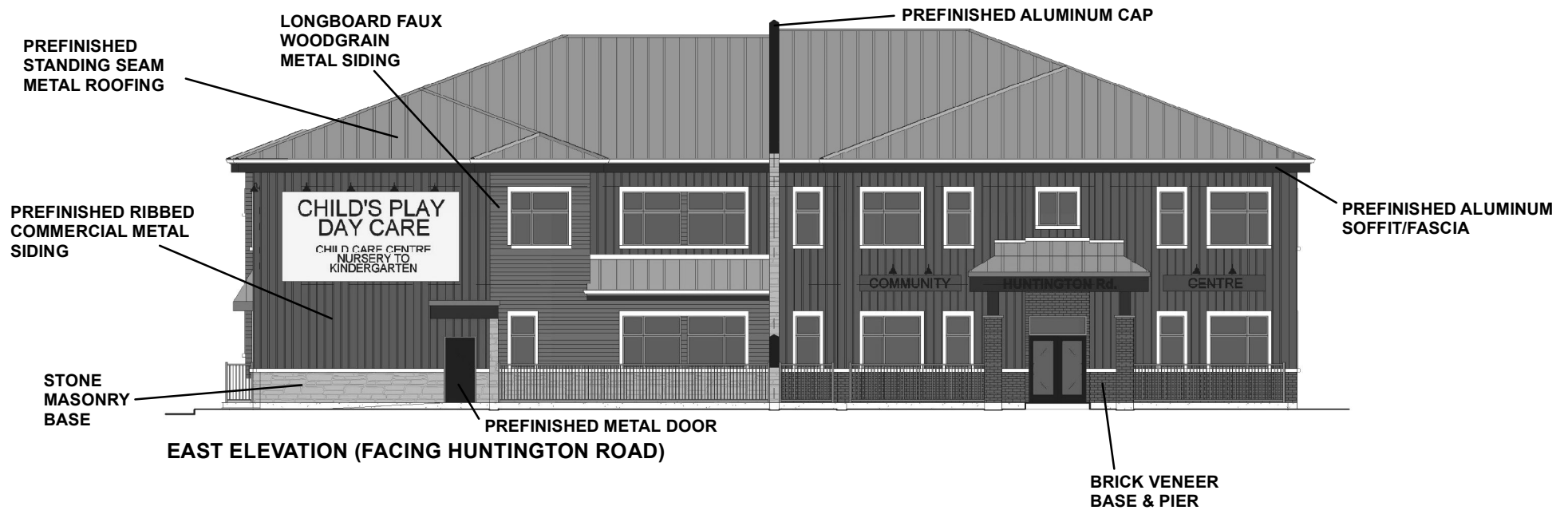


## Attachment

**FILE:**  
DA.20.032

**DATE:**  
April 7, 2021

**4**



Not to Scale

## Building Elevations - East & South

**LOCATION:**  
10356 Huntington Road;  
Part of Lot 23, Concession 10  
**APPLICANT:**  
Franca Zeppa

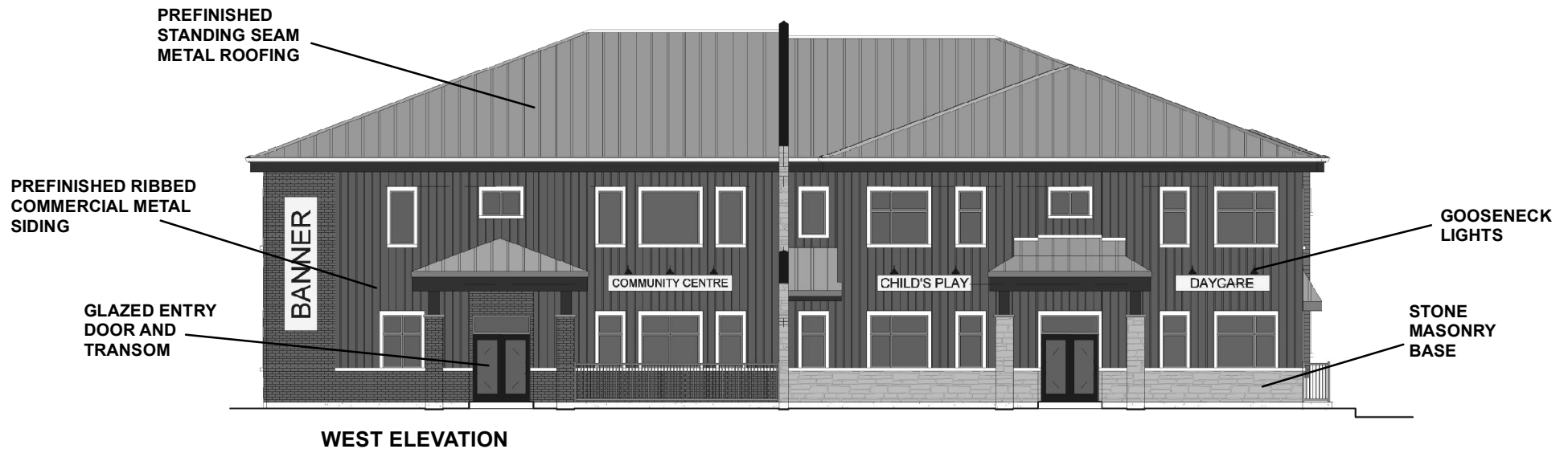
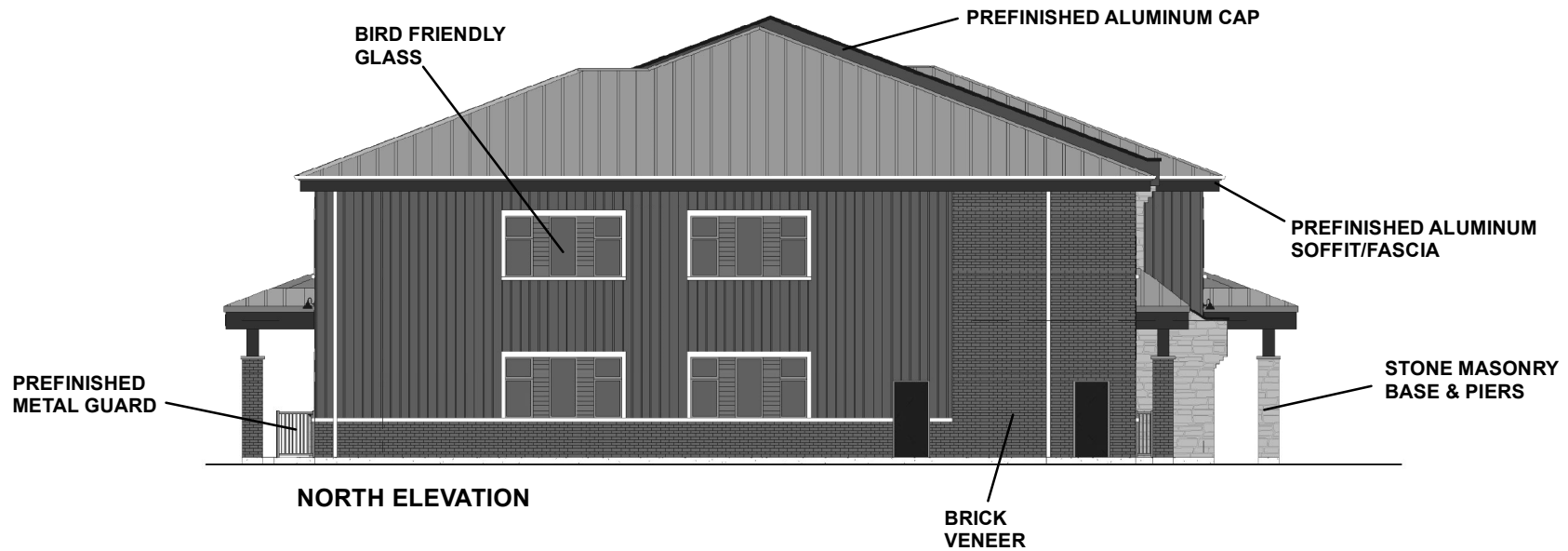


## Attachment

**FILE:**  
DA.20.032

**DATE:**  
April 7, 2021

5



Not to Scale

## Building Elevations - North & West

**LOCATION:**  
10356 Huntington Road;  
Part of Lot 23, Concession 10  
**APPLICANT:**  
Franca Zeppa



## Attachment

**FILE:**  
DA.20.032

**DATE:**  
April 7, 2021

6





**EAST ELEVATION (FACING HUNTINGTON ROAD)**



**SOUTH ELEVATION**

Not to Scale

## Coloured Building Elevations

**LOCATION:**  
10356 Huntington Road;  
Part of Lot 23, Concession 10  
**APPLICANT:**  
Franca Zeppa



**Attachment**

**FILE:**  
DA.20.032

**DATE:**  
April 7, 2021

**7**

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD(S):** 2

**TITLE:** PINE VALLEY KLEINBURG HOMES LTD.  
SITE DEVELOPMENT FILE DA.18.070  
VICINITY OF RUTHERFORD ROAD AND HIGHWAY 27

**FROM:**  
Jim Harnum, City Manager

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Site Development File DA.18.070 on the subject lands shown on Attachment 2 to permit the development of 111 townhouse units with common element private roads as shown on Attachments 3 to 5.

### **Report Highlights**

- The Owner proposes to develop the subject lands with 111 townhouse units accessed by common element private roads
- The Development Planning Department supports the approval of the application, subject to the Recommendations of this report, as the proposed development conforms to Vaughan Official Plan 2010 and Zoning By-law 1-88, as amended and permits residential townhouse units on the subject lands

### **Recommendations**

1. THAT Site Development File DA.18.070 (Pine Valley Kleinburg Homes Ltd.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachment 1 to the satisfaction of the Development Planning Department, to permit the development of 111 townhouse units as shown on Attachments 3 to 5.
2. THAT Site Plan Development File DA.18.070 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 111 townhouse units (340 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's

Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.

## **Background**

The subject lands (the 'Subject Lands') are located on the south side of Rutherford Road, west of Regional Road 27, and are municipally known as 6061 and 6079 Rutherford Road and 134 and 140 Simmons Street, shown as Subject Lands on Attachment 2.

***A Site Development Application has been submitted to permit the Development***  
Gemini Urban Design (W) Corp., the previous Owner, submitted the following Site Development application (the 'Application'):

1. Site Development File DA.18.070 for the Subject Lands shown on Attachment 2, to permit the development of 111 townhouse units with common element private roads (the 'Development'), as shown on Attachments 3 to 5.

Since the submission of the Application the Subject Lands were sold to Pine Valley Kleinburg Homes Ltd. (the 'Owner') who have continued to process the Application.

## ***Vaughan Council approved the related Site-Specific Official Plan and Zoning By-law Amendments and the Draft Plan of Subdivision***

Vaughan Council, on January 29, 2019, approved related Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Files OP.17.011, Z.17.031 and 19T-17V011. These applications were appealed to the Local Planning Appeal Tribunal ('LPAT'), by Di Benedetto Group Inc. on March 4, 2019 (Draft Plan of Subdivision) and April 15, 2019 (Official Plan and Zoning By-law Amendments).

On June 15, 2020 the appellant withdrew their appeal and the LPAT, on June 16, 2020, acknowledged the withdrawal and advised the approval of the applications and implementing Official Plan (OPA Number 38) and Zoning By-law Amendments (By-law 041-2019) were deemed final.

## **Previous Reports/Authority**

The report considered for related Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Files OP.17.011, Z.17.031 and 19T-17V011 is available at the following link.

[January 22, 2019, Committee of the Whole \(Item 1, Report 4\) - Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision](#)

## **Analysis and Options**

### ***The Development is consistent with the Provincial Policy Statement ("PPS") 2020***

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. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS.

The Subject Lands are located within a Settlement Area as defined by the PPS, and within the Urban Boundary on Schedule 1 - Urban Structure of VOP 2010. The Development will contribute to providing growth within a defined Settlement Area (Section 1.1.3) with appropriate development standards that promote a compact building form (Section 1.1.3.4). In addition, the Development consists of townhouse units that provide an alternate housing type (Section 1.4.3) to be serviced by municipal sewage and water (Section 1.6.6.2). The Development makes efficient use of the Subject Lands, as it minimizes land consumption, proposes a housing typology that adds to the range of housing types in the City. As such, the Development is consistent with the PPS.

***The Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')***

The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, housing, transportation, and infrastructure. The Growth Plan promotes intensification of existing built-up areas, with a focus on directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres.

The Growth Plan is intended to guide the development of land, encourage compact built form, diverse land uses, and a range and mix of housing types, and, direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types.

The Development is consistent with 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 housing at densities that are supportive of the Growth Plan objectives, specifically Sections 2.2.1 that directs growth to settlement areas with existing or planned municipal water and wastewater systems; and 2.2.1.4.c) and Section 2.2.6 that speak to achieving complete communities by providing a range and mix of housing options.

The Development shown on Attachments 3 to 5 is located within a settlement area and a delineated built up area that contributes to providing a mix of housing densities and unit types within the neighbourhood in accordance with VOP 2010. Accordingly, the Development conforms to the Growth Plan.



***The Development conforms to the York Region Official Plan 2010 ('YROP')***

The York Region Official Plan 2010 ('YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" by the YROP. The "Urban Area" designation permits a range of residential, commercial, industrial and institutional uses, subject to additional policy criteria. Section 5.0 of the YROP states that "intensification within the Urban Area will accommodate a significant portion of the planned growth in 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 Development will diversify housing options, including a mix and range of housing type, lot and unit sizes, and tenure in the community. The Development conforms to the YROP.

York Region has indicated they have no objections to the Application, subject to their comments in the Regional Implications section of this report, and the Conditions of Approval included in Attachment 1.

***The Development Conforms to Vaughan Official Plan 2010***

The Subject Lands are designated "Low-Rise Residential" on Schedule 13 - Land Use of VOP 2010, and subject to Volume 2, Section 13, Site-Specific Policy 13.45, as adopted by Vaughan Council on March 19, 2019 through OPA 38, permitting 111 townhouse units on the Subject Lands. The Development includes a low-rise housing form consistent with the Community Area policies and is permitted in accordance with Section 13.45.1.2 of VOP 2010. The Development conforms to VOP 2010.

***The Development is consistent with the site-specific Zoning By-law; however, requires a Minor Variance Application***

The Subject Lands are zoned "RT1(H) Residential Townhouse Zone" with a Holding Symbol "(H)" subject to site-specific Exception 9(1474), and "OS1 Open Conservation Zone". When staff processed the related Zoning By-law Amendment Application, the resulting implementing zoning by-law was very detailed in order to cap the amount of townhouse units at 111 and to establish the appropriate zoning requirements to facilitate the development that was presented to Council. As part of the detailed review of Site Development File DA.18.070 additional variances were identified for some of the proposed townhouse blocks and/or individual townhouse units as follows:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1(H) Residential Townhouse Zone, subject to Site-Specific Exception 9(1474) Requirements</b>	<b>Proposed Variances to the RT1 Residential Townhouse Zone, subject to Site-Specific Exception 9(1474) Requirements</b>
a.	Minimum Exterior Side Yard Setback	4.5 m	3.2 m (main wall) 2.9 m (porch) Unit 27 and 3.2 m (main wall) 3 m (porch) 77 (Blocks 6 and 16)
b.	Minimum Rear Yard Setback	6.8 m	7.5 m Block 2
c.	Minimum Front Yard	4.09 m	4.5 m Blocks 1 and 2
d.	Minimum Interior Side Yard Setback (Amenity Area)	3.5 m	1.2 m Lot 44 (Block 10)
e.	Minimum Lot Area	144 m <sup>2</sup> / unit	145 m <sup>2</sup> / unit: Units 18, 28, 32, 42, 45 and 74 (Blocks 4, 6, 7, 9, 10, 15)
f.	Minimum Lot Area	144 m <sup>2</sup> / unit	150 m <sup>2</sup> / unit: Units 19, 20, 21, 24, 25, 33 and 34 (Blocks 4, 5 and 7)
g.	Maximum Interior Garage Width	3.048 m for lots with less than 11 m in frontage	3.85 m  (Blocks 1, 2, 4, 9, 11, 12, 14, 15, 16, 17, 18 and 22)
h.	Minimum Interior Garage Width	5.5 m by 6 m For lots that exceed 12 m in frontage	3 m by 6 m  Lots 43 and 64 (Blocks 9 and 13)
i.	Maximum Building Height	11 m	11.9 m Block 22

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1(H) Residential Townhouse Zone, subject to Site-Specific Exception 9(1474) Requirements</b>	<b>Proposed Variances to the RT1 Residential Townhouse Zone, subject to Site-Specific Exception 9(1474 Requirements</b>
j.	Definition of Porch, Unenclosed (Covered or Uncovered)	Means a platform with or without a foundation and with at least two sides open which is uncovered or covered by either a roof, balcony or enclosed space or room, with or without a foundation.	Means a platform with or without a foundation and with at least one side open which is uncovered or covered by either a roof, balcony or enclosed space or room, with or without a foundation.  (All Blocks)
k.	Encroachment of an Unenclosed Porch (Covered or Uncovered), Cold Cellars, and Architectural Features and Balconies	encroachments (in addition to eaves and gutters) are permitted into the minimum required front yard and exterior yard	Permit an unenclosed (covered or uncovered) porch to encroach into the required front, exterior and rear yards to a maximum of 2.5 m, and steps an additional 0.5 m (All Blocks)

The proposed changes to the Zoning By-law are required as a result of modifications to the Development in order to create a better designed site; to address comments provided during the site plan review process; to address on-site grading conditions; and general market considerations. Some of the changes, such as porch types and garage dimensions, are more consistent with the new, but not approved, City of Vaughan Zoning By-law. The required changes are considered minor and will facilitate a compact built form consistent with the policies of the PPS and in conformity to the Growth Plan and YROP 2010, while maintaining the intent of the VOP 2010. Accordingly, the Development Planning Department can support the required variances.

Should the Application be approved, the Owner shall submit a Minor Variance Application to the satisfaction of the Committee of Adjustment and receive approval from the Committee, prior to the execution of the Site Plan Agreement. A condition to this effect is included in Attachment 1.

***The Development Planning Department recommends the Holding Symbol “(H)” be removed from the Subject Lands***

The Owner has submitted Zoning By-law Amendment File Z.19.022 for the Subject Lands. The Subject Lands are zoned to permit 111, 3-storey townhouse dwelling units, within 22 blocks, on common element condominium roads with site-specific zoning

exceptions, subject to removal of the Holding Symbol “(H)”. Removal of the Holding Symbol “(H)” from the Subject Lands is conditional upon the following:

- a) The Owner obtaining and filing for a Ministry of the Environment, Conservation and Parks (‘MECP’) Record of Site Condition (‘RSC’) following remediation and verification sampling to the satisfaction of the City of Vaughan;
- b) The Owner successfully obtaining the approval of a Site Development Application and the required allocation of servicing capacity from Vaughan Council;
- c) The Subject Lands are located in an area, adjacent to Regional roads (Rutherford Road and Highway 27) that are tributary to the future sanitary trunk sewer scheduled to be installed by York Region in 2028. The Holding Symbol “(H)” is to only be lifted under one of the following two scenarios:
  - i) The sanitary trunk sewer on Highway 27 is constructed by York Region and the Owner has secured the necessary lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the sanitary sewer between Simmons Street and Regional 27; or,
  - ii) The Owner has demonstrated that an alternate interim sanitary outlet to Royalpark Way, as shown within the Functional Servicing Report, can be achieved utilizing an adequate easement width and a comprehensive study including, but not limited to, flow monitoring, conveyance capacity analysis of downstream sewers, and available allocation, to the satisfaction of the City.

Condition a) of the Holding Symbol “(H)” has been satisfied. The Owner has also demonstrated that an alternate interim sanitary outlet to Royalpark Way can be achieved, thus satisfying Condition c) of the Holding Symbol “(H)”.

Should Vaughan Council approve the Recommendations contained in this report, then Condition b) of the Holding Symbol “(H)” would be satisfied. Accordingly, it is recommended that the Holding Symbol “(H)” be removed to facilitate the development of the Subject Lands and a By-law to remove the Holding Symbol “(H)” be brought forward to a future Council Agenda for enactment, should the Application be approved.

***Draft Plan of Subdivision approval was granted to create one development block to implement the Development***

Draft Plan of Subdivision File 19T-17V011 was endorsed by Vaughan Council on January 29, 2019 and approved by LPAT on June 16, 2020, to create one residential development Block and other Blocks for road widenings to implement the Development. Prior to the execution of the Site Plan Agreement, the Owner is required to satisfy all conditions of Plan of Subdivision approval, including entering into a Subdivision Agreement, and the final Plan shall be registered. A condition to this effect is included in Attachment 1.

***Draft Plan of Condominium and Part Lot Control Applications are required to implement the Development***

Should the Application be approved, a Draft Plan of Condominium application is required to establish the proposed condominium tenure and common elements of the Development, and to secure appropriate conditions of Draft Plan of Condominium approval. A Part Lot Control Application will also be required to create individual lots tied to the common element condominium ('Parcels of Tied Land') for future ownership.

***The Development Planning Departments supports the Site Development Application, subject to the Recommendations of this report***

**Site Plan**

The Development shown on Attachments 3 to 5 consists of 111 townhouse units within 22 Blocks accessed by a private common element condominium road with access from Simmons Street.

Thirty four (34) visitor parking spaces, inclusive of one (1) barrier-free space, are proposed throughout the Development. Each proposed townhouse unit includes a parking space within a garage and a driveway to accommodate another parking space. A centrally located amenity space of 530 m<sup>2</sup> is proposed and incorporates the proposed community mailbox and bicycle parking spaces. Snow storage is proposed primarily on the west side of the Subject Lands, where the private road abuts a berm abutting the Canadian Pacific Rail (CPR) rail line.

Pedestrian connections are proposed throughout the Development. A 1.83 m high chain link fence is proposed along the west property line of the Subject Lands. A 3 m high sound barrier fence on top of a berm is proposed to mitigate noise from the CPR line on the west side of the Subject Lands.

A 10 metre buffer is located on the eastern portion of the Subject Lands, behind Blocks 14, 15 and 22. These lands will be maintained by the future Condominium Corporation. A vacant lot containing is identified as "Other Lands Owned By Applicant".

**Building Elevations**

A typical elevation is shown on Attachment 5. The Development will include primarily brick, stone, wood siding and stucco veneers of varying colours, incorporating translucent panels for the garages and balconies/porches.

**Landscape Plan**

The Landscape Plan shown on Attachment 4 consists of a mix of deciduous and coniferous trees, shrubs and perennials. An amenity area is proposed in the central area of the Development and another amenity area on the west side of the Development. The perimeter of the Development includes a mix of privacy and chain link fenestration.

### Arborist Report and Tree Preservation Plan

An Arborist Report and a Tree Inventory and Preservation Plan prepared by Strybos Baron King Ltd. was submitted with the Application to identify the number, species, condition, and size (diameter) of the existing private trees proposed to be preserved or removed from the Subject Lands.

The Owner has entered into a Tree Protection Agreement, dated April 22, 2020, in accordance with the previous Draft Plan of Subdivision Application and has provided a Letter of Credit ('LOC') in the amount of \$147,700 with the City. The LOC addresses matters related to the privately-owned trees and the municipal trees to be removed, tree protection hoarding and securing the compensation required as a result of tree removals. A total of 113 trees are proposed to be removed from the Subject Lands. Any trees that are proposed to be preserved must be protected with tree protection fencing during construction.

The Forestry Operations Division of the Parks, Forestry and Horticulture Operations Department has no objection to the Development subject to the Owner informing the Forestry Operations Division once tree protection measures have been installed for inspection and approval according to City specifications. A Condition to this effect is included in Attachment 1.

The Development Planning Department, Urban Design and Cultural Heritage Division, and the Parks Operations and Forestry Department have reviewed the Landscape Plan and the Arborist Report submitted with the Application. Prior to approving the Landscape Plan more details are required with respect to the final amount of trees to be planted, particularly in the context of refining other site plan matters that may impact on their locations.

In instances where it has been determined by the City that more replacement trees are required than can reasonably be accommodated on the Subject Lands, a cash-in-lieu payment may be made to the Tree Replacement Reserve Fund to fund tree planting on City-owned properties in the same community. The cash-in-lieu payments can only be made if all the required replacement trees cannot be planted on the Subject Lands, in accordance with an approved Landscape Plan. A Condition to this effect is included in Attachment 1.

The Development Planning Department is satisfied with the Development, as shown on Attachments 3 to 5. Prior to the execution of the Site Plan Agreement, the final site plan, building elevations, landscape plan and landscape cost estimate for the Development must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1.

### ***There are no Cultural Heritage concerns for the Development***

The Cultural Heritage Division of the Development Planning Department has no concerns with the Development, subject to standard archeological clauses included in the Site Plan Agreement. Conditions to this effect are included in Attachment 1.

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

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

Water Servicing

The Subject Lands are located within Pressure District (PD) 5 and are proposed to be serviced primarily by an existing watermain on the west side of Simmons Street with a secondary connection to an existing watermain on the south side of Rutherford Road intended as an emergency supply to the Subject Lands.

Schaeffers Consulting Engineers provided a Water Supply Analysis Report, dated February 2019, with the available pressures and flows to meet the domestic and fire flow demands per the WaterCAD modeling of the Subject Lands. Furthermore, a hydrant test for Simmons Street was completed on August 25, 2020 at 88 Simmons Street.

Sanitary Sewer Network

The Subject Lands are proposed to be serviced by a sanitary sewer that will connect the Subject Lands to an existing sanitary sewer located on Royalpark Way, immediately east of Highway 27 and south of the Development. The new sewer is to be installed within the Simmons Street and Highway 27 rights-of-way, respectively. The Owner proposes to install a new sanitary sewer on Highway 27 through lands that are subject to an existing City watermain easement to convey sanitary flows from the Development to an existing sanitary sewer system on Royalpark Way.

A Downstream Sanitary Analysis Report (Royalpark Way Sanitary Capacity Analysis Report prepared by Civica, dated January 25, 2019) was submitted and reviewed by the City. The recommendations presented in the report confirmed that the existing downstream system provides adequate capacity for the proposed and future developments on Simmons Street and is in general conformance with the conclusions and recommendations contained in the City's Interim Servicing Strategy (ISS) Study.

Stormwater Management

The Owner is proposing to capture stormwater flows within underground storage facilities and oversized sewers, and convey the flow utilizing pre-development target flow rates to a new storm sewer on Simmons Street. The Owner further proposes to design and install a new storm sewer within the Simmons Street right-of-way to convey stormwater flow from the Subject Lands northerly to the existing road stormwater outlet located at the low point of Simmons Street. The sewer is proposed to terminate with a new headwall at the outlet east of Simmons Street where flow is then conveyed easterly through an existing overland ditch. All stormwater storage and quality facilities are proposed to be within the Subject Lands.

Development Engineering is generally satisfied with the proposed stormwater drainage schematic, subject to the final drawings being approved by the DE Department.

### Subdivision Agreement

The Owner shall enter into a Subdivision Agreement (File 19T-17V011) for the installation of any proposed service connections and agree to pay for design and construction of any improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this Development. The Owner shall pay applicable fees and post necessary letter of credits pursuant to the City Fees and Charges By-law, as amended.

### Environmental Engineering

The implementing Zoning By-law for the Subject Lands includes a Holding Symbol “(H)” with the following condition:

- a) the Owner obtaining and filing for a Ministry of the Environment, Conservation and Parks (‘MECP’) Record of Site Condition (‘RSC’) following remediation and verification sampling to the satisfaction of the City of Vaughan.

Through the development application review process, the Owner submitted Phase One and Phase Two Environmental Site Assessments (‘ESA’), and a Remedial Action Plan (‘RAP’) that addressed the remediation of the impacts. A ‘RSC’ has been filed on the Environmental Site Registry and acknowledged by the MECP. The DE Department reviewed the reports and correspondence and are satisfied with the ESA documents submitted to date. As such, the condition related to the Holding Symbol “(H)” has been satisfied.

### Transportation Engineering

The Development includes a single access point proposed via Simmons Street with an 8 metre wide private common element road. A total of 222 parking spaces are proposed to serve the Development. Two parking spaces are proposed per unit, as well as 34 visitor parking spaces, including 1 accessible parking space located along the private common element roads.

### Noise Impact Study

A Noise and Vibration Feasibility Study, prepared by HGC Engineering Ltd., with addendums, were submitted to assess the noise and vibration impacts. The Owner shall satisfy all requirements with respect to noise attenuation and ensure all recommendations (i.e. - acoustic wall height, building construction materials etc.) are implemented in accordance with the Noise and Vibration Feasibility Study. Attachment 1 of this report includes warning clauses and conditions to this effect.

The DE Department shall approve the final functional servicing and storm water management reports prior to execution of the Site Plan Agreement. Conditions related to the above DE comments are included in Attachment 1.

### ***Sewage and Water Allocation is available for the Development***

Vaughan Council on December 15, 2020, endorsed its Allocation of Servicing Capacity Annual Distribution and Update and Allocation of Servicing Capacity Policy.



Accordingly, servicing capacity to Site Development File DA.18.070 is available and unrestricted. A Condition to this effect is included in the Recommendation section of this report.

***The Parks Infrastructure Planning and Development Department ('Parks Department') has no objection to the Development, subject to conditions***

The related Plan of Subdivision File 19T-17V011 includes a condition requiring the Owner to provide a pedestrian connection from the Subject Lands to Highway 27 via Simmons Street and Rutherford Road, along with appropriate financial securities. A formal commitment to plan, design and construct this connection is to be included in the subdivision agreement and is required prior to registration of the subdivision. The Owner is required to pay cash-in-lieu of parkland in accordance with the *Planning Act* and City policies. The Owner must also submit a completed parkland dedication chart, to the satisfaction of the City. A Condition in Attachment 1 requires the Owner to satisfy the requirements of the Parks Department.

***Cash-in-Lieu of the dedication of parkland is required***

The Owner is required to pay to the City by way of certified cheque, cash-in-lieu of the dedication of the parkland equivalent to 5% 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 of Parkland 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 Delivery, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. A Condition to this effect is included in Attachment 1.

***Development Charges are Applicable***

The Owner shall pay to the City 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. A Condition to this effect is included in Attachment 1.

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

The proposed garbage/recycling collection may be eligible for municipal waste collection service or shall be the responsibility of the future Condominium Corporation. Upon a successfully completed application, site inspection and executed agreement as determined by the City, the future Condominium Corporation may be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation. A Condition in Attachment 1 requires the Owner to satisfy the requirements of the Environmental Services Department, Solid Waste Management Division.

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

The TRCA has no objection to the approval of the Application. A TRCA permit (Permit No. C-201058) was issued for the final grading and servicing works associated with the Development on November 26, 2020.

***The School Boards have no objection to the Development***

The York Catholic District School Board, York District School Board and the French Catholic School Board (Conseil Scolaire de District Catholique Centre-Sud) have no objections to the Application.

***Bell Canada has no objection to the Development, subject to Conditions of Approval***

Bell Canada advises the Owner to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the Development and prior to commencing any work, the Owner must confirm there is sufficient wire-line communication/telecommunication infrastructure available. In the event such infrastructure is unavailable; the Owner shall be required to pay for the connection to and/or extension of the existing communication/ telecommunication infrastructure. Conditions of approval are included in Attachment 1.

***Canada Post has no objection to the Development, subject to Conditions of Approval***

Canada Post has reviewed the Application and has determined that the Development will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. A Condition in Attachment 1 requires the Owner to satisfy the requirements of Canada Post.

***Canadian Pacific Railway ('CPR') has no objection to the Development***

CPR has reviewed the submission and has no objection to the Development. A Condition in Attachment 1 requires the Owner to satisfy the requirements of CPR.

***The various utilities have no objection to the Development***

Alectra Utilities Corporation and Enbridge Gas. and have no objection to the Development and have advised that it is the Owners responsibility to contact them with respect to the installation of services and metering facilities. Conditions to this effect are included in Attachment 1.

**Financial Impact**

Not Applicable.

**Broader Regional Impacts/Considerations**

York Region has reviewed the Application and has no objection, in principle. However, prior to receiving final approval from the Region, the Owner must:

- submit an updated engineering submission to the satisfaction of the Region, reflecting the required improvements to Rutherford Road

- enter into a Site Plan Agreement with York Region, including conditions to notify purchasers of a 3m buffer along Rutherford Road and the future plan to lower Rutherford Road for a grade separation with the CPR tracks

Conditions to this effect are included in Attachment 1.

### **Conclusion**

Site Development File DA.18.070 has been reviewed in consideration of the policies of the PPS, Growth Plan, as amended, YROP and VOP 2010, Zoning By-law 1-88, comments from City Departments and external public agencies and the surrounding area context. The Development shown on Attachments 3 to 5 is consistent with the PPS, conforms to the Growth Plan and York Region Official Plan, is a permitted use in VOP 2010 and consistent with Zoning By-law 1-88. Accordingly, the Development Planning Department supports the approval of Site Development File DA.18.070, subject to the Recommendations contained in this report and the Conditions of Approval appended as Attachment 1.

**For more information**, please contact: Clement Messere, Senior Planner, Development Planning, ext. 8409.

### **Attachments**

1. Conditions of Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. Typical Building Elevations (Block 10)

### **Prepared by**

Clement Messere, Senior Planner, ext. 8409

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Bill Kiru, Acting Director of Development Planning, ext. 8633

### **Approved by**



Mauro Peverini, Acting Chief Planning Official

### **Reviewed by**



Jim Harnum, City Manager

**Attachment 1 – Conditions of Site Plan Approval**  
**Site Development File DA.18.070 (Pine Valley Kleinburg Homes Ltd.)**

---

1. THAT prior to the execution of the Site Plan Agreement:
  - a) the Development Planning Department shall approve the final Site Plan, Building Elevations, Landscape Plan, Landscape Details and Landscape Cost Estimate;
  - b) the Development Engineering Department shall approve the final grading and servicing plan, erosion and sediment control plan, and Functional Servicing and Stormwater Management Report;
  - c) the Owner shall pay the Development Engineering Simple Site Plan fee of \$84,878.00 in accordance with the Fees and Charges By-law 171-2013, as amended by By-law 023-2019, to the satisfaction of the Development Engineering Department;
  - d) the Owner shall enter into a Subdivision Agreement related to Draft Plan of Subdivision File 19T-17V011, or make alternative arrangements for the construction of any external servicing, to the satisfaction of the Development Engineering Department;
  - e) the Conditions of Subdivision Approval for Draft Plan of Subdivision File 19T-17V011 shall be satisfied and the final plan shall be registered;
  - f) the Owner shall satisfy all requirements of the Parks Infrastructure Planning and Development Department;
  - g) the Owner shall provide cash-in-lieu payment that must be submitted to the City in accordance with the Council adopted Tree By-law 052-2018 and the City's Tree Protection Protocol;
  - h) the Owner shall successfully obtain approval from the Committee of Adjustment for a Minor Variance Application(s) for any required variances, and Consent Application(s) for any required easements. The Committee's decision regarding the Variance Application(s) and Consent Application(s) shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee;
  - i) the Environmental Services Department, Waste Management Division shall approve the final waste collection plan;

- j) The Owner shall satisfy all requirements from Canadian Pacific Railway, Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada, Canada Post and Hydro One Inc;
- k) The Owner shall satisfy all requirements and obtain all necessary approvals from the Toronto and Region Conservation Authority;
- l) The Owner shall satisfy all requirements and obtain all necessary approvals from York Region; and,
- m) The Owner shall satisfy all requirements of Canada Post including:
  - i. The Owner will consult with Canada Post to determine suitable permanent locations for the placement of a Community Mailbox(es) and to indicate these locations on appropriate servicing plans;
  - ii. The Owner will confirm to Canada Post that the final secured permanent locations for the Community Mailbox(es) 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;
  - iii. The Owner 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;
  - iv. The Owner will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox(es) 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;
  - v. The Owner will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy;
  - vi. The Owner agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the

location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Vaughan;

- vii. The Owner agrees to include in all offers of Purchase and Sale a statement, which advises new home purchasers that mail delivery will be from a designated Community Mailbox(es), and to include the exact locations (list of lot numbers) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post;
  - viii. The Owner will be responsible for officially notifying the purchasers of the exact Community Mailbox(es) locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off;
  - ix. The Owner 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 locations;
  - x. Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy;
  - xi. There will be no more than one mail delivery point to each unique address assigned by the Municipality; and
  - xii. Any existing postal coding may not apply, the Owner should contact Canada Post to verify postal codes for the project.
2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:
- a) The Owner shall inform the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Vaughan once tree protection has been installed, for Vaughan Forestry to inspect and approve according to specifications;
  - b) Prior to the issuance of a Building Permit the Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Regional of York, York Region District School Board and York Catholic District School Board;
  - c) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent of 5% of the value of the subject lands, prior to the 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 Vaughan Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment;

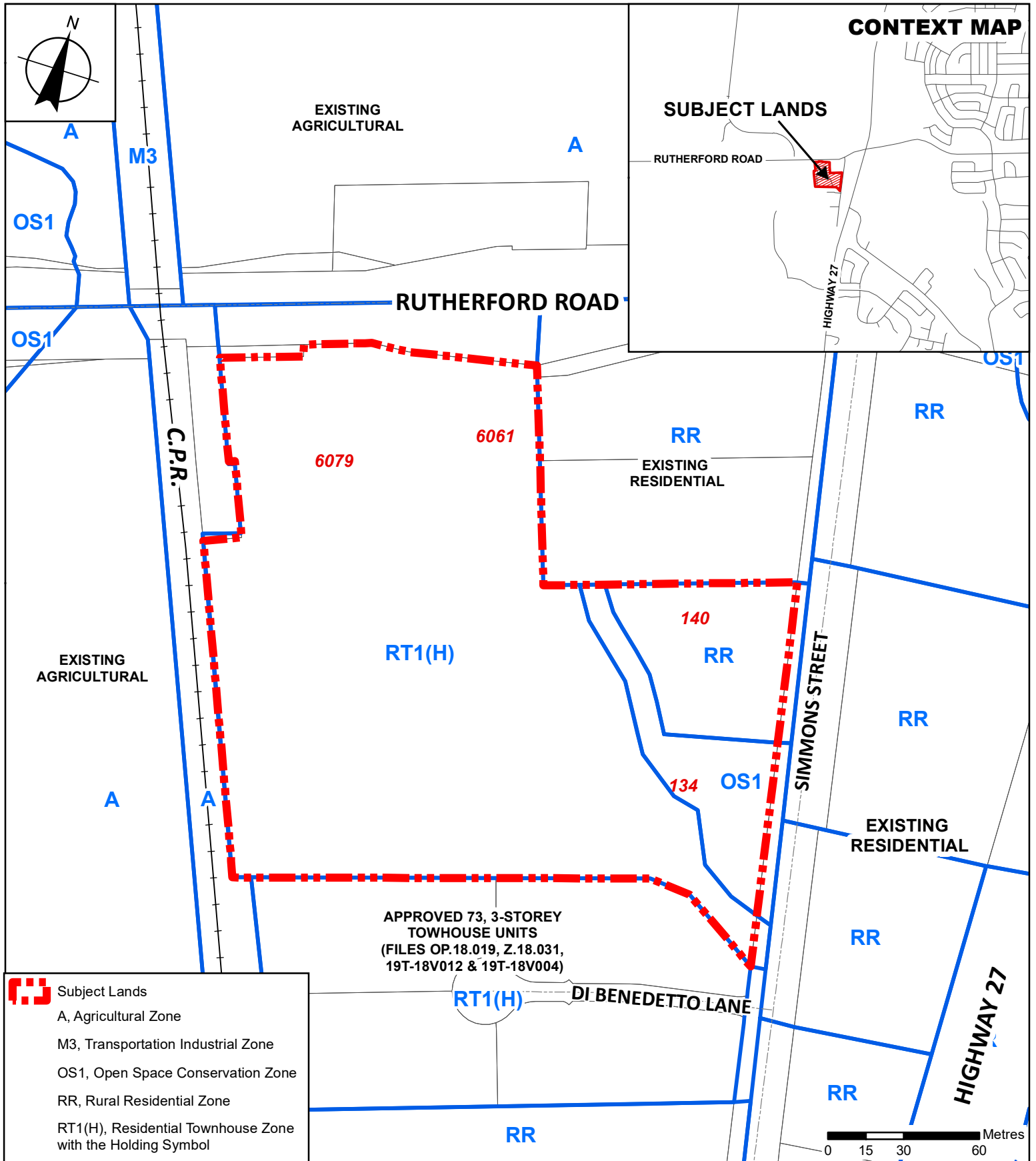
- d) The Owner shall obtain any required additional permits and coordinate all inspections directly through the City's Development Inspection and Lot Grading Division upon receipt of Site Plan Approval for all proposed works within the City's right-of-way (i.e. curb cuts/fills, sidewalk installation, boulevard rehabilitation);
- e) Prior to the issuance of a building permit, a noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the approved Noise Report. Where wall, window and/or oversized forced air mechanical systems are required by the Noise Report, these features may be certified by a Professional Engineer. The Engineer's certificate must refer to the Noise Report;
- f) The Owner shall construct an acoustic barrier along the private side of the lot lines of the northerly lot on Block 8 lots as required in the Noise Report and in compliance with City's noise requirements and as shown on the approved Construction Drawings to the satisfaction of the Development Engineering Department. The noise consultant shall certify to the Building Standards Department and Development Engineering Department that the acoustic barrier complies with the requirements of the noise report prior to transfer; and, the Owner's Ontario Land Surveyor shall certify to the Building Standards Department and Development Engineering Department that the above-noted fences are constructed in accordance with this requirement and constructed with all fencing material and foundations completely on private lands, all to the satisfaction of the City;
- g) Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale for the dwelling units to inform the future owners/occupants of the noise issues and the presence of the roadways, railway and potential for vibration excesses;
- h) The Owner is required to contact the City's Environmental Services Department through the Development Inspection and Lot Grading division of Development Engineering Department, at least 72 hours in advance of connecting to and/or disconnecting from any municipal services (Including any required re-location works) to ensure that staff is present on site to observe the works including the decommissioning of services and to provide any additional requirements to their sole satisfaction;

- i) The Owner is required to contact the City of Vaughan Environmental Services Department to purchase the required water meter(s). The water meter shall be installed with sufficient read-out equipment to the satisfaction of the City of Vaughan;
- j) 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:
  - i. archaeological resources are found on the property during grading or construction activities, and the Owner must cease all grading or construction activities; and
  - ii. 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 Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
- k) To carry out, or cause to carry out, any and/or all warning clauses to the satisfaction of the City. Prior to the transfer of any Lot or Block on the Plan, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by this agreement have been included in the Offer of Purchase and Sale or Lease for such Lot or Block;
- l) The Owner shall agree to the following clauses provided by Bell Canada
  - i. The Owner shall grant to Bell Canada, in words satisfactory 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.
- m) The Owner shall include the following warning clauses within all Offers of Agreement of Purchase and Sale or Lease for all lots:
  - i. "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic and/or rail traffic may on occasions interfere with some activities of the



dwelling occupants as the sound levels exceed the sound level limits of the Ministry of the Environment, Conservation, and Parks.”

- ii. “This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation, and Parks.”
  - iii. “This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation, and Parks.”; and,
- n) The Owner shall include the following warning clauses within all Offers of Agreement of Purchase and Sale or Lease for all lots abutting the Open Space, Valleylands and associated buffers:
- i. “Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers and are designed for naturalization and therefore shall receive minimal maintenance.”



## Context and Location Map

**LOCATION:**  
Part of Lot 15, Concession 9

**APPLICANT:**  
Pine Valley Kleinburg Homes Ltd.



## Attachment

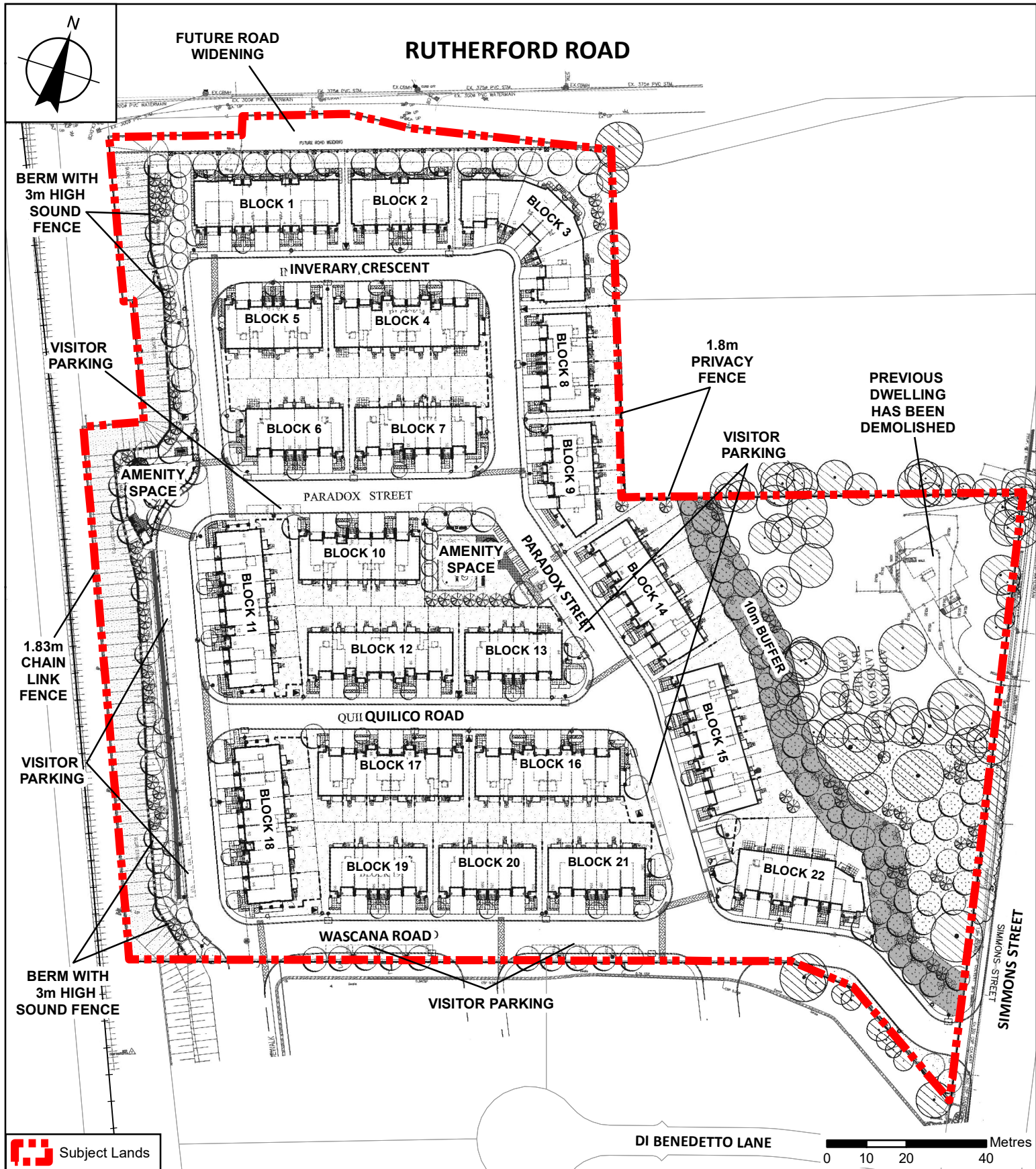
**FILE:** DA.18.070  
**RELATED FILES:** OP.17.011,  
Z.19.022, Z.17.031, 19T-17V011

**DATE:** April 7, 2021

2







# Landscape Plan

**LOCATION:**  
Part of Lot 15, Concession 9

**APPLICANT:**  
Pine Valley Kleinburg Homes Ltd.



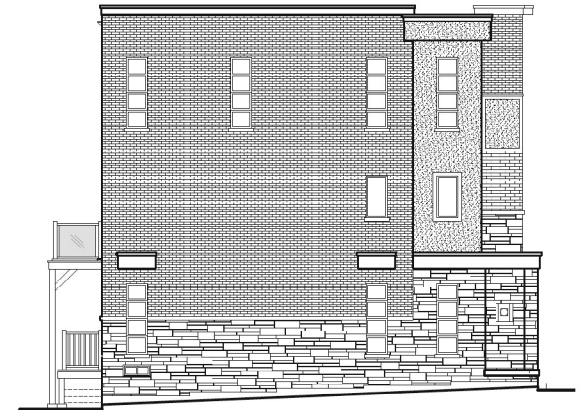
**Attachment**

FILES: DA.18.070  
RELATED FILES: OP.17.011,  
Z.19.022, Z.17.031, 19T-17V011  
DATE: April 7, 2021

4



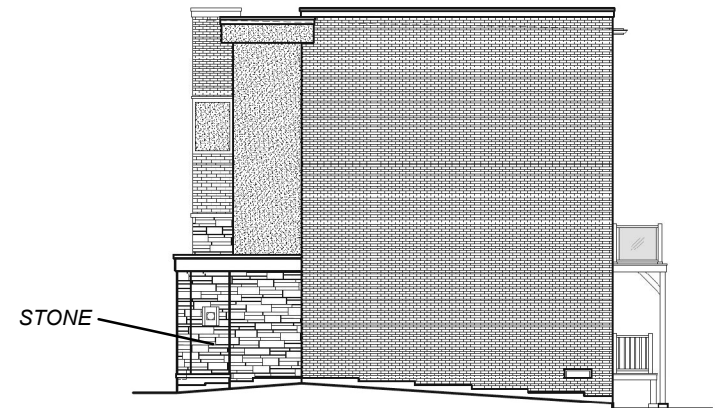
**SOUTH (FRONT) ELEVATION - FACING PARADOX STREET**



**EXTERIOR ELEVATION (EAST)**



**NORTH (REAR) ELEVATION**



**INTERIOR ELEVATION (WEST)**

Not to Scale

## Typical Building Elevations (Block 10)

**LOCATION:**  
Part of Lot 15, Concession 9

**APPLICANT:**  
Pine Valley Kleinburg Homes Ltd.



**FILES:** DA.18.070  
**RELATED FILES:** OP.17.011,  
Z.19.022, Z.17.031, 19T-17V011

**DATE:** April 7, 2021

**5**



## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD(S):** 4

**TITLE:** PROPOSED STREET NAME

**SITE DEVELOPMENT FILE DA.18.074**

**RELATED FILES OP.18.018, Z18.030**

**PENGUIN-CALLOWAY (VAUGHAN) INC.**

**VICINITY OF PORTAGE PARKWAY AND MILLWAY AVENUE**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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**Purpose**

To seek approval to name a street located within the lands identified by approved Site Development File DA.18.074, “Bent Tree Drive”, as shown on Attachment 1.

**Report Highlights**

- The Owner is seeking approval to name a street located within the lands identified by approved Site Development File DA.18.074 “Bent Tree Drive”
- The street name “Bent Tree Drive” was chosen to commemorate the cultural heritage character of the historic village of Edgeley, with its rich agricultural roots of orchards and productive landscapes
- The Development Planning Department supports the approval of the street name, as it is consistent with the City’s Street Naming Policy and Procedures that were approved by Vaughan Council on December 10, 2013

## **Recommendations**

The City Manager recommends:

1. That the following street name for the proposed street located within the lands identified in approved Site Development File DA.18.074 as shown on Attachment 1, BE APPROVED:

Proposed Name

Bent Tree Drive

## **Background**

The Development Planning Department received an application to name a street located within the lands identified by approved Site Development File DA.18.074. The proposed street name (“Bent Tree Drive”) reflects the cultural heritage character of the historic village of Edgeley, with its rich agricultural roots of orchards and productive landscapes. Many of the street names in the Vaughan Metropolitan Centre have a similar landscape-base theme.

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

The Owner is seeking approval to name a street located within the lands identified by approved Site Development File DA.18.074, “Bent Tree Drive” , as shown on Attachment 1.

The York Region, Community Planning and Development Services Department has no objection to the proposed street name. The Development Planning Department and the Fire and Rescue Department have reviewed the proposed street name for appropriateness and determined it to be satisfactory.

The proposed street name is consistent with the City’s Street Naming Policy and Procedures that was approved by Vaughan Council on December 10, 2013. Staff on February 8, 2021 circulated the street name to each Council member and received no comments.

The proposed street name is not the result of a charity fundraising auction/event.

## **Financial Impact**

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

## **Broader Regional Impacts/Considerations**

The York Region Community Planning and Development Services Department has no objection to the proposed street name.

## **Conclusion**

The Vaughan Development Planning Department has no objection to the proposed street name “Bent Tree Drive” for the street located within the lands identified by approved Site Development File DA.18.074, as the name is consistent with the City’s Street Naming Policy and has been reviewed and approved by York Region and the Vaughan Fire and Rescue Services Department. Should the Committee concur, the recommendation in this report can be approved.

**For more information**, please contact: Sylvia Cardenas, Senior GIS Technician, Development Planning Department at extension 8051.

## **Attachments**

1. Context and Location Map

## **Prepared by**

Sylvia Cardenas, Senior GIS Technician, ext. 8051

Natalie Wong, Senior Planner, ext. 8866

Christina Bruce, Director of Vaughan Metropolitan Centre Program, ext. 8231

## **Approved by**



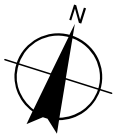
Mauro Peverini, Acting Chief Planning Official

## **Reviewed by**



Jim Harnum, City Manager





MILLWAY AVENUE

PORTAGE PARKWAY

JANE STREET

BENT TREE DRIVE

North Building

Tower  
(45 Floors)

Podium  
(8 Floors)

West Building

Podium  
(8 Floors)





Tower  
(35 Floors)

East Building

Tower  
(50 Floors)

Podium  
(8 Floors)

Mews

-  Subject Lands
-  Condo Units
-  Rental Residential Units
-  Retail Units
-  C.A.C.F Locations
-  Proposed Street Name

CONTEXT MAP

SUBJECT LANDS

REGIONAL ROAD 7

0 12.5 25 50 Metres

## Context and Location Map

**LOCATION:**  
Part of Lots 6 and 7, Concession 5

**APPLICANT:**  
Penguin-Calloway (Vaughan) Inc.



## Attachment

**FILE:**  
DA.18.074  
**RELATED FILES:**  
OP.18.018, Z.18.030  
**DATE:**  
April 7, 2021

1

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD:** 1

**TITLE: PROPOSED STREET NAME**

**SITE DEVELOPMENT FILE DA.19.072**

**RELATED FILES 19T-19V002 & Z.19.007**

**CONMAR DEVELOPMENTS INC. AND FENLANDS VAUGHAN  
INC.**

**VICINITY OF HIGHWAY 400 AND KIRBY ROAD**

**FROM:**

Jim Harnum, City Manager

**ACTION: DECISION**

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**Purpose**

To seek approval to name a street located within the lands identified by approved Site Development File DA.19.072 “McGown Road”, as shown on Attachment 1.

**Report Highlights**

- The Owner is seeking approval to name a street located within the lands identified by approved Site Development File DA.19.072 “McGown Road”
- The name “McGown” was recommended by Vaughan Cultural Heritage Staff to commemorate Jane McGown, the wife of Charles McKinnon, one of the first settlers on the lot
- The Development Planning Department supports the approval of the street name, as it is consistent with the City’s Street Naming Policy and Procedures that were approved by Vaughan Council on December 10, 2013

## **Recommendations**

The City Manager recommends:

1. That the following street name for the proposed street located within the lands identified by approved Site Development File DA.19.072 as shown on Attachment 1, BE APPROVED:

### **Proposed Name**

McGown Road

## **Background**

The Development Planning Department received an application to name a street located within the lands identified by approved Site Development File DA.19.072. The proposed street name ("McGown Road") was recommended by Vaughan Cultural Heritage Staff to commemorate Jane McGown, the wife of Charles McKinnon, one of the earliest settlers on the lot. The proposed name satisfies the Draft Plan Condition to name the proposed new municipal street within the Subject Lands after its historical property owners.

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

The Owner, as recommended by Cultural Heritage Staff, is seeking approval to name a street located within the lands identified by approved Site Development DA.19.072 "McGown Road", as shown on Attachment 1.

The York Region, Community Planning and Development Services Department has no objection to the proposed name. The Development Planning Department and the Fire and Rescue Department, have reviewed the name for appropriateness and determined the proposed street name to be satisfactory.

The proposed street name is consistent with the City's Street Naming Policy and Procedures that was approved by Vaughan Council on December 10, 2013. Staff on February 8, 2021 circulated the street name to each Council member and received no comments.

The submitted street name is not the result of a charity fundraising auction/event.

## **Financial Impact**

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

## **Broader Regional Impacts/Considerations**

The York Region Community Planning and Development Services Department has no objection to the proposed street name.

## **Conclusion**

The Development Planning Department has no objection to the proposed street name “McGown Road” for the street located within the lands identified by approved Site Development File DA.19.072, as the name is consistent with the City’s Street Naming Policy and has been reviewed and approved by York Region and the Vaughan Fire and Rescue Services Department. Should the Committee concur, the recommendation in this report can be approved.

**For more information**, please contact: Sylvia Cardenas, Senior GIS Technician, Development Planning Department, at extension 8051.

## **Attachments**

1. Context and Location Map

## **Prepared by**

Sylvia Cardenas, Senior GIS Technician, ext. 8051

Natalie Wong, Senior Planner, ext. 8866

Christina Bruce, Director of Vaughan Metropolitan Centre Program, ext. 8231

## **Approved by**

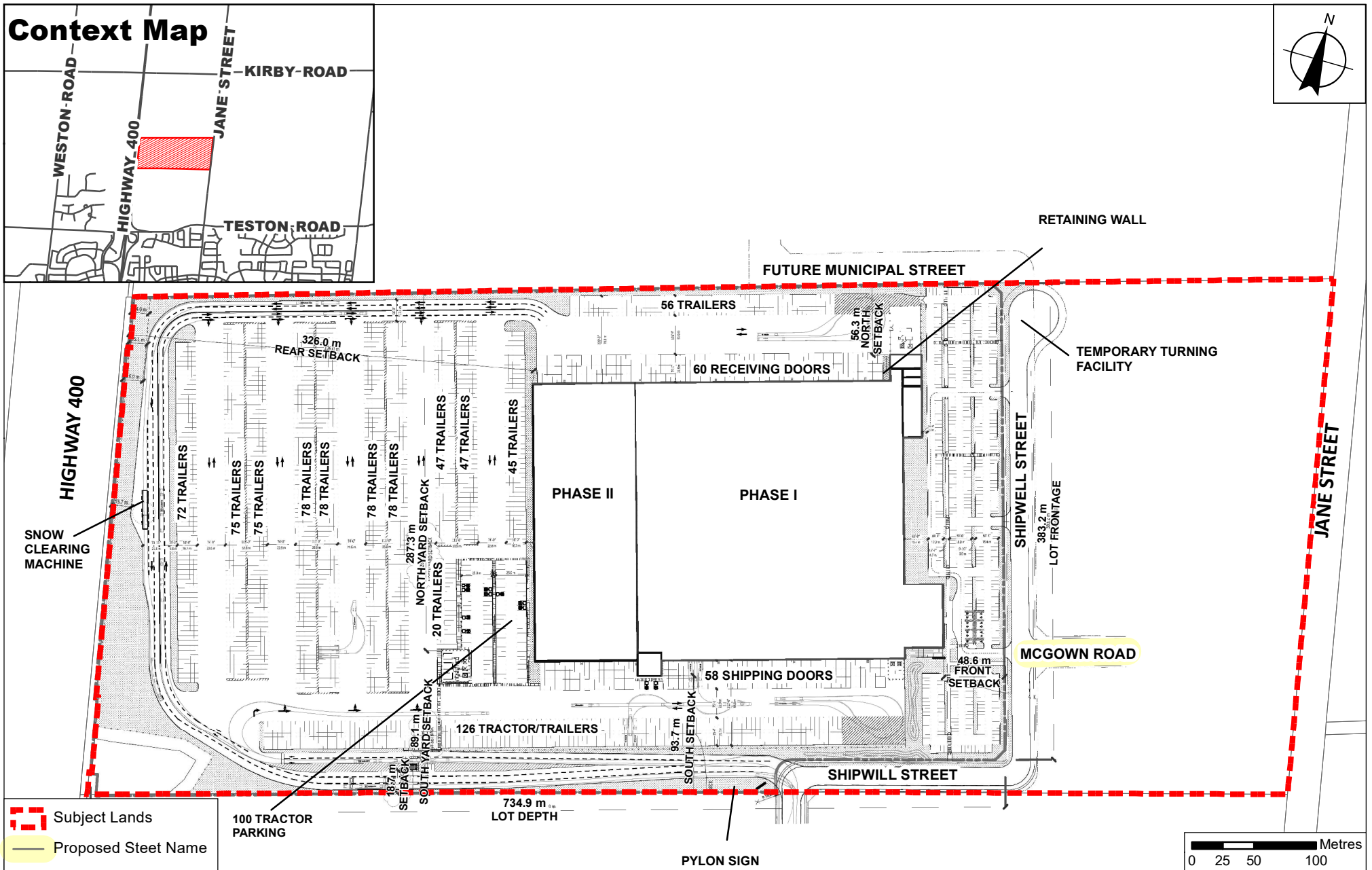


Mauro Peverini, Acting Chief Planning Official

## **Reviewed by**



Jim Harnum, City Manager



## Context and Location Map

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.



## Attachment

**FILE:**  
DA.19.072  
**RELATED FILES:**  
Z.19.007 and 19T-19V002  
**DATE:**  
April 7, 2021

1

## Committee of the Whole (1) Report

---

**DATE:** Wednesday, April 7, 2021

**WARD(S):** ALL

**TITLE:** RESPONSE TO COUNCIL DIRECTION TO EXPLORE LAND USE  
STUDY OPTIONS FOR VELLORE CENTRE

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

---

### **Purpose**

To present a staff recommendation for Council decision in response to Council's direction at the October 21, 2020 meeting to explore the options for possible land use studies to guide development in the Vellore Centre as a Local Centre.

### **Report Highlights**

- Three options were assessed in response to Council direction to explore options for possible land use studies to guide development in the Vellore Centre.
- A landowner meeting and a ratepayer meeting were held to obtain community input.
- An overview of the current policy framework is provided, including noting that the previous Vellore Village District Centre Secondary Plan (OPA 650) is superseded by the Vaughan Official Plan 2010 (VOP 2010).
- While the option of an area-specific land use study can be undertaken and be cost neutral to the City, staff recommend maintaining the existing policy framework as a basis to process development applications until further evaluation through the Official Plan Review.

## **Recommendations**

1. THAT the existing policy framework continue to be the basis for processing development applications in Vellore Centre.

## **Background**

In response to Council's consideration of Official Plan and Zoning By-law Amendment Files OP.20.008 and Z.20016 (Major Weston Centres Limited) at the Committee of the Whole (Public Meeting), on October 6, 2020, the following recommendation was approved (in part):

"That a communication be provided by staff to the Council meeting of October 21, 2020, with respect to implementing a secondary plan in this area."

Council on October 16, 2020, approved the following Recommendation in response to a Staff Communication (Communication #23):

"That Council direct staff to further explore the options for possible land use studies to guide development in the Vellore Centre as a Local Centre in the Vaughan Official Plan 2010."

### ***The Subject Lands are part of a Local Centre in the Vaughan Official Plan 2010***

The subject lands as shown on Attachment 1 are identified as a Local Centre on Schedule 1 – Urban Structure and noted as the Vellore Centre in Figure 6 – Intensification Areas in Chapter 2 of Vaughan Official Plan 2010 (VOP 2010). Policy 2.2.1.1 describes Local Centres having a mixed-use focus for their respective communities, in a manner that is compatible with the local context. Policy 2.2.5.7 further directs that Local Centres shall be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing
- be predominantly residential in character but include a mix of uses including retail, office and community facilities intended to serve the local population and attract activity throughout the day
- be the preferred location for locally-delivered human and community services
- be the focal points for expression of community heritage and character
- develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each Local Centre
- have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community Areas

- include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context
- encourage a pedestrian-friendly built form by locating active uses at grade
- be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent Employment Areas

***There is a range of existing built form, development approvals and proposals in the Local Centre***

The northeast quadrant of the subject lands is subject to the policies of Chapter 12 specifically 12.6 – Northeast Quadrant of Major Mackenzie Drive and Weston Road, in Volume 2 of VOP 2010. The Area Specific Policy - 12.6 establishes the permitted uses and built form including heights, densities, and urban design framework to define both a Village and Commercial District, and a Village Promenade located within the Village District. The northeast quadrant of the subject lands includes the Village Promenade and are designated Village District which is defined as follows:

- The Village District Area is the location of the most compact development form within the subject lands. It is intended to be an area of grade related mixed-use retail commercial and office development, combining high order retail uses and eating establishments. Residential uses appropriately integrated into the area are also permitted.

The lands within the Village District designation may accommodate development to a maximum total gross floor area of 17,000 m<sup>2</sup> and a maximum building height along the Village Promenade frontage of 4-storeys.

The northeast quadrant of the subject lands are 2.55 hectares in size and municipally known as 3600 Major Mackenzie Drive. They are currently undeveloped and were the subject of a report considered by the Committee of the Whole (Public Meeting) on October 6, 2020 to amend the Official Plan and Zoning by-law to (in part):

- redesignate the lands from “Mid-Rise Mixed-Use” to “High-Rise Mixed-Use”, with a maximum building height of 24-storeys and a Floor Space Index (‘FSI’) of 4.1 times the area of the lot
- permit a Seniors Supportive Living Building use with 185 units per hectare and a maximum building height of 12-storeys

The northwest quadrant of the subject lands is zoned “RA3(H) Apartment Residential Zone Three” with the Holding Symbol by By-law 1-88, subject to site-specific Exception 9(1351) that allows for two residential apartment buildings up to 12-storeys, block



townhouse and semi-detached dwellings, and two commercial buildings. This zoning implements an Ontario Municipal Board Order issued in November 2011 (Official Plan Amendment #712 and Zoning By-law 234-2010).

The southeast quadrant is zoned “C5 Community Commercial Zone” and is developed with an existing low rise commercial development. The southwest quadrant is zoned “A Agricultural Zone” and currently occupied with temporary new home sales offices and a Ministry of Transportation works facility.

***The Subject Lands were previously part of the defined Vellore-Urban Village 1 area in OPA 600***

Vellore-Urban Village 1 as described in OPA 600 included provisions for a future District Centre (Vellore Village Centre) focused on the area at the intersection of Major Mackenzie Drive and Weston Road. Prior to any development occurring in this District Centre a detailed tertiary plan was to be prepared to guide the built form for the four quadrants of the intersection of Major Mackenzie Drive and Weston Road. OPA 600 has been superseded by VOP 2010.

***The Vellore Village District Centre Secondary Plan (OPA 650) provided policy direction for a Village Core with generally a Low Rise Residential designation surrounding the Village Core, however, is no longer in-effect***

In accordance with the direction in OPA 600 to develop a tertiary plan for the area, the City initiated the Vellore Village District Centre Secondary Plan (Vellore Plan) study which was approved by the Ontario Municipal Board February 3, 2005. The main land use designations included ‘Low-Rise Residential’ and ‘Village Core’. However, when Council approved Vaughan Official Plan 2010 in September 2010, the Vellore Plan was not carried forward and incorporated into the City’s Official Plan and is not currently in-effect.

Most of the low-rise residential development identified in the Vellore Plan has built out at this time. As such, the current Vellore Centre, as a Local Centre in VOP 2010, is generally coincident with the Village Core as shown on Schedule A Vellore Village District Centre Plan of the Vellore Plan.

