

**CITY OF VAUGHAN  
COMMITTEE OF THE WHOLE (1)  
AGENDA**

**This is an Electronic Meeting. The Council Chamber will not be open to the public. Public comments can be submitted by email to [clerks@vaughan.ca](mailto:clerks@vaughan.ca). If you wish to speak to an item listed on the Agenda, please pre-register by contacting Access Vaughan at 905-832-2281 or [clerks@vaughan.ca](mailto:clerks@vaughan.ca) by noon on the last business day before the meeting.**

**Tuesday, June 1, 2021**

**1:00 p.m.**

**Council Chamber**

**2nd Floor, Vaughan City Hall**

**2141 Major Mackenzie Drive**

**Vaughan, Ontario**

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AND VIDEO BROADCAST

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## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 2

**TITLE:** 2485097 ONTARIO INC.

**OFFICIAL PLAN AMENDMENT FILE OP.20.009**

**ZONING BY-LAW AMENDMENT FILE Z.20.022**

**7896 HUNTINGTON ROAD**

**VICINITY OF HUNTINGTON ROAD AND HIGHWAY 7**

**FROM:**

Haiping Xu, Deputy City Manager Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment Files OP.20.009 and Z.20.022 to redesignate and rezone the subject lands shown on Attachment 1 from “Prestige Employment” to “General Employment” and from “EM1 - Prestige Employment Area Zone” to “EM2 - General Employment Area Zone”. The proposal would permit a 3,154 m<sup>2</sup> accessory outside storage area (30% of the lot area) for equipment, trucks, trailers and materials (lumber and steel), as shown on Attachment 3.

### **Report Highlights**

- The Owner proposes to permit outside storage for an employment building under construction
- An amendment to Vaughan Official Plan 2010 and Zoning By-law 1-88 is required to permit the proposed amendments to the Official Plan and Zoning By-law
- The Development Planning Department supports the approval of the applications as they are consistent and conform with Provincial policy, conform to the York Region Official Plan 2010, and are compatible with the surrounding existing and planned land uses

## **Recommendations**

1. THAT Official Plan Amendment File OP.20.009 (2485097 Ontario Inc.), BE APPROVED, to amend Vaughan Official Plan 2010 to redesignate the subject lands from “Prestige Employment” to “General Employment”.
2. THAT Zoning By-law Amendment File Z.20.022 (2485097 Ontario Inc.), BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands from “EM1 - Prestige Employment Area Zone” to “EM2 - General Employment Area Zone” together with the site-specific exception identified in this report.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the subject lands came into effect, to permit minor adjustments to the implementing Zoning By-law.
4. THAT the revised Block 57/58 Plan - Huntington Business Park BE APPROVED to show the subject lands as “General Employment”, as shown on Attachment 7.

## **Background**

The Subject Lands (the ‘Subject Lands’) are municipally known as 7896 Huntington Road and are located in the vicinity of Huntington Road and Highway 7. The Subject Lands and surrounding land uses are shown on Attachment 1.

### ***The Owner has submitted a Building Permit Application for the Employment Building***

The Owner, on April 28, 2020, submitted a Building Permit Application (File 20.611) seeking to construct a 3,203 m<sup>2</sup> warehouse and office building with 40 parking spaces on the Subject Lands, as shown on Attachments 3 to 6. The Applications are consistent with the warehouse and office building under construction. The Building Permit was issued on November 17, 2020 and the building is expected to be completed in Spring 2021. Site Plan Control By-law 123-2013 is not applicable to the Subject Lands as they are located in an Employment Area abutting a local road. The Owner submitted Applications to amend the Official Plan and the Zoning By-law to permit accessory outside storage on the Subject Lands.

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

The City on November 6, 2020, circulated a Notice of a Public Meeting to all property owners within 150 m of the Subject Lands. A copy of the Notice of Public Meeting was also posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the Subject Lands along Huntington Road in accordance with the City’s Notice Signs Procedures and Protocols.

Vaughan Council on December 15, 2020 ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of December 1, 2020, and to forward a comprehensive report to a future Committee of the Whole meeting.

At the Public Meeting, members of the Committee of the Whole provided comments respecting the provision of appropriate screening for the accessory outside storage area, which is addressed later in this report. No written submissions regarding the applications were received by the Development Planning Department, and no individuals made deputations regarding the applications at the December 1, 2020, Public Meeting.

### **Previous Reports/Authority**

The following is a link to the previous report regarding the Subject Lands:

[December 1, 2020 Committee of the Whole \(Public Meeting\) \(Item1, Report 58\)](#)

### **Analysis and Options**

***Official Plan and Zoning By-law Amendment Applications have been submitted to redesignate and rezone the Subject Lands, and to permit accessory outside storage***

2485097 Ontario Inc. (the 'Owner') has submitted the following Applications (the 'Applications') to permit the following uses (the 'Proposal') on the Subject Lands located at 7896 Huntington Road:

1. Official Plan Amendment File OP.20.009 to amend Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Policy 12.12 Huntington Business Park, to redesignate the Subject Lands from "Prestige Employment" to "General Employment" and to permit a 3,154 m<sup>2</sup> (30% of the lot area) accessory outside storage area for equipment, trucks, trailers and materials (lumber and steel).
2. Zoning By-law Amendment File Z.20.022 to amend Zoning By-law 1-88, to rezone the Subject Lands from "EM1 - Prestige Employment Area Zone" to "EM2 - General Employment Area Zone" in Zoning By-law 1-88 together with the site-specific zoning exception identified in this report. The amendment would permit accessory outside storage on the Subject Lands.

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

In accordance with 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 recognizes the importance of the local context and character. Policies are outcome oriented, and some policies provide flexibility in their implementation provided

Provincial interests are upheld. The *Planning Act* requires that Council's planning decisions be consistent with the PPS.

The Proposal is consistent with the PPS, specifically the following:

- Policy 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land
- Policy 1.3.1 a) - providing for an appropriate mix and range of employment uses to meet long-term needs
- Policy 1.3.1 b) - providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses
- Policy 1.3.2.1 - protecting and preserving employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs
- Policy 1.7.1 a) - supporting long-term economic prosperity by promoting opportunities for economic development and community investment-readiness

The Proposal is to redesignate the Subject Lands to "General Employment" to permit accessory outside storage to the permitted employment use located within a settlement area. The proposed "General Employment" designation forms part of the City's "Employment Area" land supply in accordance with the PPS. The Proposal maintains the intent of the employment businesses and industries in the surrounding area. In consideration of the above, the Proposal is consistent with the PPS.

### ***The Proposal conforms to 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, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The Proposal is consistent with the policy framework of the Growth Plan, specifically:

- Policy 2.2.1.a) - the vast majority of growth will be directed to settlement areas that have a delineated built boundary and existing or planned municipal water and wastewater systems
- Policy 2.2.5.1 - economic development and competitiveness will be promoted by:
  - a) making more efficient use of existing employment areas; and
  - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan
- Policy 2.2.5.5 - Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and



corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

The Subject Lands are located within an “Employment Area” on Schedule 1 - Urban Structure of VOP 2010. The Proposal maintains the intent of the VOP 2010 “Employment Area” policies, supports and encourages the concentration of employment growth within settlement areas and provides additional land use options for the Subject Lands. In consideration of the above, the Proposal conforms to the Growth Plan.

***The Proposal conforms to YROP 2010***

The YROP 2010 guides economic, environmental and community building decision making across York Region, and describes how York Region will accommodate future growth and development while meeting the needs of existing residents and businesses.

The Subject Lands are located within the “Urban Area” on Map 1 - Regional Structure of YROP 2010. The Urban Area permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria. The Subject Lands are in proximity to a “Regional Rapid Transit Corridor” (Highway 7) on Map 11 - Transit Network of YROP 2010.

Policy 4.3 of YROP 2010 seeks to protect employment lands that are designated in local municipal official plans. The Proposal meets the objectives of Policy 4.3.5 of YROP 2010 as it enhances the long-term viability of the employment lands with a greater range of land uses. The Proposal is located in proximity to an existing 400-series highway and proposed extension (Highway 427) and is transit accessible, with transit on Highway 7 to the south, in support of Policy 4.3.15 of YROP 2010. In consideration of the above, the Proposal conforms to YROP 2010.

***An amendment to VOP 2010 is required to permit the Proposal***

The Subject Lands are located within an “Employment Area” in Schedule 1 - Urban Structure of VOP 2010 and are not located within an “Intensification Area”. Huntington Road is identified as a “Local Road” on Schedule 9 - Future Transportation Network of VOP 2010.

The Subject Lands are designated “Prestige Employment” by VOP 2010, Volume 2, Map 12.12.A Huntington Business Park - Land Use, as shown on Attachment 2. Policy 9.2.2.11 c) of VOP 2010 permits the following uses in the “Prestige Employment” designation (in part):

- “i) Industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted.”