The Policy Context section of the Vellore Village District Centre Secondary Plan also describes the rationale for heights and densities implemented through the Vellore Plan. With the exception of the Ontario Municipal Board approval for the northwest quadrant that allows heights to 12-storeys, the height maximum of 6-storeys from the Vellore Plan (see excerpted text below) was carried forward to Schedule 13 of VOP 2010 and applies to the ‘Mid-Rise Mixed-Use’ designation of the other three quadrants:

*The only notable change to the original vision for the District Centres in OPA 600 was a Vaughan Council adopted reduction of the maximum permitted residential density within the Vellore Village District Centre from high density to medium density. In its approval of OPA 600, the Region of York deferred this policy change pending examination of this issue during the course of the Vellore Village District Centre Study. In the course of the extensive consultation held during the District Centre Study there were conflicting perspectives on the appropriate height of buildings to be permitted in the Village Core Area. This plan addresses the height issue by providing for a transition of heights and densities from the Village Core to the residential neighbourhoods outside the Village Centre.*

*Applications for greater heights and densities will be required to go through a public process that includes a concurrent site plan application and may be permitted in exchange for public benefits such as underground parking and increased landscaped open space. The applications will also be assessed against a list of urban design criteria and potentially permit up to the 6 stories provided in OPA 600 and 100 units per hectare.*

### **York Region Official Plan 2010 identifies Major Mackenzie Drive as a Regional Rapid Transit Corridor**

The York Region Official Plan 2010 (YROP 2010) identifies Major Mackenzie Drive as a Rapid Transit Corridor east of Weston Road and as a Transit Priority Network west of Weston Road. The following description is provided in the York Region Transportation Master Plan of November 2016 regarding the Major Mackenzie Rapid Transit Corridor:

- *The central section of Major Mackenzie Drive, from Jane Street to Leslie Street, is part of the Viva Network Expansion Plan with curbside stations being constructed starting in 2018. The central section connects the Jane Street rapid transit corridor and the Leslie Street rapid transit corridor. The central section should be extended to Woodbine Avenue to also connect with the potential rapid transit corridor on Woodbine Avenue. Two areas of constraint along this corridor are the sections east and west of Keele Street (Maple) and east of Yonge Street (Richmond Hill)*

The Jane Street rapidway (6 kilometres) and Major Mackenzie Drive rapidway (23 kilometres) are not funded and are identified by York Region Transit as future projects ([http://www.vivanext.com/project\\_nextBRT](http://www.vivanext.com/project_nextBRT)).

### **Previous Reports/Authority**

[Communication C23](#) is a Staff Communication to the Council meeting of October 21, 2020, responding to Council direction from the meeting of the Committee of the Whole

(Public Meeting) of October 6, 2020, “That a communication be provided by staff to the Council meeting of October 21, 2020, with respect to implementing a secondary plan in this area”.

[Major Weston Centres Limited Official Plan and Zoning By-Law Amendment Files OP.20.008 and Z.20.016](#) for lands at the northeast quadrant of the Local Centre was the subject of a Committee of the Whole (Public Hearing) on October 6, 2020.

## **Analysis and Options**

### ***City Staff reviewed three options, including maintaining the existing policy framework and two land use study approaches***

Three options are assessed in response to the Council direction: maintain the existing policy framework in VOP 2010 (Option 1); an area-specific land use study (Option 2); and a secondary plan (Option 3). City staff considered factors such as the longevity of a land use plan, ability to protect the mixed-use vision of the Vellore Centre as a Local Centre in VOP 2010 within the over-arching urban structure, ability to consider resident and landowner feedback, and improving Vellore Centre as a complete community in the analysis of land use study options. Based on the analysis described below, and considering stakeholder input, staff recommend maintaining the existing policy framework in VOP 2010 as a basis to process development applications, and not to initiate a new land use study at this time.

### ***Focused stakeholder consultation included outreach to ratepayer groups and landowners to seek feedback on the three options***

#### **Ratepayer Consultation**

A virtual meeting was held on Wednesday March 3, 2021 with representatives of the Vellore Woods Ratepayers’ Association and Millwood-Woodend Ratepayers’ Association. A written submission was provided on Monday March 8, 2021.

Members of the ratepayers’ associations noted their support to maintain the existing policy framework and did not support a land use study. Members commented on their interest in maintaining the “original historical nature of Vellore Village”. VOP 2010 policy was noted that directs that new development be context sensitive and be designed to respect and reinforce the existing physical character of the surrounding uses.

#### **Landowner Consultation**

A virtual meeting was held on Monday February 22, 2021 to seek feedback from landowners and their agents with interest in the Vellore Centre. One landowner noted that their development applications (Files OP.20.008 and Z.20.016) were deemed complete by the City in August 2020. An agent acting for one property (Vaughan

Northwest Residences Inc.) noted that their applications for a Plan of Subdivision (File 19T-19V005) and Zoning By-law Amendment (File Z.19.029) were recently approved by Council on February 16, 2021. The City received four (4) written submissions on Friday February 26, 2021 from the landowners and agents that participated in the virtual meeting.

Landowners and their agents expressed a concern that a land use study, either an area-specific study or secondary plan, would delay the development application and approvals process that is being duly followed by the applicants. There is a general concurrence that the Vellore Centre has been adequately studied and that any additional study at this time would only assist in the review of existing applications.

#### Option 1 – Maintain Existing Policy Framework

The existing policy framework for Vellore Centre is robust based on VOP 2010 Policy 2.2.1.1(d)(iv) and more specifically Policy 2.2.5.7 (a) through (i) describing the mixed-use vision for Local Centres. The Area Specific Policies of the northeast quadrant of Vellore Centre, Section 12.6 of VOP 2010, has focus on an urban design framework.

The 'Mid-Rise Mixed-Use' designation is generally located in Intensification areas such as Local Centres and permits a mix of residential, retail community and institutional uses including home occupations, community facilities, cultural uses, office uses, parking garage, hotel, and gas stations subject to specific policies.

Building types permitted in the 'Mid-Rise Mixed-Use' designation include Mid-Rise Buildings, Public and Private Institutional Buildings, and Gas Stations. Where the 'Mid-Rise Mixed-Use' designation is located within 70 metres of an area designated 'Low-Rise Residential' or on streets that are not arterial streets or Major Collector streets, additional building types maybe permitted to provide an appropriate transition to the 'Low-Rise Residential' area, such as Townhouses, Stacked Townhouses and, Low-Rise buildings.

A small part of the Local Centre is designated 'Low-Rise Mixed-Use' and is general located along arterial and collector streets. The 'Low-Rise Mixed-Use' designation permits residential, home occupation, small scale hotels, retail uses and subject to criteria and office uses. Building Types permitted in the ' Low-Rise Mixed-Use' include Townhouses, Stacked Townhouses, Low-Rise Buildings, and Public and Private Institutional Buildings.

The southeast corner of the subject lands as shown on Attachment 1 is designated 'Mid-Rise Mixed-Use' and permits a maximum building height of 6-storeys with a Floor

Space Index ('FSI') of 2.0 times the lot area. The lands are currently developed with multiple commercial/retail use buildings.

The southwest portion of the subject lands as shown on Attachment 1 is also designated 'Mid-Rise Mixed-Use' with a maximum building height of 6-storeys and an FSI of 2.0. This quadrant of the study area includes 3 separate properties. The larger L-shaped property is owned by the Province and currently used for the Ministry of Transportation Maple Patrol Yard and contains outside storage of equipment and vehicles. Directly at the southwest corner of Major Mackenzie Drive and Weston Road are two properties where four (4) temporary new home sales offices are located.

The northwest quadrant of the subject lands includes 2 properties as well directly at the corner the maximum building height permitted is 12-storeys and an FSI of 1.581 times the lot area the property is currently vacant. The second parcel which is vacant and partly in the study area is designated 'Low-Rise Mixed-Use' with a maximum building height of 4-storeys and an FSI of 1.5 times the lot area.

The building height restriction to 6-storeys, carried forward from the Vellore Village District Centre Secondary Plan approved in 2005, is an issue of consideration when planning to the 2041 or 2051 planning horizon. Otherwise, the existing policy framework for Local Centres and the 'Mid-Rise Mixed-Use' designation, together with guidance documents such as the City-wide Urban Design Guidelines, provides a basis for processing development applications.

The "Where and How to Grow" report, developed as a background study for VOP 2010, estimated 1,400 units and about 2,900 people by the 2031 planning horizon. This analysis, however, only contemplated the parcels at the southwest and southeast of Major Mackenzie Drive and Weston Road.

Attention to transit-supportive development is an additional area for consideration in reviewing the existing policy framework. This does not require that built form densities are maximized. Rather, transit-supportive development in the Local Centre can focus attention on "complete streets" design guidelines, alternatives to surface parking, and multi-purpose open space.

In accordance with Policy 10.1.3.3 of VOP 2010, the City can require a Concept Plan, a Development Concept Report and Phasing Plan, or a Comprehensive Development Plan as part of a complete application. This allows a site-specific application to be reviewed in context of adjacent lands.

### Option 2 – Area-Specific Land Use Study with a Focus on Urban Design

Staff consideration of an area-specific land use study has a focus primarily on development alternatives, based on built form and massing, and an urban design framework. The development concepts and urban design framework will inform a revision of relevant VOP 2010 policies, while maintaining the general mid-rise mixed-use vision, implemented through an official plan amendment. The policy revision will also be informed by a transportation analysis and review of open space and pedestrian/cycling network in an effort to promote a multimodal pedestrian/cycling oriented urban fabric. Stakeholder consultation remains a critical component of the land use study. The Carrville District Centre Urban Design Streetscape Master Plan Study completed in 2010 is an example of the deliverable from an area-specific land use study.

The development concepts would explore built form and massing within the 'Mid-Rise Mixed-Use' designation (e.g. heights over 5-storeys to a maximum of 12-storeys) as well as modest height increases rationalized and supported through comprehensive demonstration modeling. The built form and massing concepts would explore introducing more context sensitive residential uses while maintaining retail and other uses, provide a fine grain street network, identify a hierarchy of parks and open spaces, and assess densities to support public transit consistent with the policy direction for Local Centres.

An estimated budget of \$275,000 is required to secure consultants through a competitive procurement. This budget can be offset by transferring budget from existing projects PL-9533-13 and PL-9535-13 so the overall capital budget for the City remains neutral.

An area-specific land use study as defined above will require approximately 18 months to complete. It does not necessarily protect the City from appeals related to refusals or failure of the City to make a decision on a development application. There is also a risk that a future Secondary Plan or land use study for a larger study area may be recommended through the Official Plan Review and result in some duplication of effort.

### Option 3 – Secondary Plan

Policy aspects addressed in Secondary Plans are outlined in VOP 2010 Policy 10.1.1.3. VOP 2010 Policy 10.1.1.1 directs that "Additional Secondary Plans may be required, at the discretion of the City".

A Secondary Plan study can include a larger study area, consideration of build out to a longer planning horizon, and evaluation of appropriate heights and densities. A Transportation Master Plan is often a concurrent study to a Secondary Plan.

Consideration of community services and possible changes to servicing requirements should be included if a Secondary Plan approach is recommended.

A Secondary Plan has the advantage of providing more longevity to the policy framework and attention to required infrastructure to support proposed development. However, a Secondary Plan would require an assessment through the annual budget process and often requires three to four years for completion. A Secondary Plan, should this option be selected, would only be underway at the earliest in late 2022 and can aim for completion in 2025. While difficult to estimate the cost of a Secondary Plan without consideration of the specific scope of work, a budget over \$400,000 is entirely likely for the land use planning portion of a Secondary Plan. A concurrent Transportation Master Plan would be an additional budget request.

### **Financial Impact**

An estimated budget of \$275,000 is required to secure consultants through a competitive procurement to undertake an area-specific land use study, which can be offset by transferring budget from existing projects PL-9533-13 and PL-9535-13 so the overall capital budget for the City remains neutral.

A Secondary Plan requires an assessment and approval through the annual budget process. Budgets vary depending on the scope of a Secondary Plan, and together with a Transportation Master Plan, is a considerably larger budget request.

### **Broader Regional Impacts/Considerations**

The York Region Official Plan (YROP 2010) describes Local Centres as focal points for residential, human services, commercial and office activities for the surrounding community. The smaller scale and scope of Local Centres do not diminish their importance to the overall urban structure. Local Centres can vary greatly in size, nature, and characteristics. Local Centres are also used to reflect the culture and history of York Region through heritage streetscapes. Certain Local Corridors, which may be Regional arterial streets, in existing and proposed urban areas, have the potential for intensive and mixed-use land development, supported by public transit services.

### **Conclusion**

The existing policy framework for Vellore Centre as a Local Centre in VOP 2010 implements the vision of a mixed-use centre and is suitable as a basis to process development applications. Staff recommends maintaining the existing VOP 2010 policy framework to guide future development together with guidance documents such as the City-wide Urban Design Guidelines.

An area-specific land use study described in Option 2 above can provide a more comprehensive urban design vision for Vellore Centre, including attention to a street

network and a parks and open space hierarchy demonstrated through development concepts. Such an approach can have an emphasis on stakeholder consultation to inform aspects of the urban design framework, however, the processing of the current development applications can still proceed in advance of the findings of an area-specific land use study. Should Council direct an area-specific land use study, approved budget in existing capital projects can be reallocated to undertake such a study and be cost neutral for the City.

Staff recommend that any decision to undertake a Secondary Plan be determined through the Official Plan Review that is informed by appropriate studies that establish an updated urban structure and strategy for growth management for the City.

**For more information**, please contact: Tony Iacobelli, Acting Director of Policy Planning and Environmental Sustainability.

### **Attachments**

1. Location Map of Vellore Centre Subject Lands

### **Prepared by**

Tony Iacobelli, Acting Director, Policy Planning and Environmental Sustainability, ext. 8630

Armine Hassakourians, Acting Manager of Policy Planning-Short Range, Policy Planning and Environmental Sustainability, ext. 8368

### **Approved by**



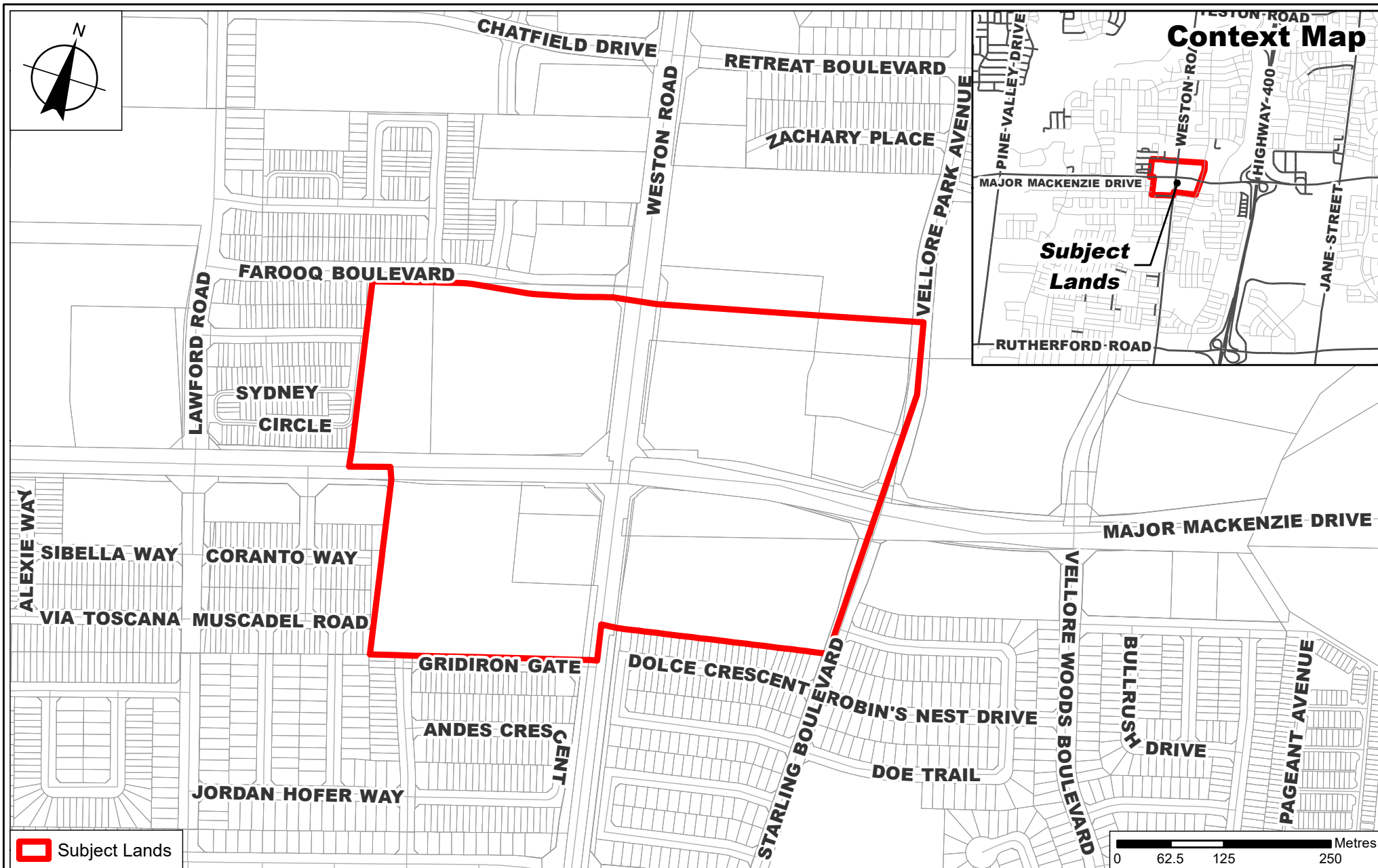
Mauro Peverini, Acting Chief Planning Official

### **Reviewed by**



Jim Harnum, City Manager





## Location Map

**LOCATION:**  
Lots 20 and 21, Concessions 5 and 6  
Vellore Centre

**APPLICANT:**  
N/A



## Attachment

**FILE:**  
N/A

**DATE:**  
March 16, 2021

**1**

Mr Tony Iacobelli,  
Acting Director, Policy Planning & Environmental Sustainability,  
City of Vaughan, 2141 Major Mackenzie Dr,  
Vaughan, Ontario, L6A 1T1.

**RE: ITEM #7 COMMITTEE OF THE WHOLE**

April 7, 2021

Vellore Centre - Analysis of Land Use Options

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On behalf of the Vellore Woods Ratepayers Association & The Millwood-Woodend Ratepayers Association, the following are additional comments based on today's Staff Report:

First, we wanted to once again sincerely thank Mr Tony Iacobelli, Councillor DeFrancesca, and Mr Bill Kiru for hosting the meeting held on March 3<sup>rd</sup> 2021, in regards to the Vellore Centre - Analysis of Land Use Options.

Below is our letter to you following our initial discussions, DATED March 8<sup>th</sup> 2021

**The following are additional comments based on the staff report:**

We understand that by ***maintaining the existing policy***, Vellore Centre is designated as a Local Centre in the Vaughan Official Plan 2010. Policy 2.2.1.1 describes Local Centres as having a mixed-use focus for their respective communities, in a manner that is compatible with the local context. Furthermore, there is another policy, Policy 2.2.5.7 which further provides guidelines and criteria for future planning of Local Centres. A number of these criteria and guidelines are shared by our community, including

- be the focal points for expression of community heritage and character
- Include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context
- Be predominantly residential in character but include a mix of uses including retail, office and community facilities intended to serve the local population and attract activity throughout the day
- Have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community

- Encourage a pedestrian-friendly built form by locating active uses at grade
- Be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent Employment Areas.

Another critical component is density and building heights. There should not be any “exceptions” or “exemptions” from this.

**Quoted from the City Manager’s Report:** The building height restriction to 6-storeys, carried forward from the Vellore Village District Centre Secondary Plan approved in 2005, is an issue of consideration when planning to the 2041 or 2051 planning horizon. Otherwise, the existing policy framework for Local Centres and the ‘Mid-Rise Mixed-Use’ designation, together with guidance documents such as the City-wide Urban Design Guidelines, provides a basis for processing development applications.

Now that our community has confirmed that we would like to maintain existing policies as they would apply to Vellore Centre, **we expect the City of Vaughan to strongly enforce Policy 2.2.5.7 as we have noted above, specifically to those which enforce historical aspects, site plan and strong urban design.**

**We cannot stress this enough. Enforcing the URBAN DESIGN to adhere to historical components of this land development is one of the most contentious issues we have. So somewhere in the updating of this land use study findings, we need to create A CLEAR MANDATE AND URBAN DESIGN REQUIREMENT.**

In the past, our community has been subject to nightmarish development proposals. The everchanging provincial and regional policies and practices will continue to be a challenge, but hope that moving forward, everyone will respect Vellore Centre for its cultural heritage, and not let it turn into VMC 2.0 .

**ORIGINAL SUBMISSION**

Dear Mr. Iacobelli,

**March 8, 2021**

On behalf of the **Vellore Woods Ratepayers Association** and the **Millwood-Woodened Ratepayers Association**, we wanted to extend our sincere thanks to you, your staff, Councillor DeFrancesca, and Mr Bill Kiru for hosting the meeting held on March 3<sup>rd</sup> 2021, in regards to the **Vellore Centre - Analysis of Land Use Options**.

At that meeting, three available options were presented to us:

1. Maintain Existing Policies
2. Area Specific Study
3. Secondary Plan

After thoroughly explaining each option to us, we are formally going on record to support **OPTION 1: Maintain Existing Policies**. Our community, with the ratepayers associations have worked tirelessly to respect and attempt to protect, the original historical nature of Vellore Village by integrating aspects of a village throughout the Vellore community. All future development applications should continue to respect our village in terms of form and density. A key element of VOP2010 is Chapter 9.1.2.2. 'That in Community Areas with established development, new development be designed to respect and reinforce the existing physical character and uses of the surrounding area'. As we consider future development applications, our expectations are that all future development will continue to respect the unique historical features of **Vellore Village**.

Conversely, we expect The City of Vaughan to strongly enforce those historical aspects, through both site plan and urban design. At the meeting, we quoted and maintain our support of the 2003 Vellore Village Centre Study key recommendations, which spoke specifically to Vision, Transportation, Retail, and Residential components of the area.

And as much as we can say "things have changed" since then, we can equally say that, **now** more than ever, it is crucial that Vellore citizens have a place where "community" is paramount, with gathering spots, main street village components, supporting "small businesses" and enjoying outdoor greenspaces and piazzas. Residents in this district can easily and safely manoeuvre their way through the village, still feeling like part of the community, rather than cold, isolated and often disconnected living that is associated with high rise living. If COVID19 pandemic has taught us anything in this past year, it is that human and social connection are both imperative to a City's well-being as well as an individual's well-being.

Case in point, with reference to the current SmartCentre's application which fails miserably at achieving any of the requirements or visions we have stated above. It is also imperative that you understand the history of the SmartCentre's application. Our "support" of their PHASE 1 of this site (Wal-Mart) was contingent upon the PHASE 2 aspect of their plan, which addressed commercial development in keeping with the "village" form of piazza, main street retail, gathering place etc. If this was a private contractual agreement, SmartCentres would be in breach of their contract, failing miserably at maintaining their "end of the bargain." So, it is our strong opinion, that the application as it stands is not compatible with the existing community in terms of massing, heights, setbacks, density and is not conducive to the village feel which we have worked to implement.

In fact, please see attached letter of agreement by SmartCentres and the Vellore Woods Ratepayers Association in regards to this development, made in 2009. After reading this letter, I am confident you will understand our position and steadfast insistence as to WHY we feel the way we feel.

Another application in development is a proposed 12 storey Apartment planned for Fossil Hill/Major Mackenzie Dr (west of Weston Road) which would be constructed in the middle of a two storey residential neighbourhood. Again, this development is out of scale and context to the existing community and has absolutely no respect or regard for the OP in its current form.

Given the challenges of implementing a temporary freeze on development within the Vellore Village community, we respectfully request and urge you that applications before you that affect this study area, be encouraged to consider these Vellore village principles in mind, and that applicants meet with us and our communities when it is safe to do so.

Yours Truly,

*Elvira Caria*

Chair, Vellore Woods RatePayers Association

***\*Signed Electronically***

*Tim Sorochniksky*

Chair, Millwood-Woodend RatePayers Association

***\*Signed Electronically***

CC: Councillor Rosanna DeFrancesca

Bill Kiru

Vellore Woods Ratepayers Association Executive Members

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD(S):** 1 & 4

**TITLE:** YORK REGION'S REQUEST TO CONSIDER NEW MAJOR TRANSIT STATION AREAS (MTSA) ALONG JANE STREET AND EXPAND THE RUTHERFORD GO STATION MTSA  
**FILE 27.3**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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**Purpose**

To address York Region Council's request to consider Major Transit Station Areas (MTSA) along the Jane Street Corridor and the expansion of the Rutherford GO Station MTSA, Policy Planning and Environmental Sustainability have prepared six MTSA boundaries along the Jane Street Corridor and an expansion of the Rutherford GO Station MTSA for consideration by the Committee of the Whole.

**Report Highlights**

- York Region Council's decision on MTSA's includes two recommendations that requires input from Vaughan as outlined below:
  - Consider new MTSA's along the future Bus Rapid Transit (BRT) Jane Street corridor
  - Consider expansion of the Rutherford GO Station MTSA to include lands at Rutherford Road and Keele Street
- Vaughan Policy Planning and Environmental Sustainability (PPES) staff have prepared MTSA boundaries for six anticipated BRT stations along Jane Street from north of the Vaughan Metropolitan Centre to Major Mackenzie Drive
- Vaughan PPES staff support expanding the Rutherford GO MTSA boundary to include lands currently designated for intensification at the intersection of Rutherford Road and Keele Street
- For information, York Region Council supported the expansion of the Maple GO Station MTSA to include land on the east side of McNaughton Boulevard

## **Recommendations**

1. THAT Council endorse the Jane Street MTSAs and direct City of Vaughan staff to work with York Region Planning staff to finalize the Jane Street MTSA boundaries and minimum density requirements for consideration by York Region Council to address the York Region Council recommendation to establish Major Transit Station Areas along the future Jane Street Bus Rapid Transit corridor.
2. THAT Council endorse the recommended Rutherford GO Station Major Transit Station Area boundary expansion that include the lands at the four quadrants of Rutherford Road and Keele Street.
3. THAT the Clerk be directed to forward a copy of this report to York Region.

## **Background**

Vaughan Council on March 11, 2020, approved the MTSA recommendations from the Committee of the Whole report dated March 9, 2020 and the MTSA recommendations were forward to York Region for consideration.

York Region Council on September 24, 2020, considered the MTSA recommendations by Vaughan Council and other municipalities and approved the following recommendation for MTSAs within York Region:

1. Council endorse for inclusion in the Regional Official Plan update, the boundary delineations, minimum density targets and preliminary policy directions for the 72 major transit station areas identified in this report, except for those outlined below.
2. The Province be requested to approve alternative density targets for two Provincially required major transit station areas: Highway 407 Subway Station and King City GO Station.
3. Regional staff delineate boundaries and set density targets for the future MTSA stations along Jane Street in Vaughan and report back to Council for endorsement.
4. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and local municipalities.
5. That MTSA 57 (Rutherford GO station) be referred to the City of Vaughan for additional consideration of the boundaries and density and request a report back to the Region in Q1 2021.
6. That York Region Council support the expansion of the boundary of MTSA 58 for the lands around the Maple GO station to include the 2.87 hectare parcel of land

at the north east corner of Major Mackenzie Drive and McNaughton Road East in the City of Vaughan so that the lands can be considered in the context of supporting intensification around an existing GO station and which further supports the growth targets of the Region of York.

7. That MTSA 72 (Gormley GO station) minimum density target be set at 50 people and jobs per hectare

Recommendations 3, 5 and 6 listed above are new to Vaughan. These recommendations originate from the following:

- Recommendation 3 (MTSAs along Jane Street) was based on a request from York Region Committee of the Whole and Council
- Recommendation 5 (Rutherford GO Station MTSA) was based on a request to York Region from Amville Development, the owner of 9222 Keele Street (Attachment 1), to expand the MTSA boundary
- Recommendation 6 (Maple GO MTSA) was based on a request to York Region from York Major Holdings, the owner of 10,000 Dufferin Street (Attachment 2), to expand the MTSA boundary

York Region staff have been working cooperatively with Vaughan PPES staff regarding proposed MTSAs and have requested Vaughan Council's recommendations for the new Jane Street MTSAs and the expansion of the Rutherford GO Station MTSA.

As York Region Council has approved the expansion of the Maple GO MTSA, this report will outline the amendment for information purposes only.

***The Provincial Growth Plan identifies required MTSAs where funding has been allocated for the Project***

Under the Provincial Growth Plan for the Greater Horseshoe 2020 (Growth Plan), as amended, York Region in consultation with local municipalities is required to delineate boundaries and set minimum density targets for MTSAs located on Provincial Priority Transit Corridors as identified within Schedule 5 of the Growth Plan. The Corridors identified within the Growth Plan have either been constructed or have committed funds to construct the projects. York Region can request MTSAs for other Transit Corridors not included within the Growth Plan.

The Yonge North Subway Extension (YNSE) and the Jane Street BRT corridors are not identified within the Growth Plan as Provincial Priority Transit Corridors because construction funding has not been allocated.

York Region has identified MTSAs along the proposed YNSE because significant funding and actions have been undertaken regarding preliminary design and engineering works. The station locations have not been confirmed and there could be



further adjustments to the Yonge Street MTSA once the final station locations have been finalized by the Province.

The Jane Street BRT is identified within the York Region and Vaughan Official Plans and within the future VIVA BRT system. Design and engineering studies have not been undertaken and construction funding has not been allocated for this project. City and York Region Planning staff did not put forward MTSA for the Jane Street corridor because of the uncertainty with station locations and timing.

### ***Planning Act provides for the protection of MTSA from LPAT Appeals***

The *Planning Act* restricts the appeals to the Local Planning Appeal Tribunal (LPAT) of certain official plan policies within an MTSA area. For MTSA the following cannot be appealed in both York Region and City official plans:

- MTSA policies
- MTSA boundary delineations
- Minimum density target (Persons and Jobs per Hectare or 'PJH')
- Maximum densities and heights
- Approved Land Uses

The establishment of an MTSA provides Council with significant authority to set development standards that cannot be appealed to LPAT. The accuracy of a MTSA boundary is subject to the final delineation of station locations.

### **Previous Reports/Authority**

The following are links to previous reports considered by Vaughan Council and York Region Council regarding MTSA.

March 11, 2020 Vaughan Council recommendation and report on MTSA (Item: 7, Report No: 4.8) can be found at the following link <https://pub-vaughan.escrimemeetings.com/Meeting.aspx?Id=4f840ccc-29f9-41a9-a3de-3dfc0d328e9d&Agenda=Agenda&lang=English>

September 24, 2020 York Region Council recommendation and MTSA report (F.2 & F.3) can be found at the following link <https://yorkpublishing.escrimemeetings.com/Meeting.aspx?Id=3beab14e-3d48-42e3-8d7a-f98c8ebc94d3&Agenda=Merged&lang=English>

### **Analysis and Options**

#### **Proposed MTSA are delineated along the Jane Street BRT corridor as per the York Region Council direction**

The York Region Council recommendation for the Jane Street MTSA is:

“Regional staff delineate boundaries and set density targets for the future MTSA stations along Jane street in Vaughan and report back to Council for endorsement.”

The proposed BRT stations along Jane Street are from Highway 7 to Major Mackenzie Drive and shown on Attachment 3. The Jane Street corridor is identified by Vaughan Official Plan 2010 (VOP 2010) as a Primary Intensification Corridor and includes two Primary Centres: Vaughan Mills and Jane Street/Major Mackenzie Drive.

VOP 2010 identifies that the purpose of a Primary Intensification Corridor is to link various centres and accommodate mixed-use intensification or employment intensification. It also states Primary Centres are to accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas.

The Vaughan Mills Primary Centre is a shopping destination of regional significance and includes residential intensification and includes a York Region Transit bus terminal. Over time it is anticipated that additional uses and intensification will occur throughout the entire Vaughan Mills Primary Centre area and the eventual redevelopment and intensification of the Vaughan Mills Mall.

The Jane Street and Major Mackenzie Drive Primary Centre is the site of the new Cortellucci Vaughan Hospital and is planned to evolve into a health care campus with associated community facilities, residential and business uses.

The current VOP 2010 designations along the Jane Street Primary Intensification Corridor and within the two Primary Centres includes policies, heights and densities that promote intensification and are supportive of planned public transit.

The proposed BRT project along Jane Street is identified by York Region Transit (VivaNext) as an unfunded project. York Region has identified the preliminary station locations at or near the intersections of Jane Street and the following intersections (south to north):

- Pennsylvania Avenue
- Langstaff Road
- Rutherford Road
- Springside Road
- Northwood Avenue
- Major Mackenzie Drive

The establishment of an MTSA boundary is determined by estimating an 800 metre walking distance from the BRT station and including lands within that walking distance that are anticipated or designated for intensification. Due to the uncertainty of Jane Street BRT station locations, the MTSA boundaries would be based on station location assumptions.

PPES staff did not previously put forward MTSA's along the Jane Street corridor because this corridor was not identified within the Growth Plan and the uncertainty with BRT station locations and funding commitment.

As set out in York Region Council's recommendations, Attachment 4 includes the draft MTSA boundaries for the 6 anticipated BRT stations along Jane Street. The draft boundaries have been prepared by Vaughan and York Region Planning staff.

The Growth Plan sets a minimum density target for BRT MTSA's at 160 persons and jobs per hectare (PJH). Vaughan and York Region staff will continue to refine the Jane MTSA boundaries and confirm the minimum density requirements to be included as part of York Region's Official Plan to be considered by York Region Council in Q4 2021.

**Vaughan PPES staff support the expansion of the Rutherford GO MTSA to include the four quadrants of Keele Street and Rutherford Road**

The York Region Council recommendation for the Rutherford GO MTSA is as follows:

“That MTSA 57 (Rutherford GO station) be referred to the City of Vaughan for additional consideration of the boundaries and density and request a report back to the Region in Q1 2021.”

The consideration for expansion of the Rutherford GO Station MTSA was initiated by a request from Annville Developments the owner of 9222 Keele Street at the southwest corner of Rutherford Road and Keele Street (Attachment 1). As the Amville Development request came after York Region's comment deadline, York Region Planning did not comment on the request.

The Rutherford GO MTSA boundary was considered by Vaughan Council on March 11, 2020 (Attachment 5). The boundary was established by considering lands within an 800 metre walking distance (10 minute walk) that can be considered for intensification or are currently intensified land-uses. The properties at the intersection of Rutherford Road and Keele Street were not originally included because they are approximately 950 metre walking distance to the GO Station and it was anticipated that the minimum density requirement of 150 PJH could be achieved within the proposed boundaries.

The VOP 2010 designation for the Rutherford GO Station lands is Mid-Rise Mixed-Use with a maximum height of 12-storeys and a density of 3.5 Floor Space Index (FSI). The Rutherford GO lands are being developed for a parking structure and no residential intensification is included within the development. The following note was included within the Rutherford GO Station MTSA considered by Vaughan Council on March 11, 2020 (Attachment 5):

“NOTE: The Rutherford GO station site was considered an intensification site in the Vaughan Official Plan 2010 (VOP 2010). As the GO station development is not currently intensified, the undeveloped lands within the proposed MTSA may require higher densities beyond the current VOP 2010 policies to meet the minimum density requirements through the Official Plan review “

The other major site that remains undeveloped within the Rutherford GO MTSA is located at the northwest corner of Rutherford Road and Peter Rupert Boulevard

(Attachment 6). These lands are designated in VOP 2010 as “Low-Rise Residential” and Zoning By-law Amendment (File Z.20.039) and Draft Plan of Subdivision (File 19T-20V008) applications have been submitted by the Owner, Block 18 Properties Inc., and Block 18 (Rutherford) Inc, for this 23 hectare parcel. The Owner proposes 260 dwellings (17 single detached units and 243 townhouse units) and is in conformity with the VOP 2010 designation. The anticipated population is 790 persons, and this equates to 34 PJH. In comparison, the minimum provincial target for an MTSA is 150 PJH.

Therefore, it does not seem that the minimum density target of 150 PJH for the Rutherford GO Station MTSA area will be met based on the March 11, 2020 approved boundary. There are two options available in this situation:

1. York Region can request the Province to support a lower minimum density for the MTSA.
2. Consider expansion of the MTSA beyond the 800 metre walking distance and include additional lands that are currently designated for intensification within VOP 2010.

Regarding the lower minimum density option, staff does not anticipate that the Province will support this position for the Rutherford GO Station MTSA due to the potential for intensification within the area.

PPES staff support the second option to expand the boundary for the Rutherford GO Station MTSA as shown on Attachment 6. The proposed expansion would extend to the intersection of Rutherford Road and Keele Street, to include the four corner properties.

The current VOP 2010 designations for the four quadrants of Keele Street and Rutherford Road promote intensification and are designated as follows:

- Northwest and Northeast quadrants: Residential Medium Density (maximums: Height, 8-storeys; FSI – 2.5)
- Southwest quadrant: Community Commercial (maximums: Height, 6-storeys; FSI – 2.0)
- Southeast quadrant: Employment Commercial Mixed Use (maximums: Height, 8-storeys, FSI - 2.5)

Attachment 6 includes the proposed expanded Rutherford GO Station MTSA area and an overlay with the existing VOP 2010 designations.

### ***York Region Council approved the expansion of the Maple GO MTSA***

The York Region Council recommendation as it pertains to the Maple GO MTSA is as follows:

“That York Region Council support the expansion of the boundary of MTSA 58 for the lands around the Maple GO station to include the 2.8 hectare parcel of land at the north east corner of Major Mackenzie Drive and McNaughton Road

East in the City of Vaughan so that the lands can be considered in the context of supporting intensification around an existing GO station and which further supports the growth targets of the Region of York.”

No action is being sought from the City of Vaughan.

As background, the expansion of the Maple GO MTSA was initiated by a request from York Major Holdings (“YMH”) Inc, (Attachment 2) the owner of the lands on the east side of McNaughton Road East and north of Major Mackenzie Drive.

These lands were not originally included within the MTSA because they are designated Private Open Space in the VOP 2010 and part of the Eagles Nest Golf Club lands. YMH is considering development opportunities for the lands, however no applications have been submitted to Vaughan.

With input from Vaughan PPES, the York Region Planning response to York Region Council was:

“While there is not opposition to this expansion request, as to date staff have not received sufficient information to confirm that the restrictions imposed by the former landfill can be addressed and thus the lands could be developed.”

York Region Planning staff included two MTSA options (Attachment 7); the original MTSA boundary and the expanded MTSA boundary.

York Region Council approved the expanded Maple GO MTSA boundary option.

### **Public Notice was provided for the Rutherford GO and Jane Street MTSA's**

The MTSA process is part of York Region’s Official Plan review (also known as Municipal Comprehensive Review) and public notice as per the *Planning Act* will be provided through this Official Plan process. In 2020, the proposed MTSA’s in Vaughan were posted on York Region’s MTSA website and a Vaughan/York Region public open house was held on March 4, 2020.

As the proposal is to introduce new Jane Street MTSA's and amend the Rutherford GO Station MTSA, the City circulated a notice for the Committee of the Whole meeting to all property owners within 120 m impacted by these proposed MTSA changes. This notice was also posted on the City’s web-site.

### **Financial Impact.**

There are no financial impacts resulting from this report. The MTSA policies applicable to Vaughan will be implemented and funded through the existing Official Plan Review budget.

### **Broader Regional Impacts/Considerations**

York Region has requested a response from Vaughan on the applicable MTSA matters.

## **Conclusion**

York Region Council requested the establishment of MTSA's along the Jane Street BRT corridor and to consider the expansion of the Rutherford GO MTSA. Vaughan PPES staff in consultation with York Region Planning staff have identified MTSA's for the Jane Street corridor and an expanded boundary for the Rutherford GO Station MTSA for Council's consideration.

**For more information**, please contact: Fausto Filipetto, Manager of Long-Range Planning at [Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca) or at 905-832-8585, extension 8699.

## **Attachments**

1. Request to York Region to expand Rutherford GO MTSA Station - Amville Development.
2. Request to York Region to expand Maple GO Station MTSA - York Major Holdings
3. Proposed BRT Stations along the Jane Street Corridor
4. Draft MTSA Boundaries along the future Jane Street BRT corridor
5. Rutherford GO Station MTSA as supported by Vaughan Council March 11, 2020
6. Proposed expansion of the Rutherford GO Station MTSA
7. York Region Planning letter regarding Maple GO Station MTSA expansion

## **Prepared by**

David Marcucci, Senior Planner, Extension 8410

Fausto Filipetto, Manager of Long-Range Planning, Extension 8699

Tony Iacobelli, Acting Director Policy Planning & Environmental Sustainability,  
Extension 8630

## **Approved by**



Mauro Peverini, Acting Chief Planning Official

## **Reviewed by**



Jim Harnum, City Manager



September 10<sup>th</sup>, 2020

*MGP File: 20-2898*

Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON  
L3Y 4W5

via email: [paul.freeman@york.ca](mailto:paul.freeman@york.ca)

Attention: Paul Freeman, Chief Planner

**RE: 9222 Keele Street, City of Vaughan  
Amville Developments Inc.  
Proposed Modification to Rutherford GO Major Transit Station Area ("MTSA") Boundaries**

Malone Given Parsons ("MGP") is the planning consultant for Amville Developments Inc. ("Amville"), the owner of 9222 Keele Street ("subject site") located at the southwest of Rutherford Road and Keele Street in the City of Vaughan. MGP has been engaged to provide planning assistance to Amville in reviewing the proposed Rutherford GO MTSA by York Region dated March 12, 2020. We believe there is the opportunity to adjust the boundary of the proposed MTSA to ensure it maximizes the size of the area to accommodate lands that can redevelop in order to achieve the maximal amount of potential transit users within walking distance of the station.

This would require modification to the Rutherford GO MTSA boundaries to include more of the Rutherford Road corridor that would include the subject site and additional lands along the south side of Rutherford Road in order to meet and/or exceed the minimum density target of 150 people & jobs. In summation, we believe the proposed modification to the Rutherford GO MTSA boundaries could achieve the following:

- Based on our preliminary review, the proposed Rutherford GO MTSA by the Region imposes challenge to achieve the minimum density (i.e. 150 people & jobs) given the existing land use constraints by including lands that will not be redevelop;
- By taking a corridor approach, the modified MTSA boundaries (see Appendix A) delineates an MTSA area in a transit-supportive manner that maximizes the size of the area and the number of potential transit users (including the subject site) that are within walking distance of the station, and achieve the minimum density target of 150 people & jobs. A corridor approach is preferable vs. a node approach, where the node includes lands that will not redevelop in the foreseeable future (stormwater management pond and existing neighborhoods). This is consistent with Section 2.2.4.2 of the Growth Plan; and
- The modified MTSA boundaries, including the subject site, include other lands that have significant redevelopment opportunity that will form part of the larger intensification strategy in the Region, as required by the Growth Plan. Rutherford Road is also designated as a Primary Intensification Corridor in the Vaughan Official Plan that links together various centres on transit supportive corridors and will accommodate intensification.

We thank you for your time and consideration in this matter and we will continue to monitor the process and kindly request to be notified of any future correspondence regarding the MTSA update. We look forward to continuing the discussion with the Region of York and the City of Vaughan further on this matter.

Yours very truly,

**MALONE GIVEN PARSONS LTD.**

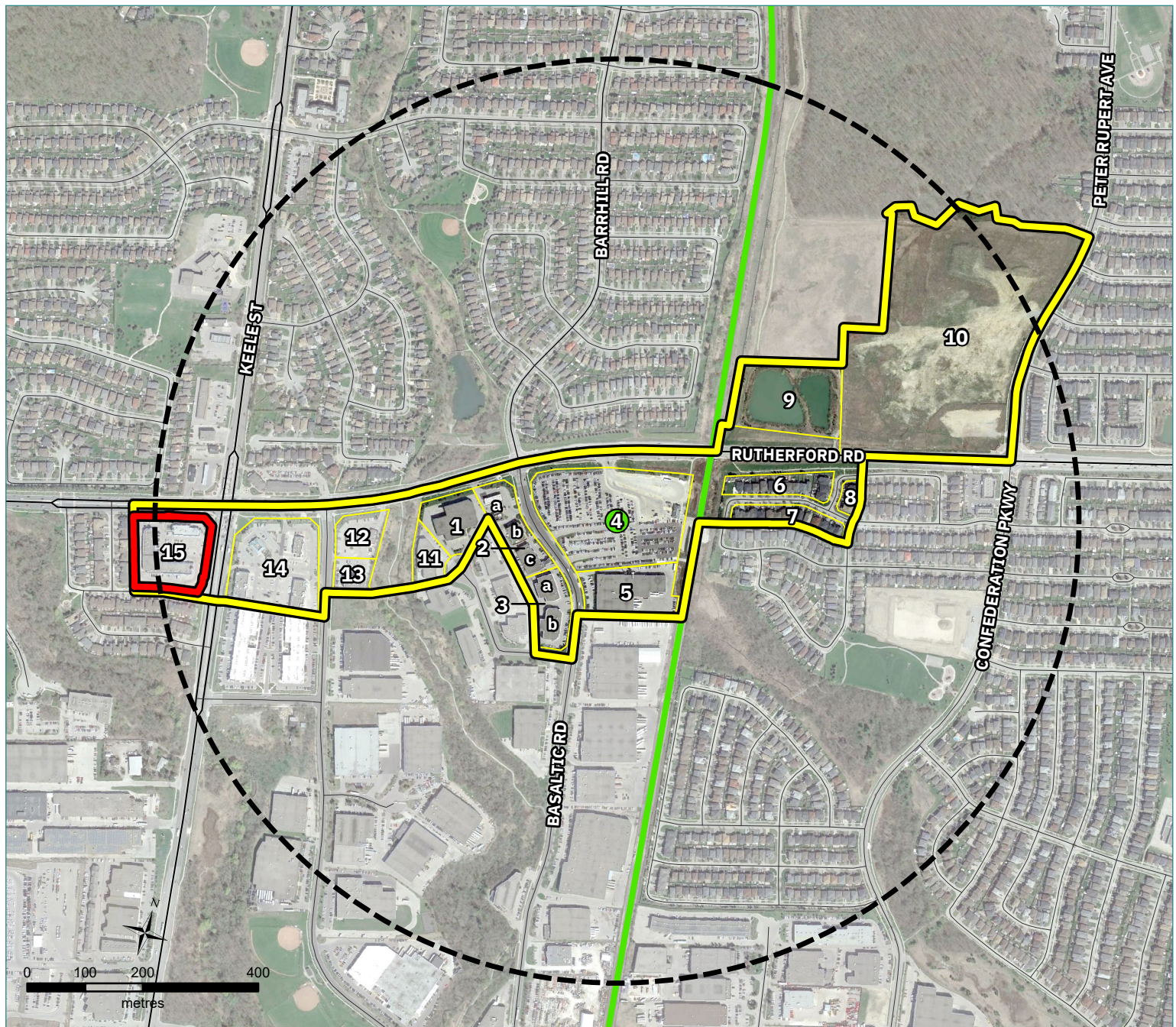
A handwritten signature in blue ink, appearing to read 'Matthew Cory', enclosed within a large, loopy blue oval stroke.






Matthew Cory, MCIP, RPP, PLE, PMP  
Principal

cc. G. DiMartino/J. Baldassarra, Amville Developments Inc.



# RUTHERFORD GO MAJOR TRANSIT STATION AREA VAUGHAN



-  Subject Lands
-  Draft MTSA Boundary
-  Rutherford GO Station
-  800m Distance Band
-  Priority Transit Corridor - GO Rail

**DRAFT - FOR DISCUSSION PURPOSES ONLY**

Sources: York Region - Planning for Intensification Background Report - Attachment 2 - Draft Major Transit Station Areas and Additional Strategic Growth Areas, 2019.  
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MGP File: 20-2898  
Date: August 27, 2020





64 Jardin Drive, Unit 1B  
 Concord, Ontario  
 L4K 3P3  
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[klmplanning.com](http://klmplanning.com)

File: P-3075

September 9, 2020

Regional Municipality of York  
 Administrative Centre  
 17250 Yonge Street  
 Newmarket, ON  
 L3Y 6Z1

**Attention: Regional Council, Regional Municipality of York**

**Re: Region of York - Committee of the Whole September 10, 2020  
 Major Transit Station Areas Endorsement Report (Item H.2.1)  
 10,000 Dufferin Street  
 York Major Holdings Inc.  
 City of Vaughan  
 Region of York**

---

KLM Planning Partners Inc. ("KLM") is the land use planning consultant representing York Major Holdings Inc. ("YMHI") with respect to lands they own at the northeast corner of Major Mackenzie Drive West and McNaughton Road East (the "Subject Lands"). The Subject Lands are comprised of an area of approximately 2.8 hectares (7 acres) and consist of approximately 500 metres of frontage along McNaughton Road, extending a depth of approximately 50 metres from McNaughton Road, between Major Mackenzie Drive W and Eaglet Court and are currently part of the Eagles Nest Golf Club lands. On behalf of YMHI, we have had an opportunity to review the "Major Transit Station Areas Endorsement Report" ("MTSA Report") which is being considered at the September 10, 2020 Committee of the Whole meeting and we are pleased to provide our comments at this time

KLM submitted a letter to Mr. Michael Skelly on June 1, 2020 (copy attached) in support of a request to expand the Major Transit Station Area ("MTSA") adjacent to the Maple GO Station in Vaughan. The Maple Go Station MTSA is identified by the Region of York (the "Region") as MTSA 58. In attachment 5 of the report, staff acknowledge the receipt of our letter requesting the Subject Lands be included within the boundary of MTSA 58. However, we note that our request was not accommodated and staff provided the following response:

"Lands not included in the MTSA as they are designated Private Open Space in City of Vaughan Official Plan"

This response from staff does not acknowledge our request to be included within the boundary of MTSA 58, or the pre consultation we have had with the City of Vaughan and Region with respect to the development potential of the Subject Lands. We believe now is the time to consider the inclusion of the Subject Lands within the boundary of MTSA 58 (Maple GO Station). In our letter to Mr. Skelly, we outlined our rationale for the inclusion of the Subject Lands within MTSA 58, which includes the following:

- The Subject Lands were likely excluded from consideration by the Region because they are currently part of the Eagles Nest Golf Club and are designated 'Private Open Space' in the Vaughan Official Plan. As a result, the potential for redevelopment would have been less obvious.
- The boundary for MTSA 58 (Maple GO Station) was drafted under the Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan 2017"), which generally defined an MTSA as an area within 500 metres or a 10-minute walk of a transit station.
- Since that time, the Growth Plan 2017 has been repealed and replaced by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan 2019"), which has expanded the definition of MTSA to include a radius of 500 to 800 metres.
- The Subject Lands are located approximately 600 metres from the Maple GO Station within the area defined in the 2019 Growth Plan and can appropriately be included in the MTSA 58 boundary.
- YMHI has already had a formal pre consultation meeting with the City of Vaughan for the development of the Subject Lands and is preparing applications for an Official Plan Amendment and Zoning By-law Amendment.
- Lands currently within the proposed MTSA 58 boundary include lands which are currently developed for commercial uses with very long term leases. The ability for these lands to develop in the short term for densities supported by their inclusion in the MTSA are limited.
- Expanding the boundary of MTSA 58 to include the Subject Lands will immediately support the continued investments in public transit that exist along the Barrie GO Line including the provision of all-day two-way service while allowing the lands that are currently developed for commercial uses and within the MTSA boundary to be planned for intensification over the longer term.
- Only 16.72% (33.44ha.) of the lands within the 2019 Growth Plan 800m radius are proposed by Regional staff to be included within the boundary of MTSA 58. We believe this is due in part to the fact that the majority of the lands to the south, west and north

are already developed with existing low density residential, institutional and employment uses.

- The inclusion of an additional 2.8ha. parcel of land within the MTSA boundary would further utilize lands within the area identified by the Province for intensification as set out by the Growth Plan 2019.

For the above noted reasons, it is our opinion that the inclusion of the Subject Lands in the Maple GO Station MTSA (58) is appropriate and represents good land use planning.

We appreciate your consideration of these comments and look forward to continue working with Staff with respect to our request for the inclusion of the Subject Lands within the boundary of MTSA 58. Please consider this our formal request to be notified of any future meetings related to this matter.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Yours truly,

**KLM PLANNING PARTNERS INC.**



Ryan Mino-Leahan, MCIP, RPP  
Partner

Copy: Paul Freeman, Chief Planner, Regional Municipality of York  
Sandra Malcic, Director, Long Range Planning, Regional Municipality of York  
Michael Skelly, Long Range Planning, Regional Municipality of York  
Bruce Macgregor, Chief Administrative Officer, Regional Municipality of York  
Regional Clerk, Regional Municipality of York  
Duane E. Aubie, York Major Holdings Inc.

SENT VIA EMAIL

KLM File: P-3075

June 1, 2020

Regional Municipality of York  
Community Planning and Development Services  
17250 Yonge Street, 4th Floor,  
Newmarket, ON  
L3Y 6Z1

**Attention: Michael Skelly**  
**Senior Planner, Long Range Planning**

**Re: Request for Expansion to the Maple GO Station MTSA**  
**East side of McNaughton Road, part of Eagles Nest Golf Course**  
**10,000 Dufferin Street**  
**City of Vaughan**  
**Region of York**

---

Dear Mr. Skelly,

On behalf of our client, York Major Holdings Inc., we are pleased to submit a request for an expansion to the Major Transit Station Area ("MTSA") related to the Maple GO Station, identified by the Region of York (the "Region") as MTSA 58. Our client owns the above noted lands (the "Subject Lands") which are located adjacent to and wholly outside of MTSA 58 as currently proposed. This letter has been prepared to provide a planning justification for the proposed expansion.

The Subject Lands are located on the east side of McNaughton Road East, north of Major Mackenzie Drive West and are currently part of the Eagles Nest Golf Club lands. They are comprised of an area of approximately 2.8 hectares (7 acres) and consist of approximately 500 metres of frontage along McNaughton Road, extending a depth of approximately 50 metres from McNaughton Road, between Major Mackenzie Drive W and Eaglet Court.

The Subject Lands are designated "Urban Area" in the Region of York Official Plan (ROP). Development within the Region of York is directed to Urban Areas. The Subject Lands are designated "Private Open Space" on Schedule 13-Land Use of the Vaughan Official Plan 2010 (VOP 2010) and are identified as "Private Open Space" and "Policy Area 3" as shown on Map 12.3.A (Keele Valley Land Fill Area) of Volume 2 to VOP2010. This designation does not permit the proposed residential development and an amendment to the Vaughan Official Plan is therefore required. The subject lands are zoned Open Space – OS2 with site specific exceptions in Vaughan Zoning By-law 1-88. The existing zoning does not permit the proposed residential development and an amendment to Zoning By-law 1-88 is required.

Our client is preparing to file applications with the City of Vaughan for an Official Plan Amendment and Zoning By-law Amendment to facilitate the development of the Subject Lands for proposed residential uses. A formal pre-application consultation (PAC.19.085) was held with City staff on November 28, 2019. The proposed applications will seek to re-designate and re-zone the subject lands to facilitate residential development in the form of five (5) residential towers with an expected total gross floor area of approximately 84,000 square metres. The proposed development would include approximately 1,100 units providing a density of approximately 391 units per hectare and an estimate population of 2,230 residents. The proposed development would be part of an overall re-development of the area to the east of the Maple GO Station as part of a longer-term master plan.

The Region, through its ongoing Municipal Comprehensive Review (the “MCR”), has prepared a draft boundary for the Maple GO Station MTSA, from which the Subject Lands have been excluded. It is our opinion that it is an appropriate time, given the pending development applications and the justification provided below, to expand the MTSA 58 boundary to include the Subject Lands.

At the time that the MTSA 58 boundary was drafted, Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan 2017”) was then in-effect and defined an MTSA generally as an area within 500 metres or a 10-minute walk of a transit station. Since that time, the Growth Plan 2017 has been repealed and replaced by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan 2019”), which has expanded the definition of MTSA to include a radius of 500 to 800 metres. The Subject Lands are located approximately 600 metres from the Maple GO Station and should therefore now be included in an updated MTSA 58 boundary, as the Subject Lands are completely within this range.

The Subject Lands would have also been excluded from consideration by the Region because they are currently part of the Eagles Nest Golf Club and the potential for redevelopment is less obvious. The Region has determined that only lands suitable for development or redevelopment at higher densities will be considered in the drafting of MTSA boundaries. Given the above noted application for Official Plan Amendment to re-designate the Subject Lands for residential development, and that other lands within MTSA 58 are currently encumbered by long-term commercial uses, it would be appropriate to expand the MTSA 58 boundary at this time.

It is important to note that the commercial lands which form part of the York Commercial Village on the west side of McNaughton Road are currently developed for commercial uses with very long terms leases on these properties. The ability for these lands to develop in the short term for densities supported by their inclusion in the MTSA are limited. The expansion of the MTSA boundary to lands just east of McNaughton Road East will immediately support the continued investments in public transit that exist along the Barrie GO Line including the provision of all-day two-way service while allowing the lands that are currently developed for commercial uses and within the MTSA boundary to be planned for intensification over the longer terms.

Further, the lands around the Maple GO Station consist of existing low density residential to the west and south, an existing cemetery to the south, and industrial uses to the north. The Maple Heritage Conservation District is also located to the south and west. The redevelopment of a large portion of the area surrounding the Maple GO Station that would otherwise be included in the MTSA is thereby unlikely, especially at the densities that are required to assist the City and Region in achieving the intensification targets. Based on a 500 metre radius, an area of approximately 78.5 hectares could potentially be

included within the MTSA 58 boundary, whereas the draft boundary prepared by the Region includes only 33.44 hectares. When an 800 metre radius is applied in accordance with the Growth Plan 2019, this discrepancy is amplified as an area of approximately 200 hectares, which could potentially be included. It would therefore be appropriate to include the Subject Lands in order to assist the City and Region in achieving the minimum intensification targets as set out by the Growth Plan 2019.

For the above noted reasons, it is our opinion that the inclusion of the Subject Lands in the Maple GO Station MTSA is appropriate and represents good land use planning.

We trust the foregoing is in order. Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

**KLM PLANNING PARTNERS INC.**



Ryan Mino-Leahan, B.U.R.Pl., MCIP, RPP  
Partner



Alistair Shields  
Senior Planner

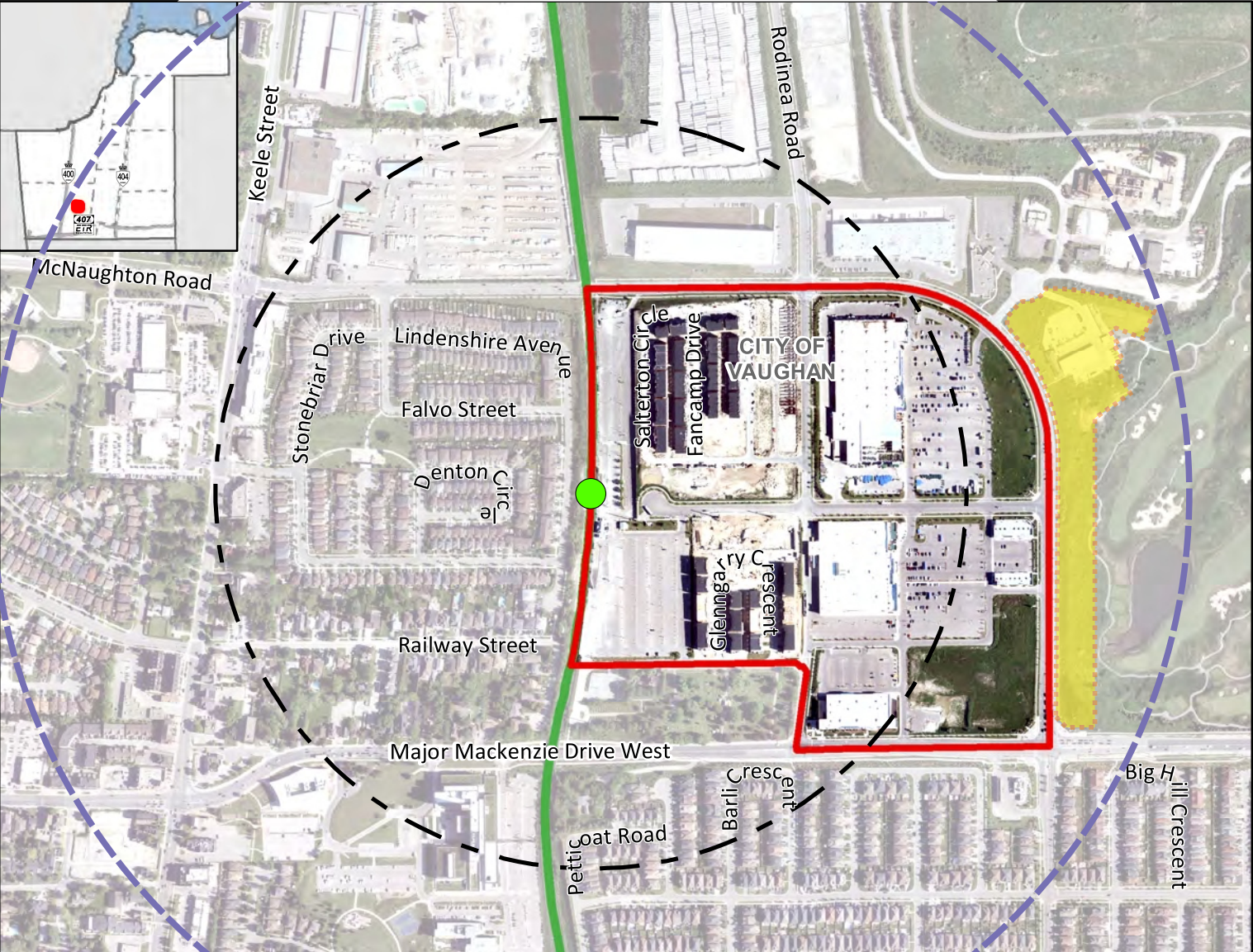
Copy: Duane E. Aubie, York Major Holdings Inc.



# Maple GO Station

## On Barrie GO Line Corridor

Near Major Mackenzie Drive at Keele Street, Vaughan



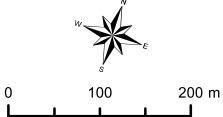
### Legend

- Major Transit Station**
- Required GO Rail
- 500m Radius
- Draft MTSA Boundary
- 800m Radius
- Subject Lands

- Priority Transit Corridors**
- GO Rail

**Maple GO Station**  
**Gross Area:**  
 33.44 ha

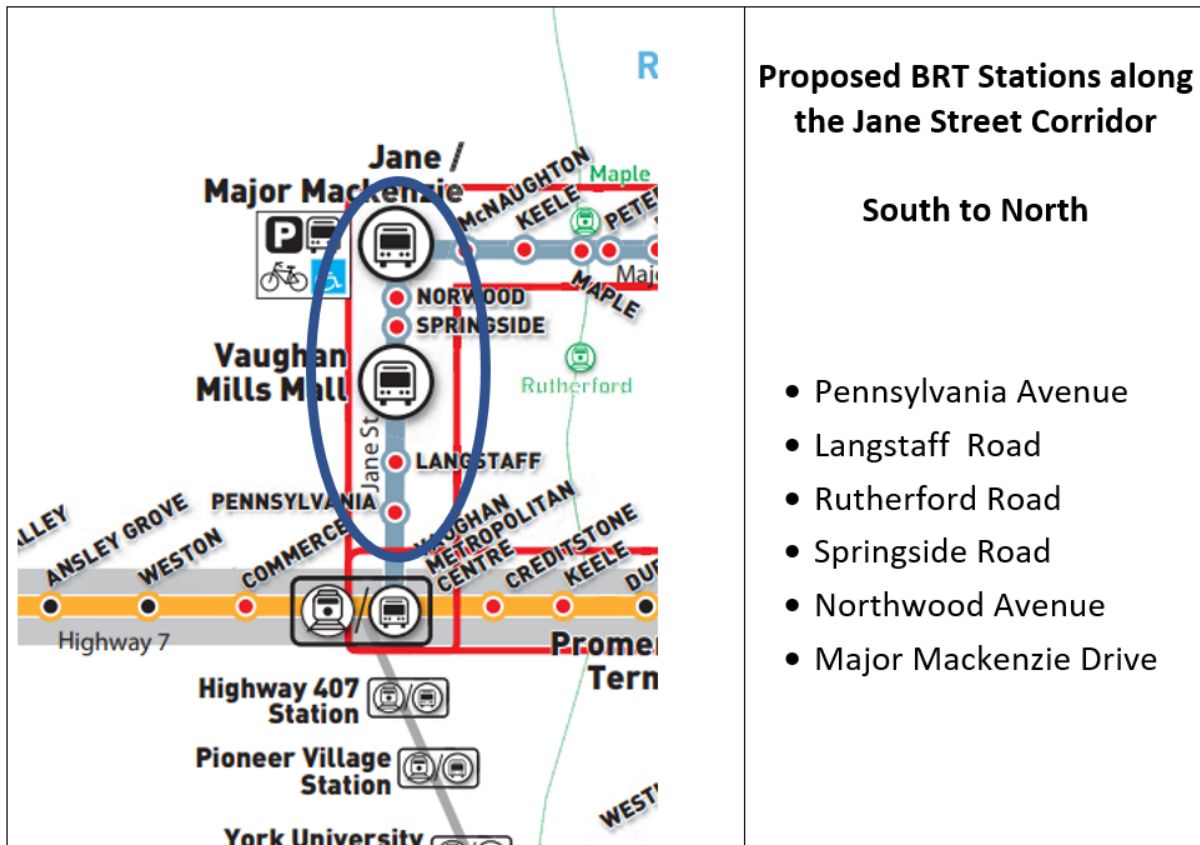
**Subject Lands Area:**  
 +/-2.8 ha



Planning • Design • Development  
 64 JARDIN DRIVE - UNIT 1B, CONCORD, ONT. L4K 3P3  
 PHONE (905) 869-4055 FAX (905) 869-0097 design@klmplanning.com

MAY 29, 2020



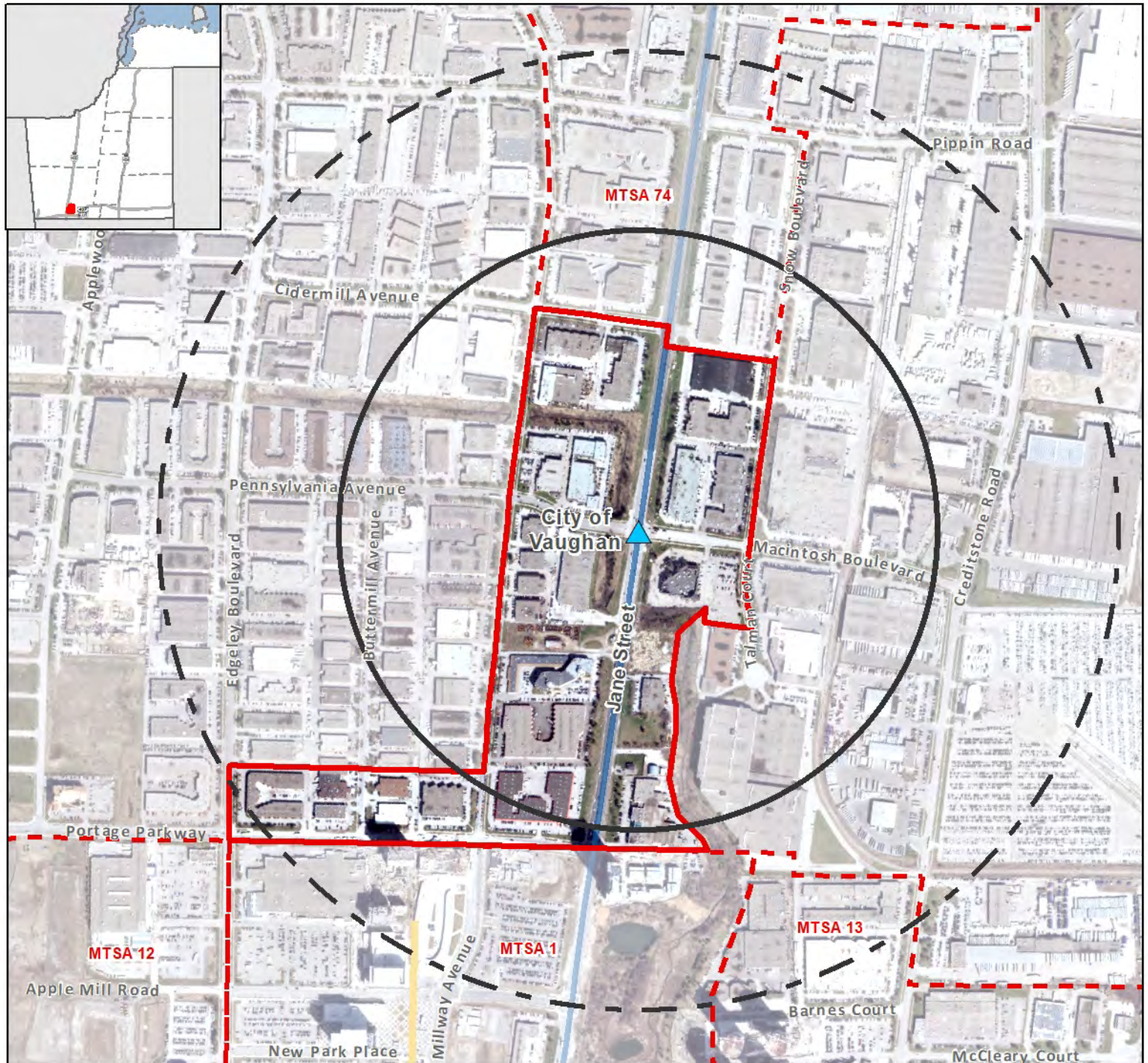


# Pennsylvania BRT Station

Near Jane Street and Pennsylvania Avenue

MTSA 73

Vaughan



## Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

## Priority Transit Corridors - Provincial Growth Plan

- Subway
- Other Transit Corridors
- Bus Rapid Transit

**Pennsylvania  
BRT Station  
MTSA Gross  
Area:**  
36.99 ha



0 100 200 m

**York Region**

The Regional Municipality of York  
Corporate Services  
Planning and Economic Development  
February 2021

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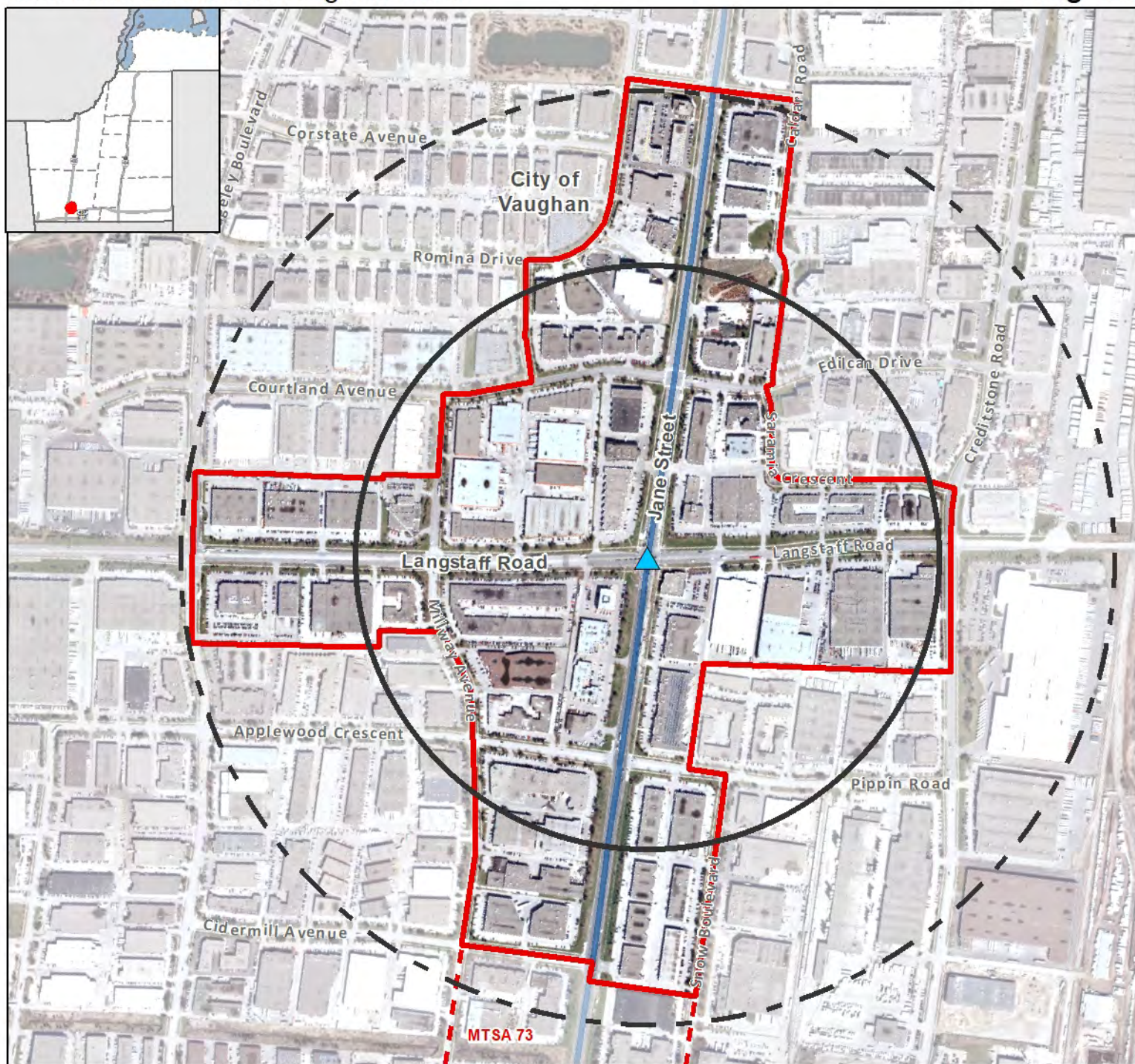


# Langstaff BRT Station

Near Jane Street and Langstaff Road

MTSA 74

Vaughan



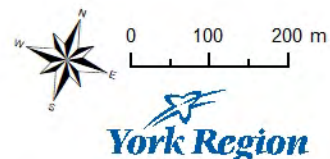
## Legend

-  Other Bus Rapid Transit
-  Proposed MTSA Boundary
-  500m Radius
-  800m Radius
-  Adjacent Proposed MTSA Boundary

## Other Transit Corridors

-  Bus Rapid Transit

**Langstaff BRT  
Station MTSA**  
Gross Area:  
88.37 ha



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February 2021

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# Vaughan Mills BRT Station





Near Jane Street and Rutherford Road

MTSA 75

Vaughan



## Legend

-  Other Bus Rapid Transit
-  Proposed MTSA Boundary
-  500m Radius
-  800m Radius
-  Adjacent Proposed MTSA Boundary

## Other Transit Corridors

-  Bus Rapid Transit

**Vaughan Mills  
BRT Station  
MTSA Gross  
Area:  
73.78 ha**



0 100 200 m



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# Springside BRT Station

Near Jane Street and Springside Road

MTSA 76  
Vaughan

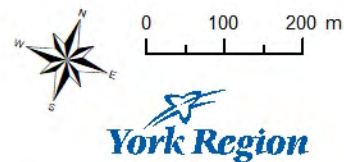


## Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

**Other Transit Corridors**  
 Bus Rapid Transit

**Springside BRT  
Station MTSA  
Gross Area:  
55.31 ha**



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February 2021

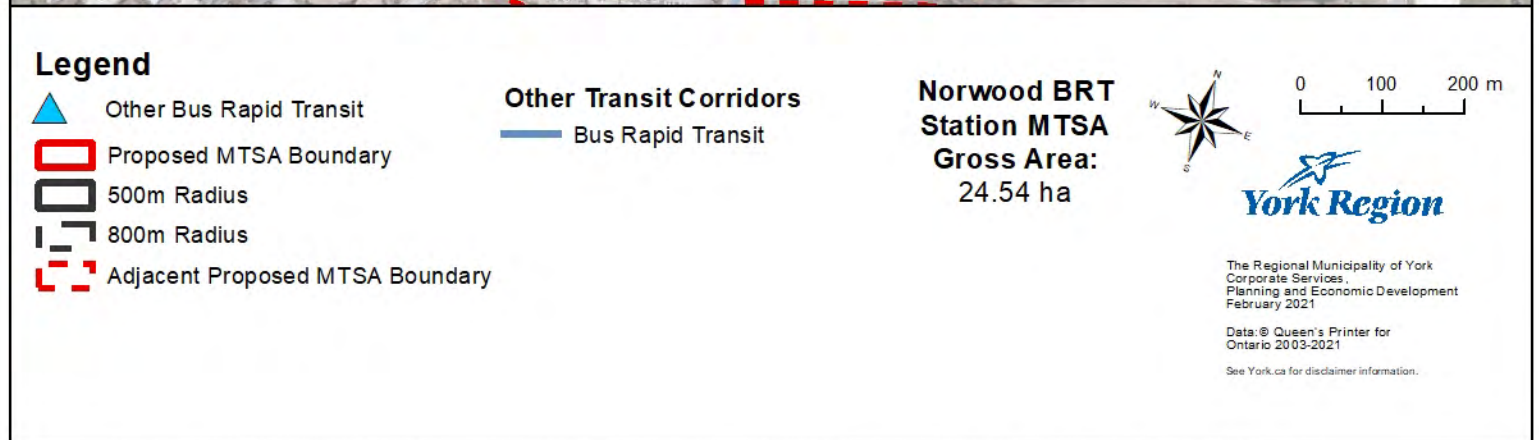
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Near Jane Street and Norwood Avenue

## Vaughan



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# Major Mackenzie BRT Station

Near Jane Street and Major Mackenzie Drive

MTSA 78  
Vaughan



## Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors  
 Bus Rapid Transit

**Major  
Mackenzie BRT  
Station MTSA**  
Gross Area:  
88.22 ha



0 100 200 m



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Corporate Services  
Planning and Economic Development  
February 2021

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**Excerpts from Vaughan Committee of the Whole Report dated March 9, 2020**

**MTSA 57 - Rutherford GO Station**

Major Intersection: Rutherford Road and Basaltic Road, Vaughan

Station Type: GO Station

<b>MTSA 57 - Rutherford GO Station</b>		
	<b>Values Proposed by York Region for Vaughan</b>	<b>Changes Based on Vaughan Planning Staff Recommendations</b>
<b>Proposed MTSA Area:</b>	31 ha	27 ha
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	150 PJH	
<b>Projected Ultimate Density:</b>	150 PJH	
<b>Existing Density:</b>	15 PJH	

**Comments on Proposed Regional MTSA:**

1. Support the proposed minimum density.

**NOTE:** The Rutherford GO station site was considered an intensification site in The Vaughan Official Plan 2010 (VOP 2010). As the GO station development does is not currently intensified, the undeveloped lands within the proposed MTSA may require higher densities beyond the current VOP 2010 policies to meet the minimum density requirements through the Official Plan review.

2. Amend the MTSA Boundary as per 'MTSA 57 - Rutherford GO Station: Vaughan Proposed Boundary Amendments' below to exclude the:
  - a. storm water management pond.

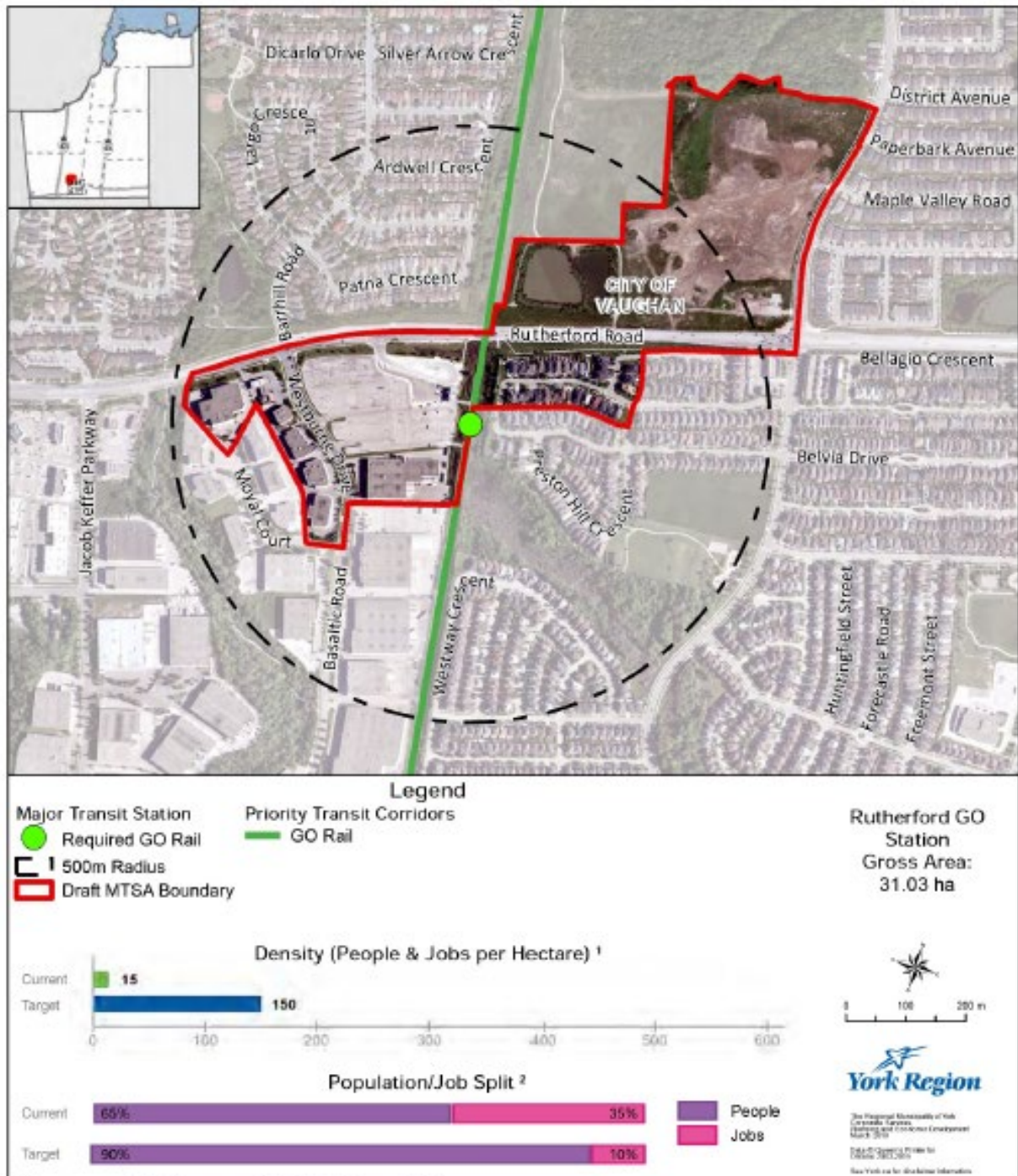


Valleyway Crescent  
Foxhill Drive  
Fieldgate Drive  
Bicarlo Drive  
Silver Arrow Crescent  
Ardwell Crescent  
Patna Crescent  
Rutherford Road  
Rutherford GO Station  
Remove stormwater pond  
Remove semi-detached houses  
MTSA Stops  
MTSA Boundary  
Scale: 0 50 100 200 Meters

# Rutherford GO Station

On Barrie GO Line Corridor  
Near Rutherford Road at Basaltic Road, Vaughan

MTSA 57



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

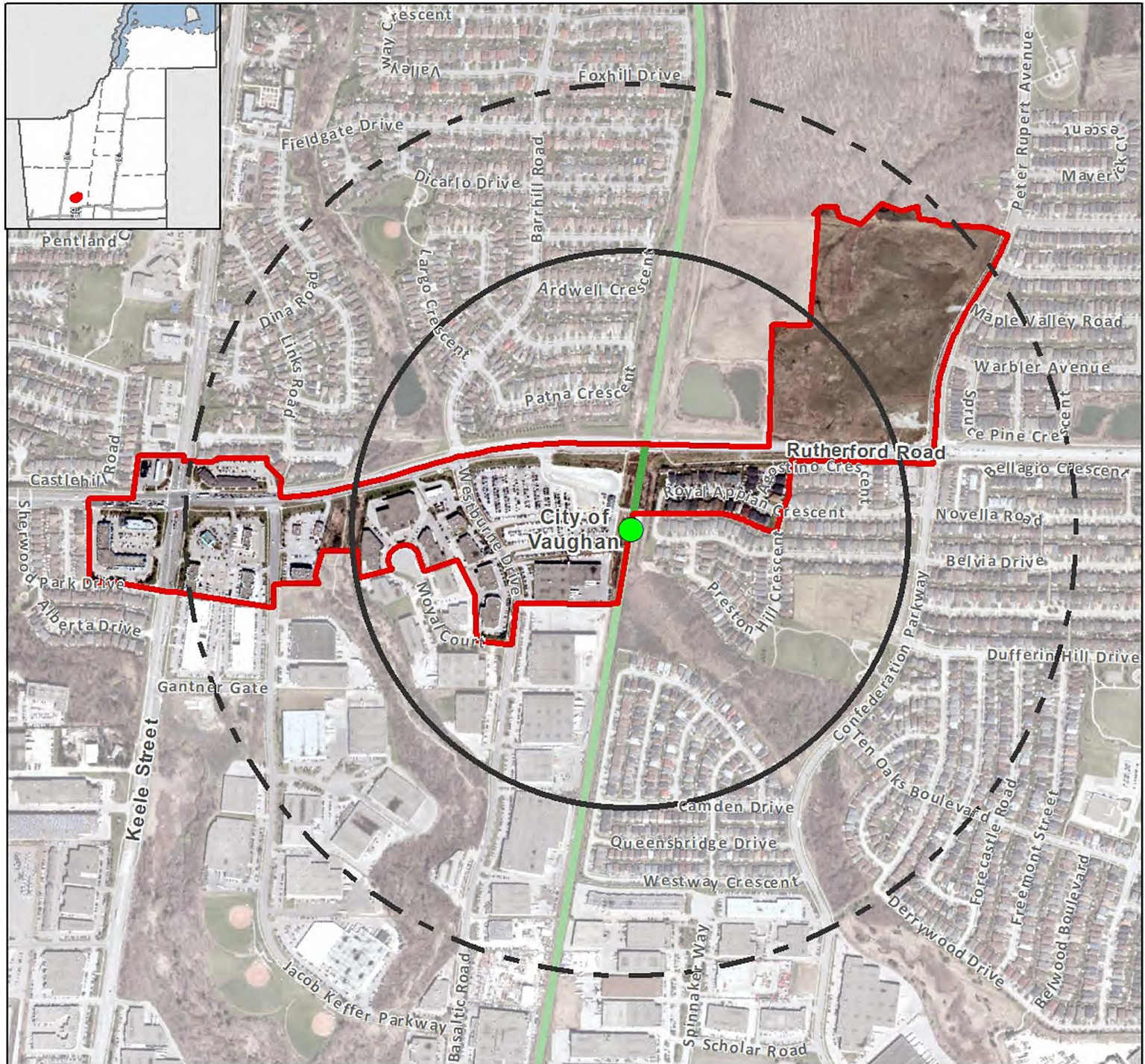


# Rutherford GO Station

Near Rutherford Road at Westburne Drive

MTSA 57

Vaughan



## Legend

- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

## Priority Transit Corridors - Provincial Growth Plan

— GO Rail

**Rutherford GO  
Station MTSA**  
Gross Area:  
38.55 ha



0 100 200 m

**York Region**

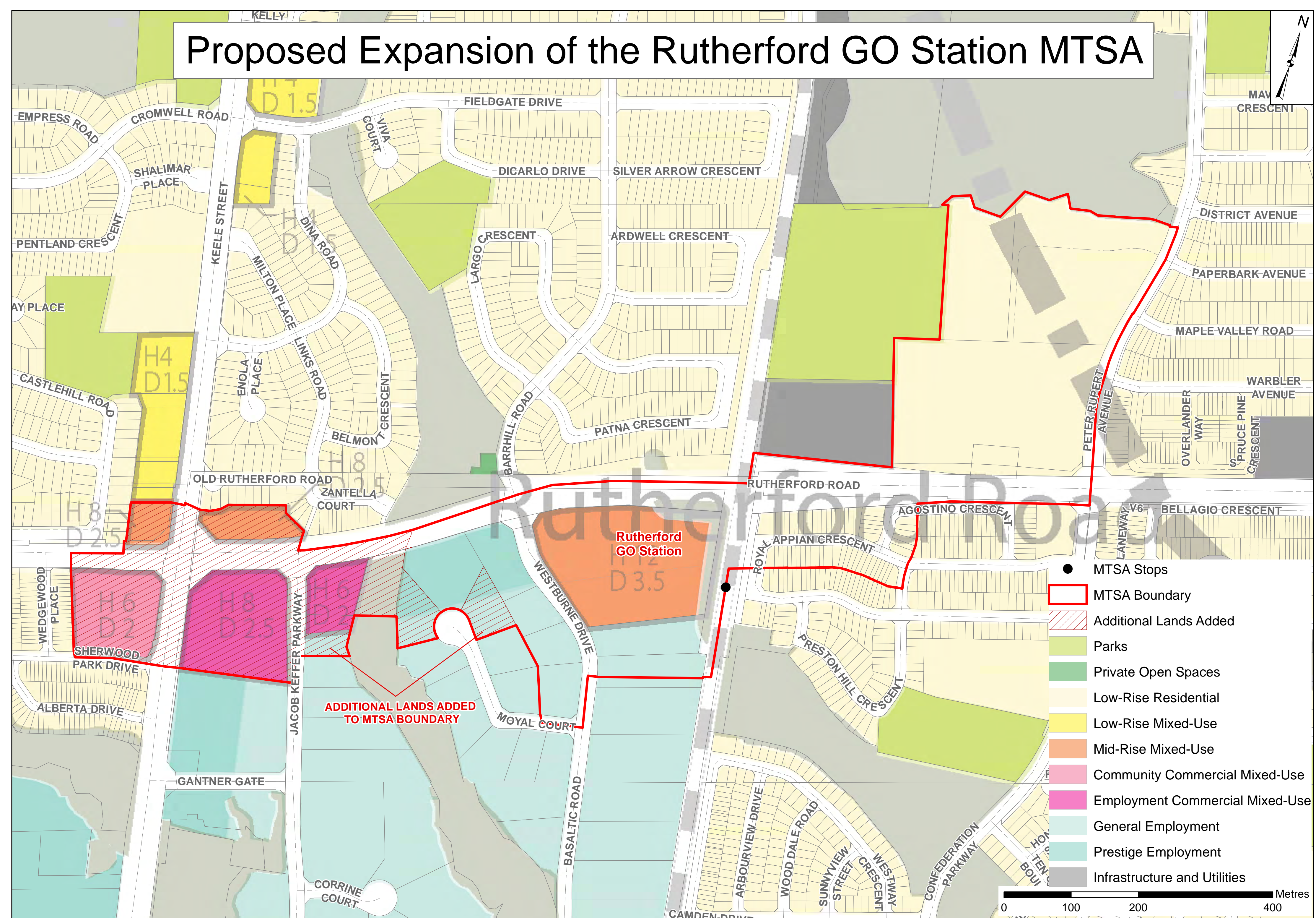
The Regional Municipality of York  
Corporate Services  
Planning and Economic Development  
February 2021

Data: © Queen's Printer for  
Ontario 2003-2021

See York.ca for disclaimer information.



# Proposed Expansion of the Rutherford GO Station MTSA







Office of the Chief Planner  
Corporate Services Department

## MEMORANDUM

To: Regional Chair Emmerson and Members of Regional Council

From: Paul Freeman  
Chief Planner

Date: September 22, 2020

Re: MTSA Endorsement Report Follow-up Items

---

This memorandum provides a follow up to the Major Transit Station Areas Endorsement Report from the [September 10, 2020](#) Committee of the Whole (COW) meeting to consider revising the proposed minimum density target from 10 to 150 people and jobs per hectare for Gormley GO Station in Richmond Hill (MTSA 72) and to expand the boundary of the Maple GO Station MTSA (MTSA 58) in Vaughan as part of the Regional Official Plan update.

### **The Gormley GO Station MTSA will not meet a density target of 150 people and jobs per hectare with the current provincial land use designations**

The proposed MTSA boundary with a revised proposed minimum density target of 15 people and jobs per hectare for Gormley GO Station is provided in Attachment 1.

The proposed Gormley GO Station MTSA is located within the Oak Ridges Moraine Conversation Plan, Greenbelt Plan, Gormley Heritage Conservation District Plan and West Gormley Secondary Plan. Approximately 42 hectares of the total 53.6 hectares in the potential MTSA is designated as Rural Settlement Area (Hamlet of Gormley). Under the Oak Ridges Moraine Conservation Plan and the Growth Plan, development within rural settlement areas is limited to minor infill and small-scale commercial and institutional uses; the purpose being to preserve, sustain and strengthen the rural heritage character of the area over the long term. This objective is also reflected in the Gormley Heritage Conservation District Study and Plan.

The proposed MTSA also includes portions of the West Gormley Secondary Plan area located west of Leslie Street. It includes areas of the Secondary Plan designated for institutional and medium density residential within an 800 metre radius and approximately a 10-minute walk to

the transit station. There are currently active development applications within the medium density residential designation of the West Gormley Secondary Plan in the draft approval stage.

As shown in Attachment 1 and Table 1, the maximum density of the medium density residential of the West Gormley Secondary plan is 75 people and jobs per hectare, based on a submitted development application for the site. The maximum density within the Rural Settlement Area portion of the MTSA is approximately 9 people and jobs per hectare, assuming minor residential infill and small-scale commercial and/or institutional development of the vacant parcels within the Hamlet of Gormley boundary. As a result, staff feel an increased minimum density target from 10 to 15 people and jobs per hectare is reasonable for this MTSA to match the maximum build out potential that can be achieved for the Gormley GO Station MTSA given its current land use designations. MTSA targets are minimums and do not preclude the ability for local municipalities to plan for higher densities within these areas.

**Table 1**  
**Density Breakdown at Build Out for the Gormley GO Station MTSA**

<b>Location</b>	<b>Gross Area (Hectares)</b>	<b>Total People</b>	<b>Total Jobs</b>	<b>Density (people &amp; jobs per hectare)</b>
Hamlet of Gormley	41.6	310 (130 existing + 180 potential)	70 (35 existing + 35 potential)	9.1
WGSP – Institutional	7.4	5 (0 existing + 5 potential)	50 (1 existing + 49 potential)	7.4
WGSP – Medium Density Residential	4.6	330 (0 existing + 330 potential)	15 (0 existing + 15 potential)	75.0
<b>Total</b>	<b>53.6</b>	<b>645</b>	<b>135</b>	<b>14.5*</b>

\*Build Out Weighted by Gross Area

The Gormley GO Station MTSA will not be able to meet the Growth Plan minimum density target of 150 residents and jobs per hectare for GO stations due to limited development potential in the rural settlement, restricted by the Oak Ridges Moraine Conservation Plan, and conservation district area and the density of the developing subdivisions west of Leslie Street. An alternative density target request from the Province is not required for Gormley GO Station

as the Province has not identified this station as being located on a Provincial Priority Transit Corridor and therefore not subject to Provincial minimums.

Development of lands beyond the current urban and rural settlement areas included within the Gormley GO Station MTSA will first require amendments by the Province to the Oak Ridges Moraine Conservation Plan. If the Province amends provincial policies in this regard, a revised MTSA boundary and minimum density target could be considered.

**Maple GO Station MTSA can be expanded to include part of the current Eagles Nest Golf Club subject to confirmation from Vaughan Planning staff that the lands to be included are developable**

Council also directed staff to consider lands at 10000 Dufferin Street, (approximately 2.8 hectares on the north side of Major Mackenzie Drive) as part of the proposed Maple GO MTSA.

The lands proposed to be included in the Maple GO Station MTSA boundary are currently part of Eagles Nest Golf Club and are designated Private Open Space on Schedule 13 of the 2010 Vaughan Official Plan. The lands are also identified in the 2010 Vaughan Official Plan as Private Open Space and Policy Area 3 on Map 12.3.A being within the Keele Valley Landfill Area. These designations do not permit residential development. While staff are not opposed to including the requested additional lands in the MTSA if developable, to date staff have not received sufficient information to confirm that the restrictions imposed by the former landfill can be addressed.

Two MTSA boundary options are attached for the Maple GO Station. Option 1 as shown in Attachment 2 is the originally proposed MTSA boundary from the [September 2020](#) MTSA Endorsement Report currently proposed for the Regional Official Plan update. In the event the additional lands are confirmed as being developable by City of Vaughan staff, Regional staff will bring forward Option 2 for the Maple GO MTSA in the updated Regional Official Plan. Both options propose a minimum density target of 150 people and jobs per hectare.

For more information on this memo, please contact Sandra Malcic, Director of Long Range Planning, at [Sandra.Malcic@york.ca](mailto:Sandra.Malcic@york.ca).

---

Paul Freeman, MCIP, RPP  
Chief Planner

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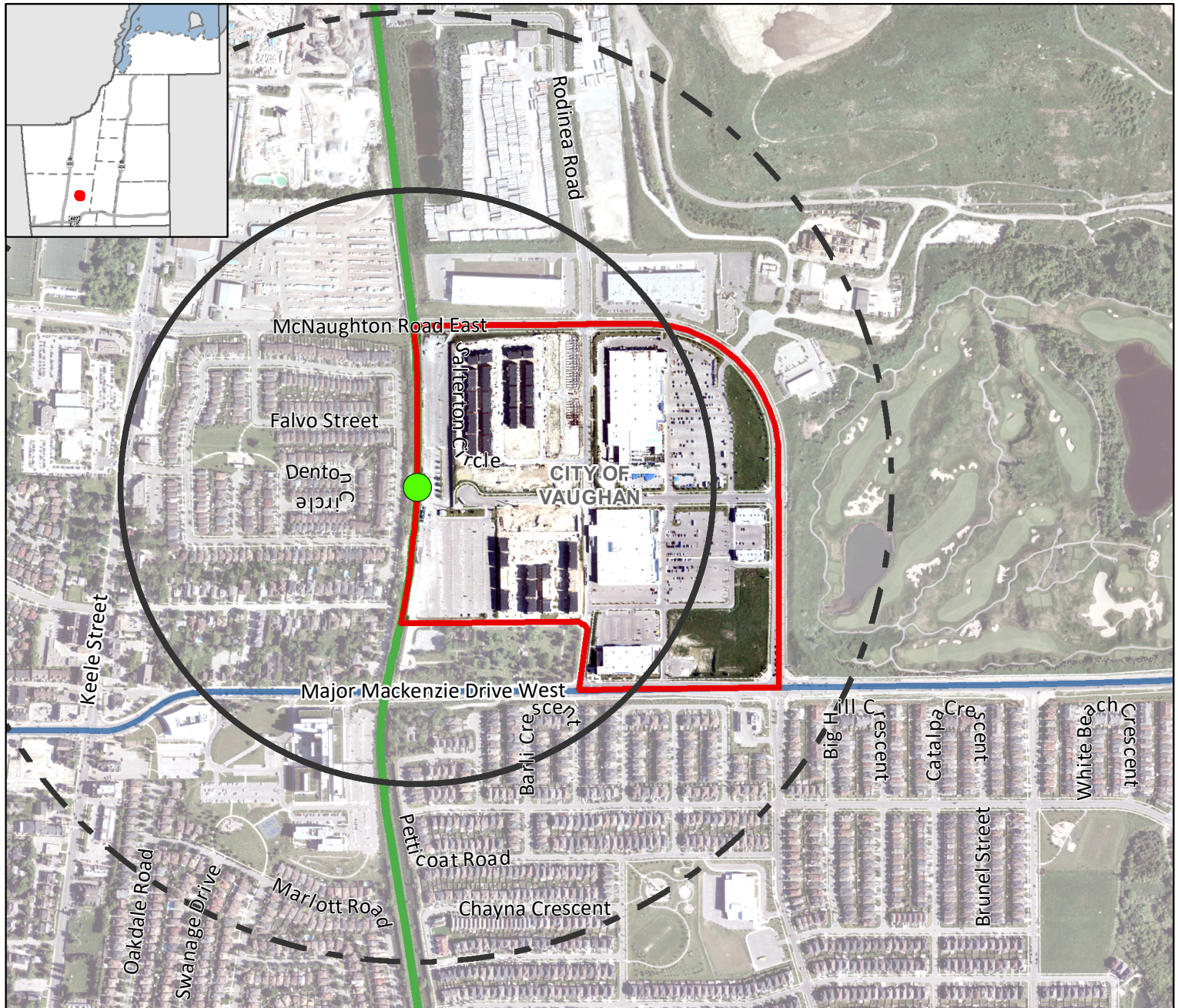
Bruce Macgregor  
Chief Administrative Officer

Attachments (3)  
#11638438







# Maple GO Station - OPTION 1

Near Major Mackenzie Drive at Keele Street



## Legend

### Major Transit Station

-  Priority GO Rail
-  Proposed MTSA Boundary
-  500m Radius
-  800m Radius

### Priority Transit Corridors - Provincial Growth Plan

 GO Rail

### Other Transit Corridors

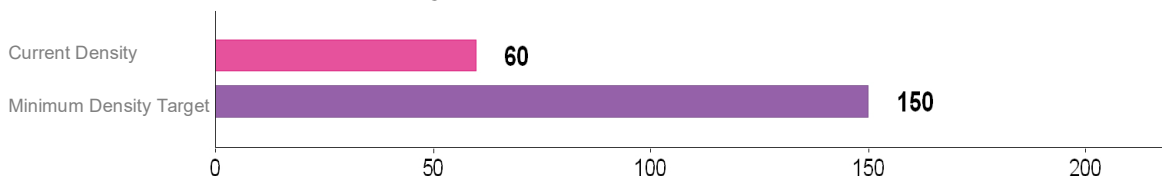
 Bus Rapid Transit

**Maple GO Station MTSA**  
Gross Area:  
33.44 ha



0 100 200 m

## Density (People & Jobs per Hectare)



The Regional Municipality of York  
Corporate Services,  
Planning and Economic Development  
August 2020

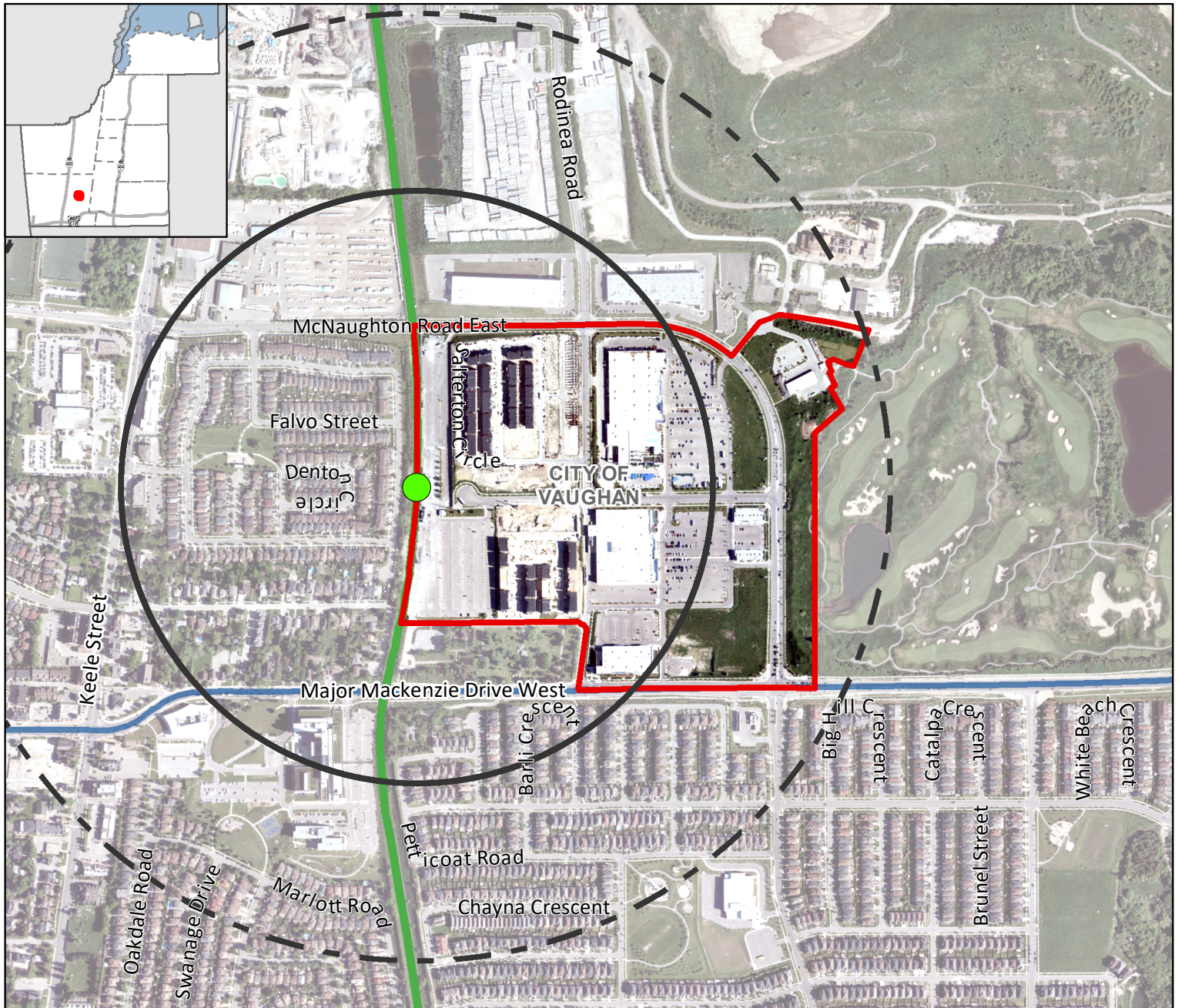
Data © Queen's Printer for  
Ontario 2003-2020

See York.ca for disclaimer information.



# Maple GO Station - OPTION 2

Near Major Mackenzie Drive at Keele Street



## Legend

### Major Transit Station

- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

### Priority Transit Corridors - Provincial Growth Plan

— GO Rail

### Other Transit Corridors

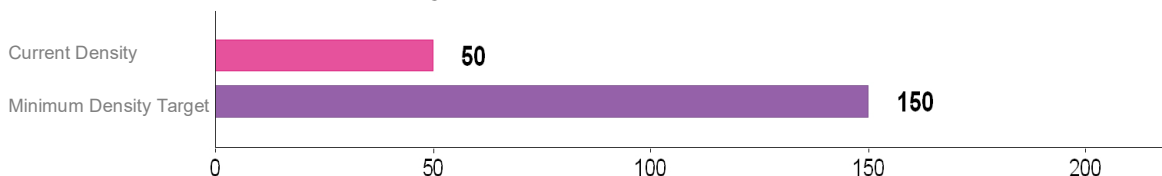
— Bus Rapid Transit

**Maple GO Station MTSA**  
Gross Area:  
38.95 ha



0 100 200 m

## Density (People & Jobs per Hectare)



The Regional Municipality of York  
Corporate Services,  
Planning and Economic Development  
September 2020

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Ontario 2003-2020

See York.ca for disclaimer information.

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: BRT Stations  
**Date:** March-26-21 9:10:08 AM

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**From:** Joanne Linardi [REDACTED]  
**Sent:** Thursday, March 25, 2021 9:59 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] BRT Stations

Hi,

I would like to comment on the request to consider new major transit station areas along Jane Street. I don't think this should be a priority since the bus system isn't being used much in this area and it would cause even more traffic and confusion than we already have.

Thanks,

Joanne

Get [Outlook for Android](#)

**C3**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item#8  
**Date:** April-01-21 1:41:09 PM

---

-----Original Message-----

**From:** Vera Monks <[REDACTED]>  
**Sent:** Thursday, April 01, 2021 1:36 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] Item#8

The proposed changes should not be accepted. Traffic congestion at Keele and Rutherford and Jane and Springside is already overloaded. High rise development and bus routes

Sent from my iPhone



**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item 8 Committee of the Whole April 7, 2021  
**Date:** April-01-21 1:47:08 PM

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**From:** Lori Colussi [REDACTED] >  
**Sent:** Thursday, April 01, 2021 1:46 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Item 8 Committee of the Whole April 7, 2021

I am writing to oppose the changes being contemplated under Item 8 of the above noted meeting. I currently live in walking distance to Keele and Rutherford and want to reiterate that this intersection does not need more intensification as it is already maxed out. Currently the traffic along Rutherford Road is unbearable. During normal times, pre covid, entering and exiting my subdivision is impossible. Even on weekends, with Canada's Wonderland open and the major shopping centre, Vaughan Mills, travel along Rutherford is just a nightmare.

Intensifying the density at the four corners of Keele and Rutherford will just make the current conditions worse and be a constant gridlock situation.

How are the residents in the area going to have quiet enjoyment of their property? Noise and environmental pollution will escalate. God forbid if anyone of the seniors in this area need an ambulance it would just take a much longer time for EMS to respond.

I truly hope that this initiative is shot down and will not proceed.

Thank you for your time.  
Lori Colussi.

**C5**  
**Communication**  
**CW (1) - April 7, 2021**  
**Items# - 8**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item#8  
**Date:** April-01-21 1:53:22 PM

---

-----Original Message-----

From: Vera Monks <[REDACTED]>  
Sent: Thursday, April 01, 2021 1:51 PM  
To: Clerks@vaughan.ca  
Subject: [External] Item#8

Development of a bus station and allowing high rise buildings at Keele and Rutherford will negatively impact established neighborhoods and will be detrimental to the safety and ability to travel through these locations. Already difficult and time consuming commutes will become intolerable. These neighborhoods already have substantial traffic and congestion issues, especially complicated by Vaughan Mills mall, Canada's Wonderland visitors and the new Cortellucci hospital. Fix existing problems before creating new ones! Besides a developer and builders profiting from these developments there will be no benefit gained by the residents who regularly drive and live in these areas. For once let residents safety, well being and mental health triumph over profit. Rutherford/Keele and Jane street cannot sustain more development and activity.

Sent from my iPhone

**C6**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] April 7, 2021 meeting - Item 8  
**Date:** April-01-21 2:16:03 PM

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-----Original Message-----

From: Danielle Durocher [REDACTED]  
Sent: Thursday, April 01, 2021 2:04 PM  
To: Clerks@vaughan.ca  
Subject: [External] April 7, 2021 meeting - Item 8

I live on Bachman Drive, close to Norwood. My area would be impacted by the decision involving Item 8 on the April 7, 2021 agenda.

I would like to provide my feedback. I oppose the proposed changes. This area is already crowded enough.

Hope my feedback counts as something. Thank you.

Danielle Sylvester  
[REDACTED]

Sent from my iPhone

**C8**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [nicki t](#)  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] keele/rutherford intensification  
**Date:** April-01-21 3:59:51 PM

---

Good afternoon

I just received an email from my councilor regarding a proposal to amend the height restrictions for the Keele/Rutherford Rd area. I do not agree with this amendment. Rutherford Rd and Keele St can barely handle the traffic now let alone when you put high rises near a low rise

neighbourhood. This isn't NIMBY. I would not have a problem with this if the current traffic wasn't so bad but infrastructure seems to be an afterthought. Not everyone that will move into the proposed buildings will work downtown. Some will end up driving to work adding to the dismal traffic situation. Let's see how bad Jane St gets once people move into the buildings being constructed now. Government is supposed to work for its citizens who pay taxes and not developers who just want to make a quick buck and pass on the problems to everyone else.

A concerned citizen  
Nicki Tantalo



**C9**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item #8  
**Date:** April-06-21 10:37:19 AM

---

**From:** Silvia Pozzebon <[REDACTED]>

**Sent:** Thursday, April 01, 2021 5:07 PM

**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)

**Cc:** Ciampa, Gina <[Gina.Ciampa@vaughan.ca](mailto:Gina.Ciampa@vaughan.ca)>; lafrate, Marilyn <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>

**Subject:** [External] Item #8

Please do not bring these changes to our neighborhood! NO high buildings. The Rutherford GO parking structure is already an eye sore, and traffic nightmare for the residents and those visiting!

Silvia Pozzebon

Sent from my iPhone

Begin forwarded message:

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**ATTENTION RESIDENTS OF KEELE/RUTHERFORD  
& JANE/RUTHERFORD**

Next week at Committee of the Whole, April 7, 2021, [Item #8](#), York Region is asking Vaughan to extend new transit boundaries that will require development intensification in the future. The boundary changes for Keele/Rutherford is at the request of a developer.

If these changes take place, it will allow higher buildings at the four corners of Keele/Rutherford. The Official plan currently allows for a maximum of 6 - 8 storey buildings at this intersection. The request to extend the transit boundary to the west of Keele St is to support the Rutherford GO Station which, as we all know, does not need more intensification to support it as it is already at capacity.

For residents of the Jane/Springside and Jane/Norwood area, future Bus Rapid Transit stations are being proposed at these locations.

This too will require future intensification between Rutherford and Norwood along Jane St. All of these boundary changes can affect the current low-rise residential communities abutting the boundaries.

These boundary changes can have an immense impact on the existing established communities. Finally, should this be approved, no one can appeal the decision at the Local Planning Appeal Tribunal (LPAT).

Whether you support or oppose the boundary changes, please let the City know by sending your comments to [clerks@vaughan.ca](mailto:clerks@vaughan.ca) or register to speak at the Committee meeting by contacting **905 832-2281** by noon on the last business day before the meeting

**C10**  
**Communication**  
**CW (1) – April 7, 2021**  
**Items # - 8**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Keele/Rutherford Proposal changes  
**Date:** April-06-21 10:38:50 AM

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**From:** Montano, Tony <[REDACTED]>  
**Sent:** Saturday, April 03, 2021 1:04 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [REDACTED]  
**Subject:** [External] Keele/Rutherford Proposal changes

I like to raise my concern regarding item #8 for the Committee of the Whole, April 7, 2021. I and my family feel that allowing the changes to occur will create a infrastructure

Of complete high density for the area that it can handle.

We currently have high traffic flow that makes travelling through this area completely insane. The time it takes to go from Keele to Jane street or Keele to Dufferin takes over 30 to 45 minutes on a regular night.

Allowing this only will increase the time to travel but even for emergency vehicles to flow through this area at times of emergency is not considered acceptable.

This will only increase even further with the opening of the new increased Metrolinx/Go parking.

In addition even Keele street north of Rutherford is increasing even further with development of Townhomes. Currently Keele street north of Rutherford to major Mackenzie or south from Major Mackenzie to Rutherford is so congested that emergency vehicles have a hard time going through during regular week nights because of traffic intensification. Delaying emergency vehicles could cause potential loss of life.

For all the above reasons I oppose any increase residential infrastructure in the area.

**Tony Montano**

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**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] C.O.W - April 7, 2021 - Request Notice Letter  
**Date:** April-06-21 10:40:57 AM  
**Attachments:** [2021.04.05 - Letter to City of Vaughan - RE Transit Station along Jane St.pdf](#)

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**From:** Nicole <[nicolec@humphriesplanning.com](mailto:nicolec@humphriesplanning.com)>  
**Sent:** Monday, April 05, 2021 9:32 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); Magnifico, Rose <[Rose.Magnifico@vaughan.ca](mailto:Rose.Magnifico@vaughan.ca)>  
**Cc:** Rosemarie Humphries <[rhumphries@humphriesplanning.com](mailto:rhumphries@humphriesplanning.com)>  
**Subject:** [External] C.O.W - April 7, 2021 - Request Notice Letter

Hello,

Please find attached a letter requesting notice of all meetings and submissions as well as any decisions of Council or other approval authorities associated with York Region's request to consider New Major Transit Station Areas along Jane Street.

Kindly,

**Nicole Cappadocia, B.URPL**  
**Junior Planner**

---

**HUMPHRIES PLANNING GROUP INC.**  
**190 Pippin Road, Suite A. Vaughan L4K 4X9**  
**t: 905.264.7678 ext. 248 f: 905.264.8073**

***~DO SOMETHING GOOD EVERY DAY!~ STAY SAFE***

# HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

April 5, 2021

City of Vaughan  
Office of the City Clerk  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Re: Committee of the Whole Meeting April 7, 2021  
York Region's Request to consider New Major Transit Station Areas Along Jane Street**

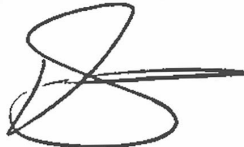
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Humphries Planning Group Inc. (HPGI) has received a Notice of Committee of the Whole for York Region's request to consider new Major Transit Station Areas along Jane Street.

Humphries Planning Group requests notice of all meetings and submissions as well as any decisions of Council or other approval authorities associated with these applications.

Should you have any questions feel free to contact the undersigned at extension 244.

Yours truly,  
**HUMPHRIES PLANNING GROUP INC.**



Rosemarie L. Humphries BA, MCIP, RPP  
President

**C12**  
**Communication CW**  
**(1) – April 7, 2021**  
**Items # - 8**

**From:** [Bellisario, Adelina](#)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Item #8, on the agenda for Committee of the Whole on April 7, 2021  
**Date:** April-06-21 10:46:18 AM

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**From:** Jana [REDACTED] >  
**Sent:** Tuesday, April 06, 2021 8:01 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** lafrate, Marilyn <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; [REDACTED]  
**Subject:** [External] Item #8, on the agenda for Committee of the Whole on April 7, 2021

Dear Mayor Bevilacqua, Members of Vaughan City Council and York Regional Council,

We are **OPPOSED** to the extension of new transit boundaries in our neighbourhood at Keele and Rutherford that will need intensification in the future, as identified in Item #8, on the agenda for Committee of the Whole on April 7, 2021.

It's just another profit grab by developers who have absolutely no interest in the quality of life for residents - residents like us, who have lived here for years, invested in their homes and **invested our trust in you to protect the community.**

If these changes take place, it will allow higher buildings at the four corners of Keele/Rutherford. The Official plan currently allows for a maximum of 6 - 8 storey buildings at this intersection. The request to extend the transit boundary to the west of Keele St is to support the Rutherford GO Station which, as we all know, does not need more intensification to support it as it is already at capacity. **Please vote against the extension.**

These boundary changes will affect the current low-rise residential communities abutting the boundaries. The environmental impact, traffic congestion, and infrastructure pressures to name a few, will permanently scar the face of our beautiful community. We are not in favour of relieving the resulting pressures with multiple lanes to Keele and Rutherford for rapid transit buses and automobiles. **You can do better and prevent this travesty by voting against the extension.**

We find it unethical that should it be approved there is no recourse for appeal. This is absolutely **UNDEMOCRATIC** and we will remember this at the polls at both municipal and provincial elections.

Respectfully,  
Jana and Bill Manolakos  
[REDACTED] Keele Street

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**From:** Lauri Hewitt [REDACTED] >  
**Sent:** Tuesday, April 06, 2021 7:58 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Item #8 for Committee of the Whole to be held April 7, 2021

Response to the information provided regarding Item #8 for the Committee of the Whole being held on April 7, 2021. (extend new transit boundaries that will require development intensification in the future. The boundary changes for Keele/Rutherford is at the request of a developer.)

Need for Intensification???

- Many of the residents in the Keele/Rutherford Road area have no idea that the proposed changes are being requested by York Region and how much the changes will impact their day-to-day lives.
- Would it be possible to send a diagram of the maximum level of development to the nearby communities along with a brief explanation of the impact this would generate prior to any decisions being made on behalf of the residents???

Social Impact on Existing Community

- The stores and services located on 3 of the 4 corners (as well as to the north, south and west of the Rutherford/Keele intersection) provide many services that local residents and the industrial community to the south depend on. Many citizens walk to these businesses.
- Elimination of these services will negatively impact the community and surrounding areas because it will force everyone to get into their cars and drive to another part of town that will still provide these services. It will add to the traffic pressure already present on both Keele St. and Rutherford Road.

Traffic Impact

- Traffic is a problem now (both on Major Mackenzie and Rutherford Road--our 2 main arterial

roads that run east out of Maple).

- There is also an elementary school just north of this intersection.
- Council will have to address/mitigate the traffic caused by these developments.

#### Request/Considerations

If the proposal does go forward, please request the following:

- The bottom 2 floors of all new buildings must be designated as *commercial* to allow current businesses to have an opportunity to stay in the community where they are needed and known. I'm sure they have been severely affected by Covid-19 restrictions and these new proposals will adversely affect them even more.
- Limit the number of parking spaces in each new building to encourage tenants to use the nearby transit hub.

L. Hewitt

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**From:** angela [REDACTED] >

**Sent:** Wednesday, April 07, 2021 12:48 AM

**To:** Clerks@vaughan.ca

**Subject:** [External] Extending Transit boundaries--York Region request on Keele/Rutherford at the request of developer.

We strongly object to this request. Maple is so congested now. Keele street is being converted to high density Condos and Townhouses without sufficient infrastructure in place to substantiate the changes. High density condo/townhouses are being built on what used to be single homes dwellings. We can barely move out from our streets to get onto Keele. Why are the plans always being changed and where exactly are they putting these new condos/extend transit boundaries? (where West of Keele and who is the developer ). In addition to this, we do not have the infrastructure to handle all the additional condos/townhouse that are being built North of Keele to Keele and Rutherford. Residence cannot access the roads to. Furthermore, we are already having noise issues with CN railyard. This CN railyard is the second largest rail yard in Canada and the noise during their 24hrs is very painful. The additional new transit boundaries will add to the noise pollution that exist in Maple. In addition to this, the Nav Can and GTTA ( Greater Toronto Transportation Authority Toronto) have re-deployed the arrival and departure planes from Toronto, Etobicoke, Brampton, Mississauga etc. to Maple. The departure and arrival flight path has been moved to Maple. There will be 1400 plus planes a day flying a very low altitude (1500 altitude). What is happening in Vaughan? We are still in a pandemic and changes are being made too fast.  
Please accept this as my concerns (as well as other)

Thank you

Angela





## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD(S):** ALL

**TITLE:** BUILDING PERMIT FEES ANNUAL FINANCIAL REPORT 2020

**FROM:**

Jim Harnum, City Manager

**ACTION:** FOR INFORMATION

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**Purpose**

The purpose of this report is to provide Council with the Building Permit Fees Annual Financial Report for 2020, as required by the Building Code.

**Report Highlights**

- Building permit revenues collected in 2020 were \$16,263,357
- Direct and Indirect costs in 2020 were \$12,323,674

**Recommendations**

1. THAT the Building Permit Fees Annual Financial Report for 2020 be received for information.

**Background**

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

- i. Total Fees Collected (12-month period);
- ii. Direct Costs of delivering services (Review of permit applications and inspections of buildings);
- iii. Indirect Costs of delivering services (Support and Overhead Costs); and

- iv. The account balance for the Building Standards Service Continuity Reserve as established by Council.

To comply with the Building Code, the Building Permit Fees Annual Financial Report has been prepared for 2020 and is based on unaudited information.

### **Previous Reports/Authority**

Not applicable.

### **Analysis and Options**

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

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

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

### **Financial Impact**

The Building Permit Fees Annual Financial Report shows a total revenue of \$16,263,357 for building permit fees collected in 2020 and a combined total of direct and indirect costs of \$12,323,674. A revenue surplus of \$3,939,683 was transferred to the Building Standards Service Continuity Reserve. The 2020 closing balance in the Building Standards Service Continuity Reserve is \$16,133,448.

### **Broader Regional Impacts/Considerations**

Not applicable.

### **Conclusion**

The Building Permit Fees Annual Financial Report shows a total revenue of \$16,263,357 for building permit fees collected in 2020 and a combined total of direct and indirect costs of \$12,323,674. A revenue surplus of \$3,939,683 was transferred to

the Building Standards Service Continuity Reserve. The 2020 closing balance in the Building Standards Service Continuity Reserve is \$16,133,448.

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

### **Attachments**

1. 2020 Building Permit Fees Annual Financial Report

### **Prepared by**

Ben Pucci, Director of Building Standards

### **Approved by**

A stylized handwritten signature in black ink, appearing to read 'BP' with a flourish.

Ben Pucci, Director of Building Standards

### **Reviewed by**

A handwritten signature in black ink, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager

**City of Vaughan**  
**Ontario Building Code Act**  
**Building Standards Service Continuity Reserve**  
**2020 Annual Actual Report - Unaudited**  
**(For the Period January 1, 2020 to December 31, 2020)**

**ONTARIO BUILDING CODE - REVENUES**

Total Fees Collected	\$ (16,263,357)
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**ONTARIO BUILDING CODE - EXPENSES**

Direct Costs		\$ 8,177,483
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Indirect Costs		\$ 4,146,191
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TOTAL DIRECT & INDIRECT COST	\$ 12,323,674
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CONTRIBUTION TO/(FROM) BUILDING STANDARDS CONTINUITY RESERVE	\$ 3,939,683
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NET BALANCE	<div style="border-top: 1px solid black; border-bottom: 3px double black; display: inline-block; padding: 2px 10px;">\$ -</div>
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**BUILDING STANDARDS SERVICE CONTINUITY RESERVE**

Opening Balance		\$ 12,233,461
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Transfer to / (Withdrawal from) Reserve:		\$ 3,939,684
--	--	--------------

Transfer to / (Withdrawal from) Reserve - Capital		\$ (191,888)
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Interest Earned		\$ 152,191
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<b><u>CLOSING BALANCE RESERVE</u></b>	<div style="border-top: 1px solid black; border-bottom: 3px double black; display: inline-block; padding: 2px 10px;">\$ 16,133,448</div>
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## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 07, 2021

**WARD(S):** 4

**TITLE: BLACK CREEK FINANCIAL STRATEGY AND VMC WEST  
INTERCHANGE SANITARY SEWER AREA SPECIFIC  
DEVELOPMENT CHARGES UPDATES**

**FROM:**

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

**ACTION:** DECISION

---

**Purpose**

To present the Draft Area Specific Development Charges (“ASDC”) Background Studies and By-Laws for the Black Creek Financial Strategy and the VMC West Interchange Sanitary Sewer and to communicate the timing of the statutory public process leading to the approval of the new ASDC by-laws.

**Report Highlights**

- The Black Creek Financial Strategy and associated by-law enacted in July 2016 is being updated based on new information and cost estimates.
- The revised Black Creek Financial Strategy estimates the infrastructure costs to be \$221M.
- Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete. The works North of Highway 7 will be constructed at a future date.
- The revised infrastructure costs for the VMC West Sanitary Sewer works are estimated at approximately \$17.2M
- Revised Draft ASDC Background Studies and By-laws for both ASDCs will be released in accordance with the Development Charges Act, 1997 (DCA)



## **Recommendations**

1. That the Draft ASDC Background Studies for the “Black Creek Financial Strategy” and “VMC West Interchange Sanitary Sewer” be (Attachments 1 & 3) be received and made available to the public sixty (60) days in advance of the passage of the by-law in accordance with the Development Charges Act, 1997;
2. That the Draft ASDC By-law for the “Black Creek Financial Strategy” and “VMC West Interchange Sanitary Sewer” (Attachments 2 & 4) be received and made available to the public at a date to be established by the Chief Financial Officer, but no later than two (2) weeks in advance of the public statutory meeting; and
3. That staff be authorized to advertise the Public Statutory Meeting at least twenty (20) days in advance of the date of the meeting in a method that is consistent with the requirements of the Development Charges Act, 1997.

## **Background**

Although the Black Creek and VMC West Sanitary Sewer ASDCs are separate infrastructure projects, to create efficiencies staff are completing both ASDC background studies and by-law updates in tandem.

### ***A Black Creek Financial Strategy and Area Specific Development Charge By-laws was passed in 2016***

In May 2016, through an extensive consultation process with the development industry, a Black Creek Financial Strategy was approved. This strategy developed a complex funding model for the Black Creek and Edgeley Pond infrastructure works in the VMC and involved the creation of three new ASDCs as well as the identification of costs to be allocated to City-Wide Development Engineering DCs, City-Wide Parks DCs, and the Stormwater reserve.

Section 9(1) of the Development Charges Act, 1997 (DCA) requires that a DC By-law be updated at a minimum of every 5 years. In order to meet legislation staff are required to begin an update of the financial strategy and related ASDC by-law at this time in order to ensure a new by-law is passed no later than July 1, 2021.

### ***The Edgeley Pond and Park design and cost estimates have been completed***

Since the incarnation of the Black Creek Financial Strategy in 2016, significant headway has been made with the Edgeley Pond and Park design and cost estimates. As the design and Class A costing estimates are nearing completion, staff will be incorporating these new estimates of cost into the updated financial strategy.

### ***The Black Creek Renewal design RFP has been initiated***

The Black Creek corridor defines the westerly edge of the southeast quadrant and provides a unique frontage opportunity for development. With approval of the Black Creek Renewal (BCR) Class Environmental Assessment in 2019, initiation of detailed design for the corridor is being advanced. In September 2020, Infrastructure Development released the RFP for a technical advisor (TA) to assist in the preparation of the Owner's Statement of Requirements. The TA will also provide technical guidance, subject matter expertise, oversight, and support during the subsequent project phases.

The Technical Advisory assignment has been awarded and the design has been initiated. As these works are still in the early stages, the revised estimates have not been included in this Black Creek Financial Strategy update but will be included in a future update once the works have been completed.

### ***Communications Strategy***

A kick-off meeting took place with the development industry regarding the Black Creek Financial Strategy on December 4, 2020 and the draft rates were presented on March 19, 2021. Further workshop meetings will be scheduled through April and May to exchange detailed supporting background information, and to discuss the technical aspects of the draft calculations. The workshops will include developers within the benefitting land areas that will be impacted by the updated rates. It is anticipated that ongoing correspondence, meetings, and collaboration will continue until the finalization of the new by-law.

The DCA has mandatory communication requirements around advertising of at least one public statutory meeting and the Clerk is mandated to carry out such advertising at least 20 days in advance of the meeting date. The Public Statutory Meeting will be scheduled for May 12, 2021.

### ***VMC West Interchange Sanitary Sewer Area Specific Development Charge***

In May 2018, Council approved the City-Wide and Area Specific Development Charges Background Study and By-laws. During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the "VMC West Interchange Sanitary Sewer" By-law 094-2018 were based on the best information that was available at the time but that the by-law would most likely require an adjustment once more information was made available. The original by-law estimated the cost of the works to be \$1.8M. As a result, two appeals were received, both challenging the population forecasts used in the rate calculation.

Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of a segment of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street has now been completed by front-ending landowner with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed by another landowner at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.

Although the draft rates were shared with many of the affected landowners on January 14, 2021, this report serves as the notice of public release of the draft background study and by-law for ASDC “VMC West Interchange Sanitary Sewer”. The time between the release of the draft study and the discussion of material in May will allow Council, the general public, and the development industry an opportunity to review the technical data.

### **Previous Reports/Authority**

2018 City-Wide and Area Specific Development Charges Background Study and By-laws Review Highlight Report:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance\\_0507\\_18\\_2.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance_0507_18_2.pdf)

2016 Black Creek Financial Strategy and Development Charges Background Study:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance0404\\_16\\_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance0404_16_1.pdf)  
[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance0530\\_16\\_6.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance0530_16_6.pdf)

### **Analysis and Options**

#### ***The Black Creek Financial Strategy was developed through extensive consultation***

The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property.

As general consensus on the allocation methodology was achieved in 2016, staff have determined that the existing methodology for the allocation of costs should be maintained with updates only being applied to the cost components by using updated information provided from the more detailed design and costing of the works.

***The updated BCFS will include final EPP cost estimates, land considerations and the Hwy 7 culvert improvements***

Some changes to the study that have had an impact on the overall cost include the update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner.

Another notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the contingencies being applied to the park and pond related components of the infrastructure.

Finally, the Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinitiated discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that the bulk of the cost would be borne by the Region.

***Phasing of the Black Creek Infrastructure***

The design of the Edgeley Pond and Park (EPP) is being completed in 2021 and the preliminary design for the Black Creek renewal project is anticipated to be completed in Q1 2022. To better align the delivery of both projects, the construction of the EPP will be undertaken in conjunction with the reconstruction of the Black Creek, south of Highway 7. The phasing for the construction of the Black Creek Infrastructure will be subject to the land acquisition strategy that needs to be implemented for Black Creek, south of Highway 7.

***Repeal and Replace By-law 094-2018 "VMC West Interchange Sanitary Sewer"***

In order for development to continue to progress in the West Quadrants of the VMC new sanitary sewer works are required to be completed. As a part of the advancement of the VMC West Landowners Spine Agreement and the Mobilio Site Plan Application, the affected landowners have hired IBI Group to determine the sanitary sewer needs which will be front ended by the developers. The affected landowners were presented with the revised costing and rates by IBI Group on September 26, 2019.

Since that time construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is has been complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will most likely be front-end constructed in 2022. This ASDC by-law update will allow for development charge reimbursements to the front-end developers for the cost of these works.

The original ASDC approved in 2018 assumed a net capital cost of \$1.8M. The revised project cost is estimated to be \$17.2M. The cost escalation of the project is due to additional sanitary sewer infrastructure required to accommodate the revised growth projections in the VMC beyond what was initially planned in the Secondary Plan at the time of the 2018 By-law. In addition, it was determined through the detailed design that some of the works could only be completed through the use of micro tunneling due to the proximity to other existing municipal infrastructure along Interchange Way.

Although there have been significant cost escalations on the sanitary sewer works these quadrants of the VMC is also experiencing growth that exceeds that which was contemplated in the VMC Secondary Plan. Discussions over time have occurred with the impacted landowners to determine a more accurate forecast for population in the benefitting area. As a result, the revised ASDC Background Study utilizes more detailed assumptions regarding the population. As this ASDC rate is calculated based on a rate per unit, these revised population assumption have the effect of spreading the rate across a higher population thereby decreasing the rate slightly compared to the population that would have been assumed in the previous study.

***Public consultation sessions will be arranged as part of the process to update both by-laws***

The anticipated milestone dates leading up to the new by-law enactment are as follows:

Continued consultation with Development Industry	March – May 2021
Advertise for Public Statutory Meeting	Mid April 2021
Public Statutory Meeting	May 12, 2021

## **Financial Impact**

### ***The Black Creek works cost were updated with the most up to date cost estimates***

The 2016 ASDC by-law contained an infrastructure cost of \$96.6 million, whereas the revised estimate of cost is \$221M. This represents an increase in cost of 128.8%. As discussed above, these cost escalations are predominantly related to an increase of land costs, the inclusion of the Highway 7 culvert works, and finalized Edgeley Pond and Park costings.

### ***Given the complex nature of the project, appropriate contingencies have been included***

The cost of the infrastructure has been provided for through collaboration between DTAH and staff. As with any highly complex and non-standard infrastructure project, the costs are subject to change based on several factors including cost escalation of materials/labour, changes in land value, sequencing of works, design, and alignment changes. Specifically, the Black Creek Channel Works which are only in the beginning stages of detailed design higher contingencies have been applied in the estimates to ensure the cost escalation risk is mitigated. With regards to the Edgeley Pond and Parks Works the contingencies have been reduced to reflect the reduction in risk due to the more accurate and detailed design work that has been completed.

### ***Greater costing detail is available to stakeholders in the consultant report***

At a summary level, the broad cost categories and their associated magnitude are included in the following table.