The warehouse and office building currently under construction on the Subject Lands is permitted in both the “Prestige Employment” and “General Employment” designations of VOP 2010. However, the “Prestige Employment” designation of VOP 2010 does not

permit the proposed accessory outside storage use. Accordingly, an Official Plan Amendment application has been submitted to redesignate the Subject Lands from “Prestige Employment” to “General Employment”.

Policy 9.1.2.10 f) of VOP 2010 requires outside storage areas for new development in the “Employment Area” to be buffered and screened through the use of setbacks, landscaping, and fencing. The accessory outside storage area is proposed to be screened, as shown on Attachments 4 and 5, as follows:

- Huntington Road (east) - a 2.4 m concrete wall with screen panels and a mix of deciduous trees and deciduous and coniferous shrubs
- North property line - a proposed 2.1 m high concrete retaining wall
- West property line - an existing 2.1 m high concrete retaining wall along a portion and a proposed 2.1 m high chain link fence with nylon fabric screening along a portion
- South property line - a proposed 2.1 m high chain link fence with nylon fabric screening and the warehouse and office building under construction

Policy 9.2.2.10 of VOP 2010 states no lot designated “General Employment” shall be used for the sole purpose of outside storage and where outside storage is proposed on a lot, a building must be provided in accordance with the provisions of the City’s Zoning By-law. The Proposal conforms with Policy 9.2.2.10 as the Subject Lands will be developed with a warehouse building, which are currently under construction and as shown on Attachment 3. The warehouse building is not part of the Proposal and not subject to a Site Development Application in accordance with Site Plan Control By-law 123-2013.

Council approval is required to amend VOP 2010 to redesignate the Subject Lands to “General Employment” to conform to Policies 9.1.2.10 f) and 9.2.2.10 of VOP 2010.

#### Summary of Planning Policy

In consideration of the applicable Provincial policies and the YROP 2010 and VOP 2010 policies outlined in this report, the Proposal would provide support to an employment use to meet the needs of the warehouse building under construction on the Subject Lands. The Proposal also enhances the long-term viability of the employment lands with a greater range of land uses, utilizes the Subject Lands more efficiently and is in proximity to an existing 400-series highway. The outside storage is accessory to an employment building under construction and is appropriately screened, in accordance with VOP 2010. The Development Planning Department is of the opinion that the Proposal is consistent with the policies of the PPS, conforms to the Growth Plan and the YROP, and maintains the intent of the employment policies of VOP 2010.

#### ***Amendments to Zoning By-law 1-88 are required to permit the Proposal***

The Subject Lands are zoned “EM1 Prestige Employment Area Zone” by Zoning By-law 1-88, as shown on Attachment 1. The Owner is proposing to rezone the Subject Lands to “EM2 General Employment Area Zone” to permit the Proposal, together with the following site-specific zoning exception:

- To permit a minimum setback of 16 m to a Street Line (Huntington Road) for Accessory Outside Storage; whereas Zoning By-law 1-88 requires 20 m.

The Development Planning Department can support the proposed zoning exception identified in Table 1 as the Proposal would implement the intent of the “General Employment” designation. In addition, the Proposal is compatible with the surrounding area, is consistent with the policies of the PPS, conforms to the Growth Plan and YROP 2010 and maintains the intent of VOP 2010.

***The 30% accessory outside storage area is to be delineated and appropriately screened from Huntington Road and abutting properties***

The Owner is proposing 30% (3,154 m<sup>2</sup>) accessory outside storage as a permitted use on the Subject Lands, in accordance with the accessory outside storage provisions of the “EM2 - General Employment Area Zone”. The 30% accessory outside storage area is delineated by a concrete pad and enclosed within a fence on the Subject Lands to the satisfaction of the Building Standards Department, as shown on Attachments 3 and 4. Should the Proposal be approved, the implementing zoning by-law will identify the limits of the 30% accessory outside storage area.

The accessory outside storage area is screened from Huntington Road with a 2.4 m high concrete wall with screening panels and a mix of deciduous trees and deciduous and coniferous shrubs along Huntington Road, as shown on Attachments 4 and 5. Further, a 2.1 m high concrete retaining wall around the north and west property lines screens the accessory outside storage area from the adjacent lands. The Owner will provide the screening and landscaping as part of the Building Permit Application process for the accessory outside storage area.

***The Planning Act enables a municipality to pass a resolution to permit the Owner to apply for a future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect***

Policy 45(1.3) of the *Planning Act* does not permit the Owner to apply to the Vaughan Committee of Adjustment for a Minor Variance application(s) before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect. A condition is included in the Recommendation section of this report to permit the Owner to apply for a minor variance from the provisions of the by-law in respect of the land, building or structure before the second anniversary of the day on which the by-law was amended, should it be necessary.

***An amendment is required to the Block 57/58 Plan - Huntington Business Park to identify the Subject Lands as “General Employment” instead of “Prestige Employment”***

Vaughan Council on June 25, 2013, approved the Block 57/58 Plan - Huntington Business Park (‘Block 57/58 Plan’). The Block 57/58 Plan provides the basis for the land uses, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for Block 57/58 in order to manage growth.

The current Block 57/58 Plan showed the Subject Lands as “Prestige Employment”. Should the Proposal be approved, the Subject Lands will be shown as “General Employment” as shown on Attachment 7. Accordingly, a recommendation is included in this report for Council to approve the revised Block 57/58 Plan should the Proposal be approved.

***The Subject Lands are cleared of any concern for archaeological resources***

The Subject Lands do not contain any elements identified as archaeological resources, and therefore are cleared of any concern for archaeological resources.

***Development Engineering Department comments shall be addressed at the Building Permit stage***

The Development Engineering (‘DE’) Department provided comments respecting site servicing, grading, stormwater management, an existing municipal watermain easement, Huntington Road urbanization and cost sharing obligations, active transportation, and fees. All comments from the DE Department must be addressed at the Building Permit Application stage for the outside storage use.

The Owner submitted an Environmental Noise Report prepared by Valcoustics Canada Ltd. and dated April 9, 2021 in support of the Proposal (‘Noise Report’). Noise impacts from the Proposal were assessed on the following neighbouring properties as shown on Attachment 1:

- the existing one-storey Vaughan Inn motel located at 6700 Highway 7, located southeast of the Subject Lands
- the six-storey Avid Hotel under construction located at 8700 Highway 7, located south of the Subject Lands

The Noise Report reviewed the Proposal against the applicable Ministry of the Environment, Conservation and Parks (‘MECP’) guideline limits and determined no noise mitigation measures are required. The DE Department agrees with the conclusions of the Noise Report.

***Cash-in-lieu of parkland dedication in accordance with the City’s Cash-in-Lieu of Parkland and Policy and the Planning Act is not required for the Proposal***

The Parks Development and Real Estate Departments have no objection to the Proposal and the provision of cash-in-lieu of parkland dedication in accordance with the City’s Cash-in-Lieu of Parkland and Policy and the *Planning Act* is not required.

***The various utilities have no objection to the Proposal***

Alectra Utilities Corporation, Canada Post and Rogers Communications have no objections to the Proposal.

**Financial Impact**

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

## **Broader Regional Impacts/Considerations**

The Owner submitted a request for exemption from York Regional approval for Official Plan Amendment ('OPA') File OP.20.009. York Region, in their letter dated November 20, 2020 advised that the OPA is considered a routine matter of local significance, and in accordance with YROP 2010 Policy 8.3.8, the OPA does not adversely affect Regional planning policies or interests. Accordingly, OPA File OP.20.009 is exempted from Regional approval. York Region also have no comments on Zoning By-law Amendment File Z.20.022 as it is considered a matter of local significance.

## **Conclusion**

The Applications have been reviewed in consideration of the applicable Provincial policies, the policies of YROP 2010 and VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies and the surrounding area context. The Proposal shown on Attachment 3 is consistent with Provincial policy, conforms to the Growth Plan and YROP 2010, and maintains the intent of VOP 2010.

The Development Planning Department is satisfied that the Proposal is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department supports the approval of Official Plan and Zoning By-law Amendment Files OP.20.009 and Z.20.022 subject to the Recommendations of this report.