Infrastructure	\$(M)	% of Total
Channelization	59.5	26.9%
Land	80.4	36.4%
Edgeley Pond	56.7	25.7%
SE Stormwater Pond/Tank	18.2	8.2%
Other	6.3	2.9%
<b>Total</b>	<b>221</b>	<b>100%</b>

The broad categories shown above have numerous sub-categories and line items which are included in Attachment 1. These details are included to ensure transparency on the project costs and to allow for more detailed discussion to occur around the technical aspects of the draft calculations as a part of the public consultation.

### ***Estimated costs will likely change over time, but the ASDC by-law can also be updated***

As with all DC by-laws, the proposed ASDC by-law is required to be updated five (5) years after its initial enactment. This means that if cost increases or decreases do occur, then these fluctuations will be accounted for in the next iteration of the by-law through an adjustment to the rate. Due to the complexity and non-routine nature of this project, City staff will review the costs included in the ASDC By-law upon the completion of the detailed design of the Black Creek Channel works. If staff identify a significant variance in infrastructure cost that justifies the reopening of the ASDC By-law, a report may be brought forward to Council recommending that



the By-law be reopened to adjust the costs, but not the allocation methodology of the ASDC Background Study.

***The Strategy uses quantitative methods to allocate cost to multiple funding sources and benefiting stakeholders***

In 2016, Fabian Papa & Partners and Hemson Consulting Ltd. produced methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property. This same approach was used in this update to the Financial Strategy. The table below shows these sources along with their relevant allocation of the \$221 million:

Funding Source	% of Total
ASDC	34.4%
City-Wide - DC Engineering	25.9%
City-Wide - DC Community Services	6.1%
Site Specific Contributions	4.1%
Region/TRCA	1.8%
Non-Growth	27.7%
<b>Total</b>	<b>100%</b>

***The effect on the ASDC rate payers is considered reasonable***

The ASDC by-law, in conjunction with site specific contributions, will contribute an estimated 38.5% to the overall cost of infrastructure. The level of impact is dependent on the geographic location of the lands within the Secondary Plan area. Those landowners who are immediately affected by and adjacent to the Black Creek channel are allocated a higher degree of cost due to both the hydraulic and economic benefits accruing to them. The next highest allocation is given to those landowners draining into Edgeley Pond and the lowest allocation goes to the remaining landowners in the Black Creek water shed.

The following table illustrates the current ASDC rates compared to the proposed rates as currently calculated. The benefiting land area maps related to the ASDC bylaw are located in Attachments 1 and 2.

Benefiting Land Area	ASDC Rate (\$/Hectare)		# of Hectares included (2021)
	Current Rate	2021 Proposal	
Immediately Affected Land Owners	\$ 2,972,699	\$ 9,467,470	5.78
VMC Landowners Draining into Edgeley Pond	\$ 98,656	\$ 465,823	20.06
Undeveloped Lands in Black Creek Drainage Shed	\$ 26,695	\$ 96,260	144.58

***The effect on City Wide DCs will be moderate in the overall scheme of the Strategy***

In keeping with the notion that growth should pay for growth, a certain apportionment of the costs have been made to city wide DCs. This is consistent with the City's previous ASDC by-law and gives recognition to the fact that the VMC will be the new downtown of the City of Vaughan. As such, growth occurring across the City should provide a level of contribution towards the required infrastructure. This is especially justifiable for elements that belong to the city-wide transportation network, parks development and urban design components. Overall, city wide Development Charges ("DCs") will contribute approximately 32% to funding the costs of the infrastructure.

The majority of the city wide DCs required for this project will be collected under, and drawn from, the City's Engineering DC reserve. About half of the anticipated required DCs from the City's Engineering DC reserve are already being collected for under the 2018 City Wide DC by-law. The other half will have to be added in during the next DC by-law update. The remaining city wide DCs will be from the Community Services DC reserve for the public realm elements identified in the Strategy. These costs will also be included as a part of the next DC by-law update.

***The non-growth component will need to be reviewed as a part of future budget planning***

As a part of the allocation across funding sources acknowledgement was made that certain elements of the project would provide benefits to existing development and should be funded using other internal City resources. As growth is the impetus for these works, allocations are made to growth first with residual amounts being considered to be a benefit to existing development. Attachment 1 details the methodology used to apportion this share of cost which represents approximately 27.7% of the total cost of the project. A funding amount from the stormwater utility rate was identified in 2016 to fund this non-growth component. The initial cash outflow will likely require debt financing as this reserve is not sufficiently funded to absorb the cost in the short term. Unlike a DC reserve, which is generally timed with a development horizon, the payback on this amount would be dictated by the stormwater rate collections. Although the Black Creek works were incorporated into the stormwater model in 2016, due to the significant increase in cost (estimated at \$61.2M) identified to be funded by stormwater rates, staff will need to reevaluate the stormwater rates and other potential funding options corporately as part of future budget planning to determine if stormwater rates can be adjusted to absorb this cost or to determine the most suitable approach to funding this share of the cost.

***Property tax impacts for maintenance and life cycle cost will be realized in future***

The Strategy focuses predominantly on the capital aspect of costs and funding. There will be operating impacts from emplacing the infrastructure for maintenance and life cycle costs. In all likelihood these will be funded by future property taxes and will be determined through future budget cycles. A more fulsome discussion of these types of impacts are included in Attachment #1.

***Minor Regional and TRCA contributions are subject to further discussion***

The “Region/TRCA” funding source noted in the table above is in relation to a potential grant (approximately \$488K) that the City may apply for through the Region’s Municipal Streetscape Partnership Program for Streetscaping works associated with this infrastructure (Urban Plaza at the NE corner of Jane/7). Additionally, there is funding in the amount of approximately \$2.9M identified as the proportionate share of cost the Region will fund for the Highway 7 culvert works. The TRCA funding (approximately \$695K) is from a potential reserve fund that through discussions with TRCA staff may be available to be earmarked against some upstream erosion improvement works included with this infrastructure renewal.

***The effect on the City’s reserves and debt levels is expected to be manageable***

With respect to the Black Creek infrastructure, it is anticipated that the bulk of the required works will be front ended by the City and the City will in turn collect back (whether through growth or non-growth revenue sources) over time. Debt will most likely be incurred for this project. Matching revenues to expenditures will become exceedingly difficult as development proceeds over the next several years and therefore it is fully anticipated that the ASDC reserve will initially be in a deficit position and then may fluctuate from positive to negative balances, ending in a breakeven point at the end of the development horizon. Future iterations of the ASDC by-law will continuously adjust for the expected breakeven point, inclusive of increased/decreased cost and increased/decreased expected revenue. This is similar to how the City’s current city-wide Engineering DC reserve works.

***The VMC West Sanitary Sewer Rates are based on more detailed costing with updated population figures***

As mentioned above, the VMC West Sanitary Sewer works were originally estimated in 2018 at \$1.8M. Since that time a more detailed analysis has been undertaken of both the anticipated population and estimated cost of the works. The revised estimates show an increase in cost of approximately \$15.4M with the total project cost estimated at \$17.2M.

Although the costs estimates have increase, the population estimates have also increased based on the total number of units that are estimated to be constructed in the benefitting area. This will have the effect of spreading the cost over more population which will in turn reduce the proportionate share per unit.

The ASDC rates are calculated on a per unit basis and are estimated as follows:

Residential Charge by Unit Type	Current ASDC Rate	2021 Proposed ASDC Rate	Difference in Charge
Singles & Semis	\$571	\$954	\$383
Townhouses & Multiples	\$471	\$786	\$315
Large Apartments (>700 sq. ft.)	\$348	\$582	\$234
Small Apartments (<700 sq. ft.)	\$251	\$419	\$168
Non-Residential (per M <sup>2</sup> )	\$5.51	\$10.46	\$4.95

### **Broader Regional Impacts/Considerations**

The Region of York continues to be involved in discussions regarding the Black Creek and Edgeley Pond Infrastructure. The City intends to apply to the Region's Municipal Streetscape Partnership Program for Streetscaping works associated with this infrastructure (Urban Plaza at the NE corner of Jane Street and Highway 7). Regional lands required for the infrastructure are a large component of the overall cost of the project and as such City staff have initiated discussions with Regional staff regarding the acquisition of the required lands.

In addition, the Black Creek Optimization study identified the need to replace the existing culvert under Highway 7. Discussions are underway with the Region to determine how the costs for this infrastructure will be shared and to determine the scope of work and timing of construction. Staff will report back to Council regarding this specific infrastructure once discussions with the Region have progressed.

### **Conclusion**

Completion of the Black Creek and VMC West Sanitary Sewer works are vital steps towards flood relief and the development of the VMC as Vaughan's new downtown. The updated costings as outlined in this report and detailed in the attachments ensures equitable cost allocation, sound methodology and a financial plan are in place for the long-term development of this infrastructure. One component of this work is the enactment of ASDC By-laws and therefore a statutory process must be followed. Staff will report back to Council after the public consultation and statutory meeting are complete in order to summarize the feedback received on the Draft Background Studies and associated By-laws and to obtain approval for the ASDC By-law enactment.

**For more information**, please contact: Brianne Clace, Project Manager Development Finance or Nelson Pereira, Manager Development Finance

### **Attachments**

1. Draft Development Charges Background Study for the Edgeley Pond and Park and Black Creek Channel Works, Prepared by Hemson Consulting Ltd.

2. Draft Black Creek Financial Strategy ASDC By-Law
3. Draft Development Charges Background Study for the VMC West Interchange Sanitary Sewer Service Area
4. Draft VMC West Interchange Sanitary Sewer ASDC By-law

**Prepared by**

Brianne Clace, Project Manager, Development Finance, ext.8284

**Approved by**

A handwritten signature in blue ink, appearing to read "Michael Coroneos".

Michael Coroneos, DCM,  
Corporate Services, City  
Treasurer and CFO

**Reviewed by**

A handwritten signature in blue ink, appearing to read "Jim Harnum".

Jim Harnum, City Manager

**VERSION FOR PUBLIC CONSULTATION**

PREPARED BY HEMSON FOR THE CITY OF VAUGHAN

# **DEVELOPMENT CHARGES BACKGROUND STUDY FOR THE EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS**

March 2021



1000 - 30 St. Patrick Street, Toronto ON M5T 3A3  
416 593 5090 | [hemson@hemson.com](mailto:hemson@hemson.com) | [www.hemson.com](http://www.hemson.com)



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# EXECUTIVE SUMMARY

The following summarizes the finding of the City of Vaughan's Area-Specific Development Charges (ASDC) Background Study for the Edgeley Pond and Park and Black Creek Channel Works. The development charges identified in the study would be applied in addition to the City-wide DCs levied under DC By-law 083-2018.

## A. STUDY CONSISTENT WITH DEVELOPMENT CHARGES LEGISLATION

- The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property.
- In June 2016, the Council of the City of Vaughan approved By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Black Creek Channel Works.
- In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and 12 ASDC By-laws which all thirteen by-laws came into force on September 21, 2018. This study did not address DC By-law 079-2016.
- This ASDC Background Study and associated by-law relates only to By-law 079-2016 which constitutes the works associated with Edgeley Pond and Park and Black Creek Channel Works. This study recalculates area-specific development charges in compliance with the provisions of the *Development Charges Act, 1997* (DCA) and its associated regulation (*Ontario Regulation 82/98*) and the recently amended provisions of the legislation.
- Since the approval of the ASDC by-law staff have continued working with a series of external consultants to refine the cost estimates for the Edgeley Park and Pond as the design has advanced significantly and the cost being used in the strategy is more accurate.

- Please note, as general consensus on the allocation methodology was achieved in 2016, staff have determined that the existing methodology for the allocation of costs should be maintained with updates only being applied to the cost components by using updated information provided from the more detailed design and costing of the works.
- The City needs to implement development charges to fund the Edgeley Pond and Park and Black Creek Channel Works which benefit the identified land owners so that new development pays for its capital requirements to the extent allowed by the DCA and so that new services required by growth are provided in a fiscally responsible manner.
- The DCA and Ontario Regulation (O. Reg.) 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:
  - A forecast of the amount, type and location of residential and non-residential development anticipated;
  - A review of future capital projects, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;
  - An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-law relates; and
  - An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, and that demonstrates that all assets are financial sustainable over their full life cycle.
- This report identifies the development-related net capital costs attributable to land to be developed within the three areas to which the works relate. As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan and reduced service levels, or financing from other sources, likely property taxes and utility rates.

## A. ENGINEERING SERVICES WITH AREA-SPECIFIC DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS

- The following City services have been included in the development charge analysis:
  - Area-Specific Stormwater and/or Floodplain Management
  - City-wide Engineering
  - City-wide Parks and Open Space Development
- This ASDC Background Study calculates development charges related to the provision of stormwater and/or floodplain management infrastructure within the three specific benefitting land areas.
- The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure.

## B. DEVELOPMENT FORECAST

- As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the table below.

### *Development Areas Included in the Study*

Area Description	Net Hectares
Immediately Affected Landowners (Map 1)	5.78 (ha removed from floodplain)
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond (Map 2)	20.06 (developable ha)
Undeveloped Lands in Black Creek Drainage Shed (Map 3)	144.58 (developable ha)

## C. DEVELOPMENT-RELATED CAPITAL PROGRAM

- The City of Vaughan provided the capital project listing and cost estimates contained in the capital program setting out the projects that are required to facilitate development to 2041. Many of the costs were prepared by specialized consultants retained by the City.
- The development-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the 2021 to 2041 period.
- The total cost associated with the area-specific development-related works related to the three benefiting areas amounts to \$221.0 million. The costs included in the ASDC are inclusive of the works associated with the Black Creek Channelization works and the Edgeley Pond and Park improvements.
- The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community and amounts that exceed historic service levels. Therefore, of the total 221.0 million gross program, about \$76.2 million is attributed to those benefiting land owners for recovery from this ASDC. A summary of the apportionment is shown in the table below.

***Capital Cost Summary by Funding Source***

<b>Description</b>	<b>Cost (\$000)</b>	<b>%</b>
Immediately Affected Landowners	\$54,025	24.4%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$9,818	4.4%
Undeveloped Land in Black Creek Drainage Shed	\$12,353	5.6%
City-Wide Development Charges – Engineering	\$57,243	25.9%
City-Wide Development Charges – Parks and Open Space	\$13,381	6.1%
Benefit to Existing Funding (non-DC Sources)	\$61,185	27.7%
Local Service	\$8,953	4.1%
Other Governments (York, TRCA)	\$4,067	1.8%
<b>Totals</b>	<b>\$221,026</b>	<b>100.0%</b>

- Appendix A provides details on the calculation for the infrastructure works.



**D. DEVELOPMENT CHARGES ARE CALCULATED WITH FULL REFERENCE TO THE DCA**

- The fully calculated ASDCs are recommended on a land area (per net hectare) basis and applicable to all net land areas (illustrated in the maps below).
- The charge for Immediately Affected Landowners is levied on the net hectares removed from the floodplain whereas the other two area-specific charges are levied on net hectares of developable land.
- The charges shown below are not cumulative and more than one charge could apply to a given land area. See the Area-Specific Development Charges Maps in Appendix C.
- Consistent with the methodology employed in 2016, the calculated rates assume that the City would issue external debt for projects constructed in the first four years (between 2021 and 2024) while projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances.

<b>ASDC Areas</b>	<b>Calculated Rates (\$/net ha)</b>
Map 1 – Immediately Affected Landowners	\$9,467,470
Map 2 – VMC Draining to Edgeley Pond	\$465,823
Map 3 – Undeveloped Land in the Black Creek Drainage Shed	\$96,260

# 1. INTRODUCTION AND BACKGROUND

This City of Vaughan Area-Specific Development Charges (ASDC) Background Study for the Edgeley Pond and Park and Black Creek Channel Works is presented as part of a process to lead to the approval of a new ASDC by-law in compliance with the *Development Charges Act, 1997* (DCA) and its associated *Ontario Regulation 82/98* (O. Reg. 82/98).

The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond and Park Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property. Importantly, the methodology established in the 2016 study used to develop the allocation of costs based on the improvement of hydrologic capacity has been maintained in this 2021 ASDDC Study.

In June 2016, the Council of the City of Vaughan approved By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Park and Black Creek Channel Works. Since the approval of the ASDC by-law staff have continued working with a series of external consultants to refine the cost estimates for the Edgeley Park and Pond as the design has advanced significantly and the cost being used in the strategy is more accurate.

In order for the City to continue collecting DCs for the required works, the City needs to update the existing ASDCs to fund development-related capital projects so that development may be serviced in a fiscally responsible manner.

The DCA and O. Reg. 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of development anticipated;
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to be incurred by the City or its local boards to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;

- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate; and
- An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, demonstrating that all assets included in the capital program are financially sustainable over their full life cycle.

This study presents the results of the review, which determines the net capital costs attributable to new development/redevelopment that is forecast to occur within the three benefiting land areas between 2021 and 2041. The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.

The City of Vaughan currently levies development charges on a city-wide, uniform basis in addition to other area-specific development charges. The city-wide charges recover for development-related costs for the provision of Engineering (city-wide), Public Works, Community Services, Library, Fire & Rescue, and General Government. These city-wide services as well as the remaining twelve 2018 Area-Specific development Charges by-law are not being reviewed as part of this study.

The DCA provides for a period of public review and comment regarding the proposed development charges. This process includes considering and responding to comments received by members of the public about the calculated charges and methodology used. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass new ASDCs for the three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas.

The remainder of this study sets out the information and analysis upon which the proposed development charges are based.

Section 2 designates the services for which the development charges are proposed and the areas within the City to which the development charges will apply. It also briefly reviews the methodology that has been used in this background study.

Section 3 presents a summary of the remaining net developable land areas to be developed over the 2021–2041 period.

Section 4 summarizes the future development-related capital costs associated with the provision of services related to development/redevelopment in within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas.

Section 5 details the calculated ASDC rates for development or redevelopment of three defined geographies.

Section 6 provides an examination of the long-term capital and operating cost impacts for the infrastructure included in the ASDC calculation. It also addresses the asset management provisions required to maintain the development-related components of the capital projects included in the analysis.

Section 7 provides a discussion of other issues and considerations including by-law administration, rules and policies.

## 2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation.

Therefore, we have tailored our approach to the unique circumstances in the City of Vaughan and the specific benefitting areas to which the works apply. The approach to the calculated area-specific development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

### A. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED

The DCA provides municipalities with flexibility to define services that will be included in the development charge by-laws, provided that the other provisions of the Act and its associated regulations are met. The DCA also requires that the by-laws designate the areas within which the by-laws shall be imposed. The development charges may apply to all lands in the municipality or to other designated development areas as specified in the by-laws.

The City of Vaughan currently levies development charges on both a City-wide and Area-Specific basis.

- The following City services have been included in the development charge analysis:
  - Area-Specific Stormwater and/or Floodplain Management
  - City-wide Engineering
  - City-wide Parks and Open Space Development

This ASDC Background Study calculates development charges related to the provision of stormwater and/or floodplain management infrastructure within the three specific benefitting land areas. The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure.

- As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the following section.

No changes to the City-wide DC by-law or remaining twelve ASDC by-laws are proposed as part of this study.

- Please note that both the City-wide engineering and city-wide parks share identified in this analysis will be recovered for under the City-wide DC by-law and will be included in the subsequent update study and Community Benefit Charges study and corresponding CBC by-law.

## **B. KEY STEPS IN DETERMINING AREA-SPECIFIC DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS**

Several key steps are required in calculating development charges for future development-related projects. These are summarized below.

### **1. Developable Land Area Forecast**

Land area based development charge is proposed for the purposes of calculating an ASDC for the three benefitting land areas.

For the purposes of the ASDC calculation, the total net developable land area means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, schools, storm water management facilities, buffers and road widening's along Regional Roads and Ontario Hydro utility corridors and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City. For the purposes of this study and by-law the net benefitting area for Map 1 shall include parkland.



## 2. Development-Related Capital Program and DC Eligible Costs to be Recovered Through the ASDCs

City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City.

The program identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the Act (DCA, s. 5. (2)). The capital forecast provides another cornerstone upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

*... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)*

The development-related capital program prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

*For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.*

As required by the DCA, s. 5. (1) 6., any portion of projects and their associated net costs that are considered to benefit existing residents are the funding responsibility of the City from non-development charges sources. Those specific shares of projects are further identified and quantified in section 4 of this report.

### 3. Attribution to Types of Development

Once the total gross capital project costs have been identified and all necessary reductions and adjustments have been made, the ASDC is calculated based on the net developable land area and expressed as a rate per net hectare.

### 4. Final Adjustment

The final determination of the development charge results from adjustments made to development-related net capital costs resulting from the application of any unallocated reserve fund balances available to finance the development-related capital costs in the capital forecast. A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the *DCA*.

For the purposes of the cash-flow analysis, it has been assumed that the City would issue external debt for projects constructed between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed. Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances. This approach is consistent with the methodology employed in the 2016 Study.

### 3. DEVELOPMENT FORECAST

This section provides the basis for the total net developable land area forecasts used in calculating area-specific development charges for the three benefitting areas to which the Edgeley Pond and Park and Channelization Works apply. The total developable land area was informed based on data provided by the City’s engineering/design consultants and through discussions with City staff.

This practice aligns with the provisions of the DCA, which require that development charges be determined with reference to “the amount, type and location of development for which development charges can be imposed...” (s.5.(1)1.). This section portrays a summary of the results of the total developable land area, net of non-developable areas.

#### A. LAND AREA FORECAST

The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the table below.

**Table 1 – The City of Vaughan – Development Areas Included in the Study**

Area Description	Net Hectares
Immediately Affected Landowners (Map 1)	5.78 (ha removed from floodplain)
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond (Map 2)	20.06 (developable ha)
Undeveloped Lands in Black Creek Drainage Shed (Map 3)	144.58 (developable ha)

For the purposes of the ASDC calculation, the total net developable land area means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, schools, storm water management facilities, buffers and road widening's along Regional Roads and Ontario Hydro utility corridors and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City. For the purposes of this study and by-law the net benefiting area for Map 1 includes parkland.

## 4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM

The DCA requires the Council of a municipality to express its intent to provide future capital facilities at the average historical service level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

### A. A DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecasts detailed in Section III, City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City while some costs were maintained from the 2016 DC Study but adjusted for the effects of inflation.

One of the recommendations contained in this ASDC Background Study is for Council to adopt the capital programs created for the purposes of this area-specific development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in areas. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.

## **B. THE DEVELOPMENT-RELATED CAPITAL FORECAST FOR SERVICES RELATED TO THE EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS**

Table 2 provides the development-related capital recoveries for service related to the Edgeley Pond and Black Creek Channel Works.

The area-specific capital program totals \$221.0 million and provides servicing for anticipated development over the planning period to 2041. One of the attributing factors to the increased costs relates to an update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner. Of the total value, land acquisition costs represent \$80.4 million (or 36%) of the total.

The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community; amounts that exceed historic service levels or considered to benefit development beyond the planning horizon. Given that the increase in need for service identified for these lands considered in the ASDC calculation relate to engineered services, the ASDC calculations are not subject to the same service level restrictions applied for general services, thus no funding level caps have been applied.

As indicated in Table 2, of the total \$221.0 million gross program, about \$76.2 million is attributed to those benefiting land owners and included in the calculation of the ASDC rates in this study. In addition to those costs funded from ASDCs in this study, an additional \$70.6 million is anticipated to be funded through the City-wide Engineering and Community Services DCs (those rates are not considered under this study). A summary of the apportionment is shown below.



**Table 2 – Capital Cost Summary by Funding Source**

<b>Description</b>	<b>Cost (\$000)</b>	<b>%</b>
Immediately Affected Landowners	\$54,025	24.4%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$9,818	4.4%
Undeveloped Land in Black Creek Drainage Shed	\$12,353	5.6%
City-Wide Development Charges – Engineering	\$57,243	25.9%
City-Wide Development Charges – Parks and Open Space	\$13,381	6.1%
Benefit to Existing Funding (non-DC sources)	\$61,185	27.7%
Local Service	\$8,953	4.1%
Other Governments (York, TRCA)	\$4,067	1.8%
<b>Totals</b>	<b>\$221,026</b>	<b>100.0%</b>

- It should be noted that development charges reserve funds which do exist for Maps 2 and 3 for which development has already occurred have been applied to the opening balance in the cash-flow analysis and considered in the calculation of the rates.

## 5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA

This section summarizes the calculation of ASDCs for each of the benefiting land areas. The calculation of the “unadjusted” per net hectare are reviewed.

It is noted that the calculation of the ASDCs does not include any provision for exemptions required under the DCA, such as the exemption from the payment of DCs for industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in loss of DC revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

### A. DEVELOPMENT CHARGES CALCULATION

A summary of the calculated ASDCs is presented in the following table, however, further details of the calculations are available in Appendix A.

**Table 3 - Calculated Area-Specific Development Charges**

<b>Lands to which the ASDC is Applicable</b> (Maps provided in Appendix C)	<b>Cost (\$000)</b>	<b>Area (net ha)</b>	<b>Unadjusted Charge (\$/ha)</b>	<b>Adjusted Charge after Cash Flow (\$/ha)</b>
Immediately Affected Landowners	\$54,024.8	5.78	\$9,343,619	\$9,467,470
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$9,818.4	20.06	\$489,439	\$465,823
Undeveloped Lands in Black Creek Drainage Shed	\$12,353.2	144.58	\$85,440	\$96,260
<b>Totals</b>	<b>\$76,196.4</b>	or 34.5% of the total costs		

- The charge for Immediately Affected Landowners is levied on the net hectares removed from the floodplain whereas the other two area-specific charges are levied on net hectares of developable land.
- The charges shown above are not cumulative, however, more than one charge could apply to a given land area. See the Area-Specific Development Charges Maps in Appendix C.
- The unadjusted charges do not consider the timing of development and the timing of infrastructure emplacement.
- The adjusted charge considers the anticipated timing of projects and land development. The timing assumptions were developed in consultation with City Staff taking into account known development applications. Specific cash flow assumptions and forecasts are detailed in Appendix A, but a summary of the key assumptions are:
  - Consistent with the 2016 methodology, it is assumed that the City would issue external debt for projects constructed in the first four years between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed.
  - Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances. An inflation rate of 2% per annum is used.

## B. COMPARISON OF PROPOSED AND EXISTING DEVELOPMENT CHARGES

Table 4 presents a comparison of total calculated Area-Specific development charges for the three benefitting areas respectively with the City's existing charges (as at January 1 2021).

Table 4 shows that the calculated charges produce fairly substantial increase over the present development charges with increases ranging between the different areas relative to the cost drivers for each.

**Table 4 Comparison of Current vs. Calculated Area-Specific Development Charges**

ASDC Area	Current Rates	Calculated Rates	<i>Difference</i>
Immediately Affected Landowners	\$2,972,699	\$9,467,470	<i>\$6,494,771</i>
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$98,656	\$465,823	<i>\$367,167</i>
Undeveloped Lands in Black Creek Drainage Shed	\$26,695	\$96,260	<i>\$69,565</i>

The quantum of the rate increase is reflective of a series of factors:

- Some changes to the study that have had an impact on the overall cost include the update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner.
- Another notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the

contingencies being applied to the park and pond related components of the infrastructure.

- Finally, the Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinitiated discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that a share of the cost would be borne by the Region.

## 6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS

This section provides a brief examination of the long-term capital and operating costs for the area-specific capital facilities and infrastructure to be included in the ASDC by-law. Also addressed is the required asset management provisions that must be considered.

As indicated in previous sections of this report, there are components of the development-related capital program that will require funding from non-development charges sources. Overall, the benefit to existing share amounts to \$61.2 million and will require funding from non-DC Sources.

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis. Overall, the City will need to fund an additional \$736,800 per annum in order to properly fund the life cycle replacement costs of the new assets related to all servicing costs supported under the development charges by-law. In addition to the annual contributions for asset replacement, annual maintenance activities are estimated at \$997,200 which were assumed to require 4% of the initial capital costs for continuous projects and 2% for projects with finite useful lives.

Please note, although all capital assets considered in the study have been evaluated, some projects/assets are not covered by the ASDC or do not necessarily require future replacement or ongoing maintenance and therefore excluded from the analysis. Additional details regarding the long-term maintenance of assets and asset management requirements is outlined in Appendix B.

The calculated annual provisions identified in this study are considered financially sustainable as it is expected that the increased capital asset management requirements, as well as the annual maintenance requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.



## 7. OTHER ISSUES AND CONSIDERATION

### A. DEVELOPMENT CHARGES ADMINISTRATION

No significant changes are recommended to the City's current policies and practices regarding development charge administration. In this regard:

- It is recommended that practices regarding collection of development charges and by-law administration continue to the extent possible.
- As required under the DCA, the City should codify any rules regarding application of the by-laws and exemptions within the development charges by-laws proposed for adoption.
- It is recommended that Council adopt the development-related capital program included in this background study, subject to annual review through the City's normal capital budget process.

**APPENDIX A**

**AREA-SPECIFIC EDGELEY POND AND PARK**

**AND BLACK CREEK CHANNEL WORKS**

**TECHNICAL APPENDIX**

# APPENDIX A – AREA SPECIFIC EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS

This appendix provides the detailed analysis undertaken to establish the area-specific development charge rates for the Edgeley Pond and Park and Black Creek Channel Works within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. This section is divided into three main components:

- 1) Summary of the Development-Related Capital Program and Calculation of the Rates. This includes an overview of the program and the calculation of the unadjusted and adjusted charges applicable.
- 2) Specific Cost Elements and Benefits related to Black Creek Channel Works (Category A)
- 3) Specific Cost Elements and Benefits related to the Edgeley Pond Improvements (Category B)

## A. SUMMARY OF THE DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE RATES

Based on the development forecasts detailed in Section III, City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the 21-year period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City. It should be noted that the City of Vaughan engaged a design team that underwent a public and stakeholder engagement process to develop design options and ultimately contract documents for the pond improvements.

Table 1 provide details of the projects included in the area-specific infrastructure development charges calculations and the allocation of costs to the various funding sources to which the works relate to. For example, certain projects would have a benefit to the specific areas to which this ASDC is applicable to (in regards to Map 1, 2 or 3) while also benefitting existing development or requiring recovery from the City-wide engineering or Community Services DCs.

Table 1 - Summary of Cost Apportionment										
Component	Timing	Black Creek Floodplain Reductions - Immediately Affected Landowners	Vaughan Metropolitan Centre (VMC) Areas Draining to Edgeley Pond	Undeveloped Lands in Black Creek Drainage Shed	City-Wide Development Charges - Engineering	City-Wide Development Charges - Parks & Open Space	Benefit to Existing Funding	Local Service	Other Governments (York, TRCA)	Totals
<b>A. BLACK CREEK CHANNELIZATION WORKS</b>										
<b>A1. Realignment, Earthworks and Restoration</b>	2022 - 2027	49.2%	0.0%	11.25%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
<b>A2. Structures</b>										
A2.1 Interchange Way Crossing	2022 - 2027	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
A2.2 Doughton Road Crossing	2022 - 2027	24.6%	0.0%	5.6%	56.6%	0.0%	13.2%	0.0%	0.0%	100.0%
A2.3 Culvert Under Hwy 7	2022 - 2027	30.7%	0.0%	7.0%	8.2%	0.0%	16.5%	0.0%	37.6%	100.0%
A2.4 Peelar Road Crossing	2022 - 2027	24.6%	0.0%	5.6%	56.6%	0.0%	13.2%	0.0%	0.0%	100.0%
A2.5 Mews	2022 - 2027	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
A2.6 Retaining Walls	2022 - 2027	49.2%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	49.2%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	49.2%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
<b>A3. Bank Treatments, Urban Design and Landscape</b>										
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	41.8%	0.0%	9.6%	11.2%	15.0%	22.4%	0.0%	0.0%	100.0%
A3.2 Terraced Steps	2022 - 2027	31.4%	0.0%	7.2%	8.4%	11.3%	16.8%	25.0%	0.0%	100.0%
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	0.0%	0.0%	0.0%	25.0%	25.0%	25.0%	25.0%	0.0%	100.0%
<b>Sub-Totals - Before Land Acquisitions</b>										
<b>A4. Land Acquisitions</b>										
Allocation Distribution for Land										
A4.1 Region/Provincial Land	2021 - 2021	40.1%	0.0%	9.2%	27.0%	0.0%	23.8%	0.0%	0.0%	100.0%
A4.2 Private Land	2021 - 2021	40.1%	0.0%	9.2%	27.0%	0.0%	23.8%	0.0%	0.0%	100.0%
A4.3 Land Conveyance	2021 - 2021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
<b>Total Black Creek Channelization Works</b>										
Allocation Distribution										
<b>B. EDGELEY POND IMPROVEMENTS</b>										
<b>B1 Design Components</b>										
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.3 Plant Material	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
B1.5 Structures Servicing VMC Lands	2022 - 2027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
B1.6 Edge Treatments (Base Design)	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.7 Urban Design Features (Base Design)	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	19.7%	0.0%	4.5%	40.3%	0.0%	10.5%	25.0%	0.0%	100.0%
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	25.0%	25.0%	100.0%
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%	25.0%	0.0%	100.0%
<b>B2 Enhanced Design Components</b>										
<b>B2.1 Urban Design Features (Enhanced Design)</b>										
B2.1.1 Concrete pedestrian walkways	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.2 Amphitheater works	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.3 Paving and fencing	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.4 Shade structure	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
<b>B2.2 Site Furnishing</b>										
B2.2.1 Adult Exercise Equipment	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.3 Stone seat walls in valley	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.4 Signage and safety	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.5 Lighting	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.6 Electrical	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
<b>B2.3 Bridges - Long term</b>										
B2.3.1 North and south valley bridges	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.4 Valley Lands Bridge	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
<b>B2.4 South Pond Enhancements (Area 'C')</b>										
B2.4.1 Retaining wall enhancements	2021 - 2023	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
<b>Total Edgeley Pond Improvements</b>										
Allocation Distribution										
<b>C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST</b>	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	76.4%	0.0%	23.6%	100.0%
<b>D. PUBLIC ART</b>	2021 - 2039	0	0.0%	0	0	0.0%	0.0%	100.0%	0.0%	100.0%
<b>E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)</b>	2022 - 2027	0	0.0%	0	100%	0.0%	0.0%	0.0%	0	100.0%
<b>F. DC AND RELATED ENGINEERING STUDIES</b>	2021 - 2026	26.0%	4.7%	5.9%	27.5%	6.4%	29.4%			100.0%

Summary of Capital Costs										
Component	Timing		Component Cost Estimate	Labour Recovery	Component Cost Estimate with Labour Recovery	Component-Specific Contingency	Soft Cost and Construction Contingency	Net HST	City Admin Fee	Totals
A. BLACK CREEK CHANNELIZATION WORKS				\$	825,000					
A1. Realignment, Earthworks and Restoration	2022 -	2027	\$13,000,000	\$ 206,334	\$13,206,334	30.0%	30.0%	1.76%	3.0%	\$23,392,860
A2. Structures										
A2.1 Interchange Way Crossing	2022 -	2027	\$1,800,000	\$ 28,569	\$ 1,828,569	30.0%	30.0%	1.76%	3.0%	\$3,239,011
A2.2 Doughton Road Crossing	2022 -	2027	\$1,200,000	\$ 19,046	\$ 1,219,046	30.0%	30.0%	1.76%	3.0%	\$2,159,341
A2.3 Culvert Under Hwy 7	2022 -	2027	\$4,319,527	\$ 68,559	\$ 4,388,086	30.0%	30.0%	1.76%	3.0%	\$7,772,775
A2.4 Peelar Road Crossing	2022 -	2027	\$1,200,000	\$ 19,046	\$ 1,219,046	30.0%	30.0%	1.76%	3.0%	\$2,159,341
A2.5 Mews	2022 -	2027	\$900,000	\$ 14,285	\$ 914,285	30.0%	30.0%	1.76%	3.0%	\$1,619,506
A2.6 Retaining Walls	2022 -	2027	\$240,000	\$ 3,809	\$ 243,809	30.0%	30.0%	1.76%	3.0%	\$431,868
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 -	2027	\$600,000	\$ 9,523	\$ 609,523	30.0%	30.0%	1.76%	3.0%	\$1,079,670
A2.8 Temporary Access to 7581 Jane Street	2022 -	2027	\$300,000	\$ 4,762	\$ 304,762	30.0%	30.0%	1.76%	3.0%	\$539,835
A3. Bank Treatments, Urban Design and Landscape										
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 -	2027	\$2,642,789	\$ 41,946	\$ 2,684,735	30.0%	30.0%	1.76%	3.0%	\$4,755,569
A3.2 Terraced Steps	2022 -	2027	\$4,200,000	\$ 66,662	\$ 4,266,662	30.0%	30.0%	1.76%	3.0%	\$7,557,693
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 -	2027	\$2,675,438	\$ 42,464	\$ 2,717,902	30.0%	30.0%	1.76%	3.0%	\$4,814,319
Sub-Totals - Before Land Acquisitions			\$33,077,754	\$525,006	\$33,602,759					
A4. Land Acquisitions										
Allocation Distribution for Land										
A4.1 Region/Provincial Land	2021 -	2021	\$9,377,039		\$ 9,377,039	25.0%	0.0%	1.76%	3.0%	\$12,285,422
A4.2 Private Land	2021 -	2021	\$51,992,533		\$1,992,533	25.0%	0.0%	1.76%	3.0%	\$68,118,536
A4.3 Land Conveyance	2021 -	2021	\$0		\$ -	25.0%	0.0%	1.76%	3.0%	\$0
Total Black Creek Channelization Works										\$139,925,746
Allocation Distribution										
B. EDGELEY POND IMPROVEMENTS				\$	495,000					
B1. Design Components			\$30,340,394	\$369,278	\$30,709,672	\$42,238,240				
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 -	2027	\$9,115,953	\$ 110,952	\$ 9,226,905	15.0%	14.0%	1.76%	3.0%	\$12,678,651
B1.2 Natural Channel Realignment and Restoration	2022 -	2027	\$3,017,789	\$ 36,730	\$ 3,054,519	15.0%	14.0%	1.76%	3.0%	\$4,197,202
B1.3 Plant Material	2022 -	2027	\$1,629,123	\$ 19,828	\$ 1,648,951	15.0%	14.0%	1.76%	3.0%	\$2,265,817
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 -	2027	\$4,880,673	\$ 59,403	\$ 4,940,076	15.0%	14.0%	1.76%	3.0%	\$6,788,138
B1.5 Structures Servicing VMC Lands	2022 -	2027	\$3,173,654	\$ 38,627	\$ 3,212,281	15.0%	14.0%	1.76%	3.0%	\$4,413,982
B1.6 Edge Treatments (Base Design)	2022 -	2027	\$1,441,510	\$ 17,545	\$ 1,459,055	15.0%	14.0%	1.76%	3.0%	\$2,004,881
B1.7 Urban Design Features (Base Design)	2022 -	2027	\$244,086	\$ 2,971	\$ 247,057	15.0%	14.0%	1.76%	3.0%	\$339,480
B1.8 NE Corner Culvert - North of Hwy 7	2021 -	2023	\$4,768,143	\$ 58,034	\$ 4,826,177	15.0%	14.0%	1.76%	3.0%	\$6,631,629
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 -	2025	\$1,404,530	\$ 17,095	\$ 1,421,625	15.0%	14.0%	1.76%	3.0%	\$1,953,449
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 -	2023	\$664,933	\$ 8,093	\$ 673,026	20.0%	14.0%	1.76%	3.0%	\$965,011
B2 Enhanced Design Components										
B2.1 Urban Design Features (Enhanced Design)			\$1,257,988	\$15,311	\$1,273,299	\$1,749,635				
B2.1.1 Concrete pedestrian walkways	2022 -	2027	\$339,952	\$ 4,138	\$ 344,090	15.0%	14.0%	1.76%	3.0%	\$472,812
B2.1.2 Amphitheater works	2022 -	2027	\$105,894	\$ 1,289	\$ 107,183	15.0%	14.0%	1.76%	3.0%	\$147,280
B2.1.3 Paving and fencing	2022 -	2027	\$639,235	\$ 7,780	\$ 647,015	15.0%	14.0%	1.76%	3.0%	\$889,061
B2.1.4 Shade structure	2022 -	2027	\$172,907	\$ 2,104	\$ 175,011	15.0%	14.0%	1.76%	3.0%	\$240,483
B2.2 Site Furnishing			\$937,392	\$11,409	\$948,801	\$1,303,744				
B2.2.1 Adult Exercise Equipment	2022 -	2027	\$130,625	\$ 1,590	\$ 132,215	15.0%	14.0%	1.76%	3.0%	\$181,676
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 -	2027	\$148,176	\$ 1,803	\$ 149,979	15.0%	14.0%	1.76%	3.0%	\$206,086
B2.2.3 Stone seat walls in valley	2022 -	2027	\$53,572	\$ 652	\$ 54,224	15.0%	14.0%	1.76%	3.0%	\$74,509
B2.2.4 Signage and safety	2022 -	2027	\$162,444	\$ 1,977	\$ 164,421	15.0%	14.0%	1.76%	3.0%	\$225,930
B2.2.5 Lighting	2022 -	2027	\$223,350	\$ 2,718	\$ 226,068	15.0%	14.0%	1.76%	3.0%	\$310,640
B2.2.6 Electrical	2022 -	2027	\$219,225	\$ 2,668	\$ 221,893	15.0%	14.0%	1.76%	3.0%	\$304,903
B2.3 Bridges - Long term			\$7,630,842	\$92,876	\$7,723,718	\$10,665,129				
B2.3.1 North and south valley bridges	2022 -	2027	\$1,705,784	\$ 20,761	\$ 1,726,545	15.0%	14.0%	1.76%	3.0%	\$2,372,439
B2.3.2 East bioswale bridge at Barnes outfall	2022 -	2027	\$478,840	\$ 5,828	\$ 484,668	15.0%	14.0%	1.76%	3.0%	\$665,980
B2.3.3 Pedestrian Bridge (main bridge)	2022 -	2027	\$4,059,000	\$ 49,403	\$ 4,108,403	20.0%	10.0%	1.76%	3.0%	\$5,684,094
B2.3.4 Valley Lands Bridge	2022 -	2027	\$1,387,218	\$ 16,884	\$ 1,404,102	20.0%	10.0%	1.76%	3.0%	\$1,942,616
B2.4 South Pond Enhancements (Area 'C')			\$503,300	\$6,126	\$509,426	\$700,000				
B2.4.1 Retaining wall enhancements	2021 -	2023	\$503,300	\$ 6,126	\$ 509,426	15.0%	14.0%	1.76%	3.0%	\$700,000
Total Edgeley Pond Improvements			\$ 40,669,916	\$ 495,000	\$ 41,164,916	\$56,656,747				
Allocation Distribution										
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST										
	2022 -	2027	\$1,822,000	\$ 28,919	\$1,850,919	25.0%	15.0%	1.76%	3.0%	\$2,788,749
D. PUBLIC ART										
	2021 -	2039	\$2,000,000			15.0%	15.0%	1.76%	3.0%	\$2,772,299
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)										
	2022 -	2027	\$17,079,000	\$ 271,076	\$ 17,350,076			1.76%	3.0%	\$18,185,100
F. DC AND RELATED ENGINEERING STUDIES										
	2021 -	2026	\$500,000	\$ 165,000	\$ 665,000			1.76%	3.0%	\$697,005
TOTAL ALLOCATION OF COSTS										\$221,025,647

Summary of Capital Costs By Funding Source									
Component	Black Creek Floodplain Reductions - Immediately Affected Landowners	Vaughan Metropolitan Centre (VMC) Areas Draining to Edgeley Pond	Undeveloped Lands in Black Creek Drainage Shed	City-Wide Development Charges - Engineering	City-Wide Development Charges - Parks & Open Space	Benefit to Existing Funding	Local Service	Other Governments (York, TRCA)	Totals
A. BLACK CREEK CHANNELIZATION WORKS									
A1. Realignment, Earthworks and Restoration	\$11,509,287	\$0	\$2,631,697	\$3,087,857	\$0	\$6,164,019	\$0	\$0	\$23,392,860
A2. Structures									
A2.1 Interchange Way Crossing	\$0	\$0	\$0	\$3,239,011	\$0	\$0	\$0	\$0	\$3,239,011
A2.2 Doughton Road Crossing	\$531,198	\$0	\$121,463	\$1,222,187	\$0	\$284,493	\$0	\$0	\$2,159,341
A2.3 Culvert Under Hwy 7	\$2,387,565	\$0	\$545,937	\$640,566	\$0	\$1,278,706	\$0	\$2,920,000	\$7,772,775
A2.4 Peelar Road Crossing	\$531,198	\$0	\$121,463	\$1,222,187	\$0	\$284,493	\$0	\$0	\$2,159,341
A2.5 Mews	\$0	\$0	\$0	\$1,619,506	\$0	\$0	\$0	\$0	\$1,619,506
A2.6 Retaining Walls	\$212,479	\$0	\$48,585	\$57,007	\$0	\$113,797	\$0	\$0	\$431,868
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	\$531,198	\$0	\$121,463	\$142,516	\$0	\$284,493	\$0	\$0	\$1,079,670
A2.8 Temporary Access to 7581 Jane Street	\$265,599	\$0	\$60,731	\$71,258	\$0	\$142,247	\$0	\$0	\$539,835
A3. Bank Treatments, Urban Design and Landscape									
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	\$1,988,779	\$0	\$454,751	\$533,575	\$713,335	\$1,065,128	\$0	\$0	\$4,755,569
A3.2 Terraced Steps	\$2,370,470	\$0	\$542,028	\$635,980	\$850,240	\$1,269,551	\$1,889,423	\$0	\$7,557,693
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	\$0	\$0	\$0	\$1,203,580	\$1,203,580	\$1,203,580	\$1,203,580	\$0	\$4,814,319
Sub-Totals - Before Land Acquisitions	\$20,327,773	\$0	\$4,648,119	\$13,675,230	\$2,767,155	\$12,090,507	\$3,093,003	\$2,920,000	\$59,521,788
A4. Land Acquisitions									
Allocation Distribution for Land	40.1%	0.0%	9.2%	27.0%		23.8%			100%
A4.1 Region/Provincial Land	\$4,921,704	\$0	\$1,125,390	\$3,311,009	\$0	\$2,927,320	\$0	\$0	\$12,285,422
A4.2 Private Land	\$27,289,194	\$0	\$6,239,907	\$18,358,431	\$0	\$16,231,005	\$0	\$0	\$68,118,536
A4.3 Land Conveyance							\$0		\$0
Total Black Creek Channelization Works	\$52,538,671	\$0	\$12,013,416	\$35,344,670	\$2,767,155	\$31,248,832	\$3,093,003	\$2,920,000	\$139,925,746
Allocation Distribution	37.5%	0.0%	8.6%	25.3%	2.0%	22.3%	2.2%	2.1%	100%
B. EDGELEY POND IMPROVEMENTS									
B1. Design Components	\$1,305,105	\$9,785,490	\$298,423	\$3,521,461	\$850,241	\$23,601,635	\$2,387,522	\$488,362	\$42,238,240
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	\$0	\$3,169,663	\$0	\$0	\$0	\$9,508,988	\$0	\$0	\$12,678,651
B1.2 Natural Channel Realignment and Restoration	\$0	\$1,049,300	\$0	\$0	\$0	\$3,147,901	\$0	\$0	\$4,197,202
B1.3 Plant Material	\$0	\$566,454	\$0	\$0	\$0	\$1,699,363	\$0	\$0	\$2,265,817
B1.4 Inlet and Outlet Control Structures - Main Pond	\$0	\$0	\$0	\$0	\$0	\$6,788,138	\$0	\$0	\$6,788,138
B1.5 Structures Servicing VMC Lands	\$0	\$4,413,982	\$0	\$0	\$0	\$0	\$0	\$0	\$4,413,982
B1.6 Edge Treatments (Base Design)	\$0	\$501,220	\$0	\$0	\$0	\$1,503,661	\$0	\$0	\$2,004,881
B1.7 Urban Design Features (Base Design)	\$0	\$84,870	\$0	\$0	\$0	\$254,610	\$0	\$0	\$339,480
B1.8 NE Corner Culvert - North of Hwy 7	\$1,305,105	\$0	\$298,423	\$2,671,220	\$0	\$698,974	\$1,657,907	\$0	\$6,631,629
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	\$0	\$0	\$0	\$488,362	\$488,362	\$0	\$488,362	\$488,362	\$1,953,449
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	\$0	\$0	\$0	\$361,879	\$361,879	\$0	\$241,253	\$0	\$965,011
B2. Enhanced Design Components									
B2.1 Urban Design Features (Enhanced Design)	\$0	\$0	\$0	\$0	\$1,749,635	\$0	\$0	\$0	\$1,749,635
B2.1.1 Concrete pedestrian walkways	\$0	\$0	\$0	\$0	\$472,812	\$0	\$0	\$0	\$472,812
B2.1.2 Amphitheater works	\$0	\$0	\$0	\$0	\$147,280	\$0	\$0	\$0	\$147,280
B2.1.3 Paving and fencing	\$0	\$0	\$0	\$0	\$889,061	\$0	\$0	\$0	\$889,061
B2.1.4 Shade structure	\$0	\$0	\$0	\$0	\$240,483	\$0	\$0	\$0	\$240,483
B2.2 Site Furnishing	\$0	\$0	\$0	\$0	\$1,303,744	\$0	\$0	\$0	\$1,303,744
B2.2.1 Adult Exercise Equipment	\$0	\$0	\$0	\$0	\$181,676	\$0	\$0	\$0	\$181,676
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	\$0	\$0	\$0	\$0	\$206,086	\$0	\$0	\$0	\$206,086
B2.2.3 Stone seat walls in valley	\$0	\$0	\$0	\$0	\$74,509	\$0	\$0	\$0	\$74,509
B2.2.4 Signage and safety	\$0	\$0	\$0	\$0	\$225,930	\$0	\$0	\$0	\$225,930
B2.2.5 Lighting	\$0	\$0	\$0	\$0	\$310,640	\$0	\$0	\$0	\$310,640
B2.2.6 Electrical	\$0	\$0	\$0	\$0	\$304,903	\$0	\$0	\$0	\$304,903
B2.3 Bridges - Long term	\$0	\$0	\$0	\$0	\$6,665,706	\$3,999,423	\$0	\$0	\$10,665,129
B2.3.1 North and south valley bridges	\$0	\$0	\$0	\$0	\$1,482,774	\$889,665	\$0	\$0	\$2,372,439
B2.3.2 East bioswale bridge at Barnes outfall	\$0	\$0	\$0	\$0	\$416,238	\$249,743	\$0	\$0	\$665,980
B2.3.3 Pedestrian Bridge (main bridge)	\$0	\$0	\$0	\$0	\$3,552,559	\$2,131,535	\$0	\$0	\$5,684,094
B2.3.4 Valley Lands Bridge	\$0	\$0	\$0	\$0	\$1,214,135	\$728,481	\$0	\$0	\$1,942,616
B2.4 South Pond Enhancements (Area 'C')	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
B2.4.1 Retaining wall enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
Total Edgeley Pond Improvements	\$1,305,105	\$9,785,490	\$298,423	\$3,521,461	\$10,569,326	\$27,601,059	\$3,087,522	\$488,362	\$56,656,747
Allocation Distribution	2.3%	17.3%	0.5%	6.2%	18.7%	48.7%	5.4%	0.9%	100%
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST	\$0	\$0	\$0	\$0	\$0	\$2,129,749	\$0	\$659,000	\$2,788,749
D. PUBLIC ART	\$0	\$0	\$0	\$0	\$0	\$0	\$2,772,299	\$0	\$2,772,299
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)	\$0	\$0	\$0	\$18,185,100	\$0	\$0	\$0	\$0	\$18,185,100
F. DC AND RELATED ENGINEERING STUDIES	\$181,032	\$32,900	\$41,394	\$191,816	\$44,839	\$205,024	\$0	\$0	\$697,005
TOTAL ALLOCATION OF COSTS	\$54,024,807	\$9,818,390	\$12,353,233	\$57,243,047	\$13,381,321	\$61,184,663	\$8,952,824	\$4,067,362	\$221,025,647



The area-specific capital program totals \$221.0 million and provides servicing for anticipated development over the planning period to 2041. One of the largest cost components relates to the acquisition of land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner. Of the total value, land acquisition costs represent \$80.4 million (or 36%) of the total.

The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community; amounts that exceed historic service levels or considered to benefit development beyond the planning horizon. Given that the increase in need for service identified for these lands considered in the ASDC calculation relate to engineered services, the ASDC calculations are not subject to the same service level restrictions applied for general services, thus no funding level caps have been applied.

As indicated in Table 2, of the total \$221.0 million gross program, about \$76.2 million is attributed to those benefiting land owners and included in the calculation of the ASDC rates in this study. A summary of the calculation of the rates is shown in table 2 below – the table identifies the net attributable cost (to each area) relative to the net land area to which the cost applies. The attributable cost divided by the net area (in ha), yields an unadjusted charge per land area.

**Table 2 – Calculation of the Unadjusted Area-Specific Development Charge**

<b>Lands to which the ASDC is Applicable</b> (Maps provided in Appendix C)	<b>Cost (\$000)</b>	<b>Area (net ha)</b>	<b>Unadjusted Charge (\$/ha)</b>
Immediately Affected Landowners	\$54,024.8	5.78	\$9,343,619
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$9,818.4	20.06	\$489,439
Undeveloped Lands in Black Creek Drainage Shed	\$12,353.2	144.58	\$85,440
<b>Totals</b>	<b>\$76,196.4</b>	or 34.5% of the total costs	

## Cash-Flow Analysis

A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the *DCA*. The cash flow analysis is displayed on Table 3.

CITY OF VAUGHAN  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
IMMEDIATELY AFFECTED LANDOWNERS  
DEVELOPMENT CHARGE PER HECTARE  
(in \$000)

IMMEDIATELY AFFECTED LANDOWNERS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$0.0	\$911.6	\$1,728.6	\$2,630.5	(\$28.5)	\$3,987.4	\$7,998.7	\$12,323.4	\$11,808.6	\$11,317.9	\$13,311.7	\$15,468.2	\$17,795.2	\$15,460.6	\$12,866.7	\$10,180.3	\$7,398.1	\$4,516.6	\$1,532.3	\$764.6	\$249.0	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$32,676.1	\$3,853.2	\$3,853.2	\$3,418.1	\$3,418.1	\$3,418.1	\$3,388.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$54,024.8
- Reserve Funded (Inflated)					\$3,699.9	\$3,773.9	\$3,815.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$11,289.2
- Debenture Principal	\$1,470.1	\$1,682.5	\$1,903.6	\$2,112.9	\$2,164.0	\$2,216.3	\$2,270.0	\$2,324.9	\$2,381.2	\$2,438.8	\$2,497.8	\$2,558.3	\$2,620.2	\$2,683.6	\$2,748.5	\$2,815.0	\$2,883.2	\$2,952.9	\$763.5	\$510.1	\$245.0	\$44,242.5
NEW DEVELOPMENT																						
- Hectares	0.33	0.34	0.37	0.04	1.04	1.02	1.02	0.20	0.20	0.41	0.41	0.41	0.01	-	-	-	-	-	-	-	-	5.78
REVENUE																						
- DC Receipts: Inflated	\$3,143.2	\$3,289.8	\$3,621.5	\$358.3	\$10,694.0	\$10,625.7	\$10,838.2	\$2,120.7	\$2,163.1	\$4,620.7	\$4,713.1	\$4,807.3	\$171.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$61,166.6
INTEREST																						
- Interest on Opening Balance	\$0.0	\$31.9	\$60.5	\$92.1	(\$1.6)	\$139.6	\$280.0	\$431.3	\$413.3	\$396.1	\$465.9	\$541.4	\$622.8	\$541.1	\$450.3	\$356.3	\$258.9	\$158.1	\$53.6	\$26.8	\$8.7	\$5,327.2
- Interest on In-year Transactions	\$29.3	\$28.1	\$30.1	(\$48.2)	\$84.5	\$81.1	\$83.2	(\$5.6)	(\$6.0)	\$38.2	\$38.8	\$39.4	(\$67.3)	(\$73.8)	(\$75.6)	(\$77.4)	(\$79.3)	(\$81.2)	(\$21.0)	(\$14.0)	(\$6.7)	(\$103.7)
- Debenture Interest	(\$790.8)	(\$850.3)	(\$906.6)	(\$948.3)	(\$897.2)	(\$844.8)	(\$791.2)	(\$736.2)	(\$680.0)	(\$622.4)	(\$563.3)	(\$502.9)	(\$441.0)	(\$377.6)	(\$312.6)	(\$246.1)	(\$178.0)	(\$108.2)	(\$36.8)	(\$18.3)	(\$5.9)	(\$10,858.3)
TOTAL REVENUE	\$2,381.7	\$2,499.5	\$2,805.5	(\$546.1)	\$9,879.8	\$10,001.5	\$10,410.1	\$1,810.1	\$1,890.4	\$4,432.6	\$4,654.4	\$4,885.2	\$285.6	\$89.8	\$62.1	\$32.8	\$1.7	(\$31.3)	(\$4.1)	(\$5.5)	(\$4.0)	\$55,531.7
CLOSING CASH BALANCE	\$911.6	\$1,728.6	\$2,630.5	(\$28.5)	\$3,987.4	\$7,998.7	\$12,323.4	\$11,808.6	\$11,317.9	\$13,311.7	\$15,468.2	\$17,795.2	\$15,460.6	\$12,866.7	\$10,180.3	\$7,398.1	\$4,516.6	\$1,532.3	\$764.6	\$249.0	\$0.0	

2021 Adjusted Charge Per Ha \$9,467,470

Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

CITY OF VAUGHAN  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
VMC AREAS DRAINING TO EDGELEY POND  
DEVELOPMENT CHARGE PER HECTARE  
(in \$000)

VMC AREAS DRAINING TO EDGELEY POND	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$870.4	\$2,120.3	\$3,321.5	\$4,669.7	\$4,677.9	\$2,870.4	\$753.9	(\$1,467.7)	(\$1,614.2)	(\$1,763.0)	(\$1,580.2)	(\$1,374.8)	(\$1,145.1)	(\$1,212.7)	(\$1,640.3)	(\$926.2)	(\$150.9)	\$690.7	\$689.7	\$351.2	\$119.2	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$5.5	\$1,636.4	\$1,636.4	\$1,636.4	\$1,636.4	\$1,636.4	\$1,630.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9,818.4
- Reserve Funded (Inflated)					\$1,771.3	\$1,806.7	\$1,836.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,414.7
- Debenture Principal	\$0.2	\$75.3	\$153.8	\$235.6	\$241.3	\$247.2	\$253.1	\$259.3	\$265.5	\$272.0	\$278.5	\$285.3	\$292.2	\$299.3	\$306.5	\$313.9	\$321.5	\$329.3	\$336.9	\$229.6	\$117.3	\$5,113.7
NEW DEVELOPMENT																						
- Hectares	2.57	2.57	2.98	0.40	0.40	-	-	0.54	0.54	1.13	1.13	1.13	0.59	0.00	1.86	1.86	1.86	0.50	-	-	-	20.06
REVENUE																						
- DC Receipts: Inflated	\$1,198.8	\$1,222.8	\$1,443.0	\$199.6	\$203.6	\$0.0	\$0.0	\$287.6	\$293.3	\$627.3	\$639.9	\$652.6	\$348.2	\$1.2	\$1,143.5	\$1,165.2	\$1,188.5	\$328.7	\$0.0	\$0.0	\$0.0	\$10,943.9
INTEREST																						
- Interest on Opening Balance	\$30.5	\$74.2	\$116.3	\$163.4	\$163.7	\$100.5	\$26.4	(\$80.7)	(\$88.8)	(\$97.0)	(\$86.9)	(\$75.6)	(\$63.0)	(\$66.7)	(\$90.2)	(\$50.9)	(\$8.3)	\$24.2	\$24.1	\$12.3	\$4.2	\$31.6
- Interest on In-year Transactions	\$21.0	\$20.1	\$22.6	(\$1.0)	(\$49.7)	(\$56.5)	(\$57.5)	\$0.5	\$0.5	\$6.2	\$6.3	\$6.4	\$1.0	(\$8.2)	\$14.6	\$14.9	\$15.2	(\$0.0)	(\$9.3)	(\$6.3)	(\$3.2)	(\$62.4)
- Debenture Interest	(\$0.1)	(\$40.5)	(\$79.9)	(\$118.2)	(\$112.5)	(\$106.7)	(\$100.7)	(\$94.6)	(\$88.3)	(\$81.9)	(\$75.3)	(\$68.5)	(\$61.6)	(\$54.6)	(\$47.3)	(\$39.9)	(\$32.3)	(\$24.5)	(\$16.5)	(\$8.4)	(\$2.8)	(\$1,255.0)
TOTAL REVENUE	\$1,250.1	\$1,276.6	\$1,501.9	\$243.9	\$205.1	(\$62.7)	(\$131.8)	\$112.8	\$116.7	\$454.7	\$484.0	\$514.9	\$224.6	(\$128.3)	\$1,020.6	\$1,089.2	\$1,163.0	\$328.4	(\$1.7)	(\$2.4)	(\$1.9)	\$9,658.0
CLOSING CASH BALANCE	\$2,120.3	\$3,321.5	\$4,669.7	\$4,677.9	\$2,870.4	\$753.9	(\$1,467.7)	(\$1,614.2)	(\$1,763.0)	(\$1,580.2)	(\$1,374.8)	(\$1,145.1)	(\$1,212.7)	(\$1,640.3)	(\$926.2)	(\$150.9)	\$690.7	\$689.7	\$351.2	\$119.2	(\$0.0)	

2021 Adjusted Charge Per Ha

\$465,823

Allocation of Capital Program

Residential Sector	Combined
Non-Residential Sector	Combined

Reserve Rates for 2015

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

CITY OF VAUGHAN  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
UNDEVELOPED LANDS IN BLACK CREEK DRAINAGE SHED  
DEVELOPMENT CHARGE PER HECTARE  
(in \$000)

UNDEVELOPED LANDS IN BLACK CREEK DRAINAGE	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$308.7	\$471.0	\$589.5	\$661.5	\$691.8	(\$255.3)	(\$1,281.0)	(\$2,396.3)	(\$2,462.8)	(\$2,517.7)	(\$2,560.0)	(\$2,588.7)	(\$2,602.8)	(\$2,601.2)	(\$2,582.6)	(\$2,545.9)	(\$2,489.5)	(\$2,412.2)	(\$2,312.4)	(\$1,662.6)	(\$894.5)	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$7,471.7	\$881.1	\$881.1	\$781.6	\$781.6	\$781.6	\$774.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12,353.2
- Reserve Funded (Inflated)					\$968.2	\$1,021.5	\$1,068.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,057.9
- Debenture Principal	\$336.2	\$384.7	\$435.3	\$483.1	\$494.8	\$506.8	\$519.1	\$531.6	\$544.5	\$557.7	\$571.1	\$585.0	\$599.1	\$613.6	\$628.5	\$643.7	\$659.3	\$675.2	\$174.6	\$116.6	\$56.0	\$10,116.4
NEW DEVELOPMENT																						
- Hectares	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	144.58
REVENUE																						
- DC Receipts: Inflated	\$662.7	\$676.0	\$689.5	\$703.3	\$717.4	\$731.7	\$746.4	\$761.3	\$776.5	\$792.0	\$807.9	\$824.0	\$840.5	\$857.3	\$874.5	\$892.0	\$909.8	\$928.0	\$946.6	\$965.5	\$984.8	\$17,087.6
INTEREST																						
- Interest on Opening Balance	\$10.8	\$16.5	\$20.6	\$23.2	\$24.2	(\$14.0)	(\$70.5)	(\$131.8)	(\$135.5)	(\$138.5)	(\$140.8)	(\$142.4)	(\$143.2)	(\$143.1)	(\$142.0)	(\$140.0)	(\$136.9)	(\$132.7)	(\$127.2)	(\$91.4)	(\$49.2)	(\$1,783.8)
- Interest on In-year Transactions	\$5.7	\$5.1	\$4.4	\$3.9	(\$20.5)	(\$21.9)	(\$23.1)	\$4.0	\$4.1	\$4.1	\$4.1	\$4.2	\$4.2	\$4.3	\$4.3	\$4.3	\$4.4	\$4.4	\$13.5	\$14.9	\$16.3	\$44.7
- Debenture Interest	(\$180.8)	(\$194.4)	(\$207.3)	(\$216.8)	(\$205.1)	(\$193.2)	(\$180.9)	(\$168.3)	(\$155.5)	(\$142.3)	(\$128.8)	(\$115.0)	(\$100.8)	(\$86.3)	(\$71.5)	(\$56.3)	(\$40.7)	(\$24.7)	(\$8.4)	(\$4.2)	(\$1.4)	(\$2,482.9)
TOTAL REVENUE	\$498.4	\$503.2	\$507.3	\$513.5	\$515.9	\$502.6	\$471.9	\$465.2	\$489.6	\$515.4	\$542.4	\$570.9	\$600.8	\$632.2	\$665.2	\$700.0	\$736.6	\$775.0	\$824.5	\$884.7	\$950.5	\$12,865.6
CLOSING CASH BALANCE	\$471.0	\$589.5	\$661.5	\$691.8	(\$255.3)	(\$1,281.0)	(\$2,396.3)	(\$2,462.8)	(\$2,517.7)	(\$2,560.0)	(\$2,588.7)	(\$2,602.8)	(\$2,601.2)	(\$2,582.6)	(\$2,545.9)	(\$2,489.5)	(\$2,412.2)	(\$2,312.4)	(\$1,662.6)	(\$894.5)	\$0.0	

2021 Adjusted Charge Per Ha	\$96,260
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Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

For the purposes of the cash-flow analysis, it has been assumed that the City would issue external debt for projects constructed between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed. Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances.

It should be noted that development charges reserve funds which do exist for land areas contained within Maps 2 and 3 for which some development has already occurred have been applied to the opening balance in the cash-flow analysis and considered in the calculation of the rates. Table 4 below summarizes the existing reserve funds on hand at the end of the period.

**Table 4 – Summary of Existing Reserve Funds**

<b>Benefitting Area</b>	<b>Uncommitted DC Reserves: December 31<sup>st</sup> 2020</b>
Map 1: Immediately Affected Landowners	\$0.00
Map 2: Vaughan Metropolitan Centre Draining to Edgeley Pond	\$870,362.89
Map 3: Undeveloped Lands in Black Creek Drainage Shed	\$308,732.36

*Note: Reserve balances were unaudited at the time of the study*

After cash flow considerations, the development charge rates increase for Map 1 and 3 while decreasing in Map 2. The adjusted charge considers the anticipated timing of projects and land development. The timing assumptions were developed in consultation with City staff taking into account known development applications.

**Table 5 – Comparison of the Unadjusted vs. Adjusted Area-Specific Development Charge**

<b>Lands to which the ASDC is Applicable</b> (Maps provided in Appendix C)	<b>Unadjusted Charge (\$/ha)</b>	<b>Adjusted Charge after Cash Flow (\$/ha)</b>	<b><i>Difference in Charges</i></b>
Immediately Affected Landowners	\$9,343,619	\$9,467,470	<i>\$123,851 (or 1%)</i>
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$489,439	\$465,823	<i>(\$23,616) (or -5%)</i>
Undeveloped Lands in Black Creek Drainage Shed	\$85,440	\$96,260	<i>\$10,819 (or 13%)</i>



## **B. BLACK CREEK CHANNELIZATION WORKS (CATEGORY A)**

The improvements to the stretch of Black Creek extending from Highway 7 to the Highway 407 corridor along the east side of Jane Street include a variety of elements and components that, in addition to the function of increasing hydraulic capacity and thereby containing the floodplain to within the limits of the channel, also provide benefits to individual landowners, future development within the tributary drainage shed as well as existing and future residents and employees of the City.

The subsequent sections discuss the benefitting interest groups and the allocation of costs among them associated with each of these benefits in mind.

Each of the project components will serve one or more functional benefits which need to be treated differently in terms of beneficial interests and, in turn, funding sources. As an example, a bridge structure for a new road connection may serve a transportation function in addition to improving the hydraulic capacity of the creek at the road crossing. The approach is to firstly identify the various functional benefits to be considered, and secondly to ascribe the degree to which each component contributes to providing each of the functional benefits.

The following functional benefits have been identified as relevant for this analysis, each of which is described in detail below:

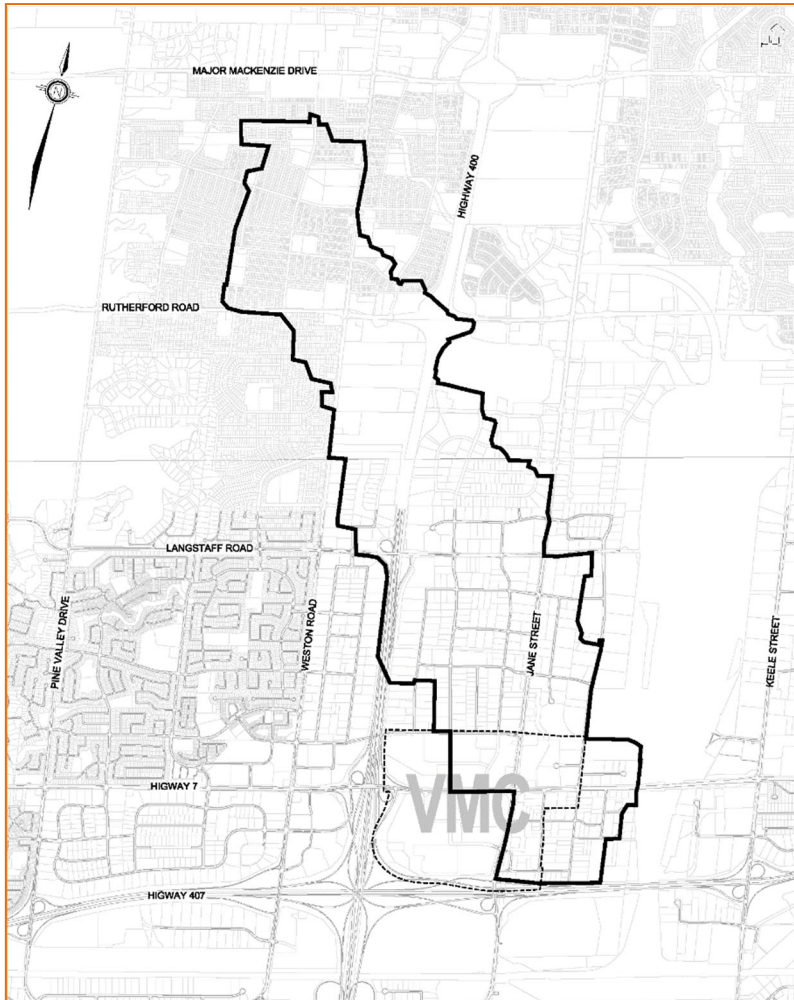
- Improvement of hydraulic capacity of Black Creek waterway (flood control);
- Transportation; and
- Open Space Network.

## **5. Immediately Affected Landowners**

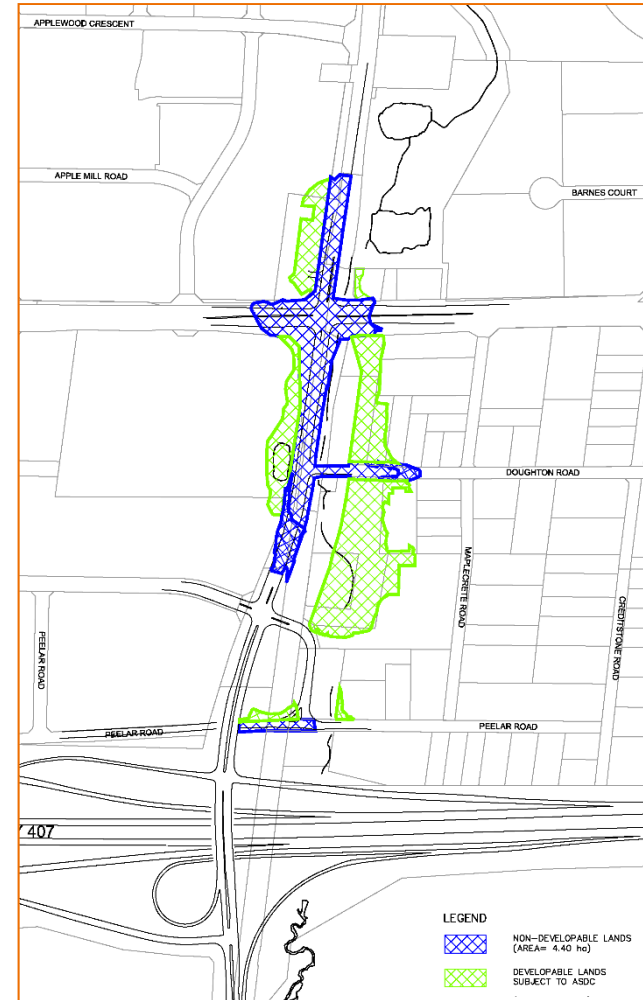
The implementation of the proposed improvements will result in the removal of both non-developable public and developable (private and public) lands from the regulatory floodplain, the extent to which is illustrated in Figure 2. Accordingly, benefits will accrue to private landowners whose properties will be improved as a result of the work and, similarly, the publicly owned rights-of-way will become less susceptible to flooding, resulting in a benefit to the existing development in the City (addressed below). Furthermore, the planned works will serve to “unlock” these lands and thereby allowing the development of new uses to proceed.

Consistent with the assumptions contained in the 2016 ASDC Study, the allocation to lands in the Black Creek Drainage Shed is 11.25%. The remaining amount to be allocated is thus

88.75% for which it is instructive to consider the relative amount of land removed from the floodplain as a result of the planned improvement works. Based on the floodplain modelling and as illustrated in Figure 2 and consistent with the figures identified in the 2016 Model, 49.20% of the total costs are related to hydraulic improvements. The remaining 44.59% of the 88.75% allocation, being 39.55%, is attributable to public sector improvements and is the topic of the next section.



**Figure 1**  
Black Creek Drainage Shed Tributary to Improvement Works



**Figure 2**  
Reduction in Floodplain during Regional Storm  
with Proposed Improvements

## 6. City-Wide Future Development & Existing Development

Consistent with the approach utilized in the City's previous Development Charges By-law, certain works are deemed to provide benefits to the City as a whole which can be funded through City-wide development charges. In this regard all transportation, streetscaping and related engineered services and open space network projects have been considered at the City-wide level.

The allocation of costs related to the benefit accruing to the City as a whole may be funded through City-wide Development Charges under the 2018 by-law (083-2018) or a subsequent development charges by-law.

The allocation of costs relating to the benefit accruing to existing development (residents and employees) in the City are to be funded through the City's internal resources, such as general taxation, and utility rates (likely stormwater for this infrastructure) and other charges wherever applicable.

The distribution of the remaining 39.55% of benefits resulting from improvements in the hydraulic capacity of Black Creek between existing and future development can be apportioned based on existing and future population and employment, respectively. The 2016 Census population and employment total in Vaughan was 515,700 while the forecast future (2041) population and employment is 785,700 (Hemson estimate). Based on these figures, the existing population and employment represents 65.6% of the 2041 population and employment and new growth represents 34.4%. Applying these values to the remaining 39.55% of benefits noted above results in the following apportionment of costs related to the benefits accruing to these interest groups:

- New Development (to be recovered through City-wide Development Charges):  
13.20%
- Existing Development (to be recovered through the City's internal resources):  
26.35%

### Summary

To the extent that any individual project components are deemed to provide a hydraulic benefit, the allocation of costs indicated in Table 6 is applied.

**Table 6 Allocation of Costs Related to Hydraulic (Flood Control) Benefits**

<b>Benefitting Interest Group</b>	<b>Allocation</b>
Black Creek Drainage Shed	11.25%
Immediately Affected Landowners	49.20%
City-wide Future Development	13.20%
Existing Development	26.35%
Total	100.00%

## **7. Transportation**

While certain bridge structures are planned on existing roads to improve the hydraulic capacity of Black Creek, certain other bridge structures, both vehicular and pedestrian, are required as part of the planned development and in support of the population and employment growth of the Vaughan Metropolitan Center (VMC) and the City in general. Following the City's policy, all growth-related transportation infrastructure is deemed to be of benefit to the City as a whole and is funded through City-wide development charges.

## **8. Open Space Network**

The planned improvements to Black Creek are also intended to create value in a social dimension by virtue of the planned open space network. Maintaining consistency with the City's current practice, all new open space network projects are considered to benefit the City as whole and will now be funded 100% through City-wide development charges. Recent changes to the *Development Charges Act* legislation eliminated the 10% statutory deduction and development-related costs are entirely eligible for recovery.

## **ALLOCATION OF FUNCTIONAL BENEFIT BY COMPONENT**

### **CATEGORY A1: CHANNEL WORKS**

#### **A1.1 Realignment, earthworks, restoration**

This component predominantly provides a flood control benefit by increasing the hydraulic capacity of this stretch of Black Creek and, accordingly, the functional benefits are allocated in accordance with Table 6.

## **Category A2: Structures**

### **A2.1 Interchange Way Crossing**

This is an example of a crossing of the Black Creek which doesn't currently exist and is associated with the extension of a new road. Accordingly, this component's predominant function is that of transportation and its functional benefits are allocated accordingly to City-wide Engineering DC for recovery.

### **A2.2 Doughton Road Crossing**

The reconstruction of the Doughton Road crossing provides both a hydraulic benefit by improving conveyance capacity of the Black Creek, as well as a transportation benefit in relation to a future roadway connection extending to the west side of Jane Street. For purposes of this work, these functional benefits are allocated as follows:

- Flood Control: 50% which, in turn, is allocated in accordance with Table 6
- Transportation: 50%

### **A2.3 Culvert Under Highway 7**

The Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinitiated discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that a share of the cost would be borne by the Region. For purposes of this work, these functional benefits are allocated consistent with the shares in Table 6 after considering the Region of York commits about \$2.92 million to the project.

### **A2.4 Peelar Road Crossing**

This component provides both a hydraulic benefit by improving conveyance capacity of the Black Creek, as well as a transportation benefit. For purposes of this work, these functional benefits are allocated the same as Doughton Road as follows:

- Flood Control: 50% which, in turn, is allocated in accordance with Table 6

- Transportation:50%

### **A2.5 Mews**

The Mews identified in the VMC Secondary Plan which crosses the Black Creek and connects Jane Street with the future road network east thereof. The VMC Secondary Plan speaks to the intended purpose and function of a mews to serve as a right-of-way for transportation and utilities, amongst other matters. It is noted that the transportation function may include either or both of routine and emergency/special operations. Given these functions, this component of the work is allocated as a transportation benefit, and in turn, a City-wide DC recoverable item.

### **A2.6 Retaining Walls**

The predominant function of this component is that of improved hydraulic conveyance and its functional benefits are allocated in accordance with Table 6.

### **A2.7 Removal of Existing Driveway Culvert (Access to Arena) and Restoration**

The existing driveway providing access to the Doublerink Arenas/Vaughan Iceplex facility includes a culvert through which the Black Creek flows and which also represents a restriction to flow. In order to improve the hydraulic capacity of the Black Creek, this driveway and culvert have been identified for removal and, therefore, this component predominantly provides a flood control benefit with the functional benefits allocated in accordance with Table 6.

### **A2.8 Temporary Access to 7581 Jane Street**

During the construction of the works, the existing access to 7581 Jane Street will need to be removed and reinstated on a temporary basis. These works are predominantly required to improve the hydraulic conveyance function of Black Creek and its functional benefits are accordingly allocated in accordance with Table 6.

## **Category A3: Bank Treatments, Urban Design and Landscape**

### **A3.1 Naturalized Western Edge plus Eastern Edge South of Peelar Road**

Based on the City's interactions with TRCA this component was identified as part of the construction of the hydraulic improvements along Black Creek is necessary to facilitate development in the VMC. While this treatment is required, in part to create the channel itself, thus providing a hydraulic function, it is also considered an enhancement that provides additional benefit to the public through its integration with pedestrian trails and



similar functions. For purposes of this work, these functional benefits are allocated as follows:

- Flood Control: 85% which, in turn, is allocated in accordance with Table 6
- Parks and Open Space:15%

### **A3.2 Terraced Steps**

Similar to the above, the terraced steps along the channel provide both a hydraulic function and, by virtue of aesthetics and integration with the public realm, also provide non-engineering benefits. In addition, they also provide a local service benefit to adjacent landowners. For purposes of this work, these functional benefits are allocated as follows:

- Local Service: 25%
- Flood Control & Parks: 75% general allocation which is further allocated as follows:
  - Flood Control: 85% which, in turn, is allocated in accordance with Table 6
  - Parks and Open Space:15%

### **A3.3 Urban Buffer – Amenitized eastern edge, promenade paving, furniture, lighting**

Following the methodology of the City's Streetscape Implementation Manual & Financial Strategy Plan which identifies a multi-pronged approach to funding this type of work, and given that this component is located at the intersection of two arterial roads, the local development contribution is deemed to be 25%. The remainder of the costs associated with this work is allocated evenly to the City-wide Development Charges related to both Engineering and Community Services, as well as Benefit to Existing (non-dc funding share).

## **Land Acquisitions**

The land acquisitions required to implement the above works are to be distributed to the benefitting interest groups so as to match the distribution to these groups following the above noted allocations. The underlying rationale is that the acquisitions are a necessary element to achieving all of the other benefits noted above.

The City retained a third party appraisal firm to estimate the market values of the land required for the Black Creek Channel Revitalization Works for budgeting purposes. The estimated market value was based on existing and anticipated future land uses. The appraisal provided for a low, medium, median and high value per category and was not a property specific appraisal but rather for categories of land uses. The median value for each of the land use categories which were identified in the future VMC Secondary Plan. The categories used were as follows:

- Station Precinct
- Neighbourhood Precinct
- Major Park & Open Space
- Industrial

The established rates by category were then applied to the estimated number of hectares per category. The total value was then divided by the total estimated number of hectares required for the Black Creek Channel Revitalization Works to establish the blended rate. The resulting blended rate using this methodology is approximately \$12.1 million per hectare. For comparison purposes, the blended rate per hectare used in the 2016 ASDC calculation was \$2.7 million per hectare, therefore, the present day valuations are over 300% higher than those contained in the 2016 ASDC. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. Furthermore, the City now anticipates that land will have to be acquired to complete the works in a timely manner. One of the attributing factors for the cumulative cost increases contained in this study is a direct result of the increase in land values in the VMC.

Importantly, the land acquisition costs contained in the study do assume:

- That certain parcels of land will be acquired at less than market value for parcels where discussions with Regional or Provincial agencies have already taken place. In general, the estimates contained in this study for these specific parcels still do pose a risk if the City is unable to retain those properties at the below market rate. That said, the assumption is considered to be appropriate as this ASDC Study is anticipated to be updated when the independent property specific appraisals are prepared to facilitate the acquisitions.
- For two specific properties, the City may need to acquire land outside of what is required to facilitate the works and what is included in the calculation of the rates. In this case, it is assumed the residual properties acquired may be resold by the City providing a net benefit to the landowners (which is considered in the rates).

Please note, this should not be considered to be the value of land for any specific parcel to be acquired. An independent property specific appraisal prepared by an accredited appraiser in good standing with the Appraisal Institute of Canada within 6 months of the acquisition is required. The land areas used are also estimates and require a reference plan to confirm actual land areas. Based on future acquisitions, the City reserves the right to reopen the ASDC By-law to review and adjust the land values as deemed necessary.

## **C. EDGELEY POND AND PARK IMPROVEMENTS (CATEGORY B)**

The planned improvement and expansion works to the existing SWM facility located at the northeast corner of Jane Street and Highway 7 (Edgeley Pond and Park) provide several functional benefits. In the absence of any development, there is a need to improve the existing pond's function and this project includes these previously identified retrofits that benefit the existing community. Beyond this, the planned facility also provides the opportunity to provide a functional benefit, particularly in terms of water quality control, for a portion of the lands within the VMC. Additional future (re-)development lands within the upstream drainage shed also benefit from the improved function of the facility. Given the strategic location of the facility and the future vision for the VMC, this project capitalizes on the opportunity to provide a meaningful enhancement to the space to be enjoyed by the public.

The City of Vaughan has engaged a design team that underwent a public and stakeholder engagement process to develop design options and ultimately contract documents for the pond improvements. The core function of Edgeley Pond, being flood control and stormwater quality management, was achieved through significant design enhancements to Black Creek, resilient ecological design, restoration and enhancements to natural heritage features, and integrated engineering solutions. These site improvements were strengthened by urban design features to make this new park a key VMC destination.

The subsequent sections discuss the benefitting interest groups and the allocation of costs among them associated with each of these benefits in mind.

### **Beneficial Interests: Lands in VMC Serviced by Pond**

The Edgeley Pond will collect and process flows from the contributing drainage area within the Vaughan Metropolitan Centre (see Figure 3) for purposes of water quality control. Accordingly, there is a substantial benefit accruing to these landowners noting that, in the absence of this opportunity, additional developable tablelands would have been required to satisfy this water quality control objective given the size of the catchment area in question. Moreover, it is likely that two facilities would have been required given the physical division of the entire drainage area by Jane Street, thereby reducing efficiencies related to economies of scale.

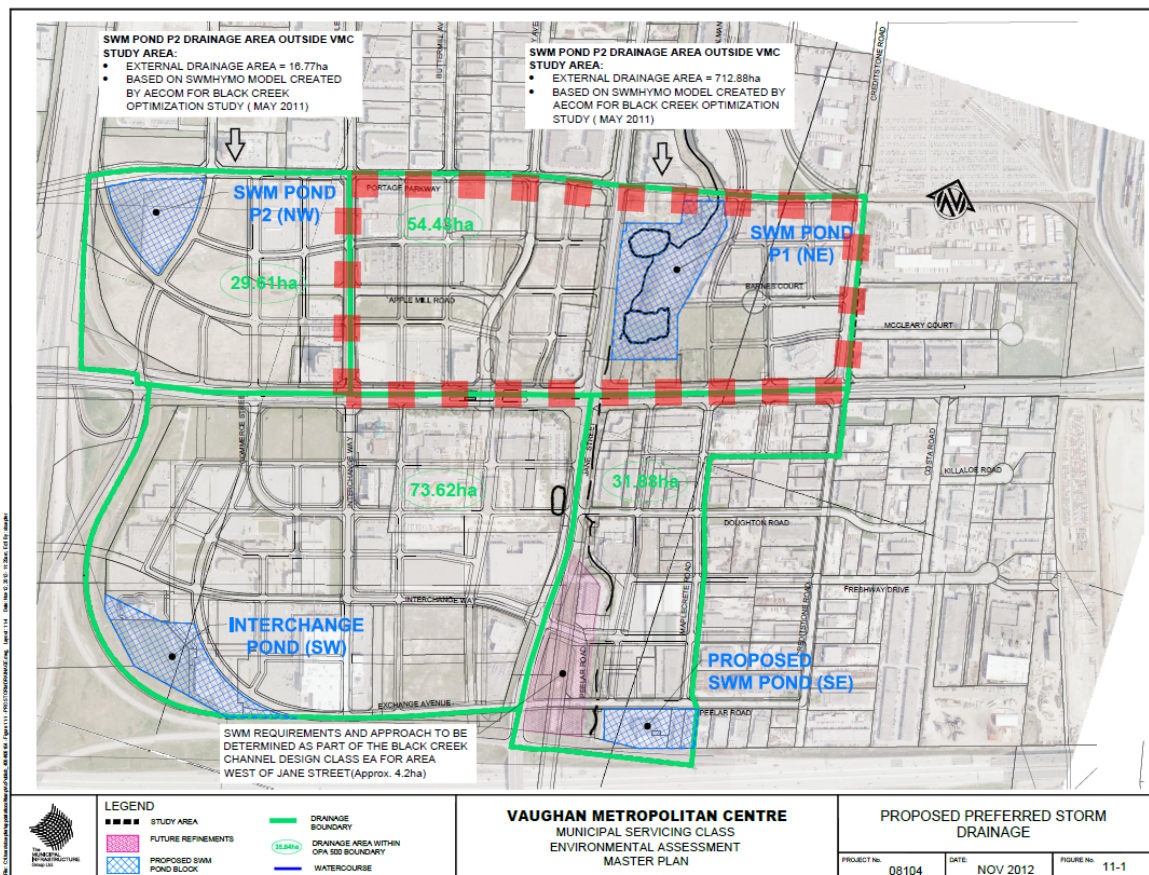
### **Beneficial Interests: The City as a Whole**

This facility is intended to provide an interesting and enjoyable public space and certain elements of the project contribute to this specifically.

## Beneficial Interests: Existing Development

In the absence of development in the VMC and the public realm elements noted above, it is recognized that the retrofit of this pond is desirable to improve its function as a stormwater management facility, improving downstream quality in addition to providing other related benefits. It is noted that a more streamlined “retrofit-only” design of the pond could not provide the required flood controls and broader benefit to development in the VMC as well as the City as a whole as currently envisioned.

**Figure 3: Areas in VMC Tributary to Edgeley Pond (SWM Pond P1 NE)**



## Allocation of Benefit between VMC Lands Serviced by Pond and Existing Development

Wherever it is deemed that works provide benefit to both these interest groups, the allocation is weighted more heavily against existing development, in recognition of the need to retrofit this facility and the large upstream drainage area it handles. Simultaneously, the

benefit afforded to private landowners by permitting the use of this facility and avoiding loss of developable lands is quite considerable. For the purposes of this work, the allocation of benefit to these interest groups remains consistent with the 2016 ASDC Study methodology and is provided in Table 7 for reference.

***Table 7 Allocation of Costs Related to Edgeley Pond Improvements***

<b>Benefitting Interest Group</b>	<b>Allocation</b>
Lands in VMC Serviced by Pond	25%
Existing Development	75%

## **CATEGORY B1: DESIGN COMPONENTS**

One notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the contingencies being applied to the park and pond related components of the infrastructure.

### **B1.1 Earthworks, Erosion/Sediment Control, Site Preparation**

Significant soil removal is required to achieve stormwater quantity control as well as earthworks to ensure the pond meets safety guidelines, maintenance and human accessibility needs. This will require significant tree removal and site preparation. Due to the large site area, construction must be phased and erosion and sediment controls will be strategically implemented as the construction progresses.

### **B1.2 Natural Channel Realignment and Restoration**

To strengthen ecological and flood resiliency, Black Creek has been realigned using natural geomorphological design which will reduce long-term maintenance, protect against scouring and failure during storm events and provide aquatic and riparian habitat.

### **B1.3 Plant Material**

Due to largescale earthworks, Edgeley Pond will require tree, shrub, meadow and aquatic planting to protect against erosion and reestablish the natural open space. These components of the work (i.e., B1.1 to B1.3) are required for the construction of the pond as a whole and, as such, the allocation of costs is in accordance with Table 7.

#### **B1.4 Inlet and Outlet Control Structures – Main Pond**

The engineered control structure provides protection from different sized storm events while the concrete structures and walls provide additional stormwater storage. The control structure also connects to the box culverts under the future north east plaza, the future widened culvert connection under Hwy 7 and will daylight Black Creek south of future south east plaza. These structures are deemed to be for the sole benefit of the existing facility and are allocated entirely to the existing development.

#### **B1.5 Structures Servicing VMC Lands**

In order to improve stormwater quality, engineered oil grit separators provide significant treatment to the urban stormwater entering Edgeley Pond. To facilitate these structures, walls are needed to transfer grade differences between the street and pond connections. This category of costs includes those structures which convey and process stormwater drainage derived from that portion of the VMC lands which drain to this pond. Costs associated with these works are ascribed entirely to this benefitting interest group.

#### **B1.6 Edge Treatments (Enhanced Design)**

This class of edge treatments is considered to be typical of stormwater management pond design and affects the pond as a whole. The allocation of costs is therefore in accordance with Table 7. Please note a share of the total costs associated with this line item is also related to the pond walls while the residual cost is considered to be local service and attributed to the retaining wall enhancements under line item B2.4 (south pond enhancements).

#### **B1.7 Urban Design Features (Enhanced Design)**

Simple maintenance trails that allow safe public access to Edgeley Pond are included as a base design feature. Urban design features are common in contemporary stormwater management pond design and this component addresses the base, rather than the enhanced component of design. The allocation of costs is therefore in accordance with Table 7.

#### **B1.8 NE Corner Culvert – North of Highway 7**

This component provides several functions in addition to the hydraulic benefit associated with flood control which can be accomplished using an open channel. Additional benefits accrue to the adjacent landowner who is able to utilize the land atop the channel enclosure. In recognition of the benefit to the City as a whole resulting from the enclosure and the increase of usable and accessible space, an allocation of the costs is assessed to the City-

wide development charge related to engineering given the engineering function of the culvert. For purposes of this work, these benefits are allocated as follows:

- Flood Control: 40% which, in turn, is allocated in accordance with Table 6
- Local Service: 25%
- The residual is allocated to City-wide engineering

### **B1.9 Urban Plazas – Paving, furniture, lighting (Intersection of Jane and Highway 7)**

The costs related to these works have been split across four categories. Consistent with the 2016 ASDC Study, a 25% local service share is identified based on the arterial road guidelines in the City's Streetscape Implementation Manual & Financial Strategy Plan. A 25% share has been assumed to be funded by the Region of York. For the remaining 50%, it is anticipated that this project will have equivalent parks and open space and streetscape components resulting in a 25% apportionment to City-wide parks and engineering development charges respectively. Since this is a new project no benefit to existing shares are identified.

### **B1.10 Sustainable Transitional Feature NE Corner of Jane and Highway 7**

This feature sits atop the proposed enclosure of the Black Creek identified in B1.8 and, similarly, provides a local service benefit which is deemed to be 25%. The remainder of the benefits are deemed to be equally divided among City-wide Development Charges related to both Engineering (based on technical function of wetlands) and Parks and Open Space (based on aesthetics and public enjoyment of space).

## **Category B2: Enhanced Design Components**

### **B2.1 Urban Design Features (Enhanced Design)**

Accent unit paving, concrete paving, pavement markings, shade structure and amphitheater stair access along with a simple chain link fence to replace the existing east fence are included the enhanced design features. These features elevate a simple stormwater pond to a park destination for the VMC.

### **B2.2 Site Furnishing**

To support public park related comfort for all users, benches and picnic tables, waste receptacles, bike racks, information and regulatory signage, pond safety equipment, guardrails and pedestrian lights will be provided. The works that fall into the above categories (i.e. B2.1 & B2.2) are above and beyond what would normally be expected and are provided to improve the public space. These works provide a City-wide benefit and are allocated to Parks and Open Space Development Charges.



## **B2.3 Bridges**

There are five key bridges included in the Edgeley Pond improvements. Two maintenance and pedestrian bridges cross over Black Creek at the north and south ends as well as a smaller bridge on the east that provides access over the east stormwater outlet. Two additional bridges are included in the calculation to provide increased pond connectivity to public space. While the bridges envisioned for the pond provide an improvement to the public space, they are designed for and serve the additional benefit of access to the pond for purposes of maintenance. This also provides benefit to the existing lands as well as future lands draining into the facility. For purposes of this work, these functional benefits are allocated as follows:

- Park and Open Space: 62.5%
- Benefit to Existing 37.5%

## **B2.4 South Pond Enhancements (Area 'C')**

To accommodate increased stormwater storage, the control structure includes a large concrete wall along the south pond and a smaller wall on the east stormwater outfall. Proposed improvements to this significant feature, both in its functional performance and presence within the park, includes an ornamental treatment to the concrete surface that will provide artistic interest and beautify the urban park. This share of cost is considered to be a local contribution at an upset limit of \$700,000. The remaining cost of the works is captured in line item: B1.6 Edge Design.

## **ADDITIONAL WORKS**

### **CATEGORY C: EROSION IMPROVEMENTS**

These works include improvements to the Black Creek south of Highway 407 towards Steeles Avenue West. Given that the works serve to improve existing conditions to a perceivably greater extent compared to the facilitation of future development in the upstream drainage shed, the allocation of costs related to this work are assigned to existing development. It is worth noting that funds are understood to be available through TRCA and which have been historically collected for this sort of activity. Based on this, the cost apportionment is further divided such that \$659,000 is ascribed to “other government” funding sources and the remainder is deemed to benefit the existing community.

## **CATEGORY D: PUBLIC ART**

Any public art installation is deemed to be a Local Service that will be paid for by the specific developer as part of its development negotiation process with the City.

## **CATEGORY E: SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC**

The 2012 Municipal Class EA Master Plan for the Vaughan Metropolitan Centre identified the need for a stormwater management (SWM) pond to be located on the south side of Peelar Road, immediately east of the Black Creek. Since the time of the 2012 Master Plan, an alternative stormwater management strategy was presented that would eliminate the need for the SWM pond. This alternative SWM strategy consisted of implementing 15mm on-site retention via Low Impact Development (LID) measures for municipal road right of ways and within development blocks. The 2018 Black Creek Renewal Environmental Assessment, approved by MECP and supported by TRCA incorporated this SWM strategy. A feasibility assessment is being conducted to ensure the 15mm on-site retention for municipal right of ways can be achieved with LID measures. Should it be infeasible to implement the required LIDs within the municipal right of way, a means of reducing flow to the Black Creek will be required, which can include, but not limited to an underground tank along the east side of the realigned Black Creek corridor. The benefits of this work are ascribed to future re-development (growth) in the area through City-wide development charges related to engineering.

## **CATEGORY F: DC AND RELATED ENGINEERING STUDIES**

Similar to the methodology applied earlier to land acquisitions required in relation to the Black Creek channelization works, these studies are treated herein to be distributed to the benefitting interest groups so as to match the distribution to these groups following all the above noted allocations (i.e. Categories A to E). The underlying rationale is that the studies are a necessary element to achieving all of the other benefits noted above. Of note, the parks-related studies could also be funded through the City's general government development charges service category.

## CONTINGENCIES & SOFT COSTS

In addition to the estimated construction cost of the works, additional provisions need to be accounted for when establishing actual overall costs that may be incurred.

A component-specific contingency is carried in the analysis and accounts for the variability in the construction cost estimate provided. This variability, and the resultant contingency, can be wide and is dependent upon various factors including the degree of certainty relating to the scope of the project, the level to which designs have been advanced, the ability to cluster project components to achieve economies of scale, and timing impacts amongst other matters. For instance, given the fragmented ownership of lands associated with the Black Creek Channelization Works, it is possible that implementation of the works will occur on a piecemeal basis, however, this will be determined through the detailed design process, thereby resulting in inefficiencies which are intended to be accounted for by the contingencies applied to these works.

Also, the remaining costs to complete the design work (soft costs) as well as construction-related contingencies are included in the overall costs. Similarly, these can vary significantly depending on the extent to which detailed design work is still required, as well as the uncertainties associated with implementation of the project. For instance, the values used for this category of additional costs are lower for works related to the Edgeley Pond improvements relative to the Black Creek Channelization work since there is more knowledge (and less uncertainty) related to the pond improvements. Further, the pond works are generally self-contained within a single site whereas the channelization works will be complicated by the numerous and fragmented properties along its route, in addition to road crossings, as well as proximity to Jane Street and other actively used transportation and business elements. As well, the channelization works will occur through a narrow corridor for which the drainage function must be maintained during construction which can significantly impact the cost of construction. In contrast, within the pond there is space and opportunity to stage works in a manner that maintains functionality during construction.

## **APPENDIX B**

### **ASSET MANAGEMENT PLAN**

# APPENDIX B – ASSET MANAGEMENT PLAN

The Development Charges Act now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

## 1. Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. The useful life assumptions identified herein remain consistent with those used in the 2016 ASDC Study and generally consistent with the City’s Asset Management framework

Although all capital assets considered in the study have been evaluated, some projects/assets are covered by the ASDC or do not necessarily require future replacement or ongoing maintenance and therefore excluded from Table 1. The specific reasons are as follows:

- Certain assets may be covered by other funding sources (e.g. City-Wide DCs, Local Service, etc.) that are or will be addressed through other municipal/public processes. In such cases, these are identified as “Not Applicable – not part of ASDC”.
- Some of the works identified herein represent one-time costs and are temporary in nature and, as such, there are no ongoing operation and maintenance costs, nor are there ultimate replacement costs related to them. These works may include matters such as grading, removals or works that are temporary in nature. These cases are identified as “Not Applicable – one-time cost; not a long-term asset”.
- Some of the costs identified herein do not pertain to infrastructure (e.g., land costs) and, similarly, there are no ongoing operation and maintenance costs, nor are there ultimate replacement costs, related to them. These cases are identified as “Not Applicable – not infrastructure”.

Certain assets, particularly those relating to landscaping and related matters, are considered herein to not have a “useful life” in the traditional sense, but are rather considered to provide the requisite level of service on a continuous basis through regular (annual) maintenance activities. Accordingly, the “useful life” is identified in Table 1 as “Continuous Useful Life subject to Ongoing Maintenance Activities”, rather than in years.

It is noted that the cost estimates prepared for each of the projects' components as identified in this study include the "lumping" of numerous individual elements. Accordingly, some assumptions are necessary when estimating future funding requirements, which are discussed in later sub-sections.

**Table 1 – Summary of Asset Useful Covered in ASDC**

<b>Asset Description</b>	<b>Estimated Useful Life</b>
A2.2 Doughton Road Crossing	40 years
A2.3 Culvert Under Hwy 7	40 years
A2.4 Peelar Road Crossing	40 years
A2.6 Retaining Walls	50 years
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	Continuous Useful Life subject to Ongoing Maintenance Activities
A3.2 Terraced Steps	50 years
B1.3 Plant Material	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.5 Structures Servicing VMC Lands	100 years
B1.6 Edge Treatments	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.7 Urban Design Features	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.8 NE Corner Culvert – North of Hwy 7	40 years

## **2. Asset Management Strategy**

The purpose of the asset management strategy is to inform the activities that will enable the assets to provide the desired levels of service on a continuous basis and in a sustainable manner. For the sake of completeness, the following sub-sections identify the various components that are typically considered in such strategies, although only some are applied in this assessment.

### **Non-Infrastructure Solutions**

Non-infrastructure solutions are actions or policies that can lower costs or extend asset life (e.g. better integrated infrastructure planning and land use planning, demand management, insurance, process optimization, managed failures, etc.). Given that the proposed infrastructure will be new and land use plans well established, the City should diligently control development applications within the affected watershed to ensure compliance with the design intent of the infrastructure. The City should also routinely monitor the condition as well as the actual performance of the infrastructure over time to better understand these matters and adapt as necessary to ensure the continued sustainability of the infrastructure and the levels of service it provides. For purposes of this work, costs associated with these activities are not explicitly assigned and are assumed to be adequately covered in other components of the life cycle costs. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the infrastructure.

### **Maintenance Activities**

Maintenance activities, typically funded through operations, include regularly scheduled inspection and maintenance, or more significant repair and activities associated with unexpected events. For purposes of this work and consistent with the assumption applied in the 2016 ASDC Study, it is assumed that annual maintenance activities will amount to 2% of the initial capital cost of the work over the life of assets with finite useful lives, and 4% of the initial capital cost for those with continuous useful lives. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to refine this approach.

### **Renewal and Rehabilitation Activities**

Renewal/rehabilitation activities include significant repairs designed to extend the life of the asset. For purposes of this exercise, it is assumed that the costs associated with these activities are included in other components of the life cycle costs. Subsequent asset



management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the infrastructure in question.

### **Replacement Activities**

Replacement activities are those that are expected to occur once an asset has reached the end of its useful life and renewal/rehabilitation is no longer an option. For purposes of this work, it is assumed that replacement occurs at the end of the useful life of each asset as identified in Table 1, and the estimated cost is equal to the initial capital cost, adjusted for inflation at a rate of 2% per annum. As noted above, certain assets associated with the infrastructure considered in the Area-Specific Development Charges considered herein, particularly those relating to landscaping and related matters, are considered to not have a “useful life” in the traditional sense, but are rather considered to provide the requisite levels of service on a continuous basis through regular (annual) maintenance activities.

### **Disposal Activities**

This includes activities associated with disposing of an asset once it has reached the end of its useful life, or is otherwise no longer needed by the municipality. For purposes of this exercise, it is assumed that the costs associated with these activities are negligible and/or are otherwise included in other components of the life cycle costs. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the identified infrastructure.

### **Expansion Activities**

This includes planned expansion activities (if necessary) required to extend services to previously unserved areas, or expand services to meet growth demands. This is not applicable to the infrastructure considered in the Area-Specific Development Charges by-law

## **3. Annual Provision**

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not development-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on information obtained from City staff on the useful life, capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been

calculated for the applicable assets considered within the ASDC Background Study. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis. As shown in Table 2, the City will need to fund an additional \$736,800 per annum in order to properly fund the life cycle replacement costs of the new assets related to all servicing costs supported under the development charges by-law. In addition to the annual contributions for asset replacement, annual maintenance activities are estimated at \$997,200 which were assumed to require 4% of the initial capital costs for continuous projects and 2% for projects with finite useful lives.

**Table 2 – Calculated Annual Requirements by 2040**

Description	Initial Capital Cost	Useful Life (years)	Maintenance Activities (Fraction of Initial Cost) <sup>(1)</sup>		Replacement Cost	Annual Contribution for Asset Replacement <sup>(1)</sup>
A2.2 Doughton Road Crossing	\$2,159,341	40	2%	\$43,200	\$5,369,411	\$61,400
A2.3 Culvert Under Highway 7	\$7,772,775	40	2%	\$155,500	\$19,327,871	\$220,900
A2.4 Peelar Road Crossing	\$2,159,341	40	2%	\$43,200	\$5,369,411	\$61,400
A2.6 Retaining Walls	\$431,868	50	2%	\$8,600	\$1,309,064	\$9,700
A3.1 Naturalized W. Edge plus E. Edge S. of Peelar Road	\$4,755,569	continuous	4%	\$190,200	\$-	\$-
A3.2 Terraced Steps	\$7,557,693	50	2%	\$151,200	\$22,908,617	\$169,000
B1.3 Plant Material	\$2,265,817	continuous	4%	\$90,600	\$-	\$-
B1.5 Structures Servicing VMC Lands	\$4,413,982	100	2%	\$88,300	\$36,012,126	\$40,300
B1.6 Edge Treatments (Base Design)	\$2,004,881	continuous	4%	\$80,200	\$-	\$-
B1.7 Urban Design Features (Base Design)	\$339,480	continuous	4%	\$13,600	\$-	\$-
B1.8 NE Corner Culvert - North of Highway 7	\$6,631,629	40	2%	\$132,600	\$15,234,474	\$174,100
<b>Totals</b>	<b>\$40,492,400</b>			<b>\$997,200</b>	<b>\$105,531,000</b>	<b>\$736,800</b>
<i>1: figures have been rounded</i>						

## **4. Financial Sustainability of the Program**

### ***Future Revenue Growth***

The calculated annual funding provision should be considered within the context of the City's projected growth. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the City's reserves for the future replacement of these assets.

### ***Annual Budgetary Reviews***

In order to maintain, protect and manage the City's infrastructure and assets, staff monitor current levels of service and life cycle trends. These assessments are used to schedule appropriate activities, such as the relining of linear infrastructure.

Levels of service are expected to be reviewed from time to time as routine updates to the Master Plans are undertaken, in addition to any specific studies that relate to the infrastructure in question. Among the external issues that may affect the levels of service offered by the infrastructure, perhaps the impacts of climate change are among the most important for the City to monitor.

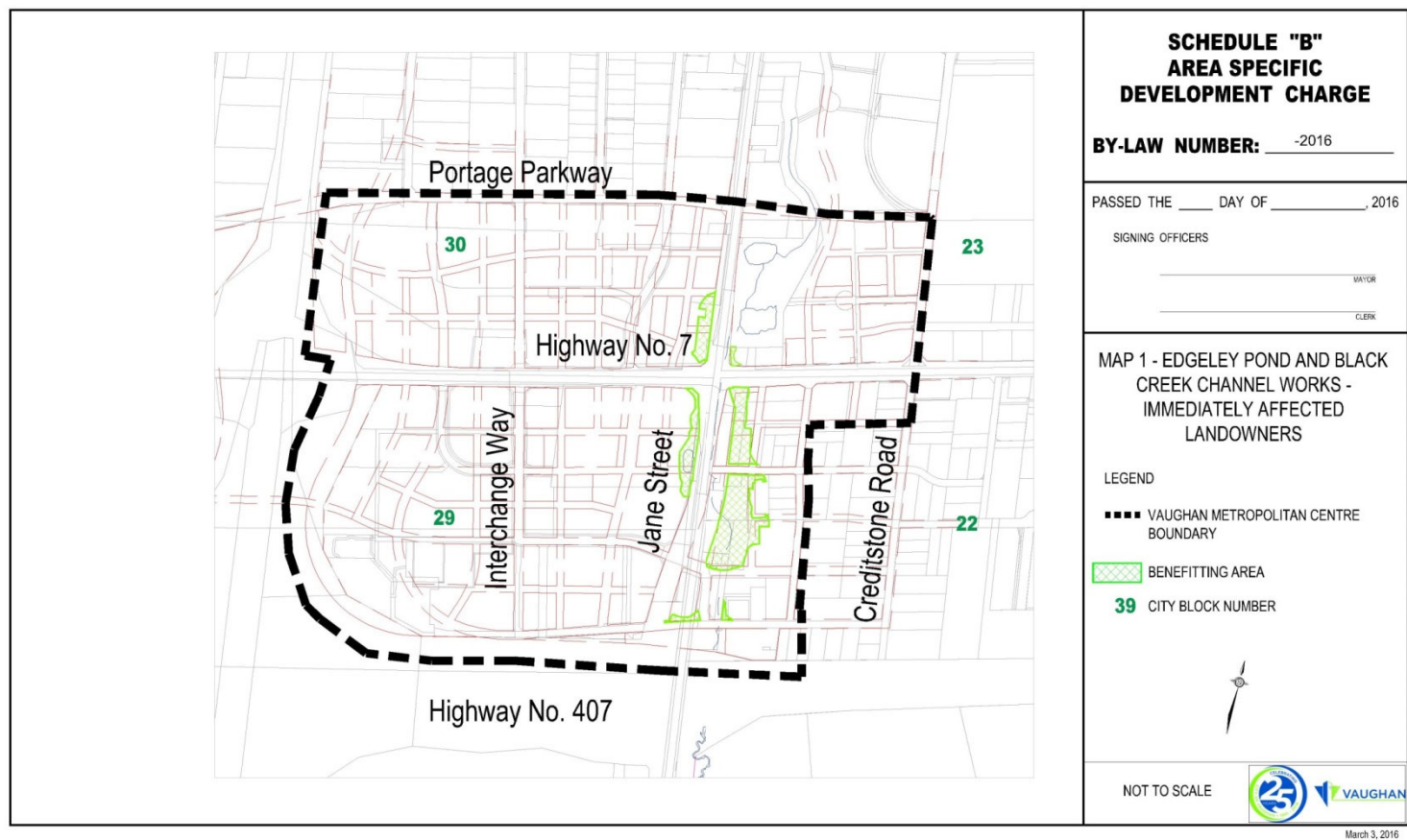
### ***The Program is Deemed Financially Sustainable***

The calculated annual provisions identified in Table 2 are considered financially sustainable as it is expected that the increased capital asset management requirements, as well as the annual maintenance requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

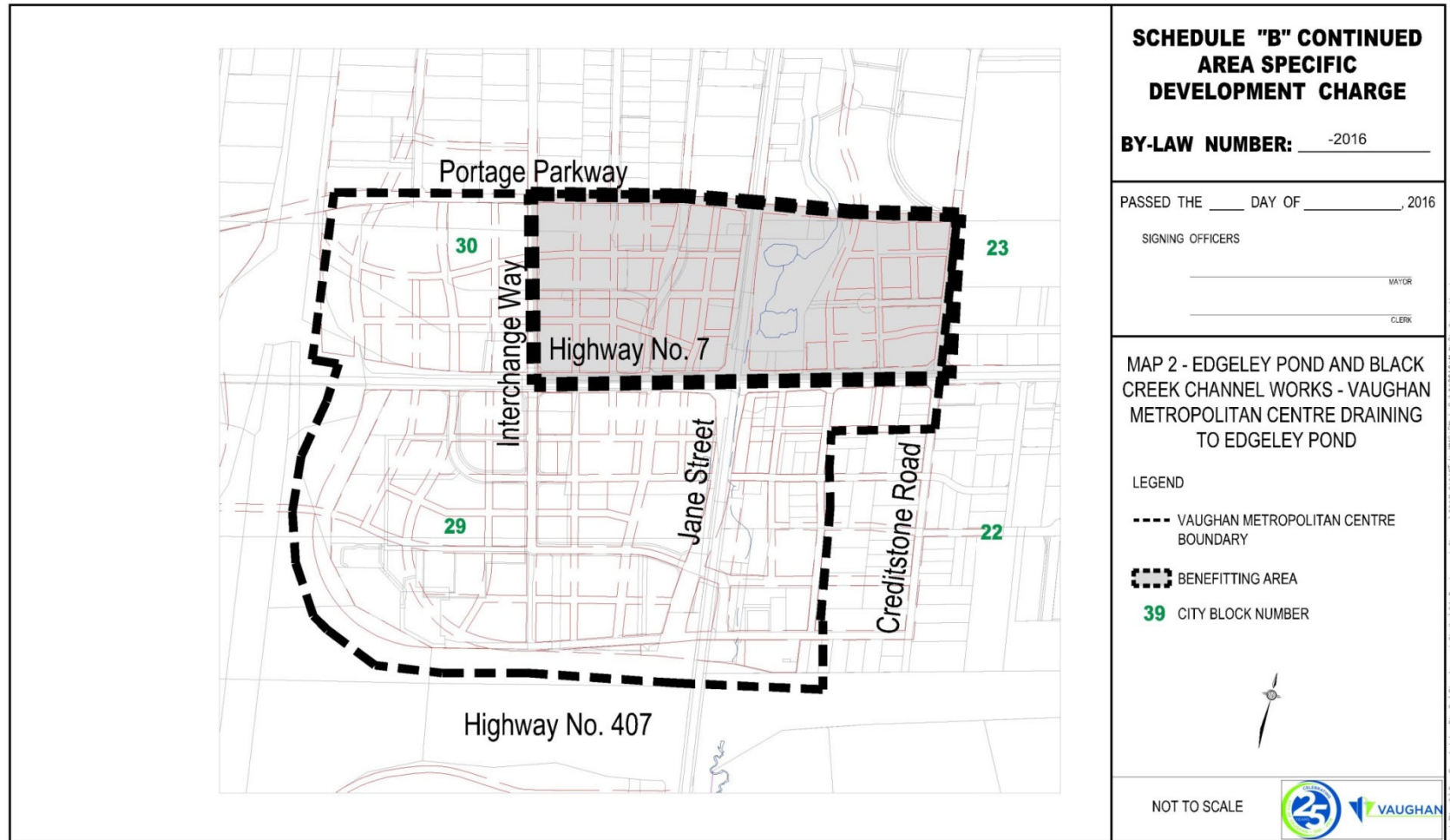
# APPENDIX C

## MAPPING

# Map 1 Immediately Affected Landowners

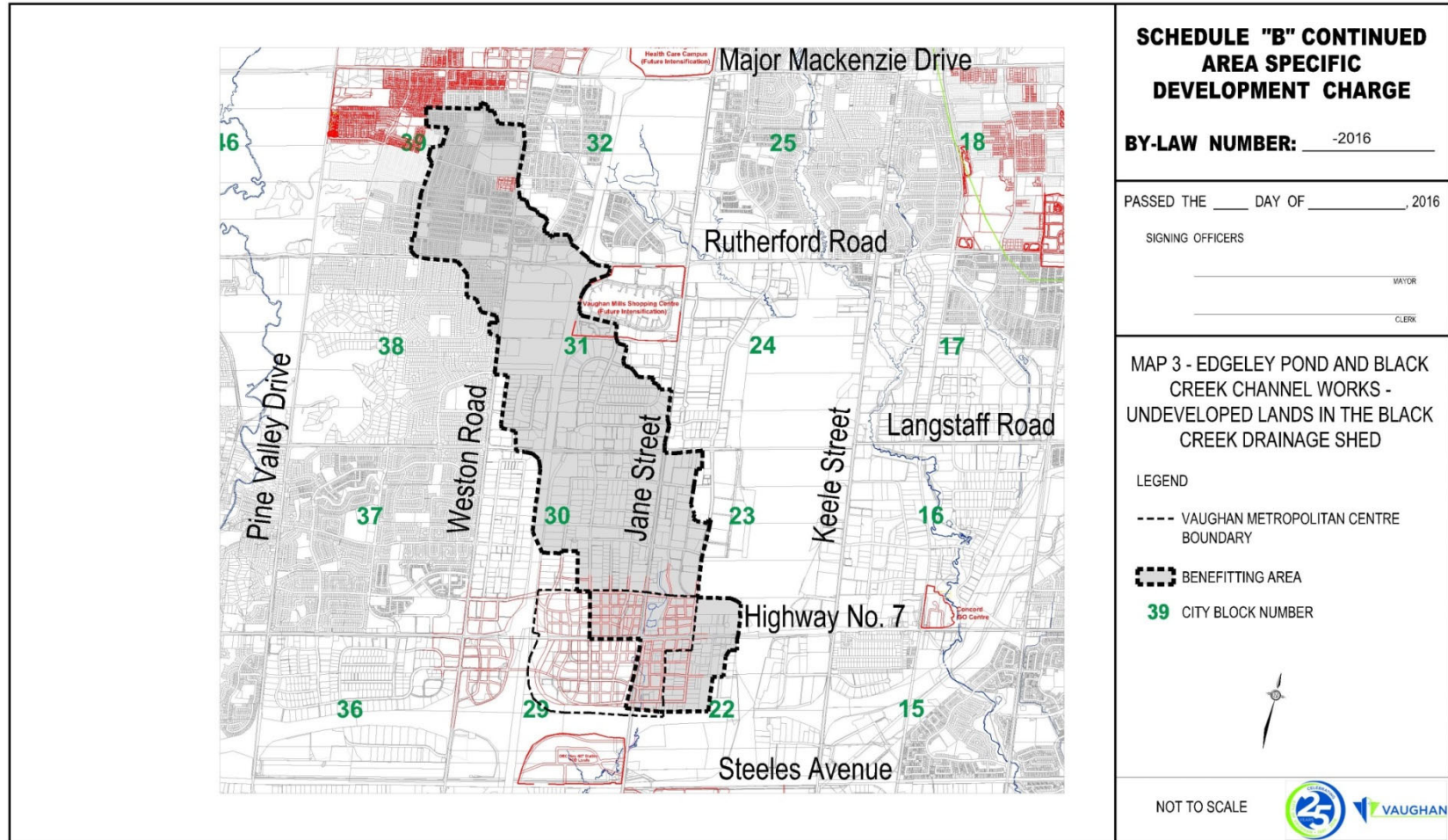


## Map 2 VMC Draining to Edgeley Pond





### Map 3 Undeveloped Land in the Black Creek Drainage Shed



# *THE CITY OF VAUGHAN*

# *BY-LAW*

## **BY-LAW NUMBER XXX-2021**

### **A By-Law to impose Area Specific Development Charges – Edgeley Pond and Black Creek Channel Works.**

**WHEREAS** subsection 2(1) of the *Development Charges Act, 1997*, S.O. 1997, c.27 ( “**Act**”) provides that the council of a municipality may by By-Law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the By-Law applies;

**AND WHEREAS**, at the direction of Council of The Corporation of The City of Vaughan (the “**Council**”), Hemson Consulting Ltd. has prepared an Area Specific Development Charge Background Study entitled “Development Charges Background Study for the Edgeley Pond and Black Creek Channel Works”, dated **March X, 2021** (the “**Background Study**”), which indicated that the development of any land within The Corporation of The City of Vaughan will increase the need for services as defined therein;

**AND WHEREAS** as of April 7, 2021, Council made the Background Study and draft version of this By-Law available to the public in accordance with the Act;

**AND WHEREAS** on May 12, 2021, Council held a public meeting at which all persons in attendance were provided with an opportunity to make representations relating to the draft By-Law in respect of the Edgeley Pond and Black Creek Channel Works and the Background Study in accordance with the Act;

**AND WHEREAS** notice of the public meeting was given on **XXXXXX date** in accordance with the Act and Ontario Regulation 82/98;

**AND WHEREAS** on **XXXXXX date**, Council by resolution adopted the Background Study and determined that it was not necessary to hold any further public meetings in respect of this By-Law;

**AND WHEREAS** on **XXXXXX date**, Council passed a By-Law to impose and provide for payment of area specific development charges for the Edgeley Pond and Black Creek Channel Works.

**NOW THEREFORE** the Council of The Corporation of The City of Vaughan enacts as follows:

**DEFINITIONS**

1. For the following words and phrases if used in this By-Law:

- (1) **“accessory use”** means the use of any building or structure that is naturally and normally:
  - (a) incidental;
  - (b) subordinate to; and
  - (c) devoted exclusively to the main use on the same lot; and for the purpose of this By-Law, detached buildings or structures which are accessory uses shall not exceed 100 square metres of gross floor area;
- (2) **“agreement”** means a contract between the City and an owner and any amendment thereto;
- (3) **“agricultural use”** means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit, used, designed, or intended for use for the purpose of a bona fide farming operation, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities, and any other activities customarily carried on in the field of agriculture; but does not include a commercial use or a medical marijuana operation;
- (4) **“air supported structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“apartment building”** means a residential use building, or the residential use portion of a mixed-use building, other than a townhouse or stacked townhouse containing four or more dwelling units each of which shall have access to above grade common halls, stairs, elevators, and yards;
- (6) **“area specific development charge”** and **“special service area development charge”** mean a charge imposed with respect to growth-related net capital costs against a defined land area or per unit for specified services under the applicable By-Law;
- (7) **“atrium”** means a large open space extending through several floors in a building that is open to the ceiling;

- (8) **“basement”** means a storey, the floor of which is at least 0.75 metres below finished grade, provided that not more than one half of its height from the floor of the underside of the floor joist is below the finished grade;
- (9) **“building or structure”** means a permanent enclosed structure occupying an area greater than 10 square metres, consisting of a wall, roof, and/or floor, or any of them, or a structural system serving the function thereof, which includes, but is not limited to, air-supported structures or industrial tents; a canopy however shall not be considered a building or structure for the purpose of this By-Law and shall not attract development charges;
- (10) **“building permit”** means a permit issued under the *Building Code Act, 1992*, which permits the construction of a building or structure, or which permits the construction of the foundation of a building or structure;
- (11) **“canopy”** means an overhanging, projection, or covering connected to a principal use on the lands, such as over a gas bar or outdoor storage;
- (12) **“capital cost”** means costs incurred or proposed to be incurred by the City or a local board directly or by others on behalf of, and as authorized by, a Municipality or Local Board under an agreement, required for the provision of services designated in the By-Law within or outside the City:
- (a) to acquire land or an interest in land, including a leasehold interest;
  - (b) to improve land;
  - (c) to acquire, lease, construct, or improve buildings and structures;
  - (d) to acquire, lease, construct, or improve facilities including:
    - (i) rolling stock with an estimated useful life of seven (7) years or more years;
    - (ii) furniture and equipment, other than computer equipment; and
    - (iii) materials acquired for circulation, reference, or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, c. P. 44;
  - (e) to undertake studies in connection with any of the matters in clauses (a) to (d);
  - (f) of the development charge background study required before enactment of this By-Law; and

- (g) of interest on money borrowed to pay for costs described in any of the matters in clauses (a) to (d);
- (13) **“cellar”** means the portion of a building below the lowest storey which has more than one-half of its height from the floor to the underside of the floor joists below the finished grade;
- (14) **“City”** means The Corporation of The City of Vaughan;
- (15) **“commercial parking garage”** means a building or structure, or any part thereof, which use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-Law shall not attract development charges for the purpose of this By-Law;
- (16) **“development”** means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, and includes redevelopment;
- (17) **“development charge”** means a charge imposed with respect to growth-related net capital costs against land under this By-Law;
- (18) **“duplex”** means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;
- (19) **“dwelling unit”** means a room or suite of two or more rooms, designed or intended for use by a single household in which sanitary conveniences are provided, and in which facilities are provided for cooking or the installation of cooking equipment;
- (20) **“engineering services”** means services related to a highway, and may include water supply services, waste water services, and storm water drainage and control services;
- (21) **“existing industrial building”** means an existing building or structure to be used, or designed or intended for:
- (a) manufacturing, producing, processing, storing, or distributing something;
  - (b) research or development in connection with manufacturing, producing, or processing something;

- (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
- (d) office or administrative purposes, if they are:
  - (i) carried out with respect to manufacturing, producing, processing, storage, or distributing of something; and
  - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
- (22) **“funeral home”** means a building or structure with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;
- (23) **“future development”** means development which requires a subsequent planning approval, in addition to a building permit, which planning approval shall include a site plan approval or the approval of a plan of condominium;
- (24) **“grade finished”** means the average elevation of the finished ground level at the wall(s);
- (25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
  - (a) includes the floor area of a mezzanine and the space occupied by interior walls and partitions; and
  - (b) excludes in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium; and
  - (c) excludes the area of any self-contained structural shelf and rack storage facility approved by the Building Materials Evaluation Commission; and
  - (d) includes any part of a building or structure above or below grade used as a commercial parking garage; and
  - (e) for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;

- (26) **“growth-related net capital cost”** means the portion of the net capital cost of services that is reasonably attributable to the need for such net capital costs that results or will result from development in all or a defined part of the City;
- (27) **“heritage property”** means a property that contains cultural heritage value as defined under the Ontario Heritage Act;
- (28) **“home occupation”** means an occupation permitted in a dwelling unit and which:
- (a) is clearly secondary to the use of the dwelling unit;
  - (b) does not change the external character of the dwelling unit; and
  - (c) does not create or become a public nuisance, in particular in respect to noise, traffic, or parking;
- (29) **“household”** means one or more persons occupying or sharing all areas of the dwelling unit;
- (30) **“large apartment”** means a dwelling unit in an apartment building or plex that is 700 square feet or larger in size;
- (31) **“live-work unit”** means a unit intended for both residential and non-residential uses concurrently;
- (32) **“local board”** means a local board as defined in section 1 of the Municipal Affairs Act, other than a board as defined in subsection 1(1) of the Education Act;
- (33) **“lot”** means a parcel of land fronting on a street separate from any abutting land to the extent that a subdivision or a consent contemplated by the Planning Act would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of a street;
- (34) **“medical marijuana operation”** means the cultivation, growth, harvesting, processing, composting, destruction, packaging, storage and distribution of plants or parts of plants of the genus Cannabis (marijuana) as lawfully permitted and authorized under the Government of Canada’s Marijuana for Medical Purposes Regulations;
- (35) **“mid-high density mixed-use”** means a building or structure used, designed, or intended for residential and non-residential uses, where:



- (a) the non-residential uses comprise not more than fifty percent (50%) of the gross floor area of the building;
  - (b) the non-residential uses comprise a minimum of five percent (5%) of the gross floor area of the building; and
  - (c) the residential portion of the building or structure is over five (5) storeys in height;
- (36) **“mixed-use building”** means a building or structure containing a residential and non-residential use other than a home occupation;
- (37) **“mezzanine”** means a mezzanine as defined in the Building Code Act;
- (38) **“multiple unit dwelling”** includes stacked townhouses, and all other residential uses that are not included in the definition of apartment, single detached dwelling, or semi-detached dwelling;
- (39) **“net area”** means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, storm water management facilities, buffers and road widenings along Regional Roads, and Ontario Hydro utility corridors, and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City;
- (40) **“net capital cost”** means the capital cost less capital grants, subsidies, and other contributions made to the City, or that the Council of the City anticipates will be made, including conveyances or payments under sections 42, 51, and 53 of the Planning Act in respect of the capital cost;
- (41) **“non-commercial parking garage”** means a building or structure, or any part thereof, that is not a commercial parking garage;
- (42) **“owner”** means the owner of the land or a person who has made an application for an approval of the development of the land upon which a development charge or an area specific development charge is imposed;
- (43) **“plex”** means a duplex, a semi-detached duplex, a triplex, or a semi-detached triplex;
- (44) **“re-development”** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-residential use or from a non-residential to residential use or from one residential use to another form of residential use;

- (45) **“semi-detached duplex”** means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;
- (46) **“semi-detached dwelling”** means a building divided vertically into two dwelling units;
- (47) **“semi-detached triplex”** means one of a pair of triplexes divided vertically one from the other by a party wall;
- (48) **“services”** means services designated in this By-Law;
- (49) **“single detached dwelling”** and **“single detached”** means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single-family dwelling for the purposes of this By-Law;
- (50) **“small apartment”** means a dwelling unit in an apartment building or a plex that is less than 700 square feet in size;
- (51) **“stacked townhouse”** means a building, other than a townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally, and each dwelling unit having an entrance to grade shared with no more than 3 other units;
- (52) **“storey”** means the portion of a building other than the cellar or unfinished attic which lies between the surface of the floor and the surface of the next floor above, and if there is no floor above it, then the surface next above it, provided its height is not less than 2.3 metres;
- (53) **“subdivision”** includes condominium;
- (54) **“temporary sales centre”** means a Building, including a trailer, that is designed or intended to be temporary, or intended to be removed from the land or demolished after use and which is used exclusively as an Office or presentation centre, or both, for new building sales;
- (55) **“triplex”** means a building comprising 3 dwelling units, each of which has a separate entrance to grade;
- (56) **“use, commercial”** means the use of any land, building or structure for the purpose of buying and selling commodities or supplying services as distinguished from such uses as manufacturing or assembly of goods, warehousing, and construction;

- (57) **“use, industrial”** means the use of any land, building or structure for construction, warehousing, manufacturing, processing, or assembly of materials to finished products or byproducts, including the storage of such materials and products;
- (58) **“use, institutional”** means the use of any land, building or structure by any organization owned or operated for religious, educational, charitable, recreational, or governmental purposes, whether or not supported in whole or in part by public funds;
- (59) **“use, non-residential”** means the use of any land, building or structure, or any part thereof, for use other than a residential use, and shall include commercial use, industrial use, and institutional use;
- (60) **“use, residential”** means the use of any land, building or structure for a single detached dwelling, semi-detached dwelling, multiple unit dwelling, apartment, or any other type of household or dwelling unit;

## **RULES – APPLICATION, EXEMPTIONS, AND EXCEPTIONS**

2.

- (1) This By-Law applies to all land and to all uses of any land, building or structure within the City whether or not the land, building or structure, or use thereof, is exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31;
- (2) Despite subsection (1), this By-Law does not apply to any land, building or structure within the City owned by and used for the purposes of:
  - (a) a local board;
  - (b) a board of education as defined in section 1(1) of the *Education Act*
  - (c) the City or any local board thereof and, without limiting the generality of the foregoing, including land leased from the Crown in right of Canada or Ontario located within the Parkway Belt Planning Area as defined in Regulation 744, paragraph 16 of the Revised Regulations of Ontario, 1990, provided the same is used for institutional use purposes of a not-for-profit nature;
  - (d) lands, buildings or structures owned by Metrolinx and used for transit related purposes;
  - (e) any area municipality within the Regional Municipality of York;
  - (f) the Regional Municipality of York or any local board thereof; and

- (g) a public hospital receiving aid under the Public Hospitals Act;
- (3) Development charges for the services designated in Schedule A shall be imposed upon the service area in Schedule B, specified in Schedule A, and shall be collected in accordance with this By-Law on development for residential use or non-residential use purposes;
- (4) Development charges provided for in subsection (3) apply where the development requires:
  - (a) the passing of a zoning By-Law or of an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, c.P.13;
  - (b) the approval of a minor variance under Section 45 of the Planning Act, R.S.O. 1990, c.P.13;
  - (c) a conveyance of land to which a By-Law passed under subsection 50(7) of the Planning Act, R.S.O. 1990, c.P.13 applies;
  - (d) the approval of a plan of subdivision under Section 51 of the Planning Act, R.S.O. 1990, c.P.13;
  - (e) a consent under Section 53 of the Planning Act, R.S.O. 1990, c.P.13;
  - (f) the approval of a description under Section 50 of the Condominium Act, 1998, S.O. 1998, c.19; or
  - (g) the issuing of a permit under the Building Code Act, 1992, S.O. 1992 c.23 in relation to a building or structure;
- (5) The City shall not apply more than one development charge provided for in this By-Law on land even though two or more of the actions described in paragraphs 2(4)(a) to (g) are required before the land can be developed;
- (6) Despite subsection (5), if two or more of the actions described in paragraphs 3(2)(a) to (g) occur at different times and if the subsequent action or actions has the effect of increasing the need for services, a development charge shall be imposed, calculated, and collected pursuant to subsection (3) limited to the increase;
- (7) Notwithstanding any other provisions of this By-Law, a building or structure shall be exempt from the payment of development charges provided that it is for:
  - (a) a temporary use permitted under a zoning By-Law enacted under Section 39 of the Planning Act, R.S.O. 1990, c.P.13;

- (b) an accessory use and, without restricting the generality of the foregoing, including a tent or canopy used on a temporary or seasonal basis;
  - (c) a home occupation;
  - (d) an agricultural use;
  - (e) a renovation of an existing building which does not alter, if a residential use, the number of units, or, if a non-residential use, the gross floor area thereof;
  - (f) a temporary sales centre;
  - (g) the relocation of a built heritage structure that is listed under Section 27 of the Ontario Heritage Act or designated under Part IV or V of the Ontario Heritage Act; or
  - (h) Land, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act or any successor thereto, including mausoleums and columbariums, but excluding funeral homes; or
  - (i) Buildings or structures owned by and used for the purpose of a conservation authority, unless such buildings or structures are used primarily for, or in connection with (i) recreational purposes for which the conservation authority charges admission, or (ii) any commercial use.
- (8) Area specific development charges paid hereunder shall be maintained in a separate reserve fund or funds and shall be used only for the services specified in Schedule A.