**For more information**, please contact: Judy Jeffers, Planner, at extension 8645.

## **Attachments**

1. Context and Location Map
2. Vaughan Official Plan 2010 - Huntington Business Park Map 12.12A Land Use
3. Proposed Zoning and Site Plan
4. Landscape Plan
5. Huntington Road and Landscape/Screening Perspective
6. Building Elevations (Building Permit No. 20.611)
7. Revised Block 57/58 Plan

## **Prepared by**

Judy Jeffers, Planner, ext. 8645

Mark Antoine, Senior Planner, ext. 8212

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

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

**Approved by**

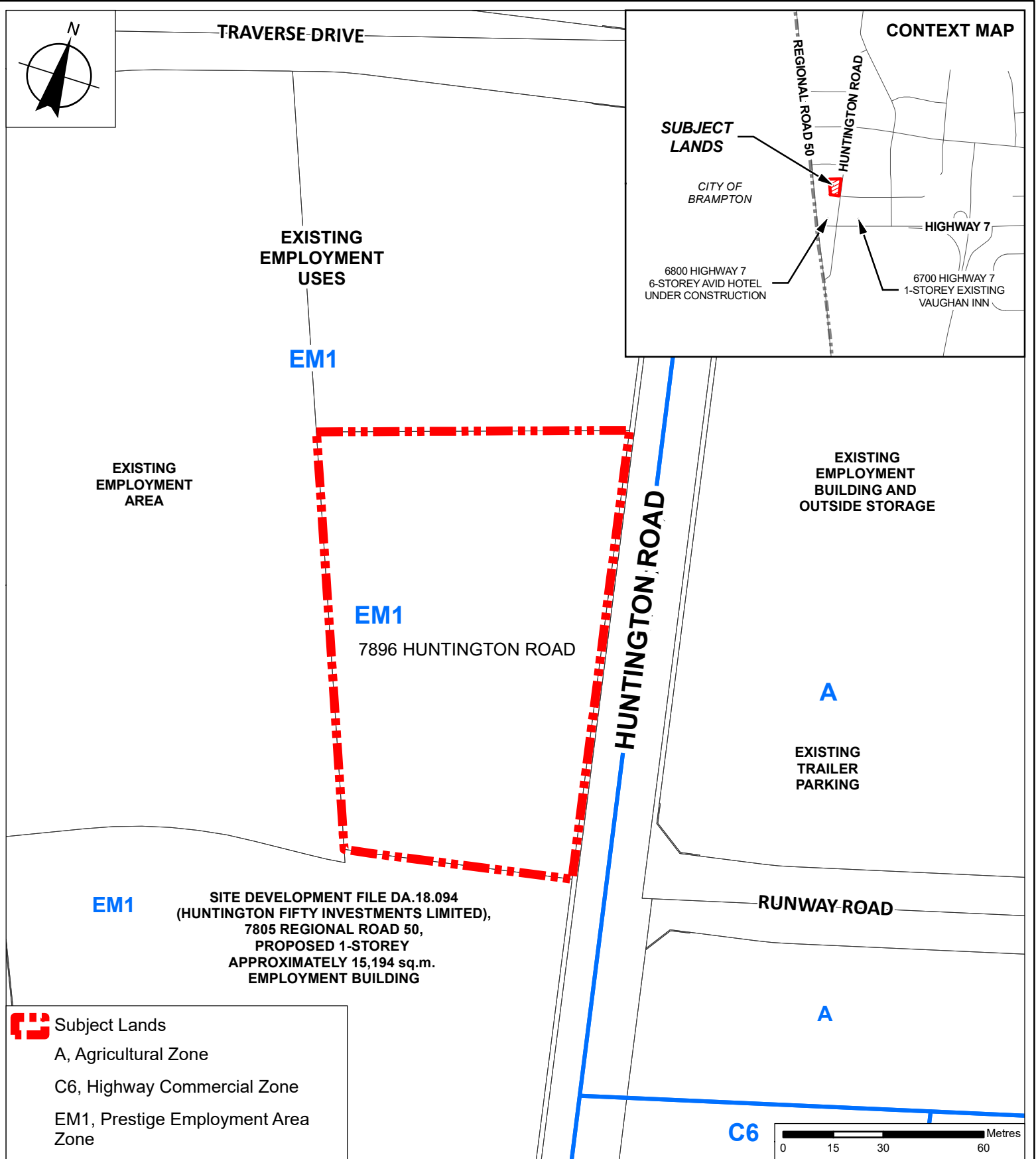
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Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**

A handwritten signature in cursive script, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager



## Context and Location Map

**LOCATION:** Part of Lot 6, Concession 10;  
7896 Huntington Road

**APPLICANT:**  
2485097 Ontario Inc.



## Attachment

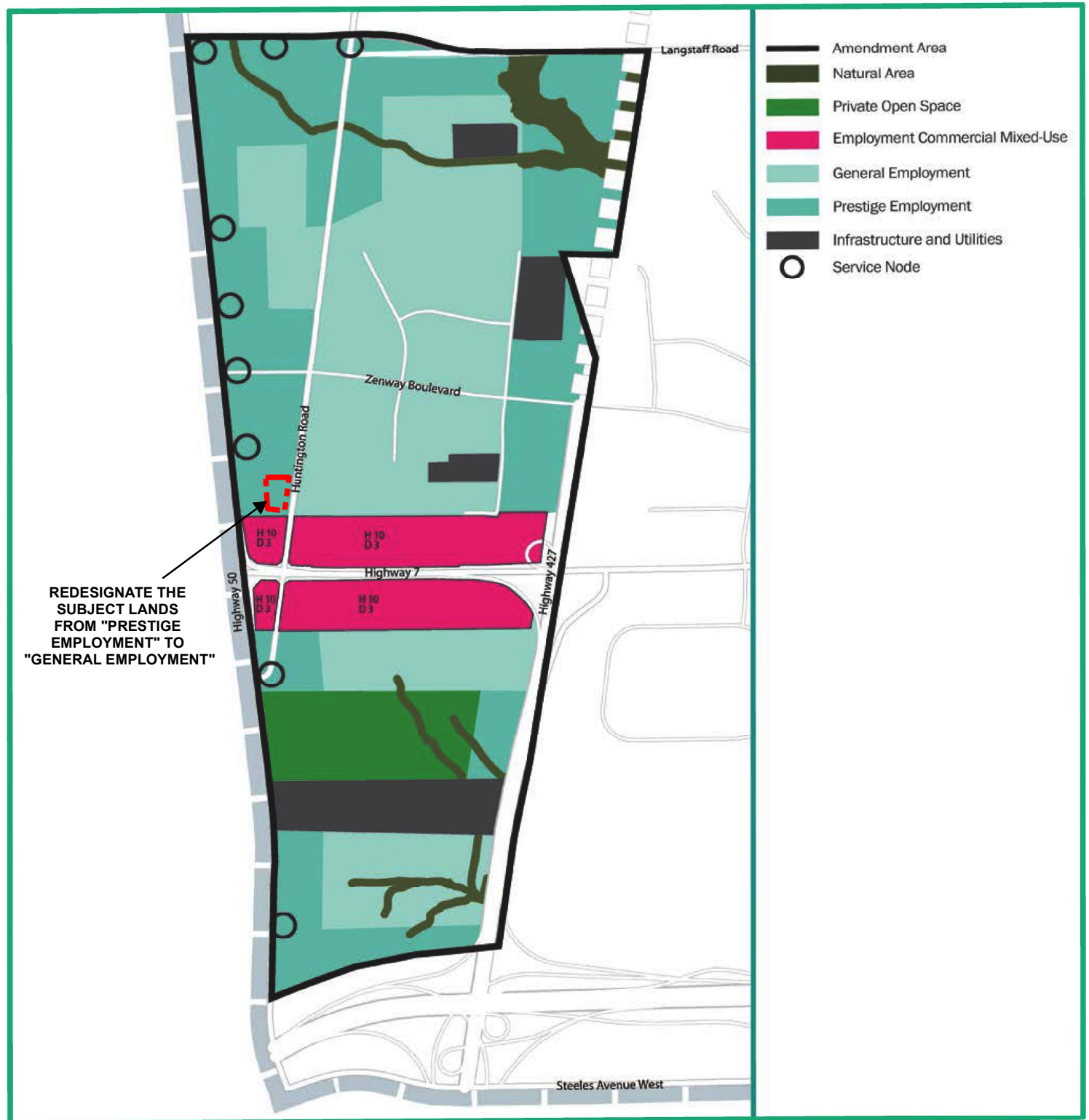
**FILES:**  
OP.20.009 and Z.20.022


**DATE:**  
June 1, 2021





Map 12.12.A: Huntington Business Park – Land Use



 Subject Lands

# Vaughan Official Plan 2010 - Huntington Business Park Map 12.12 A Land Use

**LOCATION:** Part of Lot 6, Concession 10;  
7896 Huntington Road

**APPLICANT:** 2485097 Ontario Inc.



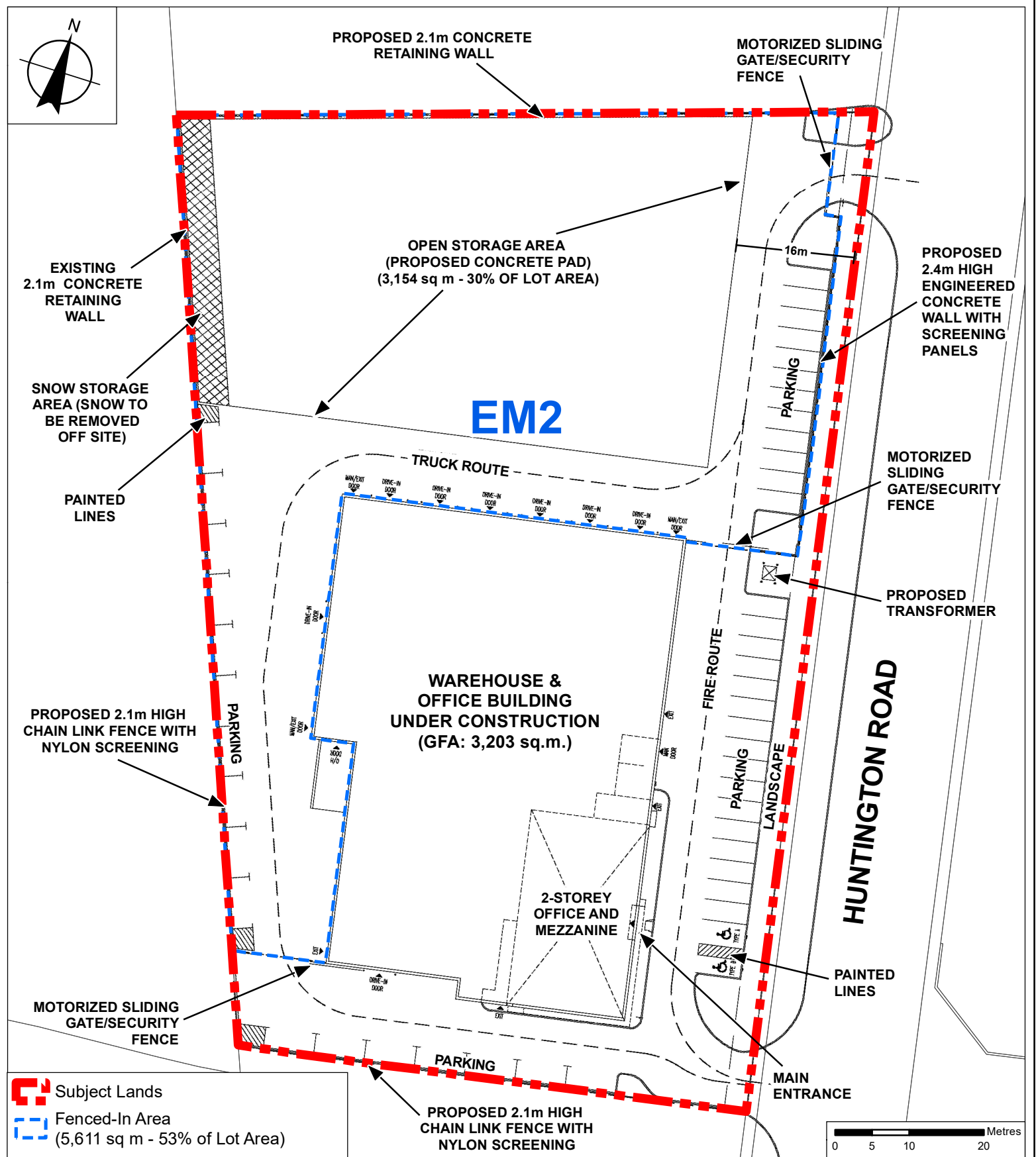
## Attachment

**FILES:**  
OP.20.009 and Z.20.022

**DATE:**  
June 1, 2021

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## Proposed Zoning and Site Plan