## **ADMINISTRATION**

### **Payment of Development Charges**

- 3.
- (1) All development charges payable shall be paid by certified funds to the City Treasurer;
  - (2) Subject to subsections 3(3), 3(4) and 3(5) of this By-Law, development charges imposed shall be calculated as of, and shall be payable on, the date a building permit is issued in respect of a building or structure on land to which a development charge applies, and no building permit shall be issued until the development charge is paid in full;

- (3) Notwithstanding subsection 3(2) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, the development charge shall be payable, subject to any applicable exemptions or reductions contained in this By-Law:
- (a) In respect of an approval of subdivision pursuant to section 51 of the *Planning Act 1990*, R.S.O. 1990, c.P.13, immediately upon entering into the subdivision agreement; and
  - (b) In respect of the granting of a consent pursuant to section 53 of the *Planning Act, 1990* R.S.O. 1990, c.P.13, immediately upon entering into an agreement made as a condition of the granting of such consent;
- (4) Where the City and owner(s) of the land have entered into an agreement pursuant to section 27 of the Act in respect of the timing of the payment of a development charge or a portion thereof, the terms of such agreement shall prevail over the provisions of this By-Law, including subsections 3(2), 3(3) and 3(5) of this By-Law;
- (5) Notwithstanding subsections 3(2) and 3(3) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, developments that are eligible pursuant to sections 26.1 or 26.2 of the Act shall have development charges calculated and payable in accordance with section 26.1 and/or 26.2 of the Act and interest thereon shall be calculated and payable in accordance with the City's policy, entitled "DC Interest Policy Under Section 26.1 and 26.2 of the Development Charges Act, 1997", as amended from time to time;
- (6) If a use of any land, building or structure that constitutes development but does not require the issuing of a building permit but requires one or more of the actions listed in subsection 2(4)(a) to (g) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in subsection 2(4)(a) to (g) required, or on a date set by agreement;
- (7) Nothing in this By-Law shall prevent Council from requiring, as a condition of any approval pursuant to the *Planning Act, 1990* R.S.O. 1990, c.P.13, that the owner(s) of land install such local services as Council may require in accordance with the City's policy in respect of local services;

## Credits

### 4.

- (1) Where the City permits the provision of services in lieu of the payment of all or any portion of a development charge, the City shall give a credit for an amount equal to the reasonable cost to the owner of providing the services, as determined by the City,

provided such credit shall relate only to the portion of the development charge attributable to the services provided, unless otherwise agreed by the City;

- (2) The City may by agreement permit an owner to provide services additional to or of a greater size or capacity than is required, and the City may give a credit for an amount up to the reasonable cost to the owner of providing the services as determined by the City, provided that no such credit may be given for any part of the cost of work that relates to an increase in the level of service that exceeds the average level of service described in Paragraph 4 of Subsection 5(1) of the Development Charges Act, 1997;

### **Semi-Annual Adjustment**

5.
  - (1) The development charges established pursuant to Section 2 of this By-Law shall be adjusted semi-annually, without amendment to this By-Law, as of the 1<sup>st</sup> day of January and the 1<sup>st</sup> day of July in each year, commencing on July 1, 2021, in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (Catalogue No. 62-007 CANSIM II Table 327 – 0039);

### **GENERAL**

#### **Term**

6.
  - (1) This By-Law shall come into force and effect on the date of enactment; ;
  - (2) This By-Law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent By-Law;
  - (3) Nothing in this By-Law shall be construed so as to commit or require the City to authorize or proceed with any specific capital project at any specific time;

#### **Transitional Provisions**

7.
  - (1) If before the coming into force of this By-Law an owner or previous owner has made a payment for services described in this By-Law, or provided services in lieu thereof, no payment as required under this By-Law and no credits or refunds shall apply;



## **Schedules**

- (1) 8. Schedules A and B are attached hereto and form part of this By-Law;

## **Repeal**

- 9.
- (1) By-Law 079-2016 shall be and is hereby repealed effective on the date that this By-Law comes into force and effect;

## **Registration**

- 10.
- (1) A certified copy of this By-Law may be registered in the By-Law register in York Region Land Registry Office and/or against the title to any land to which this By-Law applies;

## **Severability**

- 11,
- (1) In the event that any provision of this By-Law is found by a court or tribunal of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this By-Law shall remain in full force and effect;

## **Headings**

- 12.
- (1) The headings inserted in this By-Law are for convenience of reference only and shall not affect the interpretation of this By-Law;

## Short Title

13.

- (2) (1) This By-Law may be cited as the Area Specific Development Charges By-Law - Edgeley Pond and Black Creek Channel, 2021.

Enacted by City of Vaughan Council this 8th day of June, 2021.

---

Hon. Maurizio Bevilacqua, Mayor

---

Todd Coles, City Clerk

Authorized by Item No. X of Report No. X  
of the Committee of the Whole

Adopted by Vaughan City Council on June 8, 2021

**Schedule A**  
**To By-Law No. XX-XXX**  
**Area Specific Development Charge**  
**Edgeley Pond and Black Creek Channel Works**

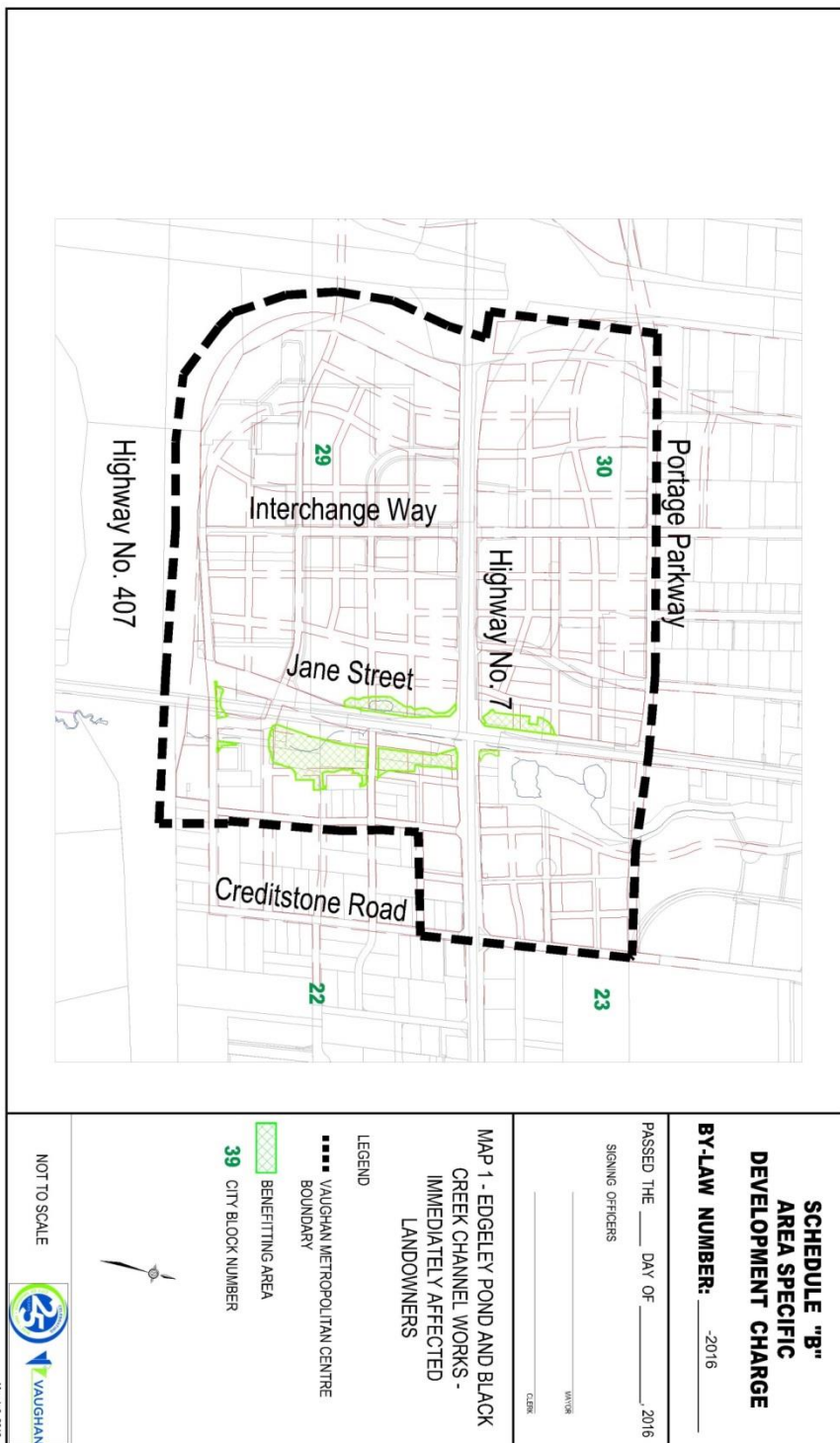
<b>Service</b>	<b>Lands to which Area Specific Development Charges Apply</b>	<b>Net Project Cost</b>	<b>Net Benefitting Area</b>	<b>Charge Per Hectare</b>
Edgeley Pond and Black Creek Channel Works	Immediately Affected Landowners – Map 1	\$54,024,807	5.78	\$9,467,470
	Vaughan Metropolitan Centre Draining to Edgeley Pond – Map 2	\$9,818,390	20.06	\$465,823 <sup>2</sup>
	Undeveloped Lands in the Black Creek Drainage Shed – Map 3	\$12,353,233	144.58	\$96,260 <sup>2</sup>

Lands that fall in more than one map area as designated in Schedule B shall be required to pay the development charges designated in Schedule A, applying to each map that the lands are included. For greater clarity, should a parcel of land be located on more than one map, the development charge associated with each map will be applied as a sum total charge per hectare.

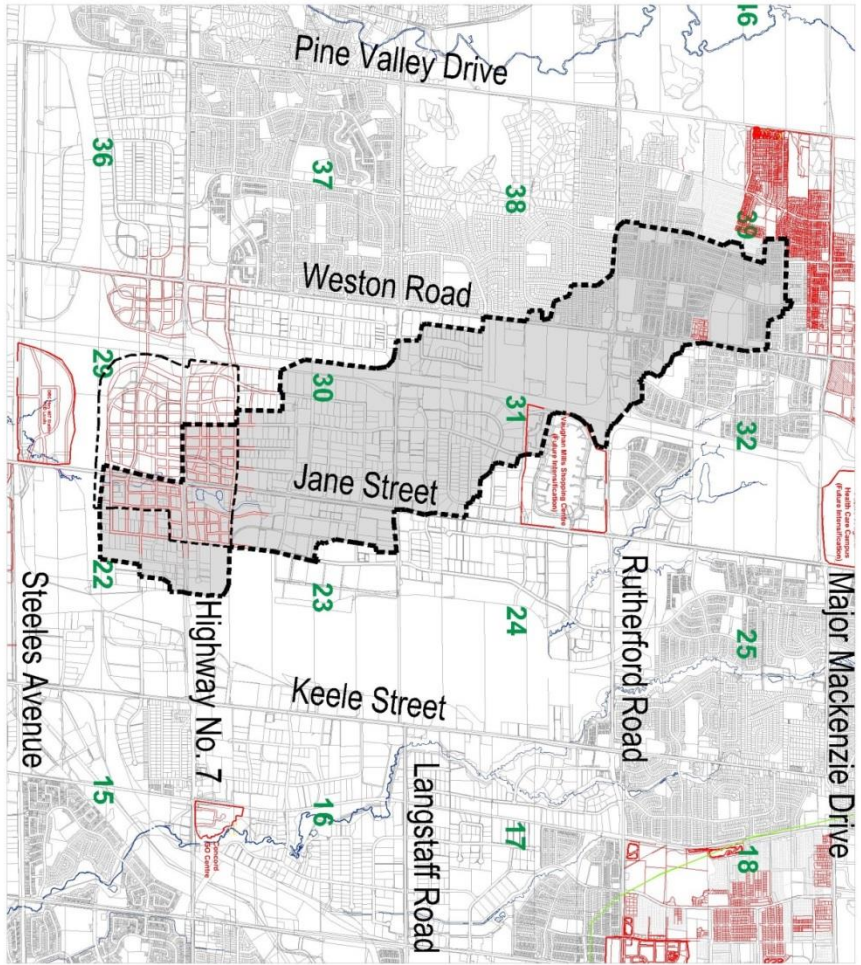
*Note 1:* The charge per hectare for the Immediately Affected Landowners (Map 1) is based on the number of hectares of developable land which will be removed from the regulatory floodplain. This land area is inclusive of park.

*Note 2:* The charge per hectare for the Vaughan Metropolitan Centre Draining to Edgeley Pond (Map 2) and the Undeveloped Lands in the Black Creek Drainage Shed (Map 3) is based on the net developable land area of the site.

## Area Specific Development Charge Maps







# **SCHEDULE "B" CONTINUED AREA SPECIFIC DEVELOPMENT CHARGE**

**BY-LAW NUMBER:** -2016

**PASSED THE** \_\_\_\_\_ **DAY OF** \_\_\_\_\_, 2016

**SIGNING OFFICERS**

WATSON  
CLERK

**MAP 3 - EDGELEY POND AND BLACK  
CREEK CHANNEL WORKS -  
UNDEVELOPED LANDS IN THE BLACK  
CREEK DRAINAGE SHED**

## **LEGEND**

--- VAUGHAN METROPOLITAN CENTRE  
BOUNDARY

☐ BENEFITTING AREA

39 CITY BLOCK NUMBER



NOT TO SCALE



March 3, 2016

Acad File: D:\Dev Eng & Infra Plan Srv\Planning and Studies\04-Development Charges\2016\Map 3\Map 3 Block Creek Map.dwg

**VERSION FOR PUBLIC CONSULTATION**

PREPARED BY HEMSON FOR THE CITY OF VAUGHAN

# **DEVELOPMENT CHARGES BACKGROUND STUDY FOR THE VMC WEST INTERCHANGE SANITARY SEWER SERVICE AREA**

March 2021



1000 - 30 St. Patrick Street, Toronto ON M5T 3A3  
416 593 5090 | [hemson@hemson.com](mailto:hemson@hemson.com) | [www.hemson.com](http://www.hemson.com)



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# EXECUTIVE SUMMARY

The following summarizes the finding of the City of Vaughan's Area-Specific Development Charges (ASDC) Background Study for the Vaughan Metropolitan Centre (VMC) West Interchange Sanitary Sewer Service Area. The development charges identified in the study would be applied in addition to the City-wide DCs levied under DC By-law 083-2018.

## A. STUDY CONSISTENT WITH DEVELOPMENT CHARGES LEGISLATION

- In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and 12 ASDC By-laws, which all thirteen by-laws came into force on September 21, 2018.
- This ASDC Background Study and associated by-law relates only to By-law 094-2018, which constitutes the VMC West Interchange Sanitary Sewer Area. This study recalculates area-specific development charges in compliance with the provisions of the *Development Charges Act, 1997* (DCA) and its associated regulation (*Ontario Regulation 82/98*) and the recently amended provisions of the legislation.
- During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the "VMC West Interchange Sanitary Sewer" By-law 094-2018 were based on the best information that was available at the time with the expectation that the by-law would likely require an amendment once more information was made available and prior to the existing by-law expiry in September 2023.
- Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in this ASDC are inclusive of the sanitary sewer works both north and south of Highway 7.
- The City needs to implement development charges to fund the capital projects necessary in the Vaughan VMC West service area so that new development pays for its

capital requirements to the extent allowed by the DCA and so that new services required by growth are provided in a fiscally responsible manner. Importantly, this study and by-law will be used as the basis to help the City finalize the front-ending agreement with landowners to facilitate development in the immediate future.

- The DCA and Ontario Regulation (O. Reg.) 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:
  - A forecast of the amount, type and location of residential and non-residential development anticipated;
  - A review of future capital projects, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;
  - An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-law relates; and
  - An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, and that demonstrates that all assets are financial sustainable over their full life cycle.
- This report identifies the development-related net capital costs attributable to development that is forecast to occur in the VMC West service area. These costs are apportioned to types of development (residential, non-residential) in a manner that reflects the increase in the need for each service.
- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan and reduced service levels, or financing from other sources, likely property taxes and utility rates.

## **A. SANITARY SEWER SERVICE WITH AREA-SPECIFIC DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS**

The capital costs included in this study relate to the provision of sanitary sewer service works necessary to allow development to proceed in VMC West Area.

## B. DEVELOPMENT FORECAST

- A forecast of the amount, type and location of residential and non-residential development anticipated in the VMC West area over the 2021-2040 planning period was used in the ASDC calculation.
- The development forecast was prepared by the City's planning, engineering and development finance departments as well as continued consultation with the affected land owners.
- The development forecast for the 2021 to 2040 planning period estimates that the VMC West area will accommodate about 24,700 new dwelling units by 2040. The population in these new dwelling is estimated at 46,000.
- Approximately 494,100 square metres of new, non-residential building space is anticipated between 2021 and 2040. This new non-residential space will accommodate approximately 19,400 jobs.
- The following is a summary of the projected growth for the VMC West service area in the City:

Development Forecast	Growth Over Planning Period 2021 to 2040
<b>Residential</b>	
Total Occupied Dwellings	24,737
Multiples	928
Large Apart. (> 700 sq.ft.)	8,335
Small Apart. (< 700 sq.ft)	15,474
Population in New Dwellings	46,046
<b>Non-Residential</b>	
Employment for DC Study	19,472
Non-Residential Building Space (sq. m.)	494,096

## C. DEVELOPMENT-RELATED CAPITAL PROGRAM

- City staff, in collaboration with Hemson Consulting, have prepared a development-related capital program setting out the projects that are required to service anticipated development in the VMC West area to 2040.
- The total cost associated with the area-specific development-related work related to the sanitary sewer improvements amounts to \$17.23 million. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.
- The entire \$17.23 million in the sanitary sewer capital program will be recovered from development charges over the 2021-2040 planning period.
- No grants, subsidies or other recoveries are anticipated.

The following is a summary of the development-related capital forecast for the sanitary sewer service:

Area-Specific Sanitary Sewer Works (2021 to 2040)		
Project Description	Gross Cost (\$000)	DC Eligible Cost (\$000)
Phase 1: Construction South of Highway 7	\$12,235	\$12,235
Phase 2: Construction North of Highway 7	\$5,000	\$5,000
<b>Total</b>	<b>\$17,235</b>	<b>\$17,235</b>

- Appendix B provides details on the calculation for the infrastructure works.

## D. DEVELOPMENT CHARGES ARE CALCULATED WITH FULL REFERENCE TO THE DCA

- The fully calculated residential ASDCs are recommended to vary by unit type, reflecting the difference in occupancy patterns expected in various unit types and associated differences in demand placed on municipal services.

### Calculated Residential Area-Specific Development Charges

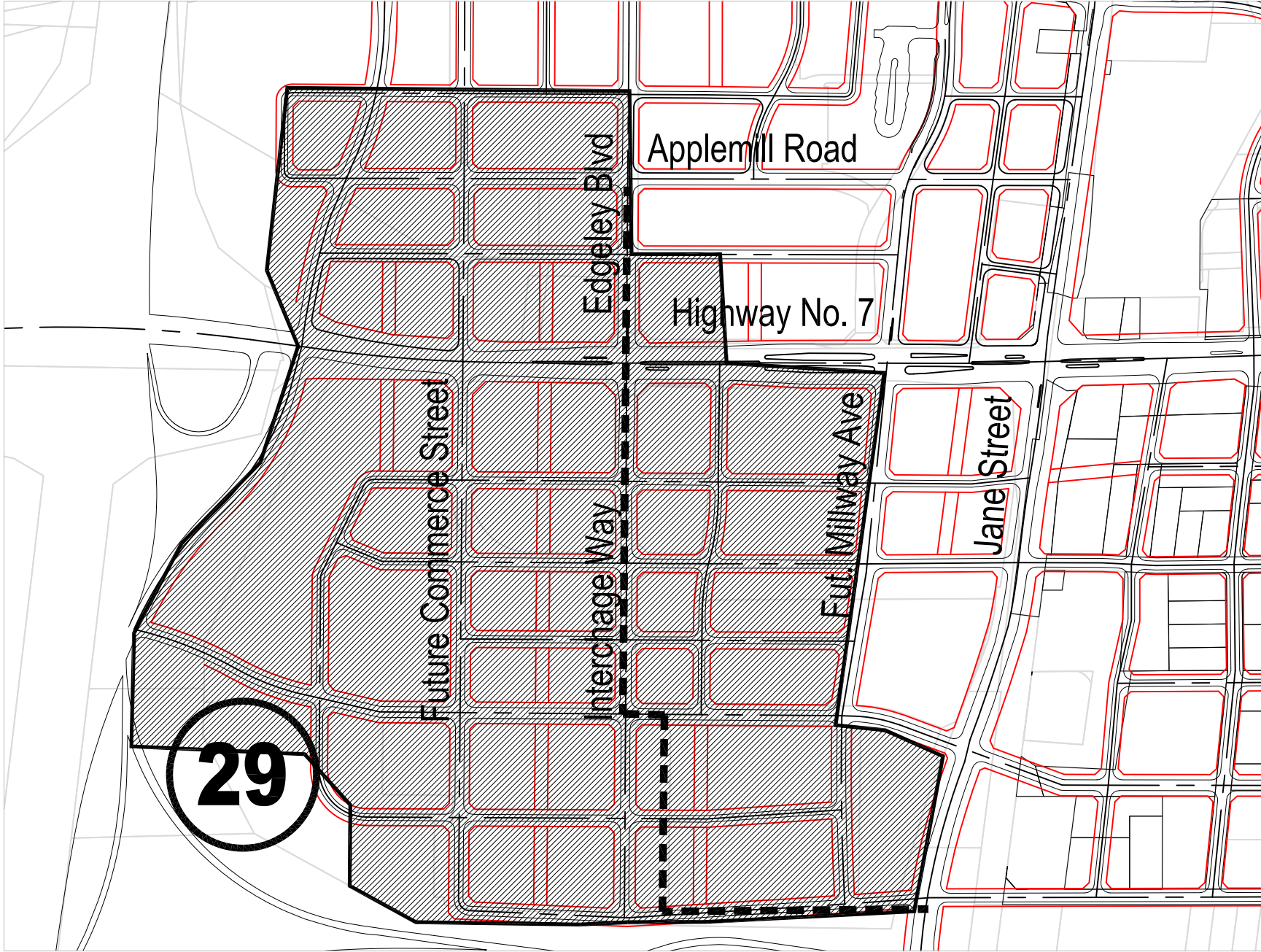
Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type <sup>(1)</sup>			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$262.01	\$954	\$786	\$582	\$419
<i>(1) Based on Persons Per Unit of:</i>		<i>3.64</i>	<i>3.00</i>	<i>2.22</i>	<i>1.60</i>

- The calculated non-residential ASDCs are uniform and applicable to all non-residential development.

### Calculated Non-Residential Area-Specific Development Charges

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.46
<i>*Charge levied per Square Meter of Gross Floor Area</i>	





# **SCHEDULE "B"** **AREA SPECIFIC** **DEVELOPMENT CHARGES**

**BY-LAW NUMBER:** 2021



PASSED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2021

SIGNING OFFICERS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **VMC SW - SANITARY SEWER** **IMPROVEMENTS**

-  SERVICE AREA
-  PROPOSED SANITARY SEWER
- 29** CITY BLOCK NUMBER



NOT TO SCALE



# 1. INTRODUCTION AND BACKGROUND

This City of Vaughan Area-Specific Development Charges (ASDC) Background Study for the VMC West Interchange Service Area is presented as part of a process to lead to the approval of a new ASDC by-law in compliance with the *Development Charges Act, 1997* (DCA) and its associated *Ontario Regulation 82/98* (O. Reg. 82/98).

In May 2018, the Council of the City of Vaughan approved the City-wide and Area- Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and twelve (12) ASDC By-laws of which all thirteen (13) DC By-laws came into force on September 21<sup>st</sup>, 2018.

During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the “VMC West Interchange Sanitary Sewer” By-law 094-2018 were based on the best information that was available at the time but that the by-law would most likely require an adjustment once more information was made available and prior to the existing by-law expiry, which would be in September 2023.

Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.

Therefore, the City wishes to update the existing ASDCs to fund development-related capital projects so that development may be serviced in a fiscally responsible manner. Importantly, this ASDC Study and by-law will be used as the basis to help the City finalize the front-ending agreement with landowners to facilitate development in the immediate future.

The DCA and O. Reg. 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of development anticipated;
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to

be incurred by the City or its local boards to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;

- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate; and
- As asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, demonstrating that all assets included in the capital program are financially sustainable over their full life cycle.

This study presents the results of the review, which determines the net capital costs attributable to new development that is forecast to occur in the VMC West Interchange Sanitary Sewer Service Area between 2021 and 2040. These development-related net capital costs are apportioned to various types of development (residential; non-residential) in a manner that reflects the increase in the need for each service.

The City of Vaughan currently levies development charges on a city-wide, uniform basis in addition to other area-specific development charges. The city-wide charges recover for development-related costs for the provision of Engineering, Public Works, Community Services, Library, Fire & Rescue, and General Government. These city-wide services as well as the remaining eleven 2018 Area-Specific development Charges by-law are not being reviewed as part of this study.

The DCA provides for a period of public review and comment regarding the proposed development charges. This process includes considering and responding to comments received by members of the public about the calculated charges and methodology used. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass new ASDCs for VMC West Interchange Sanitary Sewer Service Area.

The remainder of this study sets out the information and analysis upon which the proposed development charges are based.

Section II designates the services for which the development charges are proposed and the areas within the City to which the development charges will apply. It also briefly reviews the methodology that has been used in this background study.

Section III presents a summary of the forecast residential and non-residential development that is expected to occur within VMC West over the 2021–2040 period.

Section IV summarizes the future development-related capital costs associated with the provision of sanitary sewer services related to development in VMC West Interchange Sanitary Sewer Service Area.

Section V details the calculated ASDC rates by class and type of development.

Section VI provides an examination of the long-term capital and operating cost impacts for the infrastructure included in the ASDC calculation. It also addresses the asset management provisions required to maintain the development-related components of the capital projects included in the analysis.

Section VII provides a discussion of other issues and considerations including by-law administration, rules and policies.

## **2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS**

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation.

Therefore, we have tailored our approach to the unique circumstances in the City of Vaughan and the VMC West Sanitary Sewer Service Area. The approach to the proposed area-specific development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

### **A. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED**

The DCA provides municipalities with flexibility to define services that will be included in the development charge by-laws, provided that the other provisions of the Act and its associated regulations are met. The DCA also requires that the by-laws designate the areas within which the by-laws shall be imposed. The development charges may apply to all lands in the municipality or to other designated development areas as specified in the by-laws.

The City of Vaughan currently levies development charges on both a City-wide and Area-Specific basis.

This ASDC Background Study calculates development charges related to the provision of engineered service related to sanitary sewers within the VMC West Service Area. The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure. No changes to the City-wide DC by-law or remaining eleven ASDC by-laws are proposed as part of this study or to the DC by-law related to the Edgeley Pond and Black Creek Channel Works.

### **B. KEY STEPS IN DETERMINING AREA-SPECIFIC DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS**

Several key steps are required in calculating development charges for future development-related projects. These are summarized below.

## 1. Development Forecast

The first step in the methodology requires a development forecast to be prepared for the study period, in this case from 2021 to 2040. The forecast of the future residential and non-residential development used in this study was prepared by the City's planning, engineering and development finance departments as well as continued consultation with the affected land owners. The forecasts are based on the number of known applications anticipated with the planning area as well as land use designations and policies.

When calculating the development charge, the development-related net capital costs are spread over the total population that will occupy new housing units in VMC West Interchange area. This population in new units represents the population from which development charges will be collected.

The non-residential portion of the forecast estimates the Gross Floor Area (GFA) of non-residential building space to be developed in VMC West Interchange area over the planning period.

## 2. Development-Related Capital Program and DC Eligible Costs to be Recovered Through the ASDCs

A development-related capital program has been prepared by the City based on built costs for the construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street. The remaining works north of Highway 7 are estimated and will be constructed at a future date. The program identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the Act (DCA, s. 5. (2)). The capital forecast provides another cornerstone upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

*... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)*

The development-related capital program prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

*For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.*

As required by the DCA, s. 5. (1) 6., any portion of projects and their associated net costs that are considered to benefit existing residents are the funding responsibility of the City from non-development charges sources. However, the projects identified in the development-related capital program for the VMC West Interchange Sanitary Sewer service area only relate to servicing new development, therefore, the entire amount will be funded through development charges.

### **3. Attribution to Types of Development**

The next step in the determination of development charges is the allocation of the development-related net capital costs between the residential and non-residential sectors. This is done using apportionments for different services in accordance with the demands placed and the benefits derived.

The apportionment is based on the expected demand for, and use of, the service by sector (e.g. shares of population in new units and employment).

Finally, the residential component of the development charge is applied to different housing types on the basis of average occupancy factors. The non-residential component is applied on the basis of gross building space in square metres.



### 3. DEVELOPMENT FORECAST

This section provides the basis for the development forecasts used in calculating the ASDCs, as well as a summary of the forecast results. A more detailed summary is provided in Appendix A.

#### A. RESIDENTIAL FORECAST

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of the population in new housing units is required. This population in new units represents the population from which development charges will be collected.

Table 1 provides a summary of the residential forecast over the planning period from 2021 to 2040.

The VMC West Interchange Sanitary Sewer Service Area is anticipated to see about 24,700 new housing units over the planning period. These units are anticipated to be accommodated within lands designated for residential development within the service area boundary. The forecast of population expected to reside in these new housing units over the 2021 to 2040 period is approximately 46,000 additional persons.

#### B. NON-RESIDENTIAL FORECAST

Development charges are levied on non-residential development as a charge per square foot of gross floor area (GFA). As with the residential forecast, the non-residential forecast requires a projection of the employment growth associated with new floor space in the City.

The VMC West Interchange Sanitary Sewer Service Area is anticipated to accommodate 19,500 jobs within new non-residential space over the 2021 to 2040 planning period. Approximately 494,100 square metres of new non-residential building space is anticipated.

Table 1 also provides a summary of the non-residential development forecasts used in this analysis.

**Table 1 – The City of Vaughan – Vaughan Metropolitan Centre West Interchange  
Sanitary Sewer Service Area – Summary of Residential and Non-Residential  
Development Forecast**

<b>Development Forecast</b>	<b>Growth Over Planning Period 2021 to 2040</b>
<b>Residential</b>	
Total Occupied Dwellings	24,737
Multiples	928
Large Apart. (> 700 sq.ft.)	8,335
Small Apart. (< 700 sq.ft)	15,474
Population in New Dwellings	46,046
<b>Non-Residential</b>	
Employment for DC Study	19,472
Non-Residential Building Space (sq. m.)	494,096

## 4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM

The DCA requires the Council of a municipality to express its intent to provide future capital facilities at the average historical service level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

### A. A DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecasts summarized in Section III and detailed in Appendix A, City staff, in collaboration with the consultants have created a development-related capital program setting out those projects that are required to service anticipated growth over the planning period.

One of the recommendations contained in this ASDC Background Study is for Council to adopt the capital programs created for the purposes of this area-specific development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in the VMC West Interchange Sanitary Sewer Area. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.

### B. THE DEVELOPMENT-RELATED CAPITAL FORECAST FOR SANITARY SEWER SERVICE

Table 2 provides the development-related capital recoveries for the engineered service of sanitary sewers. The area-specific capital program totals \$17.23 million and provides servicing for anticipated development over the planning period. It should be noted that the original ASDC approved in 2018 assumed a net capital cost of \$1.80 million. The significant

cost escalation of the project is due to a more detailed analysis, which determined that some of the works could only be completed through the use of micro tunneling due to the proximity with other existing municipal infrastructure along Interchange Way. The increase in cost can also be attributed to upsizing the sanitary sewer infrastructure required for the anticipated increase in population and employment within the area.

No grants, subsidies and other recoveries have been identified for these projects and thus the net municipal cost remains at \$17.23 million. The entire net capital program is associated with the infrastructure requirements for the construction of sanitary sewer works both north and south of Highway 7, therefore, the DC eligible cost included in the calculation remains at \$17.23 million.

**Table 2 – Summary of Development-Related Capital Program for Area-Specific Services 2021 to 2040**

<b>Area-Specific Sanitary Sewer Works (2021 to 2040)</b>		
<b>Project Description</b>	<b>Gross Cost (\$000)</b>	<b>DC Eligible Cost (\$000)</b>
Phase 1: Construction South of Highway 7	\$12,235	\$12,235
Phase 2: Construction North of Highway 7	\$5,000	\$5,000
<b>Total</b>	<b>\$17,235</b>	<b>\$17,235</b>

## 5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA

This section summarizes the calculation of ASDCs for each service and the resulting total charges by sector. The calculation of the “unadjusted” per capita (residential) and per square metre (non-residential) charges are reviewed.

For residential development, the adjusted total per capita amount is then converted to a variable charge by housing unit type using various unit occupancy factors. For non-residential development, the charges are based on gross floor area (GFA) of building space.

It is noted that the calculation of the ASDCs does not include any provision for exemptions required under the DCA, such as the exemption from the payment of DCs for industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in loss of DC revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

### A. DEVELOPMENT CHARGES CALCULATION

A summary of the calculated residential and non-residential ASDCs is presented across the following pages. Further details of the calculations are available in Appendix B.

#### 1. Unadjusted Residential and Non-Residential Development Charges

Table 3 displays the calculation of the unadjusted rates for the sanitary sewer services in the VMC West Interchange area.

The total net municipal cost of the sanitary sewer development-related projects, \$17.23 million, will be recovered by way of development charges. Table 3 shows the entire amount is related to development within the VMC West Interchange Sanitary Sewer service area over the 2021-2040 planning period and has been included in the area-specific development charge calculation.

Table 3

**City of Vaughan - Vaughan Metropolitan Centre West Service Area**  
**Summary of Unadjusted Residential and Non-Residential Development Charges**  
**2021-2040 Area-Specific Capital Program**

2021-2040 Year Growth in Population in New Units	46,046
2021-2040 Year Growth in New Building Space (sq.m.)	494,096

Service	Development-Related Capital Program (2021-2040)					Residential Share		Non-Residential Share	
	Net Municipal Cost	Replacement & Benefit to Existing	Available DC Reserves	Post 2040	Total DC Eligible Costs for Recovery				
	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	%	(\$000)	%	(\$000)
<b>1.0 SANITARY SEWER SERVICES</b>	\$17,234.7	\$0.0	\$0.0	\$0.0	\$17,234.7	70%	\$12,064	30%	\$5,170
Unadjusted Development Charge Per Capita							\$262.01		
Unadjusted Development Charge Per Square Metre									\$10.46
<b>TOTAL 2021-2040 SANITARY SEWER SERVICES</b>	<b>\$17,234.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$17,234.7</b>		<b>\$12,064.3</b>		<b>\$5,170.4</b>
Unadjusted Development Charge Per Capita							\$262.01		
Unadjusted Development Charge Per Square Metre									\$10.46

The capital program eligible for recovery through development charges is allocated to the residential and non-residential sectors based on future shares of population in new units and employment growth over the planning period. On this basis, the allocation to the residential and non-residential sectors is calculated at 70 per cent and 30 per cent, respectively.

As a result, \$12.06 million of the sanitary sewer capital program is deemed to benefit residential development. When this amount is divided by the growth in population in new dwelling units over the planning period (46,046) an unadjusted charge of \$262.01 per capita is the result.

The non-residential share totals \$5.17 million and, when this amount is divided by the forecast of non-residential space growth (494,096 square metres) an unadjusted charge of \$10.46 per square metre is the result.

For residential development the charge per capita amount (\$262.01) is then converted to a variable charge by housing unit type using various unit occupancy factors within each dwelling unit form (Table 4). The table indicates the charge for a single-semi detached unit is \$954, \$786 for a townhouse or other type of multiple unit, and \$582 for large apartments ( $\geq 700$  sq. ft.), and \$419 for small apartments ( $\leq 700$  sq. ft.). The unadjusted charge of \$10.46 per square metre is maintained (Table 5).

Consistent with the City's current administration of Area-Specific Development Charges, the borrowing cost and interest earnings associated with the timing of expenditures and development charge receipt has not been incorporated into the calculations.



TABLE 4

**CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE**

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type <sup>(1)</sup>			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$262.01	\$954	\$786	\$582	\$419
<i>(1) Based on Persons Per Unit of:</i>		<i>3.64</i>	<i>3.00</i>	<i>2.22</i>	<i>1.60</i>

TABLE 5

CITY OF VAUGHAN  
 VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
 NON-RESIDENTIAL DEVELOPMENT CHARGES PER SQUARE METRE

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.46
<i>*Charge levied per Square Meter of Gross Floor Area</i>	

## **B. COMPARISON OF PROPOSED AND EXISTING DEVELOPMENT CHARGES**

Tables 6 and 7 present a comparison of total proposed residential and non-residential ASDC development charges respectively with the City's existing charges (as at January 1 2021).

Table 6 shows that the calculated charge residential units produce an increase of 67% over the present development charges with increases ranging from \$383 for a SFD unit to \$168 for a small apartment). Non-residential development charges are proposed to increase by \$4.95 per square meter (or 90%) from the current rate of \$5.51 per square meter (Table 7). The increase is reflective of the significant increase in expenditures realized with the actual construction costs of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street relative to the original, by-law which estimated the cost of the works to be \$1,803,260. Also of note, the scope of work identified in this study is more robust than what was previously identified – some of the works could only be completed through the use of micro tunneling due to the proximity with other existing municipal infrastructure along Interchange Way. The increase in cost can also be attributed to upsizing the sanitary sewer infrastructure required for the anticipated increase in population and employment in the area.

**TABLE 6**

**CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
COMPARISON OF CURRENT AND CALCULATED  
RESIDENTIAL DEVELOPMENT CHARGES**

<b>Service</b>	<b>Current Residential Charges*</b>	<b>Calculated Residential Charges</b>	<b>Difference in Charge</b>	
Single & Semi Detached	\$571	\$954	\$383	67%
Townhouses & Multiples	\$471	\$786	\$315	67%
Large Apartment	\$348	\$582	\$234	67%
Small Apartment	\$251	\$419	\$168	67%

*\* Represents rates effective January 1 2021. DC By-law 094-2018 and adjusted for indexing.*

**TABLE 7**

**CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
COMPARISON OF CURRENT AND CALCULATED  
NON-RESIDENTIAL DEVELOPMENT CHARGES**

Service	Non-Residential (\$/Square Metre)			
	Current Non-Residential Charge*	Calculated Non-Residential Charge	Difference in Charge	
Sanitary Sewer Improvements	\$5.51	\$10.46	\$4.95	90%

*\* Represents rates effective January 1 2021. DC By-law 094-2018 and adjusted for indexing*

*Charge levied per Square Meter of Gross Floor Area*

## 6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS

This section provides a brief examination of the long-term capital and operating costs for the area-specific capital facilities and infrastructure to be included in the ASDC by-law. Also addressed is the required asset management provisions that must be considered.

### A. NO NET INCREASE IN OPERATING COSTS ARE ANTICIPATED OVER THE FORECAST PERIOD

The DCA requires that a background study estimate the future tax supported operating cost implications of the development-related capital program contained in the study. The capital program contained in this background study relates to the provision of sewer services in VMC West.

Funds required for operating the water and sewer systems are generated through the utility rates. Any additional operating costs as a result of the capital program will be included in the rates. Also of note, as the projects identified in the development-related capital program for the VMC West Interchange service area only relate to servicing new development, the entire amount will be funded through development charges and no component of the program will require funding from non-development charge sources.

### B. ANNUAL ASSET MANAGEMENT PLAN PROVISION REQUIREMENTS

The Development Charges Act was amended in late 2015 and, effective January 1st 2016, municipalities are required to complete an Asset Management Plan before the passing of a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

Table 8 summarizes the annual capital provisions required to replace the capital infrastructure proposed to be funded through ASDCs under the by-law. This estimate is based on useful life assumptions typically used by City staff and the capital cost of acquiring and/or emplacing each asset.

Table 8 illustrates that at build-out, the City will need to fund an additional \$279,600 per annum in order to properly fund the full life cycle costs of the new assets supported under this by-law.

The calculated annual funding provision should be considered within the context of the City's projected growth. The VMC West Interchange sanitary sewer service area is projected to grow by approximately 24,700 new households as well as roughly 19,500 new employees. This growth will have the effect of increasing the overall assessment base to offset the capital asset provisions required to replace the infrastructure proposed to be funded through ASDCs under the by-law.

The calculated annual provisions identified are considered financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term.

**Table 8 – Calculated Annual Provisions by 2040**

Service	2021-2040 Capital Program		Calculated AMP Annal Provision by 2040	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Engineered Services	\$17,234,731	\$0	\$279,632	\$0
<b>Total 2040 Provisions</b>	<b>\$17,234,731</b>	<b>\$0</b>	<b>\$279,632</b>	<b>\$0</b>



## 7. OTHER ISSUES AND CONSIDERATION

### A. DEVELOPMENT CHARGES ADMINISTRATION

No significant changes are recommended to the City's current policies and practices regarding development charge administration. In this regard:

- It is recommended that practices regarding collection of development charges and by-law administration continue to the extent possible.
- As required under the DCA, the City should codify any rules regarding application of the by-laws and exemptions within the development charges by-laws proposed for adoption.
- It is recommended that Council adopt the development-related capital program included in this background study, subject to annual review through the City's normal capital budget process.

# APPENDIX A

## DEVELOPMENT FORECAST

# APPENDIX A – DEVELOPMENT FORECAST

This appendix provides details of the development forecast used to prepare the 2021 Area-Specific Development Charges (ASDC) Background Study for VMC West Interchange Sanitary Sewer Service Area in Vaughan. The forecast method and assumptions are discussed herein.

## A. FORECAST APPROACH AND KEY ASSUMPTIONS

The Development Charges Act (DCA) requires an estimate of “the anticipated amount, type and location of development” for which development charges may be imposed. The forecast must cover both residential and non-residential development and be specific enough with regards to the quantum, type, location and timing of such development to assist in the preparation of a reasonable development-related capital program. For the purposes of this ASDC Background Study, a development forecast for the planning period of 2021 to 2040 has been considered in this study (2040 is considered to be the build-out horizon).

Forecasts of population, households and employment were prepared by the City’s planning, engineering and development finance departments with input and consultation with the affected land owners. The forecast considers a detailed review of the land use designations and policies, active development applications within noted service area. It is noted that assumptions related to persons per unit are generally based on the most recent census data detailing historical occupancy patterns in the City and consistent with those identified in the City-wide DC Background Study. The forecasts contained within this

## B. FORECAST METHOD AND RESULTS

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of the population in new housing units is required. This population in new units represents the population from which development charges will be collected. For the purposes of this study, the population in new units is also considered the census population growth in this area.

Development charges are levied on non-residential development as a charge per square metre of gross floor area (GFA). As with the residential forecast, the non-residential forecast requires a projection of the employment growth associated with new floor space in the City.

## 1. Residential Forecast

The residential development forecast incorporates anticipated growth in population and occupied dwelling units by type. The residential development charges calculation is based on a forecast of population growth in new housing units in the VMC West Interchange Sanitary Sewer Service Area. The population in new units considered the overall occupancy assumptions from the most recent census results.

As detailed in Table 1, the VMC West Service Area is anticipated to see nearly 24,700 new housing units over the planning period. These units are anticipated to be accommodated within lands designated for residential development within VMC West Interchange Area. The forecast indicates that nearly all housing units constructed are anticipated to be high density - over 60% (15,474 units) of the total occupied housing units are anticipated to be small apartments with almost 35% (8,335) attributed to large apartments. Less than 5% of anticipated household unit construction is related to multiple dwelling units.

Population growth in new units is estimated by applying the following PPUs to the housing unit forecast: 3.64 for single-semi detached units, 3.00 for row units, 2.22 for large apartments ( $\geq 700$  sq. ft.), and 1.60 for small apartments ( $\leq 700$  sq. ft.). These PPU assumptions are generally consistent with the most recent 2016 census information regarding historical occupancy patterns and consistent with the PPU's identified in the City-wide DC Background Study. The forecast of population expected to reside in these new housing units over the 2021 to 2040 period is approximately 46,000 additional persons. This population growth by unit type is shown in Table 1, while specific details on historical occupancy patterns in the City are shown in Table 2.

## 2. Non-Residential Forecast

Table 3 shows that VMC West Interchange Sanitary Sewer Service Area is anticipated to accommodate nearly 19,500 jobs within new non-residential space over the 2021 to 2040 planning period.

Non-residential development charges are calculated on a per unit of gross floor area (GFA) basis. Therefore, as per the DCA, a forecast of future non-residential building space has been developed. As with the residential forecast, the GFA forecast covers the period from 2021 to 2040. Approximately 494,100 square metres of new non-residential building space is anticipated, most of which, is considered to be office related.

TABLE 1

**CITY OF VAUGHAN**  
**VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC**  
**SUMMARY OF RESIDENTIAL DEVELOPMENT FORECAST - POPULATION IN NEW HOUSEHOLDS TO BUILD-OUT**

Landowner	Development Timing	Residential Units			Population in New Households
		Multiples	Large Apart. (> 700 sq.ft.)	Small Apart. (< 700 sq.ft.)	
Mobilio Developments	0 - 5 Years	397	40	711	2,417
Icono	0 - 5 Years	16	872	761	3,201
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	20	309	494	1,536
2748355 Canada Ltd.	0 - 5 Years	-	-	2,470	3,952
2748355 Canada Ltd.	6 - 10 Years	-	750	750	2,865
2748355 Canada Ltd.	6 - 10 Years	30	221	377	1,184
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	16 - 20 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	10	536	819	2,530
2748355 Canada Ltd.	0 - 5 Years	200	550	1,125	3,621
2748355 Canada Ltd.	11 - 15 Years	20	320	510	1,586
Toromont Industries Ltd.	6 - 10 Years	33	631	996	3,093
Toromont Industries Ltd.	11 - 15 Years	32	611	965	2,996
Toromont Industries Ltd.	11 - 15 Years	-	-	-	-
SmartREIT	11 - 15 Years	18	339	536	1,664
SmartREIT	11 - 15 Years	11	205	324	1,007
SmartREIT	11 - 15 Years	-	302	453	1,395
SmartREIT	6 - 10 Years	19	352	555	1,726
SmartREIT	6 - 10 Years	19	355	561	1,743
SmartREIT	6 - 10 Years	10	184	290	902
SmartREIT	6 - 10 Years	12	225	355	1,104
Optech	11 - 15 Years	20	373	589	1,830
Mircom	11 - 15 Years	10	187	295	917
Ripple Developments	0 - 5 Years	12	227	359	1,114
Mariott	16 - 20 Years	9	177	280	868
Courtyard by Marriott	16 - 20 Years	-	-	-	-
Ikea	16 - 20 Years	30	569	899	2,792
<b>Total Units</b>		<b>928</b>	<b>8,335</b>	<b>15,474</b>	
<b>TOTAL POPULATION IN NEW HOUSEHOLDS</b>					<b>46,046</b>

*Note: Population in New Households determined using PPU's consistent with those identified in the City of Vaughan 2018 Development Charges Background Study.*

*Source: Residential unit projections/timing based on those provided by the City of Vaughan and impacted landowners.*

**APPENDIX A - TABLE 2**  
**CITY OF VAUGHAN**  
**HISTORICAL HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE**

Dwelling Unit Type	Period of Construction										Period of Construction Summaries		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	Pre 2006	2006-2016	Total
<b>Singles &amp; Semis</b>													
Household Population	1,245	2,180	2,815	12,375	56,450	16,350	40,730	48,370	41,830	19,680	180,515	61,510	242,025
Households	420	765	955	4,020	17,275	4,615	11,305	13,080	11,215	5,385	52,435	16,600	69,035
Household Size	2.96	2.85	2.95	3.08	3.27	3.54	3.60	3.70	3.73	3.65	3.44	3.71	3.51
<b>Rows</b>													
Household Population	65	100	135	400	2,365	2,585	7,005	8,035	6,945	3,955	20,690	10,900	31,590
Households	25	50	45	160	790	860	2,315	2,425	2,165	1,410	6,670	3,575	10,245
Household Size	2.60	2.00	3.00	2.50	2.99	3.01	3.03	3.31	3.21	2.80	3.10	3.05	3.08
<b>Apartments (excl. Duplexes): Bachelor or 1BR</b>													
Household Population	0	0	85	100	215	255	290	720	1,880	2,390	1,180	2,600	3,780
Households	10	0	80	75	155	185	225	490	1,370	1,725	715	1,785	2,500
Household Size	n/a	n/a	1.06	1.33	1.39	1.38	1.29	1.47	1.37	1.39	1.65	1.46	1.51
<b>Apartments (excl. Duplexes): 2BR or more</b>													
Household Population	0	85	0	220	450	1,730	2,130	1,345	2,130	1,760	5,960	3,890	9,850
Households	0	45	0	125	250	945	1,185	705	1,105	980	3,255	2,085	5,340
Household Size	n/a	1.89	n/a	1.76	1.80	1.83	1.80	1.91	1.93	1.80	1.83	1.87	1.84
<b>Apartments (excl. Duplexes) - Total</b>													
Household Population	105	0	300	730	2,420	2,440	2,500	2,535	4,985	4,860	11,030	9,845	20,875
Households	60	20	180	330	1,385	1,385	1,300	1,355	2,885	2,990	6,015	5,875	11,890
Household Size	1.75	n/a	1.67	2.21	1.75	1.76	1.92	1.87	1.73	1.63	1.83	1.68	1.76
<b>Duplexes</b>													
Household Population	60	150	200	1,360	4,225	970	1,390	765	270	195	9,120	465	9,585
Households	20	55	80	485	1,325	315	420	235	85	65	2,935	150	3,085
Household Size	3.00	2.73	2.50	2.80	3.19	3.08	3.31	3.26	3.18	3.00	3.11	3.10	3.11
<b>All Units</b>													
Household Population	1,490	2,460	3,455	14,870	65,460	22,360	51,620	59,700	54,040	28,685	221,415	82,725	304,140
Households	520	890	1,265	5,000	20,775	7,170	15,345	17,090	16,355	9,850	68,055	26,205	94,260
Household Size	2.87	2.76	2.73	2.97	3.15	3.12	3.36	3.49	3.30	2.91	3.25	3.16	3.23

Note: Population and household values in this table are based on National Household Survey response rates and may differ from Census values  
Source: Statistics Canada, 2011 National Household Survey Special Run.

TABLE 3

**CITY OF VAUGHAN**  
**VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC**  
**SUMMARY OF NON-RESIDENTIAL DEVELOPMENT FORECAST - GROSS FLOOR AREA (m<sup>2</sup>) TO BUILD-OUT**

Landowner	Development Timing	Office	Population Related	Institution	GFA (m <sup>2</sup> )
Mobilio Developments	0 - 5 Years	-	112	-	112
Icono	0 - 5 Years	-	20,347	-	20,347
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	-	1,383	-	1,383
2748355 Canada Ltd.	0 - 5 Years	-	8,308	-	8,308
2748355 Canada Ltd.	6 - 10 Years	-	2,523	-	2,523
2748355 Canada Ltd.	6 - 10 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	87,913	-	-	87,913
2748355 Canada Ltd.	16 - 20 Years	87,913	3,588	-	91,501
2748355 Canada Ltd.	11 - 15 Years	-	3,478	-	3,478
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	0 - 5 Years	-	-	7,432	7,432
2748355 Canada Ltd.	11 - 15 Years	23,349	-	-	23,349
Toromont Industries Ltd.	6 - 10 Years	25,013	5,003	-	30,016
Toromont Industries Ltd.	11 - 15 Years	-	4,096	-	4,096
Toromont Industries Ltd.	11 - 15 Years	-	-	-	-
SmartREIT	11 - 15 Years	26,273	5,255	-	31,528
SmartREIT	11 - 15 Years	15,870	3,174	-	19,044
SmartREIT	11 - 15 Years	22,223	4,445	-	26,668
SmartREIT	6 - 10 Years	27,213	5,443	-	32,656
SmartREIT	6 - 10 Years	27,508	5,502	-	33,010
SmartREIT	6 - 10 Years	14,234	2,847	-	17,081
SmartREIT	6 - 10 Years	14,709	3,482	-	18,191
Optech	11 - 15 Years	-	2,500	-	2,500
Mircom	11 - 15 Years	-	828	-	828
Ripple Developments	0 - 5 Years	17,599	3,520	-	21,119
Mariott	16 - 20 Years	-	-	-	-
Courtyard by Mariott	16 - 20 Years	3,581	-	-	3,581
Ikea	16 - 20 Years	-	-	7,432	7,432
<b>TOTAL GROSS FLOOR AREA (m<sup>2</sup>)</b>					<b>494,096</b>
<b>TOTAL PROJECTED EMPLOYMENT</b>					<b>19,472</b>

*Source: Gross Floor Area projections/timing based on those provided by the City of Vaughan and impacted landowners.*



**APPENDIX B**

**AREA-SPECIFIC SANITARY SEWER SERVICES**

**TECHNICAL APPENDIX**

# APPENDIX B – AREA SPECIFIC SANITARY SEWER SERVICE

This appendix provides the detailed analysis undertaken to establish the area-specific development charge rates for the VMC West Interchange Sanitary Sewer Service Area for the provision of Sanitary Sewers.

The development-related capital program is based on as built costs for works north of Highway 7 as construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7. A map outlining the VMC West Interchange Sanitary Sewer service area is illustrated below (Figure 1). The projects identified in the capital program are required to service the demands of the anticipated development in the VMC West Service Area to occur over the planning period of 2021 to 2040.

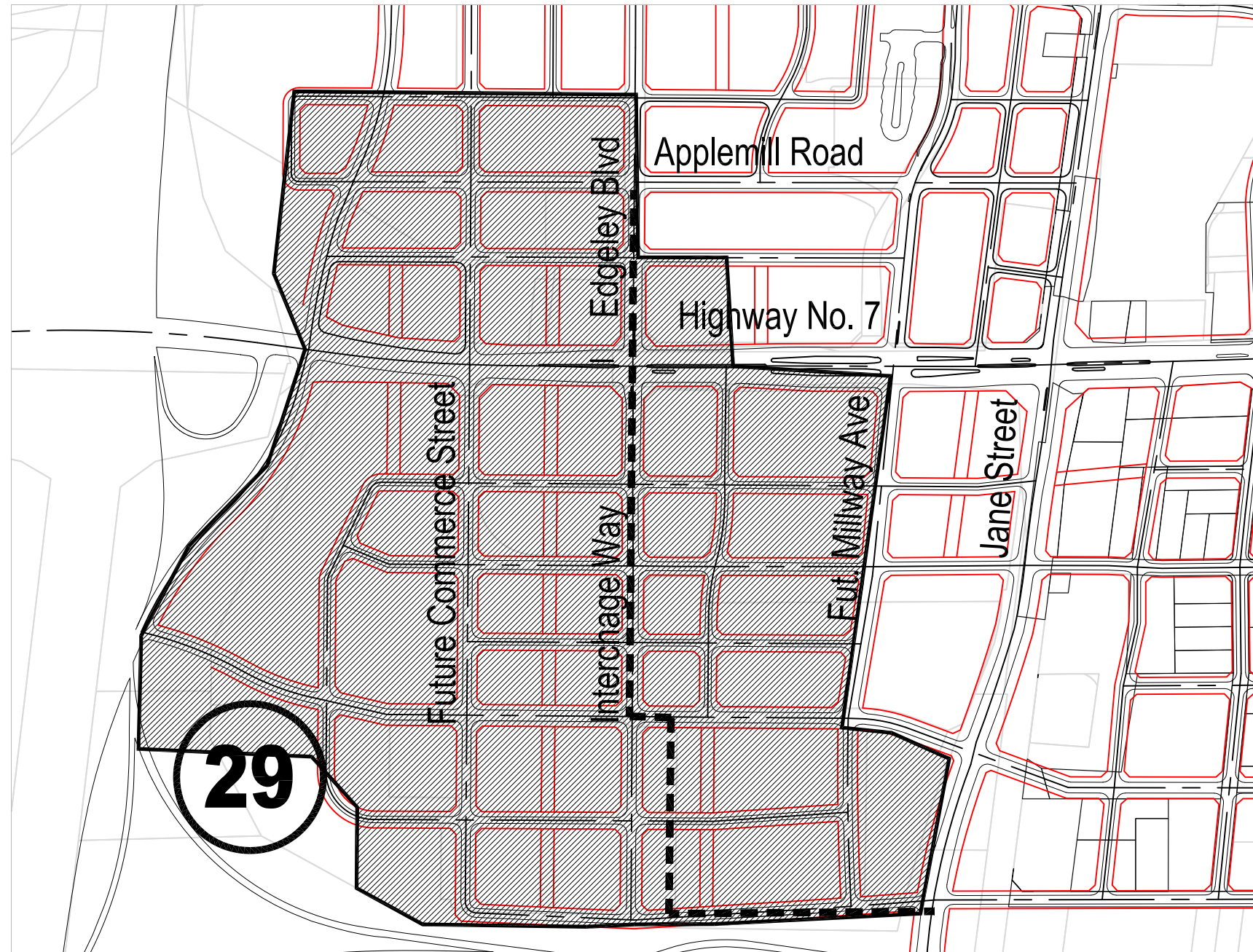
Table 1 provide details of the projects included in the area-specific infrastructure development charges calculations as well as the calculation of the Unadjusted Development Charges.

**Table 1: Development-Related Capital Program**

The 2021-2040 sanitary sewer capital program totals \$17.23 million and includes for the sanitary sewer improvements on Highway 7. The details, timing, and cost breakdown of each project are shown on Table 1.

- a) Phase 1: Construction South of Highway 7
- b) Phase 2: Construction North of Highway 7

Figure 1



## SCHEDULE "B"

### AREA SPECIFIC DEVELOPMENT CHARGES

**BY-LAW NUMBER:** 2021

PASSED THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021

SIGNING OFFICERS

MAYOR

CLERK

## VMC SW - SANITARY SEWER IMPROVEMENTS



SERVICE AREA

 PROPOSED SANITARY SEWER

**29** CITY BLOCK NUMBER



NOT TO SCALE



The 2021-2040 development-related costs included in the capital program are entirely recovered through future development charges. As the linear sanitary sewer infrastructure is anticipated to be entirely related to servicing new development, no benefit to existing share has been applied.

The entire \$17.23 million is identified as the net development-related share eligible for funding through development charges over the 2021 to 2040 planning period. Table 1 summarizes the Sanitary Services program and calculation of the unadjusted residential and non-residential development charges. The DC eligible share of \$17.23 million has been allocated 70 per cent to new residential development and 30 per cent to non-residential development. The allocation of costs is based on the future shares of population in new units and employment growth in new space. The residential share of the capital program totals \$12.06 million and, when divided by the forecast growth in population in new units (46,046), an unadjusted charge of \$262.01 per capita is the result.

The non-residential share is applied against the forecast increase in square metres of non-residential floor space by type of development. The \$5.17 million divided by the increase in square metres of non-residential building space (494,096), yields an unadjusted charge of \$10.46 per square metre.

### **Operating Cost Implications**

The DCA requires that a background study estimate the future tax supported operating cost implications of the development-related capital program contained in the study. The capital program contained in this background study relates to the provision of sewer services in VMC West.

Funds required for operating the water and sewer systems are generated through the utility rates. Any additional operating costs as a result of the capital program will be included in the rates.

TABLE 1

CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs			
					Replacement & BTE Shares		Available DC Reserves	2021- 2040	Post 2040
<b>1.0 Sanitary Sewer Improvements</b>									
1.0.1 Phase 1: Construction South of Highway 7	2021	\$ 12,234,731	\$ -	\$ 12,234,731	\$ -	\$ 12,234,731	\$ -	\$ 12,234,731	\$ -
1.0.2 Phase 2: Construction North of Highway 7	2022	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -
<i>Subtotal Sanitary Sewer Improvements</i>		<b>\$ 17,234,731</b>	<b>\$ -</b>	<b>\$ 17,234,731</b>	<b>\$ -</b>	<b>\$ 17,234,731</b>	<b>\$ -</b>	<b>\$ 17,234,731</b>	<b>\$ -</b>
<b>TOTAL Sanitary Sewer Improvements</b>		<b>\$ 17,234,731</b>	<b>\$ -</b>	<b>\$ 17,234,731</b>	<b>\$ -</b>	<b>\$ 17,234,731</b>	<b>\$ -</b>	<b>\$ 17,234,731</b>	<b>\$ -</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2021 - 2040 DC Eligible Costs	70%	\$12,064,311
20-Year Growth in Population in New Units		46,046
Unadjusted Development Charge Per Capita		<b>\$262.01</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2021 - 2040 DC Eligible Costs	30%	\$5,170,419
20-Year Growth in Square Metres		494,096
Unadjusted Development Charge Per Square Metre		<b>\$10.46</b>

## **APPENDIX C**

### **ASSET MANAGEMENT PLAN**

# APPENDIX C – ASSET MANAGEMENT PLAN

The Development Charges Act now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

## Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. The useful life assumptions were informed by the City of Vaughan Asset Management Plan

**Table 1 – Summary of Municipal Assets Considered**

Capital Projects	Estimated Useful Life
Engineered Infrastructure	
- Sanitary Sewers	60 years

## Annual Provision

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not development-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on information obtained from City staff on the useful life, capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been calculated for sanitary sewer service considered within the ASDC Background Study. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis.



Table 2 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2021-2040 DC recoverable portion. As shown in Table 2, by 2041, the City will need to fund an additional \$279,600 per annum in order to properly fund the full life cycle costs of the new assets related to all servicing costs supported under the development charges by-law for the VMC West Interchange Sanitary Sewer Area.

**Table 2 – Calculated Annual Provision by 2040**

Service	2021-2040 Capital Program		Calculated AMP Annal Provision by 2040	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Engineered Services	\$17,234,731	\$0	\$279,632	\$0
<b>Total 2040 Provisions</b>	<b>\$17,234,731</b>	<b>\$0</b>	<b>\$279,632</b>	<b>\$0</b>

## Financial Sustainability of the Program

### *Future Revenue Growth*

The calculated annual funding provision should be considered within the context of the City's projected growth. By 2040, the VMC West area is projected to increase by approximately 24,700 households. In addition, the VMC West area is expected to add 19,500 new employees that will result in approximately 494,100 square metres of additional non-residential building space.

This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the City's reserves for the future replacement of these assets.

### *Annual Budgetary Reviews*

In order to maintain, protect and manage the City's infrastructure and assets, staff monitor current levels of service and life cycle trends. These assessments are used to schedule appropriate activities, such as the relining of linear infrastructure.

### *The Program is Deemed Financially Sustainable*

The calculated annual provisions identified in Table 2 are considered financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual

operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

# *THE CITY OF VAUGHAN*

# *BY-LAW*

## BY-LAW NUMBER XXX-2021

**A By-Law to impose Area Specific Development Charges – VMC West – Interchange Sanitary Sewer Improvements.**

**WHEREAS** subsection 2(1) of the *Development Charges Act, 1997*, S.O. 1997, c.27 (the “**Act**”) provides that the council of a municipality may by By-Law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the By-Law applies;

**AND WHEREAS**, at the direction of the Council of The Corporation of The City of Vaughan (the “**Council**”), Hemson Consulting Ltd. has prepared an Area Specific Development Charge Background Study entitled “Development Charges Background Study for the VMC West Interchange Sanitary Sewer Works”, dated **March X, 2021** (the “**Background Study**”), which indicated that the development of any land within The Corporation of The City of Vaughan will increase the need for services as defined therein;

**AND WHEREAS** as of April 7, 2021, Council made the Background Study and draft version of this By-Law available to the public in accordance with the Act;

**AND WHEREAS** on May 12, 2021, Council held a public meeting at which all persons in attendance were provided with an opportunity to make representations relating to the draft By-Law in respect of the VMC West – Interchange Sanitary Sewer and the Background Study in accordance with the Act;

**AND WHEREAS** notice of the public meeting was given on **XXXXX date** in accordance with the Act and Ontario Regulation 82/98;

**AND WHEREAS** on **XXXXX date**, Council by resolution adopted the Background Study and determined that it was not necessary to hold any further public meetings in respect of this By-Law;

**AND WHEREAS** on **XXXXX date**, Council passed a By-Law to impose and provide for payment of area specific development charges for the VMC West – Interchange Sanitary Storm Improvements.