**LOCATION:** Part of Lot 6, Concession 10;  
7896 Huntington Road

**APPLICANT:** 2485097 Ontario Inc.



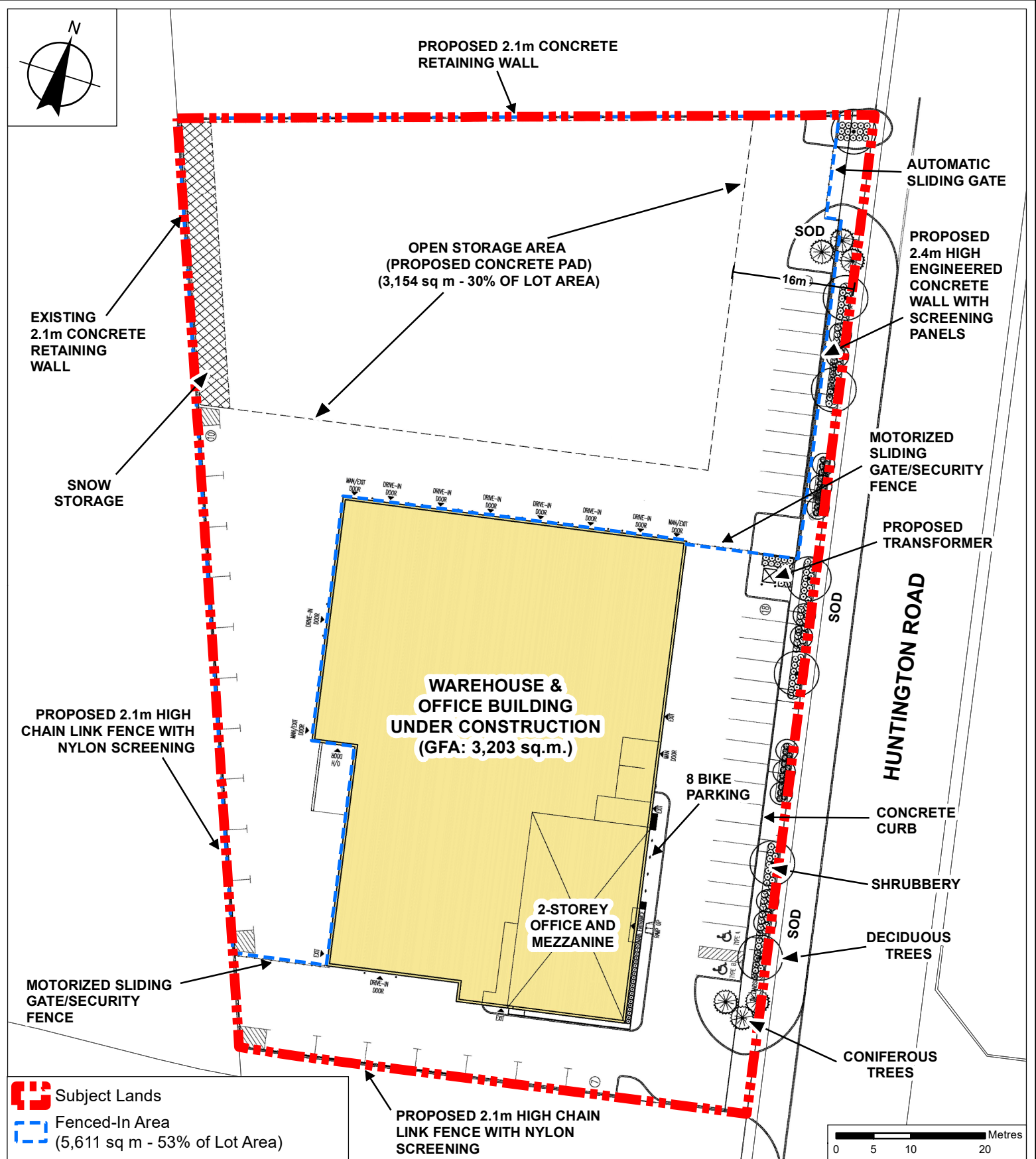
## Attachment

**FILES:**  
OP.20.009 and Z.20.022

**DATE:**  
June 1, 2021

**3**





# Landscape Plan

**LOCATION:** Part of Lot 6, Concession 10;  
7896 Huntington Road

**APPLICANT:** 2485097 Ontario Inc.

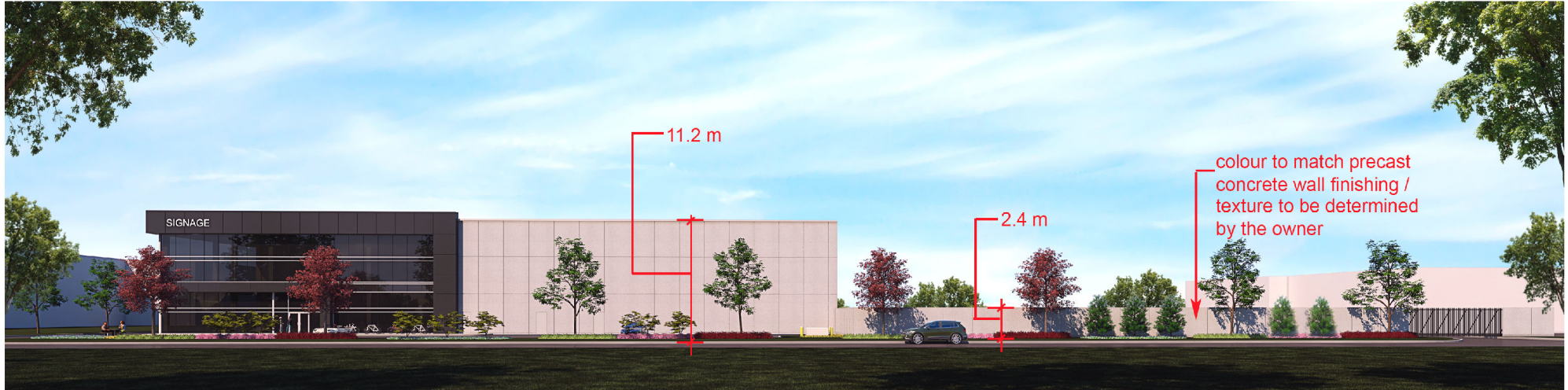


# Attachment

**FILES:**  
OP.20.009 and Z.20.022

**DATE:**  
June 1, 2021





**EAST (FRONT) ELEVATION**

Not to Scale

## Huntington Road and Landscape/Screening Perspective

**LOCATION:** Part of Lot 6, Concession 10; 7896 Huntington Road

**APPLICANT:** 2485097 Ontario Inc.



**Attachment**

**FILES:**  
OP.20.009 and Z.20.022

**DATE:**  
June 1, 2021

**5**





EXPOSED AGGREGATE  
ARCHITECTURAL PRECAST - WHITE

SPANDREL GLASS

SMOOTH ARCHITECTURAL  
PRECAST - BLACK

United Floor

VISION GLASS

### EAST (FRONT) ELEVATION - FACING HUNTINGTON ROAD

EXPOSED AGGREGATE  
ARCHITECTURAL PRECAST - WHITE

United Floor

SMOOTH ARCHITECTURAL  
PRECAST - BLACK

### SOUTH ELEVATION

SMOOTH ARCHITECTURAL  
PRECAST - WHITE

### NORTH ELEVATION

### WEST (REAR) ELEVATION

Not to Scale

## Building Elevations (Building Permit No. 20.611)

**LOCATION:** Part of Lot 6, Concession 10; 7896 Huntington Road

**APPLICANT:** 2485097 Ontario Inc.



## Attachment

**FILES:**  
OP.20.009 and Z.20.022

**DATE:**  
June 1, 2021

# 6



**SUBJECT LANDS**

- PRESTIGE AREA
- EMPLOYMENT AREA GENERAL
- CEMETERY
- VALLEY LAND & STREAM CORRIDORS
- STORM WATER MANAGEMENT
- ALTERNATIVE STORM WATER MANAGEMENT
- UTILITY CORRIDOR
- SERVICE NODES
- CENTER
- POSSIBLE FUTURE TRANSIT STATION (6.0 Ha.)
- COMMUNITY MULTI-USE RECREATIONAL PATHWAY (CMRP)

## HUNTINGTON BUSINESS PARK - BLOCK PLAN

### Revised Block 57/58 Plan

**LOCATION:**  
Part of Lot 6, Concession 10;  
7896 Huntington Road

**APPLICANT:** 2485097 Ontario Inc.



### Attachment

**FILES:**  
OP.20.009 and Z.20.022

**DATE:**  
June 1, 2021

**7**



## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 01, 2021

**WARD(S):** 1

**TITLE: APRA TRUCK LINE**

**OFFICIAL PLAN AMENDMENT FILE OP.19.008**

**ZONING BY-LAW AMENDMENT FILE Z.19.021**

**(TEMPORARY USE)**

**SITE DEVELOPMENT FILE DA.20.034**

**7300 MAJOR MACKENZIE DRIVE**

**VICINITY OF MAJOR MACKENZIE DRIVE AND HIGHWAY 50**

**FROM:**

Haiping Xu, Deputy City Manager Planning and Growth Management

**ACTION: DECISION**

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### **Purpose**

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment and Site Development Files OP.19.008, Z.19.021 and DA.20.034 for the subject lands shown on Attachment 2. The Owner proposes to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 to permit the outside storage of truck cabs (46 parking spaces) and an accessory administrative office, as shown on Attachments 3 to 6, as temporary uses for a maximum of 3 years.

### **Report Highlights**

- The Owner proposes the outside storage of truck cabs and an accessory administrative office as temporary uses for a maximum of 3 years
- The Development Planning Department supports the Applications as the temporary uses are consistent with the Provincial Policy Statement 2020, the Growth Plan 2019, as amended, the York Region Official Plan, meet the criteria for temporary uses in Vaughan Official Plan 2010 and the amendments to Zoning By-law 1-88, and are considered compatible with the existing and planned uses for the surrounding area

## **Recommendations**

1. THAT Official Plan Amendment File OP.19.008 (APRA Truck Line), BE APPROVED to amend Vaughan Official Plan 2010, Volume 2, West Vaughan Employment Area, Section 11.9, to permit the outside storage of 46 truck cabs and an accessory administrative office, as temporary uses for 3 years.
2. THAT Zoning By-law Amendment File Z.19.021 (APRA Truck Line), BE APPROVED to amend Zoning By-law 1-88 to permit the outside storage of 46 truck cabs and an accessory administrative office, as temporary uses for 3 years, together with the site-specific zoning exceptions identified in Table 1 of this report.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.
4. THAT Site Development File DA.20.034 (APRA Truck Line), BE DRAFT APPROVED SUBJECT TO THE CONDITIONS identified in Attachment 1, to permit the outside storage of 46 truck cabs and an accessory administrative office, as shown on Attachments 3 to 6.

## **Background**

The 0.35 ha subject lands (the 'Subject Lands') are municipally known as 7300 Major Mackenzie Drive and are located on the north side of Major Mackenzie Drive, east of Highway 50. The Subject Lands are currently occupied with a one-storey, 143 m<sup>2</sup> accessory administrative office, frame shed, frame dwelling, trailer, diesel storage tank, and truck cab parking. The Subject Lands and surrounding land uses are shown on Attachment 2.

### **By-law History**

The Owner received a Notice to Comply dated August 17, 2009 from the City of Vaughan By-law and Compliance, Licensing and Permit Services, citing that the existing outside storage use on the Subject Lands was not permitted under the "A - Agricultural Zone". On October 1, 2019, through a Court proceeding, a settlement was reached between the parties and the Owner pled guilty and was charged a fine.

A Pre-Application Consultation Meeting was held by the Development Planning Department on March 13, 2019. The required Official Plan and Zoning By-law Amendment Files OP.19.008 and Z.19.021 were received by the City on October 8, 2019 and the associated Site Development File DA.20.034 was received August 13, 2020. These applications were submitted in order to temporarily obtain land use permissions for the existing uses on the Subject Lands.

Date applications were deemed complete: Official Plan and Zoning By-law Amendment Files OP.19.008 and Z.19.021 were deemed complete on December 2, 2019. Site Development File DA.20.034 was deemed complete on April 9, 2021.

***Official Plan Amendment, Zoning By-law Amendment and Site Development Applications have been submitted to permit the proposed uses on a temporary basis for a maximum of three years***

APRA Truck Line (the 'Owner') submitted the following applications (the 'Applications') to permit the outside storage of 46 truck cabs and an accessory administrative office with 7 parking spaces (the 'Development'), as temporary uses for 3 years on the Subject Lands as shown on Attachments 3 to 6:

1. Official Plan Amendment File OP.19.008 (APRA Truck Line) to amend the Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Section 11.9 – West Vaughan Employment Area Secondary Plan (WVEA').
2. Zoning By-law Amendment File Z.19.021 (APRA Truck Line) to amend the "A Agricultural Zone" of Zoning By-law 1-88 together with the proposed site-specific zoning exceptions identified in Table 1 of this report.
3. Site Development File DA.20.034 to facilitate the Development.

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

On December 20, 2019, a Notice of Public Meeting was circulated to all property owners within 150 m of the Subject Lands, to the Kleinburg and Area Ratepayer's Association and anyone on file with the City Clerk. A copy of the Notice was posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a notice sign was installed on the Subject Lands along Major Mackenzie Drive in accordance with the City's Notice signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on January 21, 2020, to receive comments from the public, and the Committee of the Whole. Vaughan Council, on January 28, 2020, ratified the Recommendation of the Committee of the Whole to receive the Public Hearing report of January 21, 2020.

No written submissions regarding the Applications were received by the Development Planning Department; however, Kurt Franklin of Weston Consulting, representing the Owner, provided a presentation of the Development to the Committee at the Public Meeting.

## **Previous Reports/Authority**

The following is a link to the Public Meeting report regarding the Subject Lands: [Item 1, Report No. 3, of the Committee of the Whole \(Public Hearing\), which was adopted without amendment by the Council of the City of Vaughan on January 28, 2020.](#)

## **Analysis and Options**

### ***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 PPS is applied province-wide and provides direction to support strong communities, a strong economy, and a clean and healthy environment.

The Development is consistent with the Employment Areas policies (Sections 1.3.1, 1.3.2.1, 1.3.2.3, 1.3.2.6) and Airports, Rail and Marine Facilities policies (Section 1.6.9.1) of the PPS. The Development is consistent with the Employment Areas policies of the PPS as the temporary nature of the Development protects and preserves the Subject Lands for future employment uses and supports the long-term operational and economic viability of employment uses for the Subject Lands and the surrounding area. The Subject Lands are not located in proximity to sensitive land uses, and the necessary infrastructure such as roads and servicing exists on and in proximity to the Subject Lands.