**NOW THEREFORE** the Council of The Corporation of The City of Vaughan enacts as follows:

## **DEFINITIONS**

1. For the following words and phrases if used in this By-Law:

- (1) **“accessory use”** means the use of any building or structure that is naturally and normally:
  - (a) incidental;
  - (b) subordinate to; and
  - (c) devoted exclusively to the main use on the same lot; and for the purpose of this By-Law, detached buildings or structures which are accessory uses shall not exceed 100 square metres of gross floor area;
- (2) **“agreement”** means a contract between the City and an owner and any amendment thereto;
- (3) **“agricultural use”** means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit, used, designed, or intended for use for the purpose of a bona fide farming operation, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities, and any other activities customarily carried on in the field of agriculture; but does not include a commercial use or a medical marijuana operation;
- (4) **“air supported structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“apartment building”** means a residential use building, or the residential use portion of a mixed-use building, other than a townhouse or stacked townhouse containing four or more dwelling units each of which shall have access to above grade common halls, stairs, elevators, and yards;
- (6) **“area specific development charge”** and **“special service area development charge”** mean a charge imposed with respect to growth-related net capital costs against a defined land area or per unit for specified services under the applicable By-Law;

- (7) **“atrium”** means a large open space extending through several floors in a building that is open to the ceiling;
- (8) **“basement”** means a storey, the floor of which is at least 0.75 metres below finished grade, provided that not more than one half of its height from the floor of the underside of the floor joist is below the finished grade;
- (9) **“building or structure”** means a permanent enclosed structure occupying an area greater than 10 square metres, consisting of a wall, roof, and/or floor, or any of them, or a structural system serving the function thereof, which includes, but is not limited to, air-supported structures or industrial tents; a canopy however shall not be considered a building or structure for the purpose of this By-Law and shall not attract development charges;
- (10) **“building permit”** means a permit issued under the *Building Code Act, 1992*, which permits the construction of a building or structure, or which permits the construction of the foundation of a building or structure;
- (11) **“canopy”** means an overhanging, projection, or covering connected to a principal use on the lands, such as over a gas bar or outdoor storage;
- (12) **“capital cost”** means costs incurred or proposed to be incurred by the City or a local board directly or by others on behalf of, and as authorized by, a Municipality or Local Board under an agreement, required for the provision of services designated in the By-Law within or outside the City:
- (a) to acquire land or an interest in land, including a leasehold interest;
  - (b) to improve land;
  - (c) to acquire, lease, construct, or improve buildings and structures;
  - (d) to acquire, lease, construct, or improve facilities including:
    - (i) rolling stock with an estimated useful life of seven (7) years or more years;
    - (ii) furniture and equipment, other than computer equipment; and
    - (iii) materials acquired for circulation, reference, or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, c. P. 44;
  - (e) to undertake studies in connection with any of the matters in clauses (a) to (d);

- (f) of the development charge background study required before enactment of this By-Law; and
- (g) of interest on money borrowed to pay for costs described in any of the matters in clauses (a) to (d);
- (13) **“cellar”** means the portion of a building below the lowest storey which has more than one-half of its height from the floor to the underside of the floor joists below the finished grade;
- (14) **“City”** means The Corporation of The City of Vaughan;
- (15) **“commercial parking garage”** means a building or structure, or any part thereof, which use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-Law shall not attract development charges for the purpose of this By-Law;
- (16) **“development”** means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, and includes redevelopment;
- (17) **“development charge”** means a charge imposed with respect to growth-related net capital costs against land under this By-Law;
- (18) **“duplex”** means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;
- (19) **“dwelling unit”** means a room or suite of two or more rooms, designed or intended for use by a single household in which sanitary conveniences are provided, and in which facilities are provided for cooking or the installation of cooking equipment;
- (20) **“engineering services”** means services related to a highway, and may include water supply services, waste water services, and storm water drainage and control services;
- (21) **“existing industrial building”** means an existing building or structure to be used, or designed or intended for:
  - (a) manufacturing, producing, processing, storing, or distributing something;

- (b) research or development in connection with manufacturing, producing, or processing something;
  - (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
  - (d) office or administrative purposes, if they are:
    - (i) carried out with respect to manufacturing, producing, processing, storage, or distributing of something; and
    - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
- (22) **“funeral home”** means a building or structure with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;
- (23) **“future development”** means development which requires a subsequent planning approval, in addition to a building permit, which planning approval shall include a site plan approval or the approval of a plan of condominium;
- (24) **“grade finished”** means the average elevation of the finished ground level at the wall(s);
- (25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
- (a) includes the floor area of a mezzanine and the space occupied by interior walls and partitions; and
  - (b) excludes in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium; and
  - (c) excludes the area of any self-contained structural shelf and rack storage facility approved by the Building Materials Evaluation Commission; and
  - (d) includes any part of a building or structure above or below grade used as a commercial parking garage; and



- (e) for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;
- (26) **“growth-related net capital cost”** means the portion of the net capital cost of services that is reasonably attributable to the need for such net capital costs that results or will result from development in all or a defined part of the City;
- (27) **“heritage property”** means a property that contains cultural heritage value as defined under the Ontario Heritage Act;
- (28) **“home occupation”** means an occupation permitted in a dwelling unit and which:
- (a) is clearly secondary to the use of the dwelling unit;
  - (b) does not change the external character of the dwelling unit; and
  - (c) does not create or become a public nuisance, in particular in respect to noise, traffic, or parking;
- (29) **“household”** means one or more persons occupying or sharing all areas of the dwelling unit;
- (30) **“large apartment”** means a dwelling unit in an apartment building or plex that is 700 square feet or larger in size;
- (31) **“live-work unit”** means a unit intended for both residential and non-residential uses concurrently;
- (32) **“local board”** means a local board as defined in section 1 of the Municipal Affairs Act, other than a board as defined in subsection 1(1) of the Education Act;
- (33) **“lot”** means a parcel of land fronting on a street separate from any abutting land to the extent that a subdivision or a consent contemplated by the Planning Act would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of a street;
- (34) **“medical marijuana operation”** means the cultivation, growth, harvesting, processing, composting, destruction, packaging, storage and distribution of plants or parts of plants of the genus Cannabis (marijuana) as lawfully permitted and authorized under the Government of Canada’s Marijuana for Medical Purposes Regulations;

- (35) **“mid-high density mixed-use”** means a building or structure used, designed, or intended for residential and non-residential uses, where:
- (a) the non-residential uses comprise not more than fifty percent (50%) of the gross floor area of the building;
  - (b) the non-residential uses comprise a minimum of five percent (5%) of the gross floor area of the building; and
  - (c) the residential portion of the building or structure is over five (5) storeys in height;
- (36) **“mixed-use building”** means a building or structure containing a residential and non-residential use other than a home occupation;
- (37) **“mezzanine”** means a mezzanine as defined in the Building Code Act;
- (38) **“multiple unit dwelling”** includes stacked townhouses, and all other residential uses that are not included in the definition of apartment, single detached dwelling, or semi-detached dwelling;
- (39) **“net area”** means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, storm water management facilities, buffers and road widenings along Regional Roads, and Ontario Hydro utility corridors, and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City;
- (40) **“net capital cost”** means the capital cost less capital grants, subsidies, and other contributions made to the City, or that the Council of the City anticipates will be made, including conveyances or payments under sections 42, 51, and 53 of the Planning Act in respect of the capital cost;
- (41) **“non-commercial parking garage”** means a building or structure, or any part thereof, that is not a commercial parking garage;
- (42) **“owner”** means the owner of the land or a person who has made an application for an approval of the development of the land upon which a development charge or an area specific development charge is imposed;
- (43) **“plex”** means a duplex, a semi-detached duplex, a triplex, or a semi-detached triplex;
- (44) **“re-development”** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-

- residential use or from a non-residential to residential use or from one residential use to another form of residential use;
- (45) “**semi-detached duplex**” means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;
  - (46) “**semi-detached dwelling**” means a building divided vertically into two dwelling units;
  - (47) “**semi-detached triplex**” means one of a pair of triplexes divided vertically one from the other by a party wall;
  - (48) “**services**” means services designated in this By-Law;
  - (49) “**single detached dwelling**” and “**single detached**” means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single-family dwelling for the purposes of this By-Law;
  - (50) “**small apartment**” means a dwelling unit in an apartment building or a plex that is less than 700 square feet in size;
  - (51) “**stacked townhouse**” means a building, other than a townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally, and each dwelling unit having an entrance to grade shared with no more than 3 other units;
  - (52) “**storey**” means the portion of a building other than the cellar or unfinished attic which lies between the surface of the floor and the surface of the next floor above, and if there is no floor above it, then the surface next above it, provided its height is not less than 2.3 metres;
  - (53) “**subdivision**” includes condominium;
  - (54) “**temporary sales centre**” means a Building, including a trailer, that is designed or intended to be temporary, or intended to be removed from the land or demolished after use and which is used exclusively as an Office or presentation centre, or both, for new building sales;
  - (55) “**triplex**” means a building comprising 3 dwelling units, each of which has a separate entrance to grade;

- (56) **“use, commercial”** means the use of any land, building or structure for the purpose of buying and selling commodities or supplying services as distinguished from such uses as manufacturing or assembly of goods, warehousing, and construction;
- (57) **“use, industrial”** means the use of any land, building or structure for construction, warehousing, manufacturing, processing, or assembly of materials to finished products or byproducts, including the storage of such materials and products;
- (58) **“use, institutional”** means the use of any land, building or structure by any organization owned or operated for religious, educational, charitable, recreational, or governmental purposes, whether or not supported in whole or in part by public funds;
- (59) **“use, non-residential”** means the use of any land, building or structure, or any part thereof, for use other than a residential use, and shall include commercial use, industrial use, and institutional use;
- (60) **“use, residential”** means the use of any land, building or structure for a single detached dwelling, semi-detached dwelling, multiple unit dwelling, apartment, or any other type of household or dwelling unit;

## **RULES – APPLICATION, EXEMPTIONS, AND EXCEPTIONS**

2.

- (1) This By-Law applies to all land and to all uses of any land, building or structure within the City whether or not the land, building or structure, or use thereof, is exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31;
- (2) Despite subsection (1), this By-Law does not apply to any land, building or structure within the City owned by and used for the purposes of:
  - (a) a local board;
  - (b) a board of education as defined in section 1(1) of the *Education Act*
  - (c) the City or any local board thereof and, without limiting the generality of the foregoing, including land leased from the Crown in right of Canada or Ontario located within the Parkway Belt Planning Area as defined in Regulation 744, paragraph 16 of the Revised Regulations of Ontario, 1990, provided the same is used for institutional use purposes of a not-for-profit nature;
  - (d) lands, buildings or structures owned by Metrolinx and used for transit related purposes;

- (e) any area municipality within the Regional Municipality of York;
  - (f) the Regional Municipality of York or any local board thereof; and
  - (g) a public hospital receiving aid under the Public Hospitals Act;
- (3) Development charges for the services designated in Schedule A shall be imposed upon the service area in Schedule B, specified in Schedule A, and shall be collected in accordance with this By-Law on development for residential use or non-residential use purposes;
- (4) Development charges provided for in subsection (3) apply where the development requires:
- (a) the passing of a zoning By-Law or of an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, c.P.13;
  - (b) the approval of a minor variance under Section 45 of the Planning Act, R.S.O. 1990, c.P.13;
  - (c) a conveyance of land to which a By-Law passed under subsection 50(7) of the Planning Act, R.S.O. 1990, c.P.13 applies;
  - (d) the approval of a plan of subdivision under Section 51 of the Planning Act, R.S.O. 1990, c.P.13;
  - (e) a consent under Section 53 of the Planning Act, R.S.O. 1990, c.P.13;
  - (f) the approval of a description under Section 50 of the Condominium Act, 1998, S.O. 1998, c.19; or
  - (g) the issuing of a permit under the Building Code Act, 1992, S.O. 1992 c.23 in relation to a building or structure;
- (5) The City shall not apply more than one development charge provided for in this By-Law on land even though two or more of the actions described in paragraphs 2(4)(a) to (g) are required before the land can be developed;
- (6) Despite subsection (5), if two or more of the actions described in paragraphs 3(2)(a) to (g) occur at different times and if the subsequent action or actions has the effect of increasing the need for services, a development charge shall be imposed, calculated, and collected pursuant to subsection (3) limited to the increase;

- (7) Notwithstanding any other provisions of this By-Law, a building or structure shall be exempt from the payment of development charges provided that it is for:
- (a) a temporary use permitted under a zoning By-Law enacted under Section 39 of the Planning Act, R.S.O. 1990, c.P.13;
  - (b) an accessory use and, without restricting the generality of the foregoing, including a tent or canopy used on a temporary or seasonal basis;
  - (c) a home occupation;
  - (d) an agricultural use;
  - (e) a renovation of an existing building which does not alter, if a residential use, the number of units, or, if a non-residential use, the gross floor area thereof;
  - (f) a temporary sales centre;
  - (g) the relocation of a built heritage structure that is listed under Section 27 of the Ontario Heritage Act or designated under Part IV or V of the Ontario Heritage Act; or
  - (h) Land, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act or any successor thereto, including mausoleums and columbariums, but excluding funeral homes; or
  - (i) Buildings or structures owned by and used for the purpose of a conservation authority, unless such buildings or structures are used primarily for, or in connection with (i) recreational purposes for which the conservation authority charges admission, or (ii) any commercial use;
- (8) Area specific development charges paid hereunder shall be maintained in a separate reserve fund or funds and shall be used only for the services specified in Schedule A;

## **ADMINISTRATION**

### **Payment of Development Charges**

- 3.
- (1) All development charges payable shall be paid by certified funds to the City Treasurer;

- (2) Subject to subsections 3(3), 3(4) and 3(5) of this By-Law, development charges imposed shall be calculated as of, and shall be payable on, the date a building permit is issued in respect of a building or structure on land to which a development charge applies, and no building permit shall be issued until the development charge is paid in full;
- (3) Notwithstanding subsection 3(2) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, the development charge shall be payable, subject to any applicable exemptions or reductions contained in this By-Law:
  - (a) In respect of an approval of a plan of subdivision pursuant to section 51 of the *Planning Act*, 1990 R.S.O. 1990, c.P.13, immediately upon entering into the subdivision agreement; and
  - (b) In respect of the granting of a consent pursuant to section 53 of the *Planning Act*, 1990 R.S.O. 1990, c.P.13, immediately upon entering into an agreement made as a condition of the granting of such consent;
- (4) Where the City and owner(s) of the land have entered into an agreement pursuant to section 27 of the Act in respect of the timing of the payment of a development charge or a portion thereof, the terms of such agreement shall prevail over the provisions of this By-Law, including subsections 3(2), 3(3) and 3(5) of this By-Law;
- (5) Notwithstanding subsections 3(2) and 3(3) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, developments that are eligible pursuant to sections 26.1 or 26.2 of the Act shall have development charges calculated and payable in accordance with section 26.1 and/or 26.2 of the Act and interest thereon shall be calculated and payable in accordance with the City's policy, entitled "DC Interest Policy Under Sections 26.1 and 26.2 of the Development Charges Act, 1997", as amended from time to time;
- (6) If a use of any land, building or structure that constitutes development does not require the issuing of a building permit but requires one or more of the actions listed in subsection 2(4)(a) to (g) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in subsection 2(4)(a) to (g) required, or on a date set by agreement;
- (7) Nothing in this By-Law shall prevent Council from requiring, as a condition of any approval pursuant to the *Planning Act*, 1990 R.S.O. 1990, c.P.13, that the owner(s) of land install such local services as Council may require in accordance with the City's policy in respect of local services;



## **Credits**

4.
  - (1) Where the City permits the provision of services in lieu of the payment of all or any portion of a development charge, the City shall give a credit for an amount equal to the reasonable cost to the owner of providing the services, as determined by the City, provided such credit shall relate only to the portion of the development charge attributable to the services provided, unless otherwise agreed by the City;
  - (2) The City may by agreement permit an owner to provide services additional to or of a greater size or capacity than is required, and the City may give a credit for an amount up to the reasonable cost to the owner of providing the services as determined by the City, provided that no such credit may be given for any part of the cost of work that relates to an increase in the level of service that exceeds the average level of service described in Paragraph 4 of Subsection 5(1) of the Development Charges Act, 1997;

## **Semi-Annual Adjustment**

5.
  - (1) The development charges established pursuant to Section 2 of this By-Law shall be adjusted semi-annually, without amendment to this By-Law, as of the 1<sup>st</sup> day of January and the 1<sup>st</sup> day of July in each year, commencing on July 1, 2021, in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (Catalogue No. 62-007 CANSIM II Table 327 – 0039);

## **GENERAL**

### **Term**

6.
  - (1) This By-Law shall come into force and effect on the date of enactment;
  - (2) This By-Law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent By-Law;
  - (3) Nothing in this By-Law shall be construed so as to commit or require the City to authorize or proceed with any specific capital project at any specific time;

### **Transitional Provisions**

7.
  - (1) If before the coming into force of this By-Law an owner or previous owner has made a payment for services described in this By-Law, or provided services in lieu thereof, no payment as required under this By-Law and no credits or refunds shall apply;

## **Schedules**

8.

- (1) Schedules A and B are attached hereto and form part of this By-Law;

## **Repeal**

9.

- (1) By-Law 094-2018 shall be and is hereby repealed effective on the date that this By-Law comes into force and effect;

## **Registration**

10.

- (1) A certified copy of this By-Law may be registered in the By-Law register in the York Region Land Registry Office and/or against the title to any land to which this By-Law applies;

## **Severability**

11.

- (1) In the event that any provision of this By-Law is found by a court or tribunal of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this By-Law shall remain in full force and effect;

## **Headings**

12.

- (1) The headings inserted in this By-Law are for convenience of reference only and shall not affect the interpretation of this By-Law;

## **Short Title**

13.

- (1) This By-Law may be cited as the Area Specific Development Charges By-Law – VMC West – Interchange Sanitary Sewer, 2021.

Enacted by City of Vaughan Council this XX<sup>rd</sup> day of June, 2021.

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Hon. Maurizio Bevilacqua, Mayor

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Todd Coles, City Clerk

Authorized by Item No. X of Report No. X  
of the Committee of the Whole  
Adopted by Vaughan City Council on June 8, 2021

**Schedule A:**

**Area Specific Development Charge Calculation**

<b>Service</b>	<b>Net Capital Cost</b>
VMC West – Interchange Sanitary Sewer Improvements	\$17,234,731

<b>Rate per Singles/Semis</b>	<b>Rate Per Townhouses &amp; Multiples</b>	<b>Rate Per Large Apt</b>	<b>Rate Per Small Apt</b>	<b>Rate Per M<sup>2</sup> Non- Residential</b>
\$954	\$786	\$582	\$419	\$10.46

**Schedule B:**



## Council Information Session

# Edgeley Pond and Park and Black Creek Channel Works ASDC Study and By-law



CITY OF VAUGHAN

April 7<sup>th</sup> 2021

HEMSON

# Background and Study Objectives

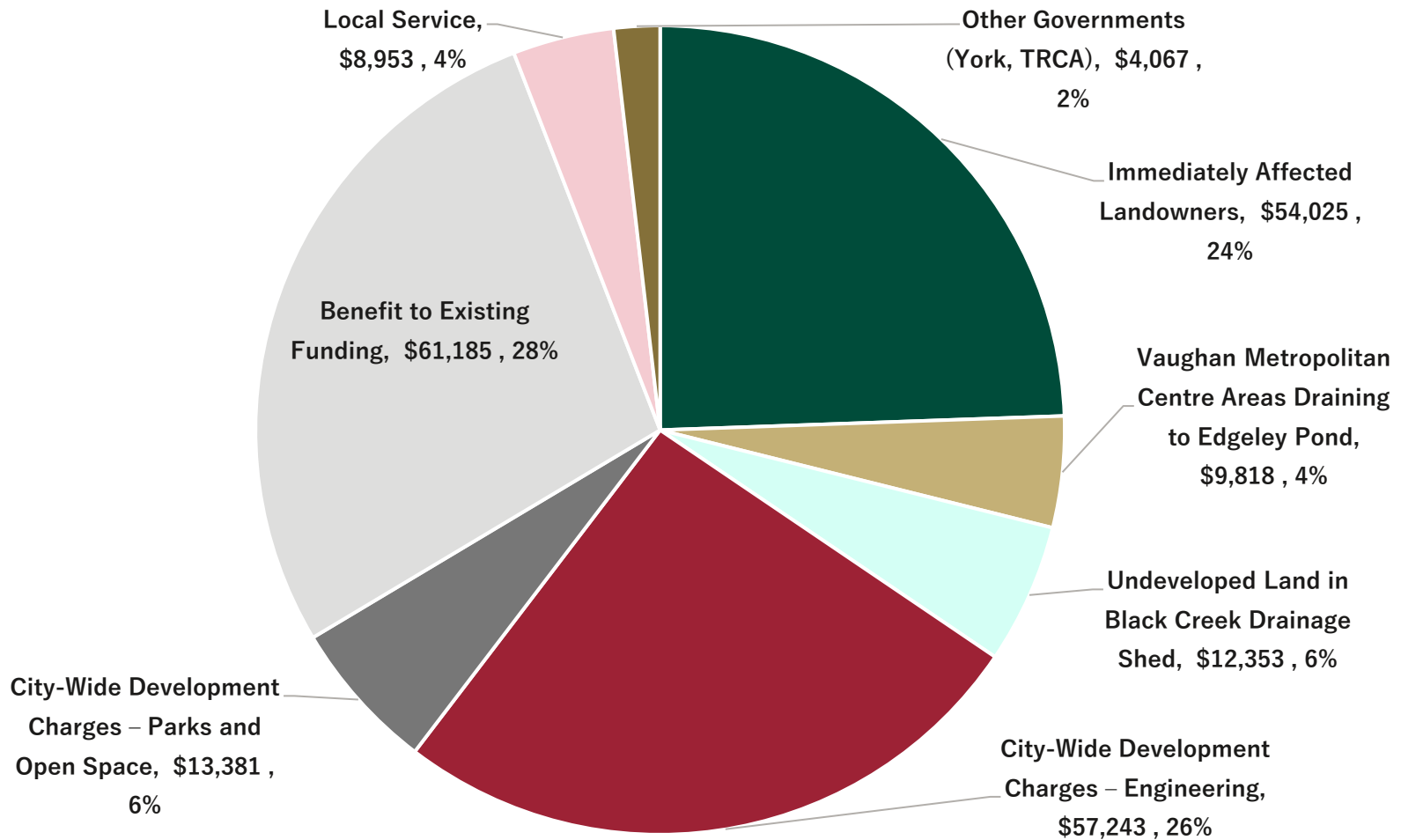
- The initial Black Creek Financial Strategy was prepared through a lengthy consultation process that occurred over several years, with final approval reached in 2016
- In 2016, the infrastructure was estimated to cost approx. \$96.5M and resulted in costs being allocated across several funding sources:
  - Immediately Affected Landowners(ASDC–Map 1)
  - VMC Areas Draining into Edgeley Pond (ASDC–Map 2)
  - Undeveloped Lands in the Black Creek Drainage Shed (ASDC–Map 3)
  - City-Wide Future Development
  - Benefit to Existing (to be funded from Storm Water rates or other non-dc sources)



# Background and Study Objectives

- The City passed By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Black Creek Channel Works which came into effect on July 1<sup>st</sup> 2016
- The DCA requires that the by-law be updated every 5 years.
  - Existing by-law expires July 2<sup>nd</sup> 2021 and a new by-law needs to be passed in advance of this date.
- Hemson has been working with both DTAH and the City to update the comprehensive financial strategy to allocate costs across funding sources based on Engineering rationale
- Consultation with key stakeholders

# Summary of ASDC Capital Program: \$221.0 Million



Graph figures in (\$000)

# Cost Comparison: 2016 vs. 2021 Study (\$000)

Description	2016 Cost	2021 Cost	Difference (\$)	Difference (%)
Immediately Affected Landowners	\$ 13,024	\$ 54,025	\$ 41,000	315%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$ 2,613	\$ 9,818	\$ 7,206	276%
Undeveloped Land in Black Creek Drainage Shed	\$ 2,978	\$ 12,353	\$ 9,375	315%
City-Wide Development Charges – Engineering	\$ 33,000	\$ 57,243	\$ 24,243	73%
City-Wide Development Charges – Parks and Open Space	\$ 7,926	\$ 13,381	\$ 5,455	69%
Parks 10% Discount – Tax	\$ 881	\$ -	-\$ 881	-100%
Benefit to Existing Funding	\$ 17,174	\$ 61,185	\$ 44,011	256%
Local Service	\$ 17,071	\$ 8,953	-\$ 8,118	-48%
Other Governments (York, TRCA)	\$ 1,931	\$ 4,067	\$ 2,136	111%
<b>Totals*</b>	<b>\$ 96,598</b>	<b>\$ 221,026</b>	<b>\$ 124,427</b>	<b>129%</b>
<b>Totals (Adjust. For Index)</b>	<b>\$ 110,000</b>	<b>\$ 221,026</b>	<b>\$ 2,136</b>	<b>101%</b>

*Note\*: 2016 Costs illustrate the figures as presented in the 2016 ASDC Study and not indexed to current dollars*

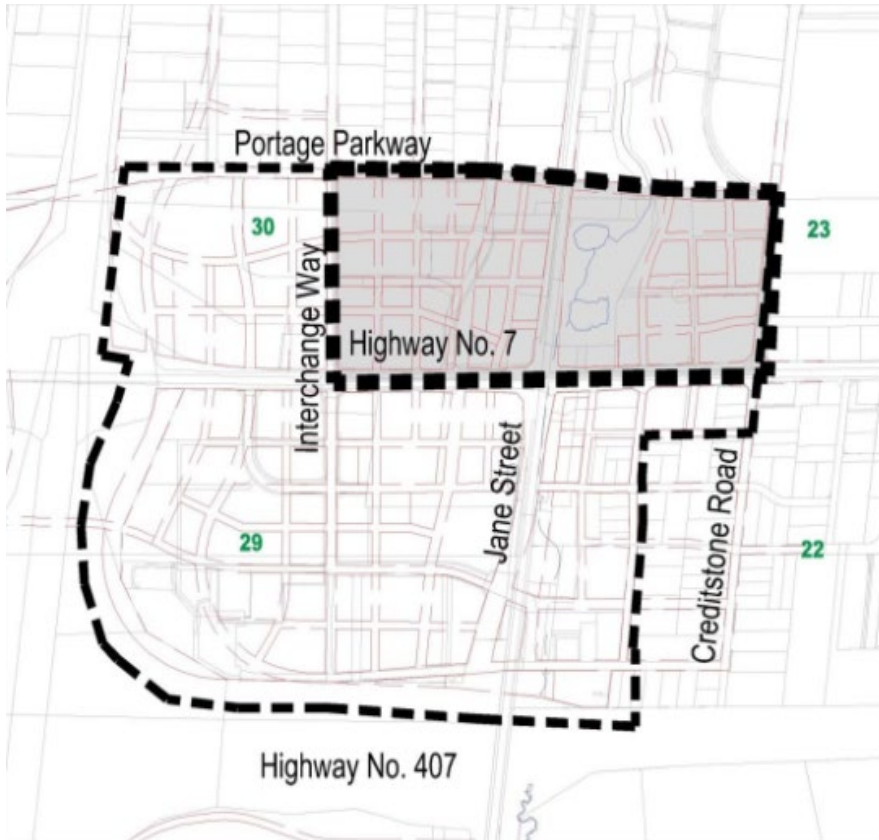
# Map 1: Edgeley Pond and Black Creek Channel Works – Immediately Affected Landowners



- Net Benefitting Area: **5.78 ha**
- Calculated Rate: **\$9,467,470 per net Hectare**

Current Rate	Calculated Rate	Difference (\$)	Difference (%)
\$2,972,699	\$9,467,470	\$6,494,771	218%

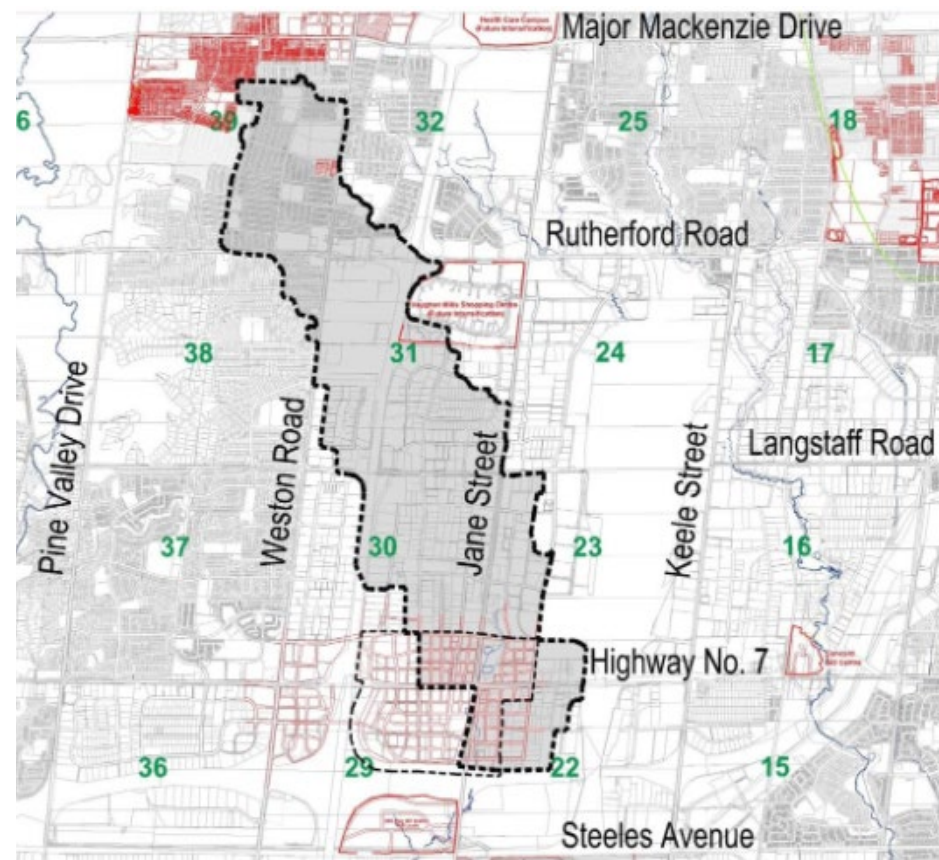
## Map 2: Edgeley Pond and Black Creek Channel Works – VMC Draining to Edgeley Pond



- Net Benefitting Area: **20.06 ha**
- Calculated Rate: **\$465,823 per net Hectare**

Current Rate	Calculated Rate	Difference (\$)	Difference (%)
\$98,656	\$465,823	\$367,167	372%

# Map 3: Edgeley Pond and Black Creek Channel Works – Undeveloped Lands in the Black Creek Drainage Shed



- Net Benefitting Area: **144.58 ha**
- Calculated Rate: **\$96,260 per net Hectare**

Current Rate	Calculated Rate	Difference (\$)	Difference (%)
\$26,695	\$96,260	\$69,565	261%



# Key Considerations

1. Land Acquisition Costs represent \$80 Million (or 36%) of the total \$221 Million Capital Program
  - Land acquisition costs included in the analysis have already been reduced to consider possible “savings” by acquiring parcels from provincial/regional authorities or any opportunity to resell residual lands acquired.
2. Edgeley Pond Improvement Costs have increased by over 200% since 2016
3. Inclusion of Culvert under Highway 7 expenses (not considered in 2016).
  - Does include a regional share for recovery
4. BTE share represents a proportionately higher share of total costs due to increased costs of pond works (which have a higher BTE than Channelization works)
  - 2021: \$61 million and 28% of total cost
  - 2016: \$17 Million and 18% of total cost
5. Net developable Areas has been reduced since 2016 (as development has occurred)



## Next Steps

- Continue discussions with external stakeholders (ongoing over the next several months)
- Draft DC Background Study is now made public for review and comments
- Statutory Public Meeting: May 12<sup>th</sup> 2021
- Passage of By-law by Council: June 8th 2021

## Committee of the Whole (1) Report

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**DATE:** Wednesday, April 7, 2021

**WARD(S):** ALL

**TITLE: ACCESSIBILITY ADVISORY COMMITTEE – RECRUITMENT OF ONE (1) CITIZEN MEMBER**

**FROM:**

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

**ACTION:** DECISION

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**Purpose**

To seek Council's direction with respect to recruiting one (1) citizen member to the Accessibility Advisory Committee in a vacancy caused due to a resignation.

**Report Highlights**

- Franca Porcelli resigned from the Accessibility Advisory Committee.
- Council's direction is required to fill the vacancy caused due to the resignation.

**Recommendation**

1. That the Office of the City Clerk be directed to advertise and recruit 1 (one) citizen member to fill the vacancy caused due to the resignation of a member.

**Background**

At its meeting on March 10, 2021, Council approved the following recommendation (Committee of the Whole Report 11, Item No.9):

- 1) That recommendation 1 contained in the report of the Deputy City Manager, Administrative Services and City Solicitor dated March 8, 2021, be approved; and
- 2) That the decision on advertising and recruiting 1 (one) citizen member be deferred to the April 7, 2021 Committee of the Whole (1) meeting.

## **Previous Reports/Authority**

[Extract from Council meeting minutes of March 10, 2021 \(Item 9, Report No. 11\).](#)

## **Analysis and Options**

The City of Vaughan's Accessibility Advisory Committee has an overall mandate to advise Council to support the City's work in identifying and removing barriers to lay the foundation for a barrier-free, inclusive City.

The objectives of the Accessibility Advisory Committee are as follows:

- advise Council about the requirements and implementation of accessibility standards and the preparation of accessibility reports;
- work on initiatives that promote accessibility;
- assist in the preparation and implementation of the City's multi-year Accessibility Plan; and
- provide guidance, address and identify the needs of the community by the removal and prevention of barriers in the City of Vaughan's by-laws, facilities, policies, programs, practices, initiatives and services.

According to its Terms of Reference, the Accessibility Advisory Committee is composed of one (1) Member of Council and nine (9) citizen members. Members are appointed by Council, and any changes to the membership require Council approval.

## **Financial Impact**

There is no financial impact associated with this report.

## **Broader Regional Impacts/Considerations**

There are no Regional Impacts/Considerations associated with this report.

## **Conclusion**

Staff is requesting that Council consider filling the vacancy of one (1) citizen member to the Accessibility Advisory Committee caused due to the resignation of a member.

**For more information**, please contact Todd Coles, City Clerk, Extension 8281

## **Attachments**

None.

**Prepared by**

John Britto, Council / Committee Administrator: [john.britto@vaughan.ca](mailto:john.britto@vaughan.ca).

**Approved by**



Wendy Law  
Deputy City Manager,  
Administrative Services & City Solicitor

**Reviewed by**



Jim Harnum, City Manager

## Committee of the Whole (1) Report

---

**DATE:** Wednesday, April 7, 2021

**WARD(S):** ALL

**TITLE:** METROLINX INITIATIVES UPDATE SPRING 2021

**FROM:**

Nick Spensieri, Deputy City Manager, Infrastructure Development

**ACTION:** FOR INFORMATION

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**Purpose**

To provide a status update of recent Metrolinx initiatives in Vaughan related to Metrolinx's GO Expansion project and the Yonge North Subway Extension.

**Report Highlights**

- A new pedestrian bridge over the GO railway tracks at Rutherford Station was successfully installed and the GO east platform will be opened later in 2021
- Environmental Project Report Addendum for GO Expansion Program which includes McNaughton Road Grade Separation was issued on February 22, 2021 for a 30-day public review
- Metrolinx released the Initial Business Case for Queen Street-Highway 7 Bus Rapid Transit in December 2020
- The Concord GO Centre Mobility Hub Study and Transportation Master Plan are on hold to consider the implications of a recently approved Minister's Zoning Order
- The Yonge North Subway Extension Initial Business Case was publicly released on March 18, 2021

**Recommendations**

1. That the presentation from Metrolinx staff on the results of the Initial Business Case and the current status of the Yonge North Subway Extension be received.

## **Background**

### **A new pedestrian bridge over the GO railway was successfully lifted into place as part of the Rutherford Road Grade Separation and Rutherford GO Station Expansion**

A new pedestrian bridge was successfully lifted into place in December 2020. This bridge will connect the fourth floor of the new parking structure at the Rutherford GO station to the future east rail platform, which will be opened later this year. Commuters will be able to use this pedestrian bridge to cross over the tracks to access GO trains from the east platform. Customers who wish to access the east platform arriving at ground level – such as transit users, pedestrians, or cyclists – will also be able to access the east platform via a pedestrian tunnel underpass.

The bridge lift is a key achievement, bringing customers closer to a new and improved Rutherford GO Station, with more parking spaces, a new station building, and modern customer amenities.

Another important project milestone is the east diversion track for service. The switchover of track service took place March 26<sup>th</sup> to 29<sup>th</sup>, 2021 resulting in a temporary road closure of Rutherford Road during this period. The diversion allows for the construction to continue on the west half of the rail-over-road grade separation. Communication materials for this work will continue to be shared via the Metrolinx Community Office.

### **Environmental Project Report Addendum for GO Expansion Program - GO Rail Network Electrification Transit Project Assessment Process was issued on February 22, 2021 for a 30-day public review**

Notice of Environmental Project Report Addendum for GO Expansion Program - GO Rail Network Electrification Transit Project Assessment Process (TPAP) was issued on February 22, 2021. The EPR Addendum for the GO Rail Network Electrification Project was available for a 30-day public review period between February 23 and March 24, 2021. Included in this TPAP addendum for the GO expansion program is McNaughton Road grade separation over the Barrie GO railway.

The McNaughton Road Grade Separation project will be separating the tracks from the road to ensure safety when Metrolinx increases GO train service. This grade separation work is deemed to present significant changes to a previously approved Barrie Rail Corridor Expansion Project Transit Project Assessment Process Environmental Project Report (BRCE EPR). This led to a reassessment of the effects associated with the

project, the identification of potentially new mitigation measures, and potentially new monitoring systems. Through the TPAP Addendum process, the public was consulted through an open house held in February 2020 and a virtual open house held from August 18 to September 1, 2020. The City along with York Region and other agencies were consulted via a series of Technical Advisory Committee meetings. Metrolinx has prepared a draft EPR for municipalities' and agencies to review. City staff have reviewed the documents and provided comments back to Metrolinx in October 2020.

### **York Region Highway 7 BRT Initial Business Case - Queen Street BRT (Hwy 7)**

One of the key strategies of the 2041 Regional Transportation Plan is the implementation of the Frequent Rapid Transit Network (FRTN). The bus rapid transit (BRT) projects along Queen Street in the City of Brampton and Highway 7 in Vaughan will connect to the existing Viva Network were included in the FRTN and identified as Priority In-Development projects. The Queen Street – Highway 7 Corridor is a crucial transportation corridor connecting people through the cities of Brampton and Vaughan, to and from key transportation generators such as York University, Downtown Brampton, and Downtown Toronto via TTC subway at Vaughan Metropolitan Centre station.

The Brampton Queen Street – York Region Highway 7 BRT Planning Study and [Initial Business Case](#) (IBC) defines three (3) transit service concept options and three (3) infrastructure options for the Queen Street – Highway 7 BRT. The transit service concept options were evaluated, and a preferred option was used to inform the evaluation of the infrastructure options according to the framework, including the Strategic, Economic, Financial, and Deliverability and Operations cases. All options that were considered provided different levels of increased transit service and supportive infrastructure. The IBC recommends a preferred service option and dedicated bus infrastructure to support a BRT corridor moving into the Preliminary Design Business Case phase. The three transit service options considered were:

- Option 1: Single main BRT trunk route
- Option 2: Two main BRT trunk routes
- Option 3: Two main BRT trunk routes and Priority Bus routes

The recommended service option is a single main BRT trunk route plus the addition of the feeder priority routes, a combination of service options 1 and 3.



The IBC identifies several optimization strategies to be considered during the Preliminary Design Business Case for the Queen Street – Highway 7 BRT. The final solution will be defined through further analysis of the impacts, costs, and benefits.

### **Participating Landowners within Block 27 have initiated the Block Plan Application process**

Participating Landowners within Block 27 (collectively known as the Block 27 Landowners Group Inc.) have initiated the Block Plan Application process with the submission of a draft Block Plan/Master Environment and Servicing Plan (MESP) Terms of Reference for the Block 27 New Community Area. The current version of the draft Block Plan and MESP Terms of Reference is under review with the City and external agencies. A draft Terms of Reference establishing the scope of work to be undertaken as part of the Environmental Assessment(s) (EAs) for the collector street network within Block 27 has also been submitted and is currently under review with the City and external agencies.

### **The Concord GO Centre Mobility Hub Study and Transportation Master Plan are on hold to consider the implications of a recently approved Minister's Zoning Order that prescribes land uses, heights and densities in the Study area and adjacent lands**

The purpose of the Concord GO Centre Mobility Hub Study (MHS) and Transportation Master Plan (TMP) is to establish the policy framework to build a complete community around a potential GO Station in the area of Highway 7 and Bowes Road. In October 2020, Vaughan Council supported a proposed Minister's Zoning Order (MZO) for lands generally located on the north side of Highway 7 from Keele Street to the Barrie GO Rail Line. In March 2021, the Minister of Municipal Affairs and Housing approved the MZO which generally permits high-rise mixed land uses, with heights ranging from 16 to 40 storeys. A block of land located west of the Barrie GO Rail Line, on the north side of Highway 7, with a 30 metre setback from the rail corridor, permits a transit station and transit elements. Staff are currently reviewing the MZO to understand the implications to the scope, schedule and budget for both the MHS and TMP.

### **The Initial Business Case for the Yonge North Subway Extension project was publicly released on March 18, 2021**

Yonge North Subway Extension (YNSE) Project is a cross-jurisdictional transit priority project included in the 2041 Regional Transportation Plan (RTP) that will support growth in York Region and City of Toronto.

Metrolinx is advancing the preliminary design and engineering for the YNSE project to inform an “Initial Business Case” which was released on March 18, 2021. As part of this process, Metrolinx has examined a number of project features to test against the original Transit Project Assessment Process (TPAP) – approved alignment. The [Initial Business Case](#) (IBC) includes the review of technical and costing alternatives for three different subway alignments, stations numbers and different tunnel types (referred to as light blue, dark blue and magenta alignments) as shown in **Attachment 1**. Metrolinx has provided preliminary costing information which confirms that the full scope of the original six-station TPAP-approved YNSE project cannot fit within the \$5.6B cost envelope.

A new “reference alignment” has been identified by Metrolinx for the project to proceed into the next stage of preliminary engineering. This new “reference alignment” has been identified within the [IBC Supplementary Analysis](#). This stage will be followed by a Preliminary Design Business Case and a Full Business Case. Changes to the original TPAP includes an alignment that has shifted away from Yonge Street within the northern sections of the project as shown in **Attachment 2**. After tunneling under the East Don River and jogging west, the subway tunnel will head east at Royal Orchard Boulevard toward the CN right-of-way. The subway will run at-grade north of Holy Cross Cemetery through the Langstaff Gateway and within Richmond Hill Centre.

The reference alignment is recommended based on the following projections:

- Key transit benefits
- A greater number of stations
- Design innovations
- Fits within the \$5.6 billion funding envelope

In addition, The recommended alignment includes three stations – Steeles (below grade), Bridge (at grade under Highway 7 and Highway 407) and High Tech (at grade at Richmond Hill Centre). A fourth station or the protection of future stations can be afforded at Cummer, Clark or Royal Orchard.

### **Maple GO station improvements are now scheduled to begin in early 2022**

Construction of improvements at Maple GO station are scheduled to begin in early 2022, following a detailed design and tender process which will conclude late 2021. As noted in previous reports, the improvements include a new station platform and second track, increased capacity and improved circulation for pick-up/drop-off activities, and better integration with surrounding development including a weather-protected tunnel from Eagle Rock Way to the station platforms.

In addition, key pieces of City-owned infrastructure will be constructed by Metrolinx as part of this project. This includes an extension of Eagle Rock Way with enhanced landscaping and space for additional transit buses, an active transportation bridge over

Major Mackenzie Drive, and assorted utility replacements. The roles and responsibilities for the construction and long-term maintenance of new City-owned infrastructure are detailed in a Memorandum of Understanding which is currently being finalized. Signing authority for the Memorandum of Understanding was obtained from Council in November 2020.

### **Previous Reports/Authority**

November 3, 2020, Committee of the Whole (1), [Metrolinx Initiatives Update Q4 2020](#)

November 10, 2020, Committee of the Whole (2), [Maple GO Station – Memorandum of Understanding](#)

May 20, 2020, Committee of the Whole (2), [Metrolinx Activities Update – Spring 2020](#)

November 5, 2019, Committee of the Whole (1) (Item 7, Report No. 34), [Metrolinx Activities Update – Fall 2019](#)

May 7, 2019, Committee of the Whole (Item 12, Report No. 17), [Metrolinx Activities Update](#)

April 11, 2018, Committee of the Whole (Item 9, Report No. 14), [Metrolinx Draft 2041 Regional Transportation Plan and Regional Express Rail Initiatives Update](#)

November 13, 2017, Committee of the Whole (Working Session) (Item 2, Report No. 41), [Metrolinx Draft 2041 Regional Transportation Plan](#)

May 16, 2017, Committee of the Whole (Working Session) (Item 1, Report No. 19), [Metrolinx Regional Express Rail Update](#)

### **Analysis and Options**

**City staff continue to engage with the Block 27 Landowner's Group and are providing updates on the delivery of the Kirby GO station as they are made available**

As the Block 27 Landowner's Group begins their work with Metrolinx in delivering the Kirby GO station under the Market Driven Approach, the City will continue to plan for infrastructure to support the lands surrounding the Kirby GO station such as the Kirby Road Widening Environmental Assessment Study from Jane Street to Dufferin Street,

which was initiated in September 2019.

### **Financial Impact**

There are no immediate financial impacts associated with this report.

### **Broader Regional Impacts/Considerations**

In support of the development of the new communities, a future Kirby GO station and the Highway 400 Employment Lands, the deployment of York Region Transit's Frequent Transit Network along Kirby Road, Jane Street and Weston Road should be expedited to continue to provide convenient sustainable transportation options in these areas. Staff will continue to work with York Region and York Region Transit to ensure appropriate sustainable transportation options are reviewed for implementation in these areas.

Queen Street-Highway 7 BRT is an important transportation corridor connecting people through the cities of Brampton and Vaughan, to and from key transportation generators such as York University, Downtown Brampton, and Downtown Toronto via TTC subway at Vaughan Metropolitan Centre station. The completion of this corridor will also unlock development potentials along the corridor. Staff will continue to work with Brampton, Metrolinx and York Region Rapid Transit Corporation to ensure appropriate transportation options are considered in the IBC process.

In York Region's memorandum to Council in September 2020, it expressed staff's support of the Queen Street-Highway 7 Bus Rapid Transit project as long as significant capital funding contributions are not expected from York Region at this time. The Yonge Subway Extension remains York Region's top rapid transit priority. York Region staff further clarified that although additional investment in bus rapid transit along Highway 7 connecting to Brampton is considered beneficial, it is not the highest rapid transit priority for York Region.

A "one-window" approach to coordinate municipal input to the YNSE project has been established to streamline regional and local municipal interests as the YNSE project advances. It is expected that a presentation by York Region Rapid Transit Corporation and Metrolinx Staff will be made at the City's Committee of the Whole meeting in the near future.

### **Conclusion**

Metrolinx is currently investing in a significant amount of transit infrastructure within the

City. It is important that the City's interests are effectively presented to Metrolinx so that they can be incorporated into the ongoing planning and delivery processes.

The proposed Kirby and potential Concord GO Stations, the proposed Bus Rapid Transit Corridors within the City and extending into Brampton, and the Yonge North Subway Extension continue to be priorities for the City and form the backbone of a multi-modal transportation system that meets the needs of city residents and businesses.

Staff will continue to work with Metrolinx, York Region, Brampton and transit agencies to protect and advocate for sustainable and safe transportation in the City.

**For more information**, please contact Vince Musacchio, Director of Infrastructure Planning and Corporate Asset Management, ext. 8311

### **Attachments**

1. YNSE Initial Business Case Alignment Options
2. YNSE Reference Alignment

### **Prepared by**

Winnie Lai, Transportation Project Manager, 8192

Christopher Tam, Transportation Project Manager, 8702

Selma Hubjer, Manager, Transportation Planning, 8674

Michelle Moretti, Senior Planner, Policy Planning & Environmental Sustainability, 8214

Armine Hassakourians, Acting Manager Short-Range Planning, 8368

### **Approved by**

A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal line extending to the right.

Nick Spensieri,  
Deputy City Manager,  
Infrastructure Development

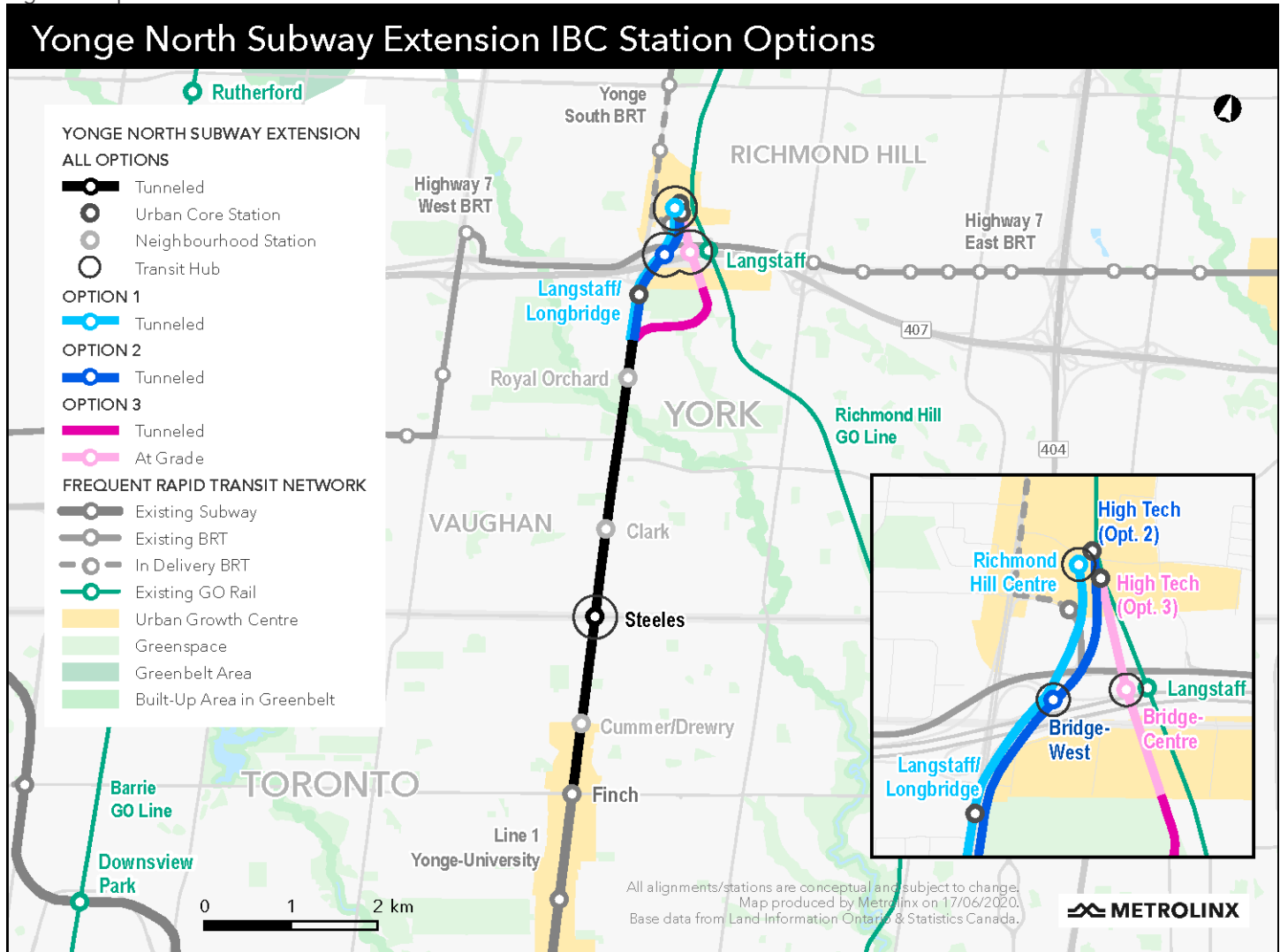
### **Reviewed by**

A handwritten signature in black ink, appearing to read 'Jim Harnum', with a long horizontal line extending to the right.

Jim Harnum,  
City Manager

## YONGE NORTH SUBWAY EXTENSION INITIAL BUSINESS CASE

Figure 1: Options under consideration in the YNSE Initial Business Case



YONGE NORTH SUBWAY EXTENSION  
IBC OPTION 3 REFINEMENT SUPPLEMENTARY ANALYSIS





# YONGE NORTH SUBWAY EXTENSION

## Initial Business Case - Project Update

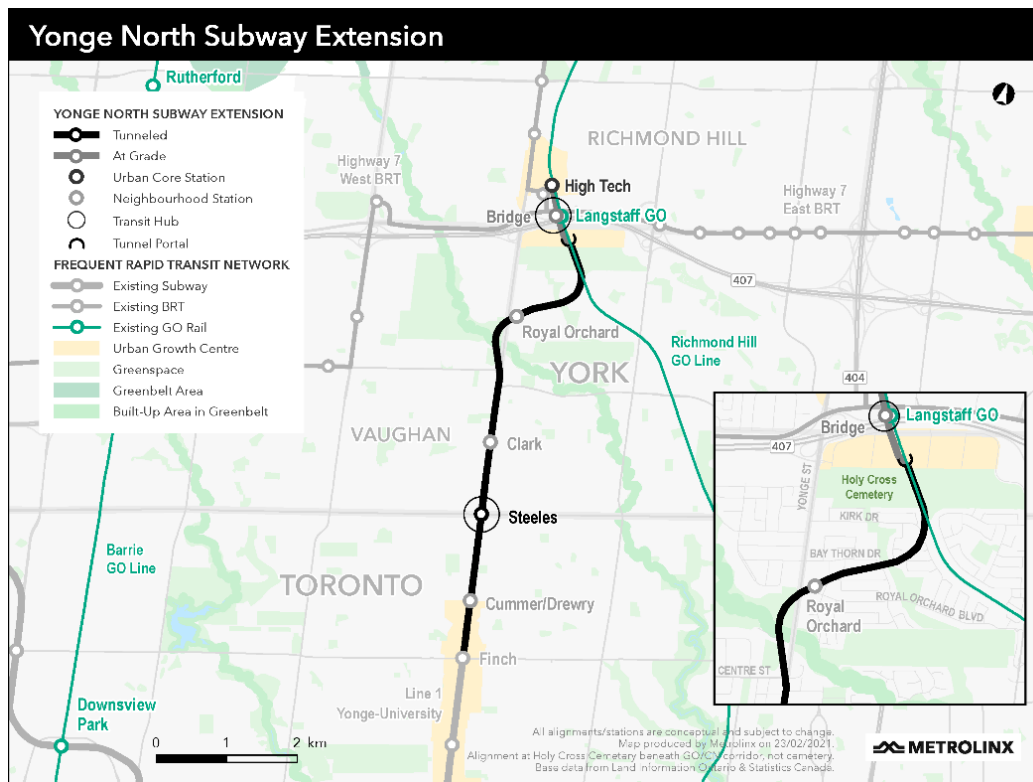
Stephen Collins, Program Sponsor, YNSE

Rajesh Khetarpal, Vice President (A), Community Engagement

April 7, 2021

# BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

- Four new stations along an **approximately eight-kilometre extension** of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a **future rapid transit line** along Steeles Avenue.



- Bridge Station will **conveniently connect** with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will **serve future communities** envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to **evaluate and determine** the best location for the fourth station as planning work continues.

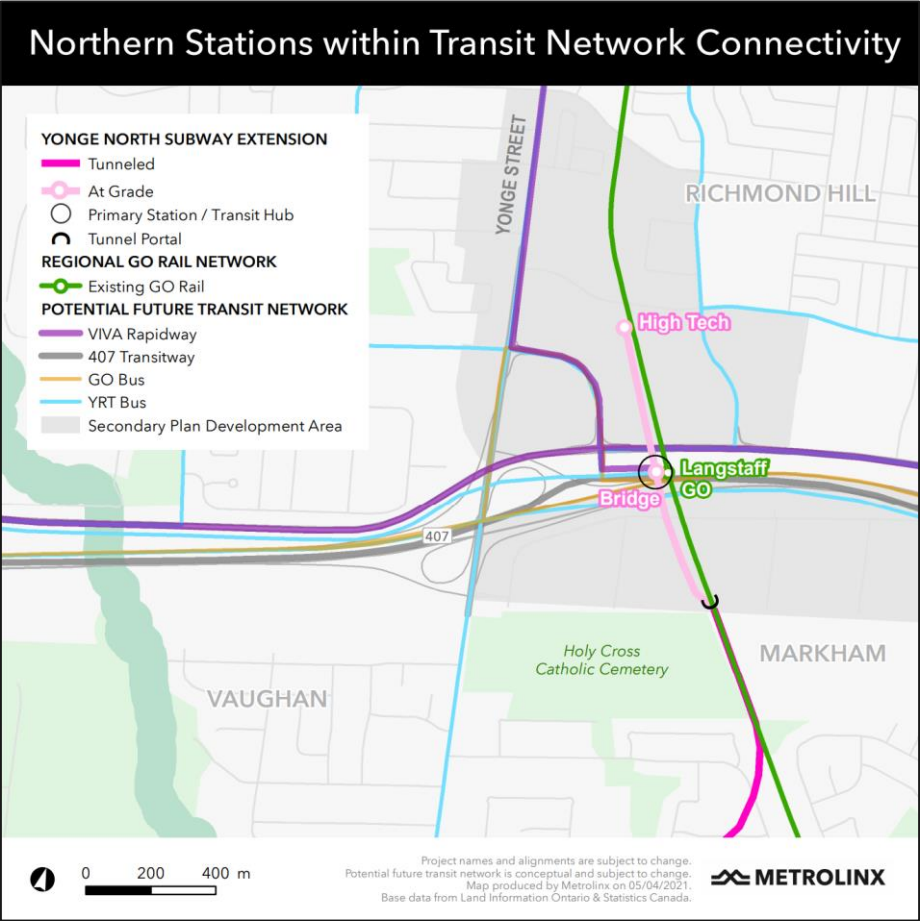
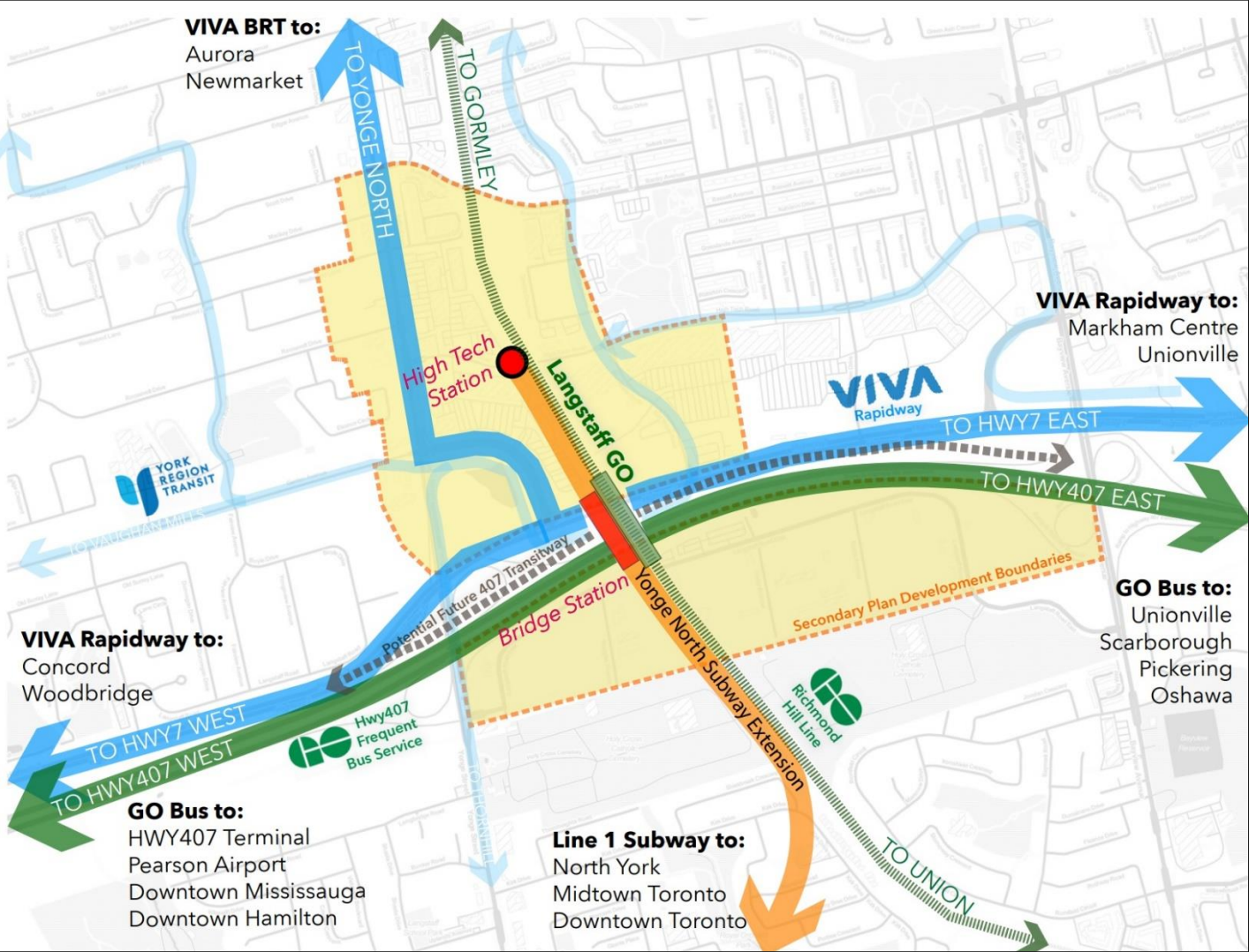
## REGIONAL CONNECTIONS

- The transit hub at Highway 7 and Highway 407 – **Bridge Station** – will allow riders across York Region to easily tap into more travel options than ever before.
  - York Region Transit and regional GO buses that travel Highway 7 and Highway 407 will offer **fast, simple connections** to the **regional rapid transit network**
  - Bridge Station will be connected to the existing Langstaff GO station to give riders on the Richmond Hill GO train line easy access to the subway
  - Also will connect with the recently-extended Yonge Street Rapidway, reaching communities further north
- Bridge Station will be a launch pad to employment centres near Highway 407 and Highway 404, or destinations like **Yonge & Eglinton, York University, and Pearson Airport.**





# NETWORK CONNECTIVITY

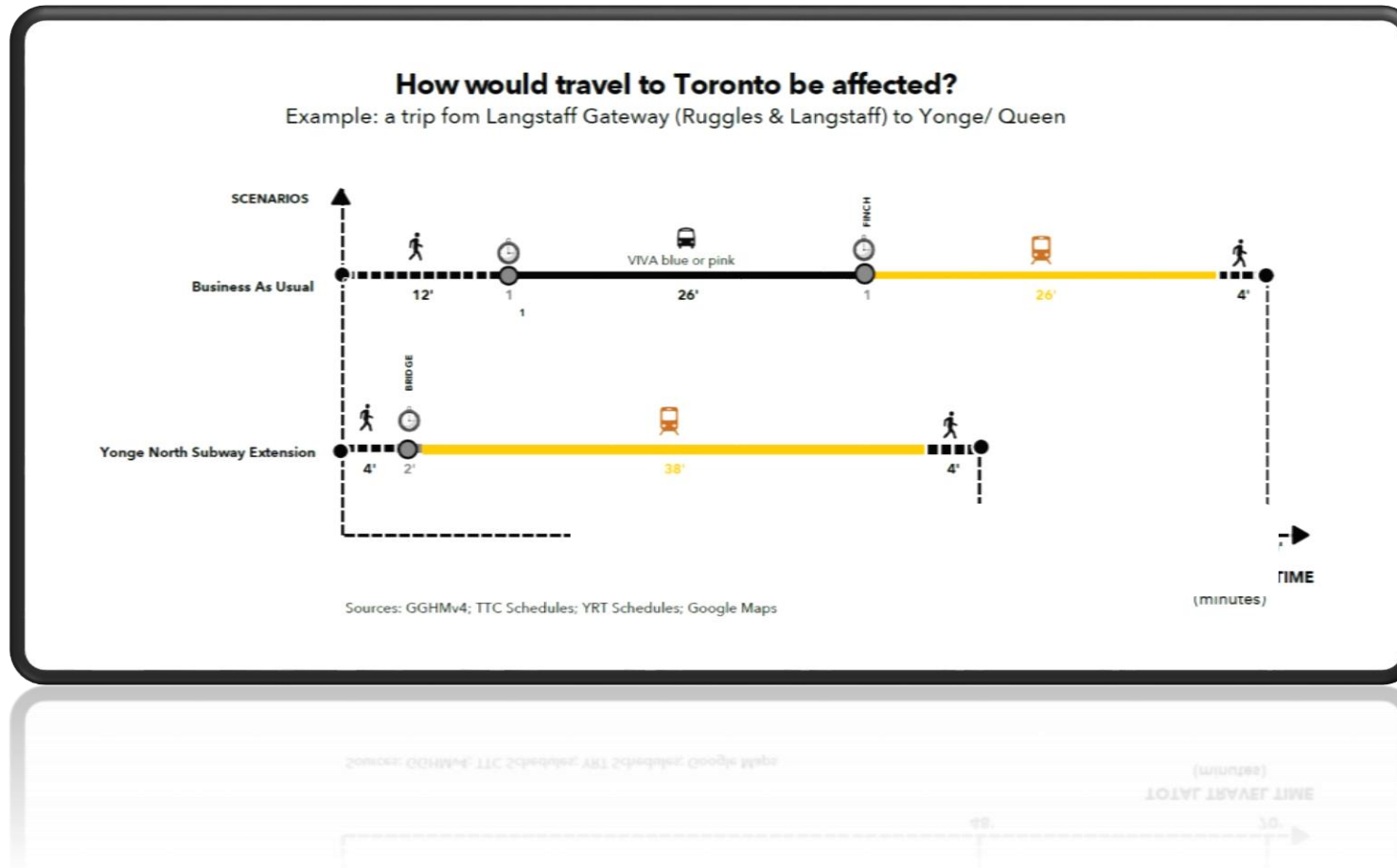


# BY THE NUMBERS



Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

# KEY BENEFITS



The extension will save riders as much as 22 minutes on a trip from York Region to downtown Toronto

- Bridge Station **maximizes TOC opportunities** by connecting two communities in Markham & Richmond Hill that are poised for growth.
- Shifting the alignment in the northern section **reduces construction timelines and property needs** by using a dedicated rail corridor that already exists.
- The project will serve **94,100 riders each day** by 2041, cutting the time spent commuting in Toronto and York Region by a combined **835,000 minutes daily**.