The Subject Lands are located in proximity to the Canadian Pacific Intermodal Facility (the ‘CP Facility’), located on the south side of Major Mackenzie Drive. The PPS encourages planning authorities to protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations. Planning for land uses in the vicinity of rail facilities shall be undertaken so that the long-term operation and economic role of major goods movement facilities is protected.

The Planning Justification Report submitted with the Applications identifies that the truck cabs parked on the Subject Lands are used to pick up trailers from the CP Facility and transport them elsewhere within and outside the City limits. As the temporary uses proposed for the Subject Lands support a nearby major goods movement facility, the Development is consistent with the Employment Areas and Rail Facilities policies of the PPS.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (‘Growth Plan’), as amended, 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 being located within a “Provincially Significant Employment Zone” which are defined as: “areas for the purpose of long-term planning for job creation and economic development”.

The Subject Lands make use of an existing employment area, are located within an “Employment Area” identified in VOP 2010 and the temporary nature of the Development preserves the availability of sufficient land in proximity to a major goods movement facility to accommodate future employment growth. In addition, residential uses and other sensitive land uses are not located in proximity to the Subject Lands; therefore, an appropriate interface is being maintained in this employment area. In consideration of the above, the Development conforms to the Growth Plan.

***The Development conforms to the York Region Official Plan 2010***

The York Region Official Plan 2010 (‘YROP 2010’) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1 - “Regional Structure”. The “Urban Area” designation permits a range of residential, commercial, institutional, industrial and employment uses. YROP 2010 encourages maintaining the economic viability of employment lands, which are contingent upon its long-term protection, effective planning and design, and a shift toward increasingly sustainable and innovative industrial processes.

The Development conforms to the “Planning for Employment Lands” policies (Section 4.3) of YROP 2010 as the Development incorporates employment uses on a temporary basis which maintains and enhances the long-term viability of the Subject Lands for employment uses.

The Development also conforms to the “Goods Movement” policies of Section 7.2. of YROP 2010 as the Subject Lands are located in proximity to the CP Facility and truck cabs parked on the Subject Lands are used to pick up trailers from the CP Facility and transport them elsewhere within and outside of the City limits. The Subject Lands have frontage on Major Mackenzie Drive and are located in proximity to the intersection of Highway 50 and Major Mackenzie Drive. Both the Highway 50 and Major Mackenzie Drive rights-of-way are identified as arterial roads with planned rights-of-way widths of up to 45 metres and 43 metres respectively.

The Subject Lands are privately serviced with well-water and a private septic system. The Development Engineering Department has reviewed the existing services and is satisfied that the Development can be accommodated on the Subject Lands. As the Development is temporary in nature, the proposed uses provide opportunity for the future redevelopment of the Subject Lands. Therefore, in consideration of the above, the Applications conform to the policies of the YROP.

***The Development Planning Department supports the Amendments to Vaughan Official Plan 2010 to permit the Development on a temporary basis***

The Subject Lands are located within an “Employment Area,” as identified on Schedule 1 “Urban Structure” of VOP 2010 and are not located within an “Intensification Area”.

The Subject Lands are designated “Prestige Employment” by VOP 2010, Volume 2, Section 11.9 – West Vaughan Employment Area (‘WVEA’) Secondary Plan, which permits the following uses in accordance with Section 9.2.2.11.c of VOP 2010, Volume 1:

- Industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted
- office and or retail uses accessory to and directly associated with the industrial uses listed above
- office uses not accessory to and directly associated with any of the uses listed above, up to a maximum gross floor area of 10,000 square metres
- ancillary retail uses
- gas stations

The proposed outside storage of truck cabs is not permitted on the Subject Lands. The Development is not consistent with the “Prestige Employment” designation policies of VOP 2010 and therefore, an amendment to the Official Plan is required. The Owner is proposing to permit the Development on the Subject Lands on a temporary basis for a maximum of 3 years.

***Vaughan Official Plan 2010 permits Temporary Uses***

The *Planning Act* allows municipal Councils to establish the temporary use of land, buildings or structures for any purpose otherwise not permitted by the parent zoning by-law. A temporary use by-law must define the area to which it applies and specify the time in which it would be in force, which shall not exceed 3 years from the day of the passing of the By-law. Policy 10.1.2.4 of VOP 2010 includes policies to permit the temporary use of land, buildings or structures provided the temporary use meets the following conditions:

- Is consistent with the general intent of the Plan
- Is compatible with adjacent land uses
- Is temporary in nature and can be easily terminated when the temporary zoning by-law expire
- Sufficient servicing and transportation capacity exists for the temporary use
- Maintains the long-term viability of the lands for the uses permitted in this Plan

***The Development conforms to the Temporary Use Provisions of VOP 2010***

As the Development proposes outside storage uses on the Subject Lands, the Development is not consistent with the “Prestige Employment” designation policies of VOP 2010 and therefore, an amendment to the Official Plan is required. However, the Development Planning Department is of the opinion that the Applications satisfy the Temporary Use conditions of VOP 2010, as follows:

Is consistent with the general intent of this Plan

The Development meets the general intent of VOP 2010 as employment uses are proposed that support the surrounding employment area and its temporary nature allows for the future redevelopment of the Subject Lands for Prestige Employment uses. In this regard, the Development is consistent with the “Rail and Goods Movement” and “Supporting Goods Movement” policies (Policy 4.4.1.2 and Policy 4.4.2. of VOP 2010) and Policies 2.15 and 2.2.10 of the WVEA Secondary Plan of VOP 2010, Volume 2.

Section 2.6.1 of the WVEA Secondary Plan requires the preparation of detailed Block Plans to implement the Secondary Plan. The landowners in Block 66, within which the Subject Lands are located, have not initiated a Block Plan for the block. The temporary nature of the Development will not impede the future development of the Subject Lands through the Block Plan process. The Owner will be required to participate in a future Block Plan process, as identified by the WVEA Secondary Plan. A condition to this effect is included in Attachment 1.

Is compatible with adjacent land uses

The Subject Lands are located within an “Employment Area” and are surrounded by existing and approved outside storage and industrial land uses, as shown on Attachment 2, where heavy truck traffic is prevalent due to the proximity of the CP Facility. In addition, neither “Community Areas” or “Intensification Areas” are located within the immediate vicinity of the Subject Lands which would result in incompatible uses; therefore, the Development is compatible with adjacent land uses.

Is temporary in nature and can be easily terminated when the temporary Zoning By-law expires

The proposed temporary uses can be easily terminated from the Subject Lands and the existing administrative office can be converted to a use that complies with the “A - Agricultural Zone” of Zoning By-law 1-88 or be demolished, when the temporary zoning by-law expires.

Sufficient servicing and transportation capacity exist for the temporary use

The Subject Lands are serviced with private well-water and septic system. The Development Engineering Department has advised that the existing services are sufficient to accommodate the Development on the Subject Lands. The Subject Lands have frontage on Major Mackenzie Drive and are located in proximity to the intersection of Highway 50 and Major Mackenzie Drive. Both the Highway 50 and Major Mackenzie Drive rights-of-way are identified as arterial roads with planned rights-of-way widths of up to 45 metres and 43 metres respectively.

Maintains the long-term viability of the lands for the uses permitted in this Plan

The Development is temporary in nature and can be easily terminated from the Subject Lands, therefore the long-term viability of the Subject Lands for uses permitted within the “Prestige Employment” designation and any future land use and development identified through the Block Plan process, would be maintained.

In consideration of the above, the Development Planning Department can support the Official Plan Amendment application to permit the Development on a temporary basis for a maximum period of 3 years. Should the Official Plan Amendment application be approved, the implementing Official Plan Amendment will be tied to the approval of a site-specific temporary use Zoning By-law to permit the temporary uses for a maximum period of 3 years.

***Site-Specific amendments to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are zoned “A Agricultural Zone” by Zoning Bylaw 1-88 which does not permit the proposed outside storage or accessory administrative office uses on the Subject Lands. The Owner is proposing to maintain the existing “A Agricultural Zone” with the following site-specific exceptions to Zoning By-law 1-88 identified in Table 1 below, to permit the Development on a temporary basis for a maximum of 3 years:

Table 1:

	<b>Zoning By-law 1-88 Standards</b>	<b>A Agricultural Zone Requirement</b>	<b>Proposed Exceptions to the A Agricultural Zone Requirement</b>
a.	Permitted Uses (Section 8.2)	The outside storage of truck cabs and an accessory administrative office is not permitted	Permit the outside storage of truck cabs and an accessory administrative office on a temporary basis for a maximum of 3 years
b.	Minimum Front Yard Setback to Major Mackenzie Drive	15 m	<ul style="list-style-type: none"> <li>• 6 m to exterior stairs</li> <li>• 8 m to main wall of building</li> </ul>
c.	Parking Requirements for Commercial, Industrial and Institutional Uses (Section 3.8.k)	For all commercial, industrial, and institutional uses, the surface of all loading spaces and related driveways, parking spaces and maneuvering areas shall be paved with hot-mix asphalt or concrete	A gravel surface shall be permitted for the driveways, parking area and maneuvering areas

	<b>Zoning By-law 1-88 Standards</b>	<b>A Agricultural Zone Requirement</b>	<b>Proposed Exceptions to the A Agricultural Zone Requirement</b>
d.	Minimum Landscape Width Abutting an Arterial Road	9 m	6 m (abutting Major Mackenzie Drive)
e.	Maximum Number of Parking Spaces for Outside Storage Use	The outside storage of truck cabs is not permitted; therefore, a maximum number of parking spaces is not identified	The number of truck cabs stored shall be equivalent to the number of parking spaces provided for the truck cab use on the Subject Lands (46 spaces)
f.	Minimum Number of Parking Spaces for the Accessory Office Use	The accessory office use is not permitted; therefore, a maximum number of parking spaces is not identified	7 parking spaces shall be provided for the accessory office use
g.	Outside Storage (Section 6.3.2.i)	Outside storage is not permitted in the "A Agricultural zone"  Outside accessory storage shall not exceed thirty (30%) of the lot area	Outside storage shall not exceed 88% of the lot area
h.	Outside Storage (Section 6.3.2.ii)	Outside storage is not permitted on any lot unless there is an existing building with a GFA of at least 550m <sup>2</sup>	Outside storage shall be permitted on the lot with an existing building having a gross floor area of 143 m <sup>2</sup>
i.	Outside Storage (Section 6.3.2.iii)	No outside storage shall be located in any front yard, exterior side yard or between any main building and a street line, and further shall be no closer than 20 m to any street line	All outside storage shall be setback a minimum of 8.3 m from the front property line (Major Mackenzie Drive)

	<b>Zoning By-law 1-88 Standards</b>	<b>A Agricultural Zone Requirement</b>	<b>Proposed Exceptions to the A Agricultural Zone Requirement</b>
j.	Outside Storage (Section 6.3.2.iv)	The outside storage area shall be completely enclosed by a stone or masonry wall or chain link fence with appropriate landscaping screen and no such enclosure shall be no less than two 2m in height	The outside storage area shall be completely enclosed by a 2 m high wooden privacy fence, except for the driveway area which will be enclosed by a 1.8 m high chain link gate.

The Development Planning Department can support the proposed zoning exceptions in Table 1 for the following reasons:

- the proposed outside storage and accessory office uses meet the Temporary Use conditions of VOP 2010 and will be permitted for 3 years
- the proposed uses are complimentary and compatible with the adjacent outside storage and employment land uses and supports the operations of the CP Facility located in proximity to the Subject Lands
- appropriate landscaping will be provided along the Major Mackenzie Drive to screen the outside storage area from the street

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

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment. Should Council approve the Zoning By-law Amendment application, the Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s), if required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization of the Applications.

***The Development Planning Department has no objection to the Site Development Application subject to conditions***

Site Plan

The Site Plan shown on Attachment 3, consists of an existing accessory administrative office with a total GFA of 143 m<sup>2</sup>. A total of 46 truck cab and 7 parking spaces

(including 1 barrier free parking space) for the administrative office are proposed. The existing frame shed, and frame dwelling will be demolished, and the trailer and diesel storage tank currently located on the Subject Lands must be removed to facilitate the Development.

Access to the Subject Lands is provided by an existing 7.5 m private driveway from Major Mackenzie Drive. Two snow storage areas are proposed along the northeast and northwest limits of the Subject Lands, as shown on Attachment 3. A concrete pad for an outdoor waste storage system is located on the west side of the Subject Lands. Prior to final site plan approval, the Owner shall submit a waste management plan to enclose the waste storage area using high-quality materials to screen the waste storage area from view. A condition to this effect is included in Attachment 1.

#### Landscape Plan

The Landscape Plan is shown on Attachment 4. Ten (10) out of thirteen (13) existing trees will be preserved on the Subject Lands. The proposed landscape plan includes 11 coniferous trees, 7 deciduous trees, 36 deciduous shrubs, 32 perennials, ground covers and grasses to screen the outside storage area from Major Mackenzie Drive.

The Subject Lands are enclosed by existing fencing with a chain link gate, however the Owner is proposing to replace all existing fencing on the Subject Lands with a 2 m high wood privacy fence and a 1.8 m high, 6 m wide chain link gate over the drive aisle leading to Major Mackenzie Drive.

The final Landscape Plan shall be approved to the satisfaction of the Development Planning Department.

#### Building Elevations

The building elevations for the existing administration office use are shown on Attachments 5 and 6. The existing façades include aluminum fascia board, lap siding, and trim, corrugated clear acrylic panels, decorative metal guard and asphalt roof shingles.

#### Lighting

No new lighting is proposed for the Subject Lands. All existing lighting will be maintained on the Subject Lands.

#### Sustainability Metrics

The Development achieves an overall application score of 18, which does not meet the City's minimum threshold requirement of 31 for Site Development applications. The Owner will be required to revise the sustainability metrics to bring their total application score up to 31.

Prior to the execution of the Site Plan Agreement, the final site plan, waste management plan, building elevations, architectural materials, landscape plan and details, landscape cost estimate and sustainability metrics must be approved to the

satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1.

***The Forestry Operations Division has no objection to the Applications, subject to the condition in Attachment 1***

The Forestry Operations Division has no objection to the Applications, subject to the Arborist Report and Tree Preservation Plan being revised to reflect existing conditions and the recommendations of the Forestry Operations Division. Prior to the execution of Site Plan Agreement, the Owner is required to obtain a Private Property Tree Removal and Protection Permit to the satisfaction of the Forestry Operations Division in accordance with the City's Tree Protection Protocol. Conditions to this effect are included in Attachment 1.

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

The Development Engineering ('DE') Department has no objections to the Applications subject to the conditions in Attachment 1, and provides the following comments:

Water and Sanitary Servicing

The Subject Lands are currently serviced with well-water and a private septic system. The DE Department is satisfied that the existing services can accommodate the Development during post-development conditions.

Storm Servicing

The existing drainage for the Subject Lands flows towards Major Mackenzie Drive. The DE Department is satisfied that the existing system can accommodate drainage flows during post-development conditions. Furthermore, no quality control measures are required for the Subject Lands. Quantity and quality of the discharge onto Major Mackenzie Drive shall be reviewed and approved by the Region of York.

Prior to final site plan approval, the Owner is required to submit a revised Functional Servicing and Stormwater Management Report which shall include a comprehensive stormwater management analysis to the satisfaction of the Region of York. The revised report shall demonstrate that adequate stormwater management measures are implemented for the Subject Lands to the satisfaction of the York Region. A condition to this effect is included in Attachment 1.

Prior to final site plan approval, the Owner is also required to obtain the necessary approvals and permits from the Region of York. A condition to this effect is included in Attachment 1.

Environmental Site Assessment

A Phase One ESA and Reliance Letter prepared by Terraprobe Inc., was submitted in support of the Applications. The Environmental Engineering division of the DE Department has reviewed these documents and is satisfied with the conclusions.



### Transportation

Full movement access to the Subject Lands is provided by an existing 7.5 m private driveway from Major Mackenzie Drive. The DE Department is satisfied that the existing access can accommodate the truck turning movements of truck cabs as sufficient throat width and curb radii are provided on the grading plan that was submitted for the Applications.

A total of 53 parking spaces are proposed for the Subject Lands, forty-six (46) of which are allocated to the parking of truck cabs, while the remaining seven (7) spaces are allocated to the accessory administrative office. The DE Department is satisfied that the proposed parking supply can accommodate the uses proposed on the Subject Lands.

### Waste

The DE Department has reviewed the truck turning movements adjacent to the waste storage area and is satisfied that there is enough maneuverability on the Subject Lands to accommodate a private waste collection vehicle.

The grading plan, servicing plan, erosion and sediment control plan, functional servicing and stormwater management report shall be approved to the satisfaction of the DE Department. A condition to this effect is included in Attachment 1.

### ***The Policy Planning and Environmental Sustainability Department ('PPES') have no objections to the Applications***

The PPES Department advises there are no natural heritage features on the Subject Lands that require protection, and the Block 66 landowners have not initiated a Block Plan process for Block 66, however the Owner shall agree to participate in a future Block plan process as identified by the WVEA Secondary Plan. A condition to this effect is included in Attachment 1. As the Owner seeks to recognize existing uses on the Subject Lands that are temporary in nature, a Block Plan is not required for the Development. The temporary nature of the Development will also not impede a future Block Plan process for Block 66.

### ***The Subject lands are identified as having archaeological potential***

The Cultural Heritage Division of Development Planning advises that the Subject Lands are of archaeological potential and that the standard archaeological clauses be included in the Site Plan Agreement, should the Applications be approved.

### ***Cash-in-lieu of Parkland is applicable for the Development***

The Office of Infrastructure Development Department, Real Estate Division has identified that the Owner shall pay to cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands in accordance with Section 51 of the *Planning Act*. The Owner shall submit an appraisal report of the Subject Lands prepared by an accredited appraiser to form the basis of the cash-in-lieu payment. The cash-in-lieu payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Vaughan Council cash-in-lieu waiver policy implemented in

1998 remains in effect to exempt cash-in-lieu payments for industrial lands. A condition to this effect is included in Attachment 1.