# **Initial Business Case & Supplementary Analysis**



# INITIAL BUSINESS CASE ANALYSIS - ALIGNMENT OPTIONS

## Option 1

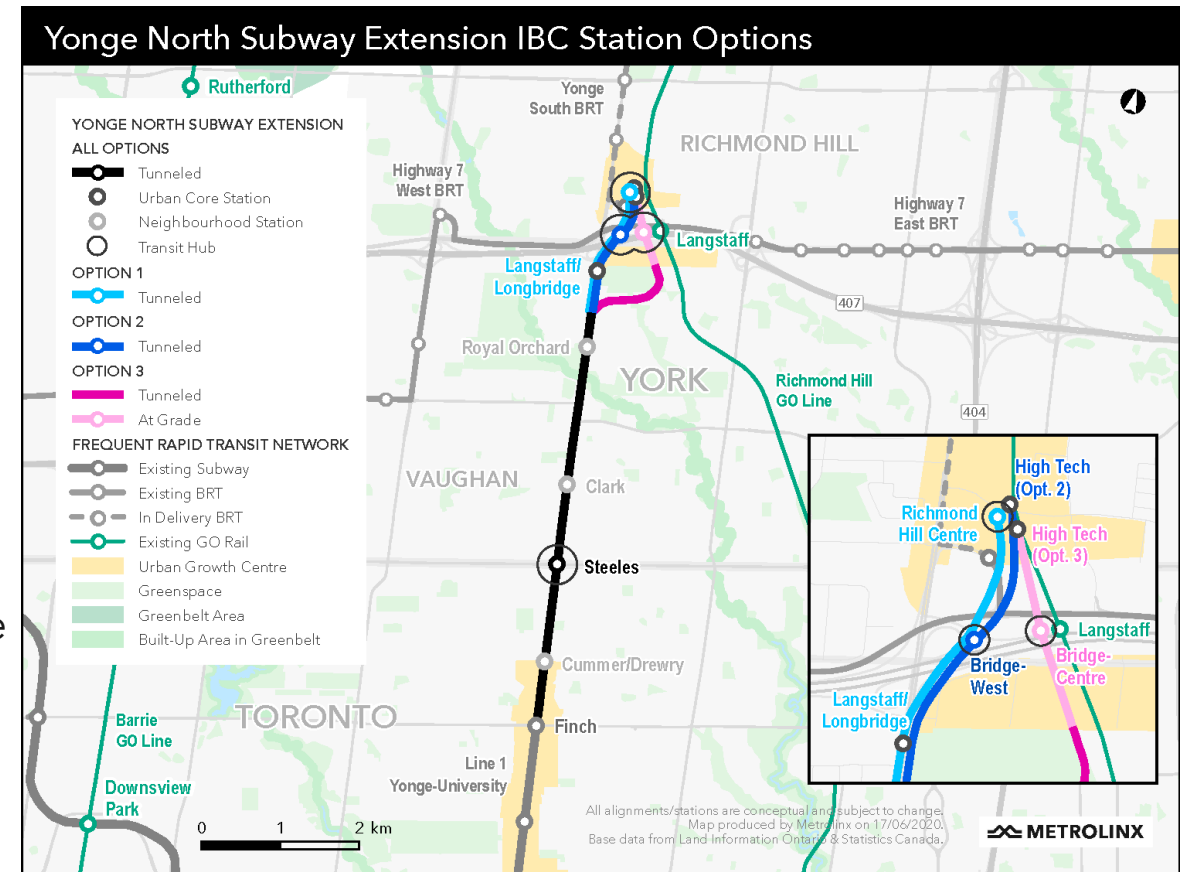
- Same alignment as approved EA, fully underground
- Funding envelope accommodates up to **3 stations**

## Option 2

- Alignment curves east slightly to enable a different station placement, fully underground
- Funding envelope accommodates up to **3 stations**

## Option 3

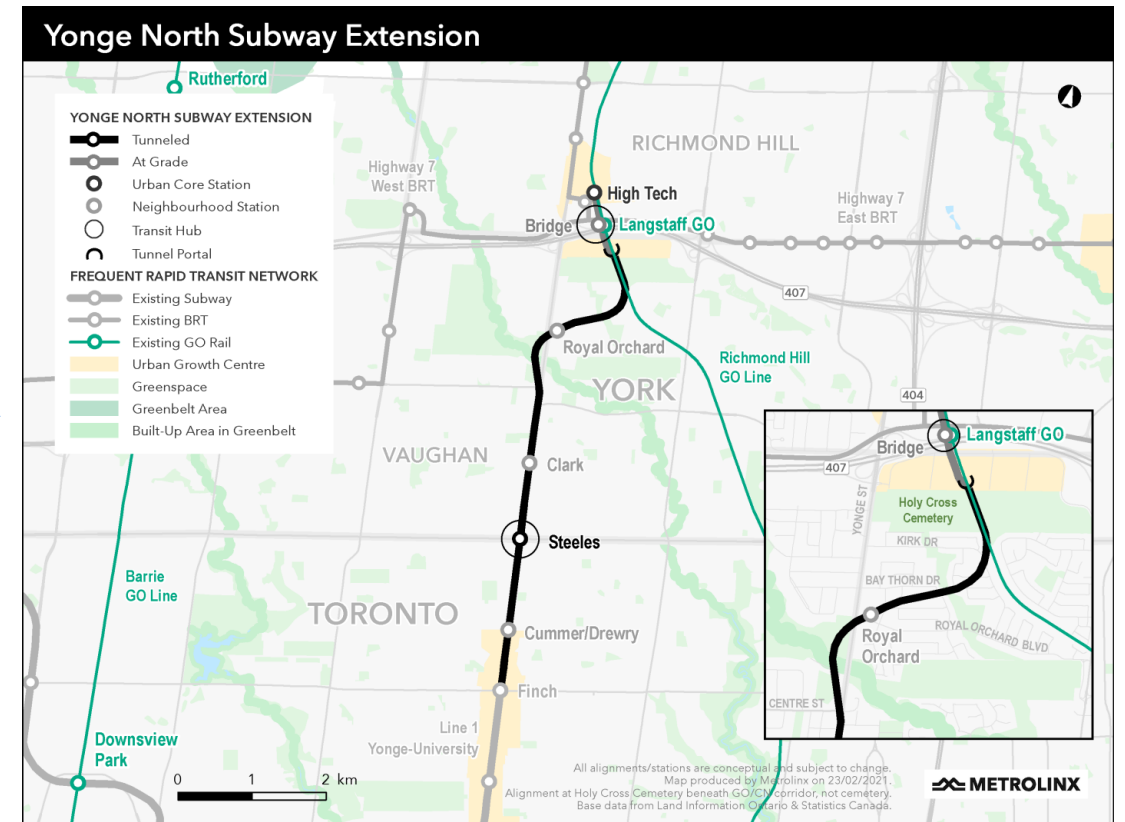
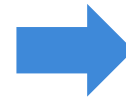
- Alignment curves east before turning again to run at-grade and within the CN/GO rail corridor
- Funding envelope accommodates up to **4 stations**
- *Challenges:* tunneling and excavation in additional residential areas, near Holy Cross Cemetery



# OPTION 3 - REFINEMENTS



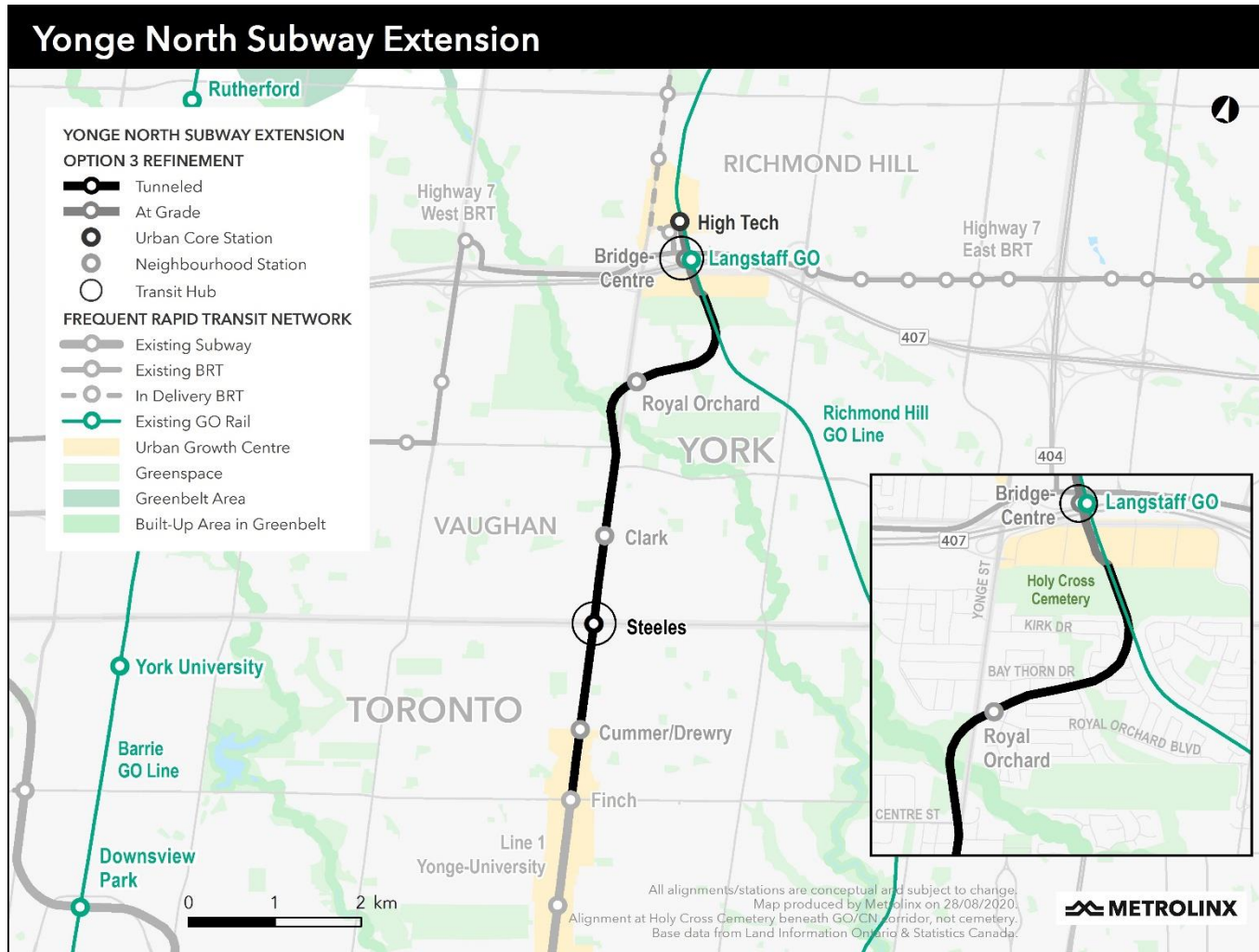
**PRESENTED IN IBC**



**REFINED ALIGNMENT**

- ✓ Key transit benefits
- ✓ Number of stations
- ✓ Design innovations
- ✓ Removes challenges of tunneling under Holy Cross Cemetery

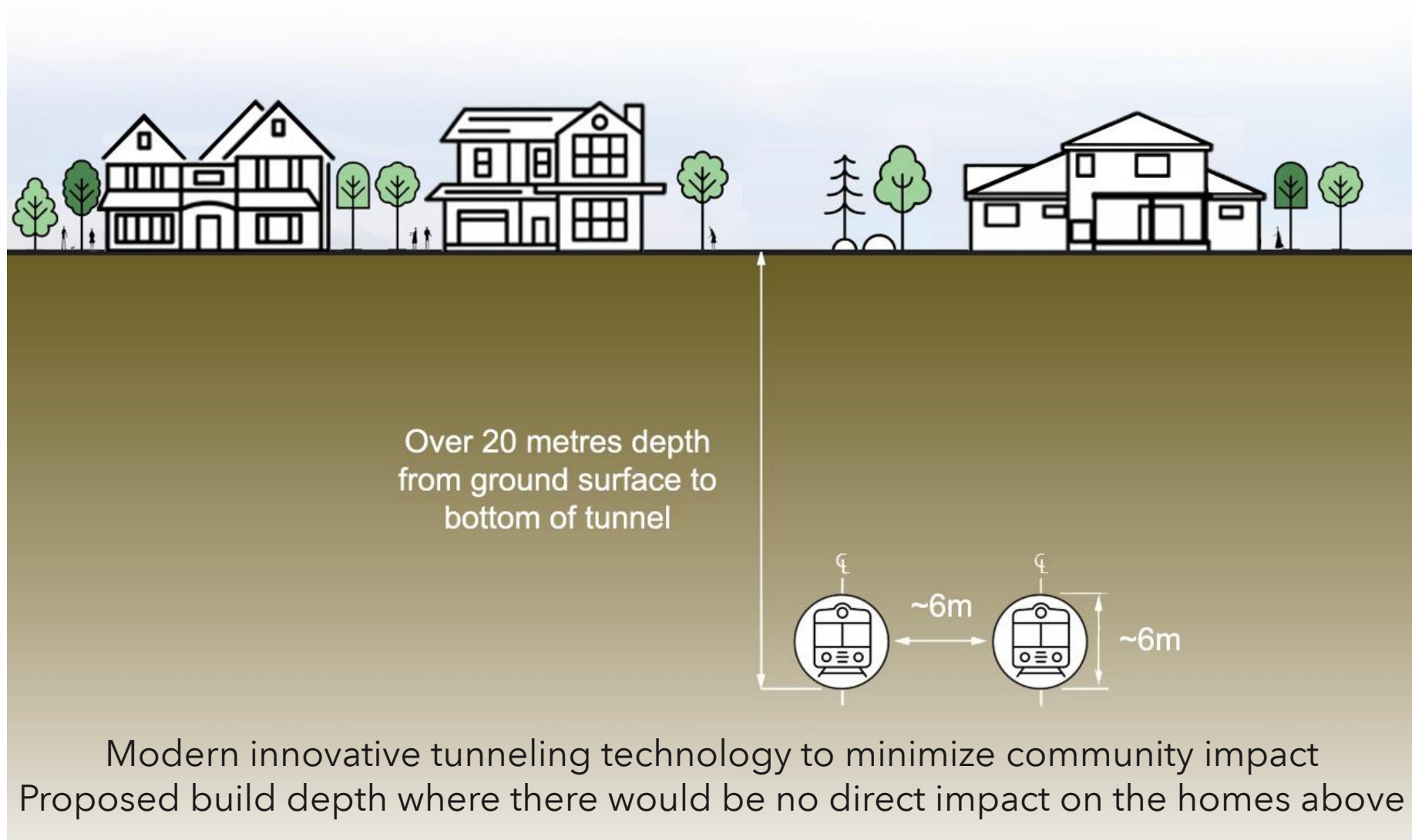
# APPROVED REFERENCE ALIGNMENT



- **Expected Benefit-to-Cost Ratio:** 0.79 (from 0.74 to 0.86)
- Potential for **highest number of stations** within \$5.6 billion project funding envelope
- **Primary Stations/Transit Hubs:** Steeles, Bridge
- **Complementary Urban Core Station:** High Tech
- **One Neighbourhood Station:** Cummer / Clark / Royal Orchard

*\* Further analysis on Neighbourhood Station selection to be conducted through next stage of business case process*

# TYPICAL SECTION UNDER ROYAL ORCHARD COMMUNITY





# BRIDGE AND HIGH TECH STATION

Bridge Station and High Tech Station will serve the highest density areas to make it faster for riders to use the subway, and better for supporting growth and curbing local traffic congestion.

- **Fast and hassle-free** transfers to GO train/GO bus/local transit
- **Convenient access** to the subway at the heart of Richmond Hill Centre and Langstaff Gateway development areas
- More than half of Richmond Hill Centre residents will live within **walking distance** of High Tech Station by 2041
- Bridge Station site preserves nearby development space to allow the area to evolve into a **thriving urban centre**



Source: City of Richmond Hill 2010  
Regional Centre and Land Use Study



Source: City of Markham 2009  
Langstaff Gateway Master Plan



# ABOVE GROUND ALIGNMENT

Running the extension above ground along the CN railway corridor means we can finish the project sooner.

- At-grade subway lines have **been proven** around the world as a way to improve transit connections and strengthen communities
- Reduces the need for **complex, time-consuming, and costly** construction of tunnels and underground stations
- **Cuts down on disruptions** of hydro, natural gas, and water service
- Positions northern stations to provide **better transit connections** and more opportunities for nearby communities to grow

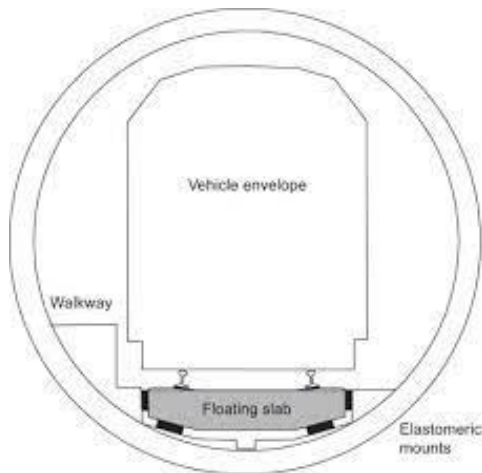


# NOISE AND VIBRATION MITIGATION - LATEST TECHNOLOGY

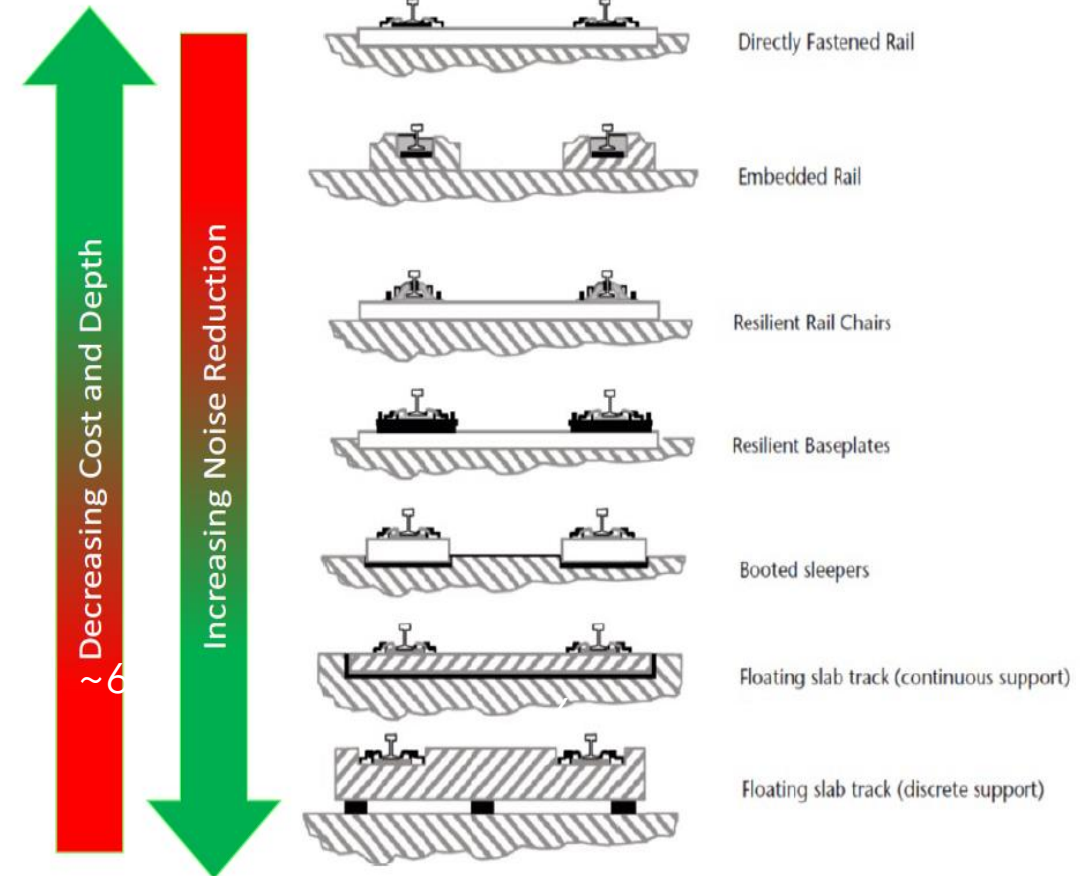
**Rail dampers** – spring mechanism to dissipate vibration energy, which would otherwise radiate from the rail as noise

**Floating slabs of concrete** – Supported by isolation pads or steel spring mounts, effectively reducing vibration by absorbing energy

**Highly resilient fasteners** – Specially designed compressible fasteners to absorb vibration energy



## Noise and Vibration Control – At source



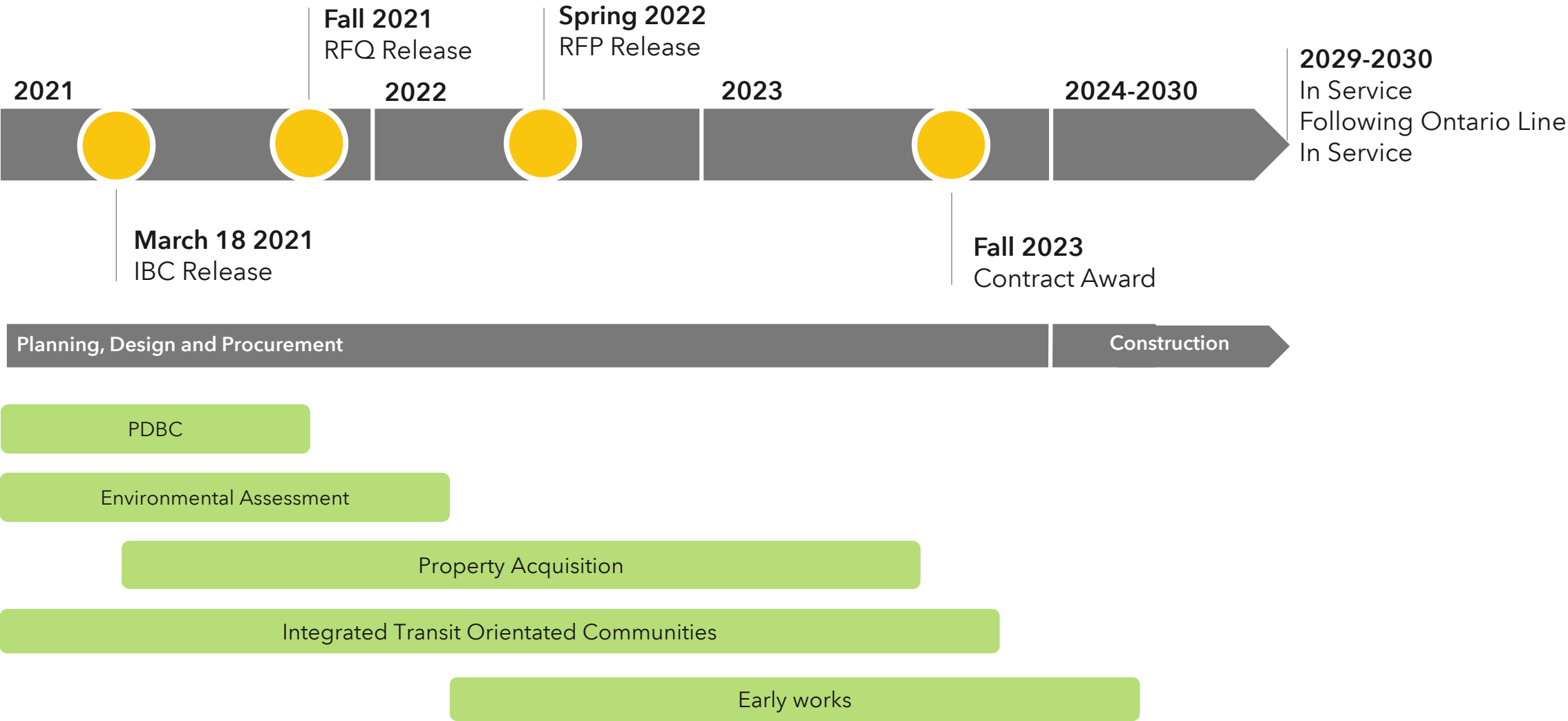


# SUBWAYS UNDER HOMES AND ADJACENT TO PUBLIC USES

There are many projects in the world with subways beneath homes and sensitive surface structures

- Northgate Link Extension - Seattle Washington (opening 2022)
  - Tunnels directly below single family homes and Washington University Campus
- Westside Subway Extension Metro Purple Line, Los Angeles, California (opening 2025)
  - Tunnels directly below single family homes
- Toronto/York Spadina Subway Extension - Toronto/York Region, (2017)
  - Tunnels directly below York University Campus
- Jubilee Line (1999) and Elizabeth Line (2022) extensions, London, England
  - Tunnels under hundreds of existing homes, business and historic buildings
- Canada Line, Vancouver, British Columbia (2009)
  - passes under private residential properties adjacent to False Creek
- High Speed 1 (vicinity of Stratford Station), London, England (2004)
  - Tunnels pass under private residential buildings

# PROJECT MILESTONES



DATES/TIMELINES SUBJECT TO CHANGE

# **Communications, Community and Stakeholder Engagement**

# THE RIGHT PROJECT AT THE RIGHT TIME

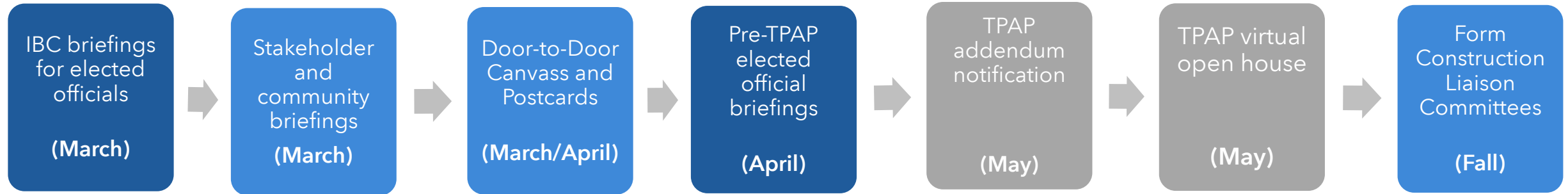
## Flagship Project in Metrolinx's Innovative Subway Program

New Yonge North Subway Extension transit connections - open up new travel possibilities in every direction across the region's growing transit network.

Project will serve the heart of major growth centres and significantly cut travel times - creating a critical and long awaited extension of our transit network.



# COMMUNITY & STAKEHOLDER ENGAGEMENT



## OFFICIALS BRIEFINGS

- IBC Briefings for Elected Officials **Ongoing**
- Recent Council Presentations
  - Markham **March 22**
  - Richmond Hill **March 24**
  - York Region **March 25**
  - Vaughan **April 7**
- Pre-TPAP Briefings Elected Officials **April 2021**
- Indigenous Nations **April 2021**
- TPAP Presentations **May 2021**
  - Municipal Partners, Councils, TEO, TTC
- TPAP Update Briefings **June 2021-Jan 2022**

## COMMUNITY ENGAGEMENT

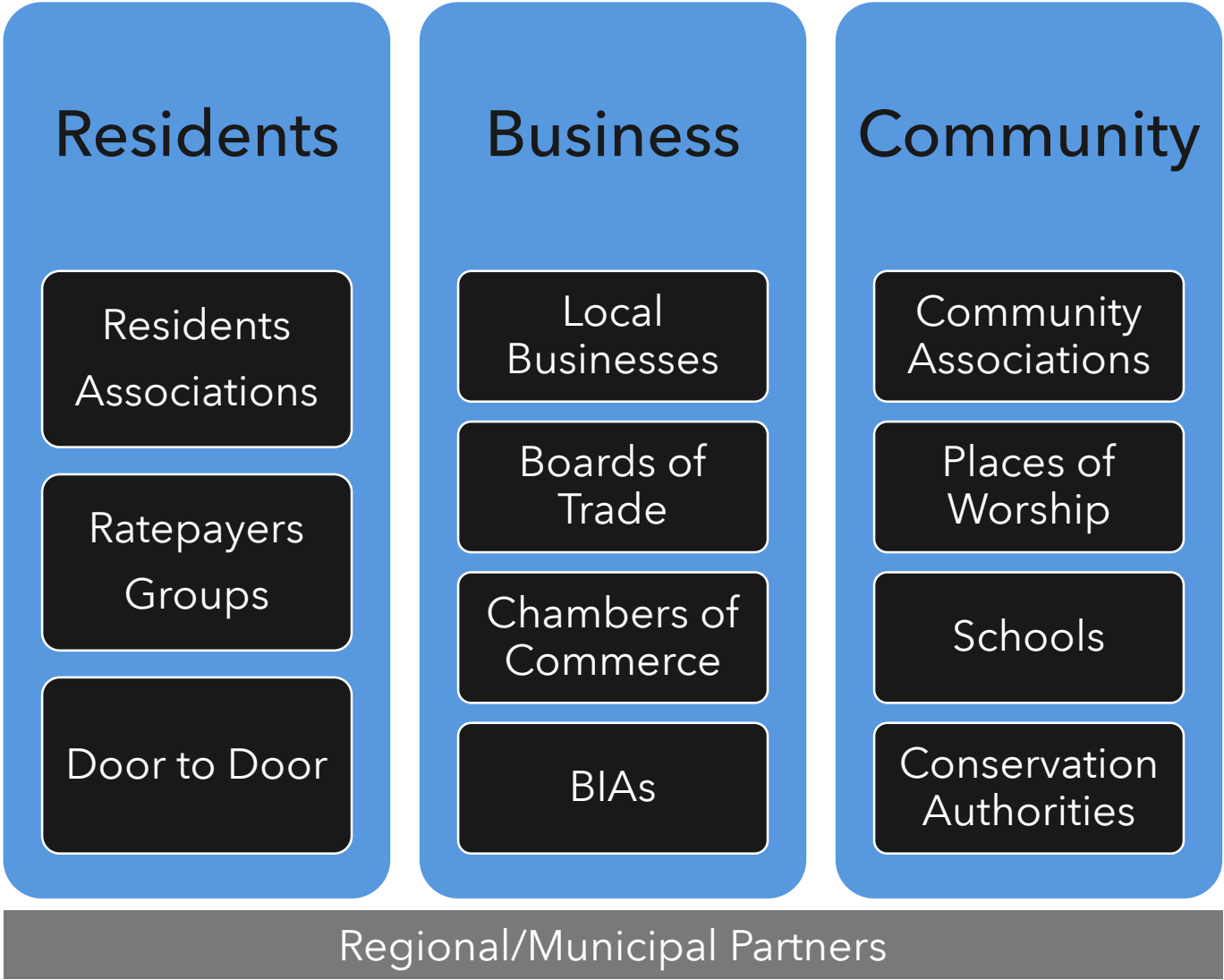
- Project Briefings to Community Groups **Ongoing**
  - Resident Groups, BIAs, Chambers of Commerce
- Door-to-Door Canvasses **Late March/April 2021**
  - Royal Orchard & Bayview Glen communities
  - Willowdale-Newtonbrook community
- Community Virtual Open Houses **April 2021**
  - Royal Orchard & Bayview Glen communities
  - Southern and Northern York Region
- Project Introduction Post Card **April 2021**
- Project Virtual Open House **May 2021**
- Project E-Newsletters **Bi-weekly**
- Form Construction Liaison Committees **Fall 2021**
- Community Walking Tours **Fall 2021**

## TPAP PUBLIC CONSULTATION

- TPAP Addendum Notification Letters **April 2021**
  - Announces upcoming TPAP
  - Virtual engagement portal
- Stakeholder pre-briefings **Late April 2021**
- Newspaper Ad **May 2021**
- Virtual Open Houses **May-Aug 2021**

Collaboration with Communications Partners (Municipal/Regional Communicators, TTC, YRRTC)

# COMMUNITY & STAKEHOLDER ENGAGEMENT



## Week of April 5:

- Royal Orchard Community Virtual Open House (April 7)
- Bayview Glen Community door-to-door canvass
- Briefing with Thornhill Golf Club (April 7)

## Week of April 12:

- Ongoing briefings for resident and ratepayer groups
- Mx News Articles on YNSE project

## Week of April 19:

- Bayview Glen Community Virtual Open House
- Project postcard mail distribution

# UPCOMING ACTIVITIES

Field work begins this spring:



- Noise & vibration monitoring
- Exploratory work for tunnels & launch shaft
- Utility investigations

## Metrolinx's commitment to keeping communities informed

Residents near planned field work will receive **notification flyers** at least two weeks in advance

Updates on major field work will be distributed regularly via **email newsletter**

Major notices of work will be posted on the **Metrolinx Engage** website

**Construction Liaison Committees** will open the lines of communication about all aspects of the project



# STAY CONNECTED - WE'RE HERE FOR YOU!

## Subscribe:

- [YongeSubwayExt@metrolinx.com](mailto:YongeSubwayExt@metrolinx.com)
- 416-202-7000

## Project Information:

- [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

## Follow:

 [@YongeSubwayExt](https://twitter.com/YongeSubwayExt)

 [@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)

 [Yonge Subway Extension](https://www.facebook.com/YongeSubwayExt)



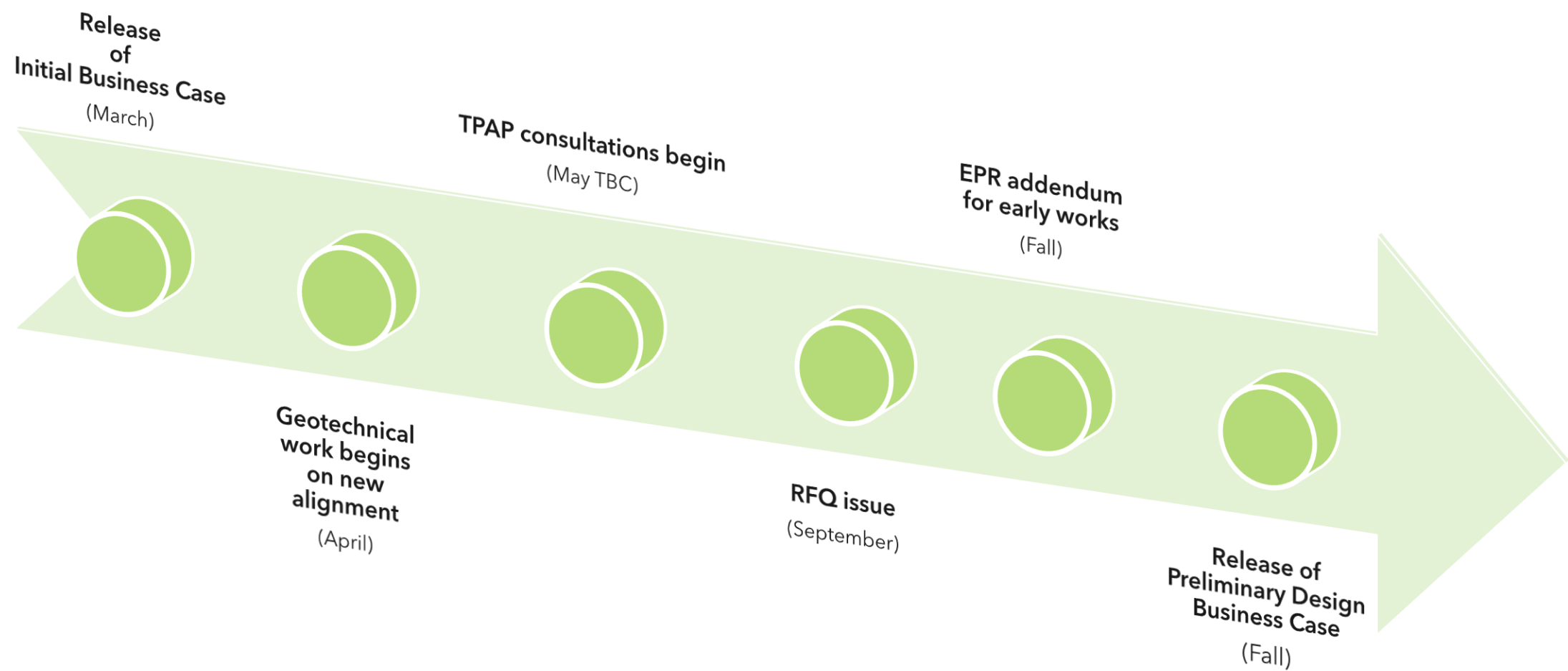


# Appendix

# APPROVED REFERENCE ALIGNMENT

Refined Option 3 Alignment	
<b>Strategic Case</b>	
Strong Connections	<ul style="list-style-type: none"> <li>94,100 daily riders<sup>1</sup></li> </ul>
Complete Travel Experiences	<ul style="list-style-type: none"> <li>835,000 person-minutes daily travel time savings compared to BAU</li> <li>22 minutes saving on a trip from Langstaff Gateway area (Langstaff/Ruggles) to Downtown Toronto (Yonge/Queen) compared to BAU</li> </ul>
<b>Economic Case</b>	
Total Economic Impacts (Benefits) (\$2020, Present Value)	\$3666.5 M
Total Costs (\$2020, PV)	\$4386.3 M to \$5135.5 M
Net Present Value (\$2020, NPV)	\$-1358.6 M to \$-607.9 M
Benefit-Cost Ratio	0.74 to 0.86
<b>Financial Case (\$2020, PV)</b>	
Total Revenue Adjustment	114.4 M
Capital Costs <sup>2</sup>	\$4,625.0 M
Operating and Maintenance Costs	\$ -39.0 M
Total Costs	\$4,447.1 M
<b>Deliverability and Operations</b>	
Constructability Matters	<ul style="list-style-type: none"> <li>Coordination with the York Durham Sewage System (YDSS) at Steeles</li> <li>East Don River Crossing</li> <li>Construction within the busy Yonge Street corridor</li> <li>Maintaining services on Line 1 during construction</li> <li>Interface with the Highway 7 and 407 Corridor</li> </ul>
Property Impacts	<ul style="list-style-type: none"> <li>No tunneling under Holy Cross Cemetery</li> </ul>
Operations	<ul style="list-style-type: none"> <li>Integrated into current Line 1 Operations</li> <li>Fully automated operation allows for higher service frequencies</li> </ul>

# PROJECT MILESTONES



\*Dates/timelines are subject to change

# PROPOSED MAJOR CHANGES TO PROJECT ELEMENTS CONSIDERED IN IBC

## Steeles Station

Moving Steeles Bus Terminal from Below Steeles Avenue to at-grade integrated with development

- Original proposal planned the bus terminal below Steeles Avenue perpendicular to and above the subway station
- Value engineering recommended relocating to at-grade to reduce costs and minimize impacts to YDSS and construction disruption

## East Don River

Tunneling below instead of bridging over the East Don River

- Original proposal planned a two level (upper for road - lower for subway) bridge spanning the river valley
- Value engineering recommended tunneling below the watercourse to reduce costs and disruptions during construction

## Train Storage Facility

Moving the YNSE Train Storage Facility north of High Tech Road from below ground to at-grade

- Original proposal planned a 3-track, 12 train below ground storage facility
- Value engineering recommended bringing the facility to at-grade in order to reduce costs while maintaining similar functionality

## YNSE Alignment

Changing the point where the subway alignment shifts off of Yonge Street

- Original proposal for the alignment to shift east of Yonge Street north of Holy Cross Cemetery
- Value engineering and peer review identified potential benefit increases and cost reductions from bringing the subway to at-grade adjacent to the CN corridor, which will also better serve the central portions of the Richmond Hill Centre and Langstaff Gateway Urban Growth Centre



# CREATING CONNECTIONS IN YORK REGION

## In Construction:

- Bloomington GO Station (new)
- Rutherford Road Grade Separation
- Rutherford GO Station Upgrades and Parking Garage
- Barrie Corridor double tracking preparatory construction in King City
- York vivaNEXT BRT
- Steeles Grade Separation

## In Procurement:

- Barrie Contract 2 (Maple GO Upgrades)
  - New platform, expanded bus loop, noise walls, proposed pedestrian bridge over Major Mackenzie
- Barrie Contract 3 (King City GO Upgrades)
  - New platform, more parking, noise walls, pedestrian bridges



Construction Progress on Rutherford GO parking garage and pedestrian bridge

## In Early Design:

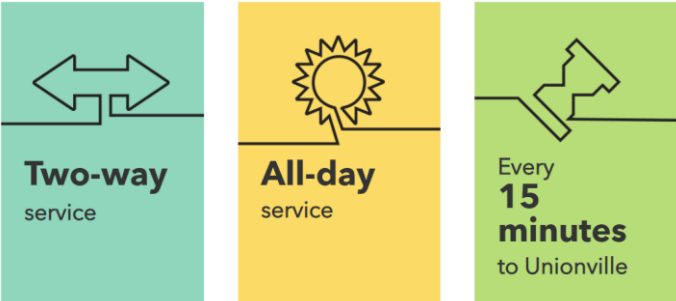
- McNaughton Grade Separation (Vaughan)
- Wellington Grade Separation (Aurora)
- Network Electrification and infrastructure



Ongoing Construction on Rutherford Road Grade Separation

## GO EXPANSION IN VAUGHAN

- On the Barrie line, **two-way, all-day fifteen minute service or better** between Aurora GO Station and Union Station
- Parking expansions, station enhancements, grade separations, electrification.





**DATE:** April 16, 2021

**TO:** Mayor and Members of Council

**FROM:** Nick Spensieri, Deputy City Manager, Infrastructure Development  
Vince Musacchio, Director, Infrastructure Planning & Corporate Asset Management

**RE:** **COMMUNICATION April 7, 2021 CW (1) – item 12 – Metrolinx Activities Update Spring 2021 and item 14 - Councillor Shefman's Members Resolution regarding the Yonge North Subway Extension**

---

## **1. Purpose**

The purpose of this Staff Communication is to provide the Mayor and Members of Council with additional information on the Yonge North Subway Extension and the Metrolinx presentation regarding the April 7, **2021 CW (1) – item 12 – Metrolinx Activities Update Spring 2021 and item 14 - Councillor Shefman's Members Resolution regarding the Yonge North Subway Extension.**

## **2. Analysis**

**The Initial Business Case for the Yonge North Subway Extension project was publicly released on March 18, 2021**

Metrolinx is advancing the preliminary design and engineering for the YNSE project to inform an “Initial Business Case” which was released on March 18, 2021. As part of this process, Metrolinx has examined a number of project features to test against the original Transit Project Assessment Process (TPAP) – approved alignment. The [Initial Business Case](#) (IBC) includes the review of technical and costing alternatives for three different subway alignments, stations numbers and different tunnel types (referred to as light blue, dark blue and magenta alignments) as shown in **Attachment 1**. Metrolinx has provided preliminary costing information which confirms that the full scope of the original six-station TPAP-approved YNSE project cannot fit within the \$5.6B cost envelope.

**The “reference alignment” for the Yonge North Subway Extension has been identified by Metrolinx**

A new “reference alignment” has been identified by Metrolinx for the project to proceed into the next stage of preliminary engineering. This new “reference alignment” has been identified within the [IBC Supplementary Analysis](#). This stage will be followed by a

Preliminary Design Business Case and a Full Business Case. Changes to the original TPAP includes an alignment that has shifted away from Yonge Street within the northern sections of the project as shown in **Attachment 2**. After tunneling under the East Don River and jogging west, the subway tunnel will head east at Royal Orchard Boulevard toward the CN right-of-way. The subway will run at-grade north of Holy Cross Cemetery through the Langstaff Gateway and within Richmond Hill Centre.

The reference alignment is recommended based on the following projections:

- Key transit benefits
- A greater number of stations
- Design innovations
- Fits within the \$5.6 billion funding envelope

### **The project will include the construction of four stations**

The recommended alignment includes three stations: Steeles, Bridge and High Tech. Steeles (below grade) and Bridge (at grade under Highway 7 and Highway 407) are identified as “Primary Stations/Transit Hubs” and High Tech (at grade at Richmond Hill Centre) is classified as a complimentary station. One neighbourhood station can be afforded at this time. The potential neighbourhood stations include Cummer (City of Toronto), Clark (York Region) or Royal Orchard (York Region). It is expected that Metrolinx will determine which neighborhood station will be included later this year.

### **The project is expected to commence procurement in Spring 2022**

As identified within Metrolinx presentation to the Committee of the Whole on April 7, 2021, the Request for Proposal (RFP) for the design and construction of the project is anticipated to be issued in Spring 2022 with a contract award scheduled for Fall 2023. The overall project schedule, as shown in **Attachment 3** was shared within the above noted presentation. The schedule shows that the project is currently in the Preliminary Design Business Case (PDBC) stage. Within this stage, the Reference Concept Design (RCD) is developed along with the Project Specific Output Specifications (PSOS) to inform the Terms of Reference for the RFP. Once the PDBC is completed and approved, the project will move into the procurement phase, allowing for the issuance of the RFP. The PDBC is anticipated to be completed in Fall 2021 and requires approval by the Metrolinx Board.

In addition, the technical work that informs the new subway alignment, along with the public consultation that is currently being undertaken, will inform the project file and fulfill the requirements of the amendment to the original Environmental Assessment. This amendment is expected to be completed in early 2022.

### **The YNSE is expected to be in service by 2030**

Metrolinx anticipates that the design and construction phase of the project will be

completed within seven years of contract award. The subway is anticipated to be in service by 2030. It is important to note that the IBC does indicate that the service date is contingent on the service date of the Ontario Line. That is, the YNSE will only be placed into service once the Ontario Line is in service.

For more information, please contact Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management at extension 8311.

Attachments:

1. YNSE Initial Business Case Alignment Options
2. YNSE Reference Alignment
3. YNSE Proposed Project Milestones

**Approved by**

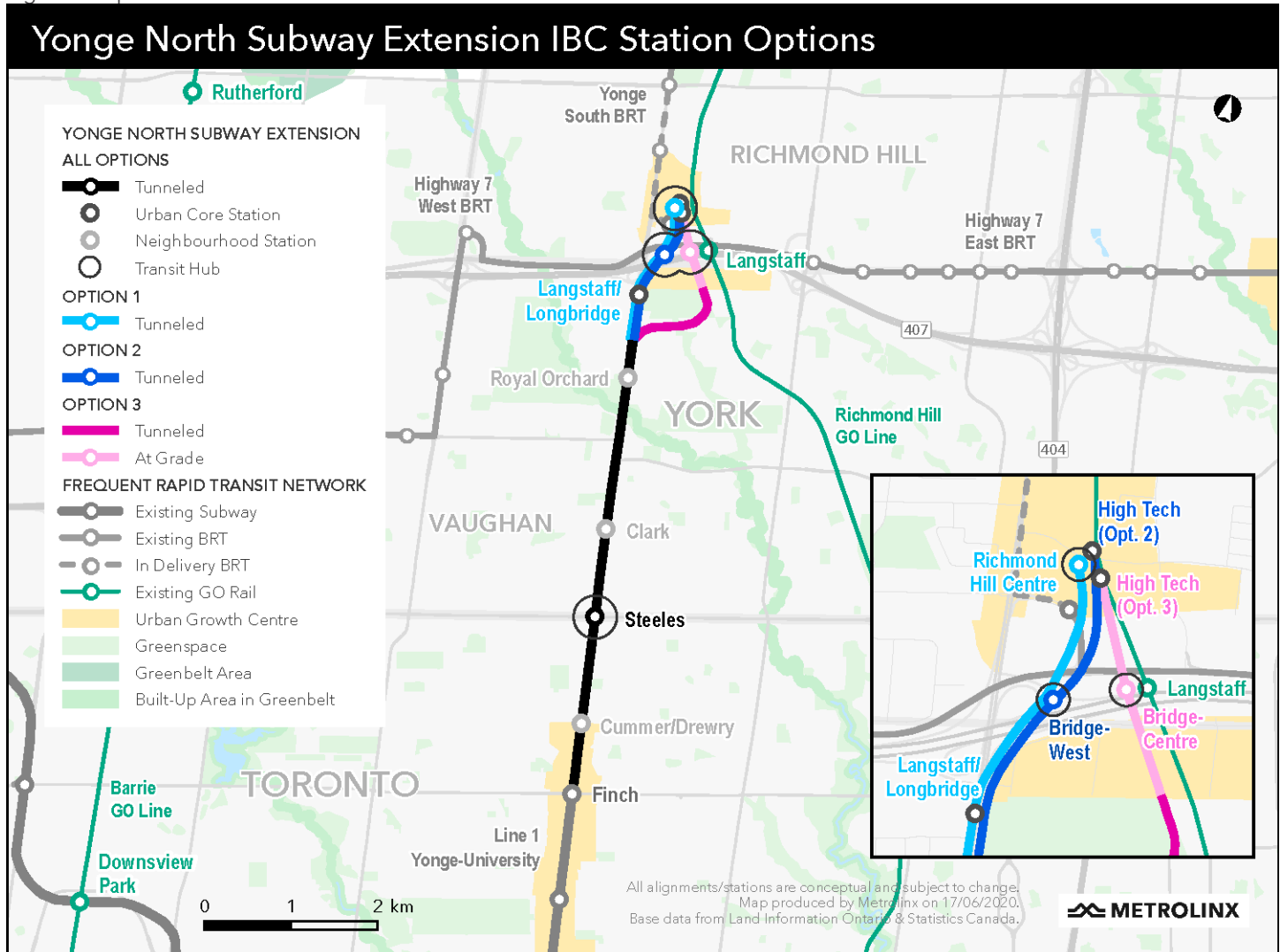
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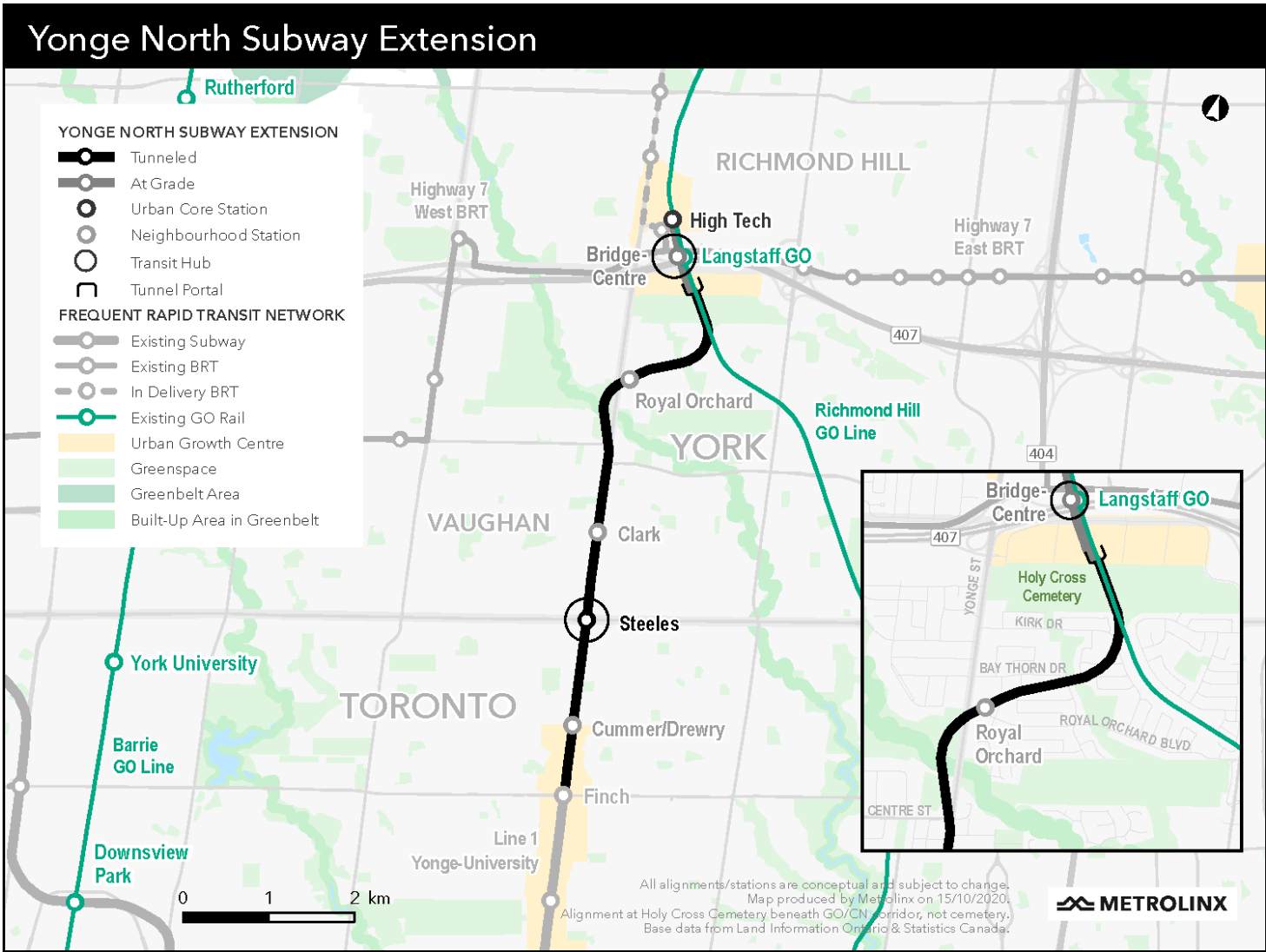
A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal line extending to the right.

Nick Spensieri, DCM  
Infrastructure Development

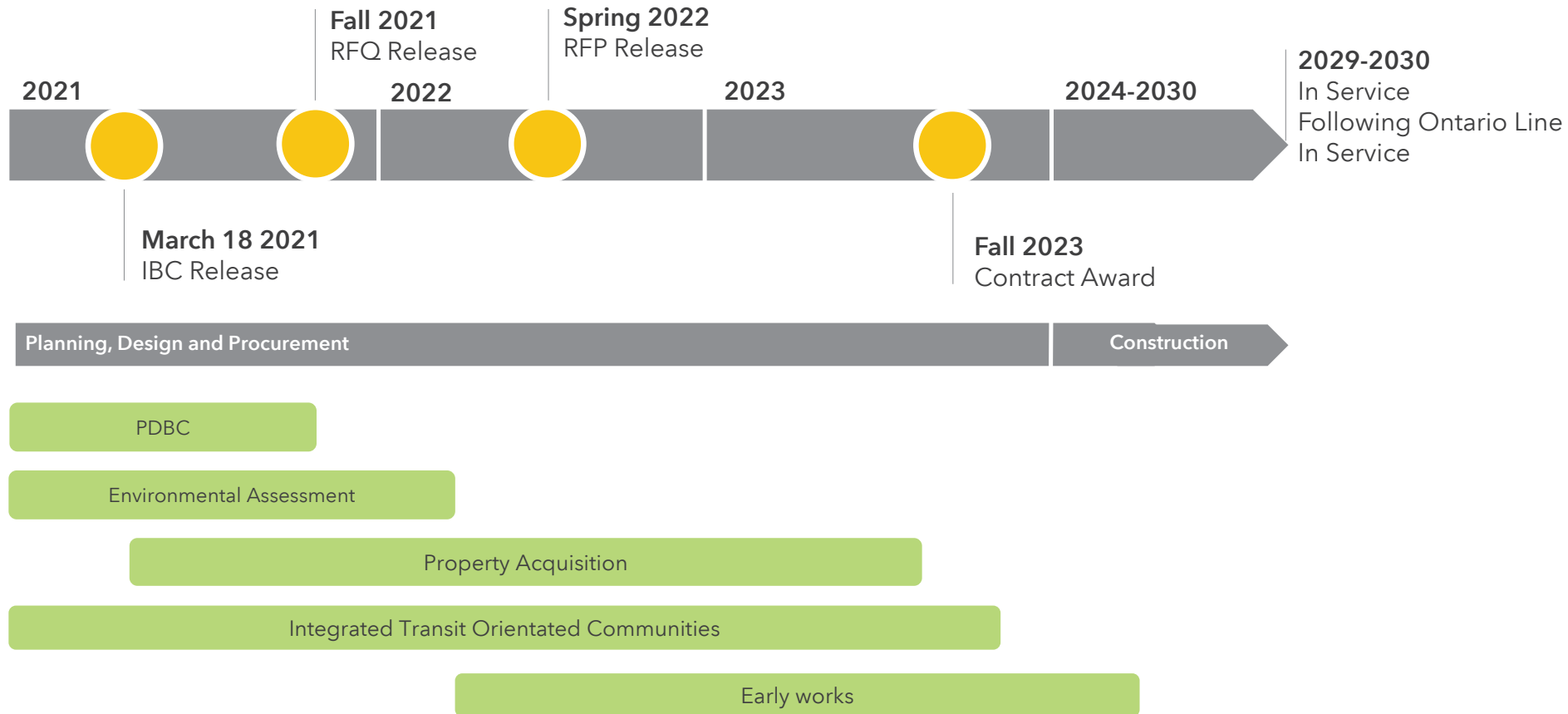
## YONGE NORTH SUBWAY EXTENSION INITIAL BUSINESS CASE

Figure 1: Options under consideration in the YNSE Initial Business Case





## PROJECT MILESTONES



DATES/TIMELINES SUBJECT TO CHANGE

## **MEMBER'S RESOLUTION**

### **Committee of the Whole (1) Report**

---

**DATE:** Wednesday, April 07, 2021

**TITLE: PUBLIC INFORMATION SUPPORT FOR THE VAUGHAN  
COMMUNITY HEALTH CENTRE'S HIGH PRIORITY  
COMMUNITIES STRATEGY**

**FROM:**

Mayor Maurizio Bevilacqua

---

**Whereas**, on March 17, 2020 Vaughan became the first city in Ontario to declare a state of emergency and the first municipality in York Region to do so; and

**Whereas**, it is imperative that all parts of our community are represented, informed, and engaged about public health measures and support services related to COVID-19; and

**Whereas**, on Dec, 21, 2020, the Ontario government announced the implementation of the High Priority Communities Strategy which provides funding to local community agencies to deliver key interventions for communities significantly impacted by COVID-19; and

**Whereas**, Vaughan Community Health Centre (VCHC) is the lead agency to carry out the High Priority Communities Strategy in Vaughan. The VCHC is a not-for-profit, community-governed organization that provides clinical and social services with a primary focus on residents of Western and Northern York Region. The organization serves populations facing barriers to accessing health care with a focus on youth, seniors, and people with mental health and addiction issues. Services are provided in different languages within a safe, accessible, and comfortable environment.



**Whereas,** the High Priority Communities Strategy supports communities disproportionately affected by COVID-19 and is comprised of three pillars, including:

1. Tailored community outreach and engagement to enhance awareness of the services and supports available.
2. Increased access to testing.
3. Wraparound supports using a case management approach to connect individuals and families with available services, such as groceries, emergency financial assistance, self-isolation facilities and more; and

**Whereas,** VCHC is working to implement the three pillars to support the residents of Vaughan and is requesting further communications support to raise awareness about the organization's service offerings.

**It is therefore recommended:**

1. That the City of Vaughan partner with VCHC to promote the availability of VCHC COVID-19 related services leveraging the City's corporate communications channels and through the Access Vaughan Contact Centre; and
2. That this resolution and attachments be forwarded to the City's Diversity and Inclusion Task Force to be shared with members; and
3. This resolution is shared with York Region Council.

**Attachments**

1. High Priority Communities Strategy [Presentation](#)
2. VCHC Testing Centre and Available Support [Flyers](#)



# High Priority Communities Strategy

March 29, 2021

# Background

1. On December 21, 2020, province of Ontario announced the implementation of the High Priority Communities Strategy funding.
2. Funding is provided to local community agencies to deliver key interventions for communities impacted greatly by COVID-19.
3. Racially diverse, newcomer and low-income communities have been disproportionately impacted by COVID-19. Due to the social determinants of health factors, they are facing complex barriers to accessing healthcare and social services. And they need specific supports to enact core Covid-19 prevention measures.
4. York Region Public Health has used postal code data and levels of marginalization to identify “hot spots” for Covid-19 transmission. The City of Vaughan has been identified as a high priority community and a “hot spot” with high positivity rate and lower testing rate.
5. The Vaughan Community Health Centre (VCHC) has been selected as the lead agency to implement the Strategy funding in Vaughan.

# 3 Pillars



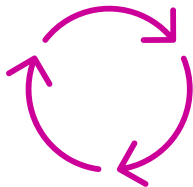
## Community Outreach and Education

- Tailored community outreach and engagement.
- Enhance awareness of the services and supports available.



## Access to Testing

- Increased access to testing tailored to the unique needs of the community

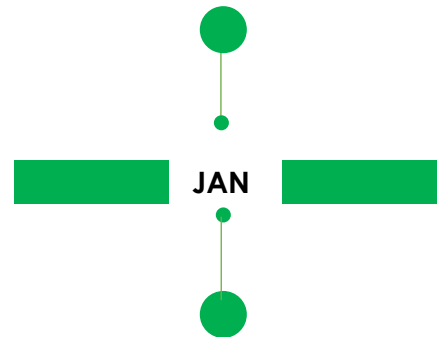


## Wraparound Supports

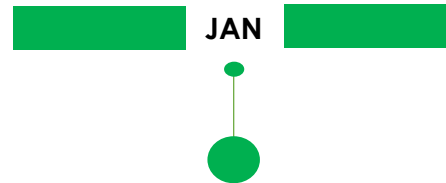
- Wraparound supports using a case management approach to connect individuals and families with available services, such as groceries, emergency financial assistance, voluntary isolation centre and more.

# Community Outreach and Education

Engaged organizations that are serving vulnerable and marginalized populations in Vaughan to form the **Vaughan COVID-19 Response Coalition**.



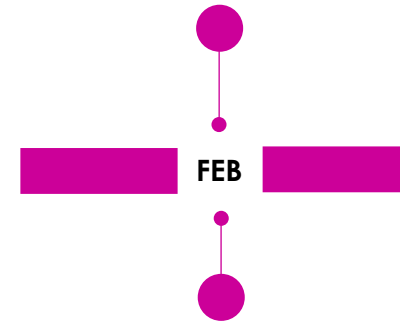
360 Kids  
ANCHOR  
CAYR Community Connection  
CHATS  
Elspeth Heyworth Centre for Women  
Food Network of York Region  
Human Endeavour  
REENA  
Regional Municipality of York  
The Food Bank of York Region



Conducted 8 focus groups with 85 residents served by Coalition members  
Learned about effective ways to provide Covid information, barriers in accessing testing and wraparounds supports.

In partnership with the Region of York, held a focus group with organizations serving the Black community in York Region

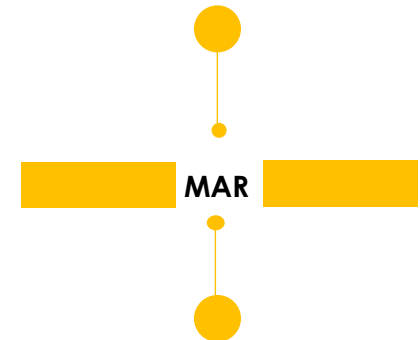
Recruited 12 Community Ambassadors with ties to seniors, youth, South Asian and Black communities.



Key Covid-19 information is translated into multiple languages

Outreach strategies include community ambassadors, ads in local and ethnic newspapers, radio, YR website and staff, 3C Service Partners Table, family physician offices, Coalition members, City of Vaughan councillors.

Created Community Ambassador subgroups to focus on reaching the South Asian and Black communities

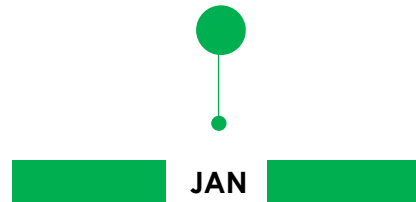


- 2,599 community residents reached
- 7,726 social media users reached
- 451 PPE Kits Distributed



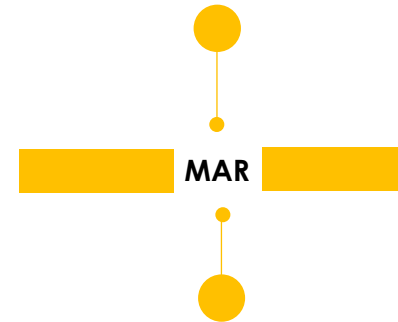
# Access To Testing

- Identified location for testing site: 9401 Jane Street.
- Strategy informed via community engagement.



- Established a COVID-19 Information Line.
- Opened the **Vaughan CHC Community Testing Centre** at 9401 Jane Street on February 22, 2021

- As of Mar. 24, 344 individuals tested; 28 positive (8% positivity)
- 380 calls received to the Information Line

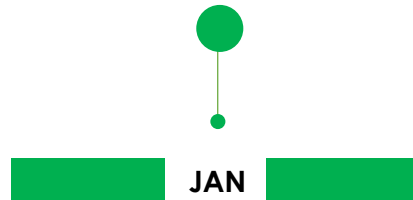


- Provide interpretation and transportation support to testing centre.
- Positive cases: Nurse Practitioner follow-up, referrals to Case Managers.



# Wraparound Supports

- Vaughan COVID-19 Response Coalition established.

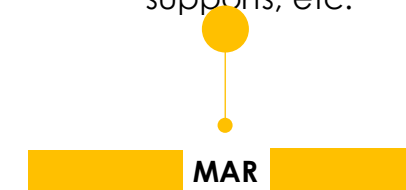


- Partners supporting community members with transportation, access to food, mental health, harm reduction supplies and more.



- Case Managers hired
- Referral pathways to services established to support community members

- Supports for community members who need to self-isolate or tested positive: financial resources, food access, mental health, social supports, etc.



- Supporting individuals with any questions related to COVID-19 including vaccinations.



# Next Steps & Our Ask

## **Continue to support the Vaughan community:**

1. Funding for the High Priority Communities Strategy will be extended for another 6 months
2. Provide accurate and up-to-date information about COVID-19, including vaccinations; support the vaccine rollout activities
3. Conduct COVID-19 testing at the VCHC location
4. Provide wraparound supports for individuals affected by COVID-19

## **Our Ask: looking to establish a direct line of communication with the City of Vaughan in order to:**

- Promote the availability of services (i.e. on the City's website)
- Obtain referrals for community members affected by COVID-19 (i.e., from Access Vaughan)

# Thank You!

# Free Support and Help is Available.

If you have COVID-19 or need  
support isolating, we can help.



Information on testing  
locations, staying safe  
and protecting your  
family



Safe and designated  
isolation centre



Emergency Financial  
Assistance



Delivery of meals  
and groceries



Masks and sanitizer  
kits



Social check-ins,  
virtual group  
programs and more

## Contact Us

Have questions about COVID-19 or supports available when testing?



905-226-7332



@vaughan.vchc



[www.vaughanchc.com](http://www.vaughanchc.com)



@vaughan\_chc

Scan me!



# VAUGHAN COVID-19 TESTING



## Vaughan Community Health Centre

9401 Jane Street, Suite 106  
(Unit 9) Vaughan, ON

### Hours

Mondays | Fridays  
12:30 – 5:30 p.m.

### Visit

[www.vchc.simplybook.me](http://www.vchc.simplybook.me)

or call 905-226-7332 to book  
an appointment.

*If you have  
any  
symptoms, or  
think you  
may have  
been in  
contact with  
someone with  
COVID-19, get  
tested.*



**Ontario Health**  
Central

## **MEMBER'S RESOLUTION**

### **Committee of the Whole (1) Report**

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**DATE:** Wednesday, April 07, 2021

**TITLE: Members Resolution Regarding the Yonge North Subway Extension**

**FROM:**

Councillor Alan Shefman

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**Whereas**, the extension of the Yonge Street Subway (YNSE -Yonge North Subway Extension) has been designated as a priority rapid transit project by the Province of Ontario, and

**Whereas**, The Environmental Assessment for the YNSE project was approved by the Province of Ontario in 2009 and

**Whereas**, the YNSE has been in a planning stage for approximately 15 years, and

**Whereas**, the proposed route and stations (Option 1 in the Initial Business Case) identified through a long and detailed planning process, including a formal approved Environmental Assessment and significant public consultation has been considered the most ideal and efficient route for the extension, and

**Whereas**, Metrolinx assigned to manage the delivery of the project in 2019. And

**Whereas** the Initial Business Case and Supplementary Analysis released by Metrolinx on March 18, 2021, is based on a \$5.6 billion funding envelop, and

**Whereas**, the Initial Business Case, reflecting the current allotted budget has not recommended certain key elements of the original plan such as stations at Cummer, Clark and Royal Orchard, an alignment that remains on Yonge Street to its terminus

north of the 407 highway and a lack of commuter parking in the vicinity of the terminus station.

**It is therefore recommended:**

1. That the Council of the City of Vaughan is most supportive of the efforts by the Province to move the YNSE project forward with the publication and recommendations of the Initial Business Case, and
2. That every effort be made to revise the YNSE Reference Alignment, identified within the supplemental analysis undertaken following the Initial Business Case, to address the problematic issues of the alignment away from Yonge Street, the limitation of “neighbourhood” stations and the lack of a clear plan for commuter parking, and
3. That Option 1 as outlined in the Initial Business Case be supported, and
4. That the required funds to support Option 1 or a close variation of this option be provided by increasing the funding envelop through the funding support for this project by the Provincial and Federal Governments, and
5. That the appropriate government bodies, including the Offices of the Premier and Prime Minister, be advised of this resolution of Council.

**CITY OF VAUGHAN**  
**REPORT NO. 3 OF THE**  
**EFFECTIVE GOVERNANCE AND OVERSIGHT TASK FORCE**  
*For consideration by the Committee of the Whole  
of the City of Vaughan  
on April 7, 2021*

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The Effective Governance and Oversight Task Force met at 5:03 p.m., on March 17, 2021.

**ELECTRONIC PARTICIPATION**

Members Present: Councillor Tony Carella, Chair  
Councillor Alan Shefman, Vice-Chair  
Sam Florio  
Alfred Nataprawira  
Deven Sandhu  
Elliott Silverstein  
Vito Totino  
Apurva Vaid

Staff Present: Todd Coles, City Clerk  
Jim Harnum, City Manager  
Kathy Kestides, Director, Transformation and Strategy  
Wendy Law, Deputy City Manager, Administrative Services  
& City Solicitor  
Kevin Shapiro, Internal Auditor  
Michael Genova, Director, Corporate and Strategic  
Communications  
Rose Magnifico, Council / Committee Administrator

The following items were dealt with:

**1. ESTABLISHMENT OF WORKING GROUP TO DEVELOP A CITY  
MANAGER PERFORMANCE REVIEW PROCESS**

The Effective Governance and Oversight Task Force advises Council:

- 1) That the following members were selected to form the City Manager Performance Review Development Working Group:



**REPORT NO. 3 OF THE EFFECTIVE GOVERNANCE AND OVERSIGHT  
TASK FORCE  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE  
OF THE CITY OF VAUGHAN ON APRIL 7, 2021**

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Councillor Carella  
Vito Totino  
Sam Florio

- 2) That the City Manager was invited to attend the meetings of the Working Group.

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The meeting adjourned at 5:32 pm.

Respectfully Submitted,

Councillor Tony Carella, Chair

**CITY OF VAUGHAN**  
**REPORT NO. 2 OF THE**  
**ECONOMIC PROSPERITY TASK FORCE**  
*For consideration by the Committee of the Whole  
of the City of Vaughan  
on April 7, 2021*

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The Economic Prosperity Task Force met at 8:05 a.m., on March 22, 2021.

**ELECTRONIC PARTICIPATION**

**MEMBERS PRESENT**

<u><i>Council Members:</i></u>	Councillor Sandra Yeung Racco, Chair Regional Councillor Mario Ferri, Vice-Chair
<u><i>Members from the Public:</i></u>	Alessia Iafano Diana Nuredini
<u><i>Industry Members:</i></u>	Melissa Chee Chuck Thibeault Susan Niczowski Lisa Phillips Brian Shifman Mike Yorke
Guests:	Lucas Chang Samantha Timbers, Costi Dr. Vincent J. Rinaldo, Niagara University
Also Present:	Rose Magnifico, Council / Committee Administrator Raphael Costa, Acting Director, Economic and Cultural Development Kitty Yung, Project Manager, Smart City Business Program Felicia Coniglio, Communications and Engagement Advisor Michelle Samson, Economic Development Officer Julie Flesch, Entrepreneurship Coordinator James Bang, Economic Development Officer Nisha Manocha, Economic Development Officer Lindsay Davidson, Small Business Advisor

**REPORT NO. 2 OF THE ECONOMIC PROSPERITY TASK FORCE  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE  
OF THE CITY OF VAUGHAN ON APRIL 7, 2021**

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Nadia Vidiri, Information and Administrative  
Representative  
Mirella Tersigni, Creative and Cultural Officer

The following items were dealt with:

**1. VAUGHAN'S INTERNATIONAL BUSINESS DEVELOPMENT  
OPPORTUNITY STATEMENT REVIEW AND DISCUSSION**

The Economic Prosperity Task Force advises Council:

- 1) That the discussion with respect to the above was received.

**2. VAUGHAN'S TALENT OPPORTUNITIES**

The Economic Prosperity Task Force advises Council:

- 1) That the discussion with respect to the above was received.

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The meeting adjourned at 9:39 a.m.

Respectfully Submitted,

Councillor Sandra Yeung Racco, Chair