***The Parks Infrastructure Planning and Development Department has no objection to the approval of the Development***

The Parks Infrastructure Planning and Development Department has no objection to the approval of the Applications.

***The Building Standards Department has no objection to the Applications, subject to a Building Permit being approved for the existing administrative office***

The Building Standards Department has no objection to the Applications, subject to the Owner applying for and receiving approval for a building permit to the satisfaction of the Building Standards Department for the existing administrative office located on the Subject Lands, in accordance with the Ontario Building Code.

***The By-law and Compliance, Licensing and Permit Services Department has no objection to the Applications***

The By-law and Compliance, Licensing and Permit Services Department has no objection to the Applications. Should the Applications be approved, the By-law and Compliance, Licensing and Permit Services Department will close all open cases with the Owner of the Subject Lands. Should the Applications not be approved, the Owner will be required to comply with the requirements of the "A Agricultural Zone" of Zoning By-law 1-88.

***Development Charges are applicable for the Applications***

As there is no record of a building permit being issued for the administrative building, the Development Finance Department has advised that 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 will be included as a standard condition in the Site Plan Agreement, should the Applications be approved.

***The various utilities have no objection to the Development, subject to conditions***

Alectra Utilities Corporation and Enbridge Gas Inc. have no objections to the Applications, subject to the Owner coordinating servicing connections, easements and locates prior to the commencement of any site works. A condition to this effect is included in Attachment 1. To date, comments have not been received from Bell, Rogers or Hydro One.

***The Toronto and Region Conservation Authority has no objection to the Applications***

The Toronto and Region Conservation Authority (TRCA) has advised that the Subject Lands are not located within the TRCA Regulated Area and are not located within a Wellhead Protection Area (WHPA-Q), therefore no further consultation with the TRCA is required.

## **Financial Impact**

Not applicable.

## **Broader Regional Impacts/Considerations**

In correspondence dated December 17, 2019, York Region determined the Official Plan Amendment application is a matter of local significance and does not adversely affect Regional planning policies or interest, and on this basis has exempted the Official Plan Amendment File OP.19.008 from Regional Approval by the Regional Planning Committee and Council.

York Region has no objection to the Applications subject to their requirements being satisfied as outlined in their letter dated January 25, 2021 related to Site Development File DA.20.034. A condition to this effect has been included in Attachment 1.

### **Region of Peel and City of Brampton**

The Applications were circulated to the Region of Peel and City of Brampton because of the proximity of the Subject Lands to Highway 50 which is under the jurisdiction of the Region of Peel and the City of Brampton. The Region of Peel has advised that since the Subject Lands do not propose access onto Highway 50, they have no objections to the approval of the Applications. To date, no comments have been received from the City of Brampton.

## **Conclusion**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment and Site Development Files OP.19.008, Z.19.021 and DA.20.034 to facilitate the outside storage for 46 truck cabs and an accessory administrative office with 7 parking spaces as shown on Attachments 3 to 6, as temporary uses for a maximum of 3 years.

The Development Planning Department is of the opinion that the Applications are consistent with the PPS, conform to the Growth Plan as amended, the YROP 2010, maintain the intent of VOP 2010, and are compatible with the surrounding area context. Accordingly, the Development Planning Department supports the approval of the Applications. Should Council approve the Applications, the Owner shall satisfy the conditions of approval that are included in Attachment 1 to this report.

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

## **Attachments**

1. Conditions of Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations – South and West
6. Building Elevations – North and East

**Prepared by**

Rebecca Roach, Planner, Development Planning, extension 8626  
Clement Messere, Senior Planner, Development Planning, extension 8409  
Nancy Tuckett, Senior Manager, Development Planning, extension 8529  
Bill Kiru, Acting Director, Development Planning, extension 8633

**Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**



Jim Harnum, City Manager

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.034 – APRA Truck Line.**

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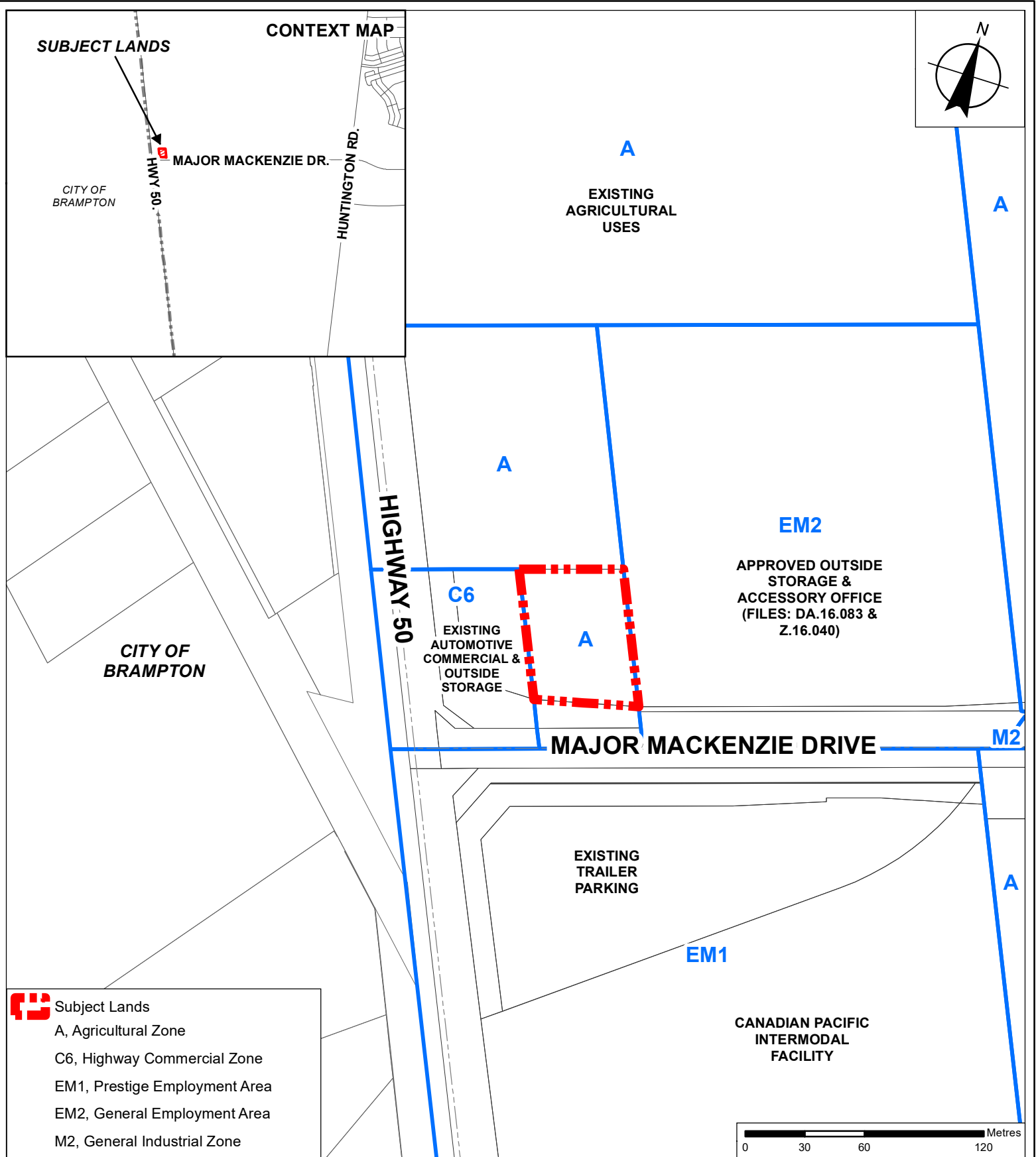
- 1) THAT prior to the execution of the Site Plan Agreement:
  - a) The implementing Official Plan Amendment and Zoning By-law Amendments shall be enacted by Vaughan Council and be final and binding;
  - b) The Owner shall submit a revised Functional Servicing and Stormwater Management Report and accompanying engineering drawings to the satisfaction of the Region of York, which shall include a comprehensive stormwater management analysis. The revised report shall demonstrate that adequate stormwater management measures are implemented for the Subject Lands to the satisfaction of the Region of York;
  - c) The Owner shall provide Development Engineering with York Region approval of the development, including the proposed works of the existing entrance within the regional right-of-way (Major Mackenzie Drive);
  - d) The Owner shall provide an updated Arborist Report and Tree Preservation Plan to the satisfaction of the City;
  - e) The Owner shall obtain a Private Property Tree Removal and Protection Permit to the satisfaction of the Forestry Operations Division;
  - f) The Owner shall pay Development Engineering's Site Plan fee (simple), in accordance with the Fees and Charges By-law, as amended;
  - g) 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 51 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. The cash-in-lieu payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Vaughan Council cash-in-lieu waiver policy implemented in 1998 remains in effect to exempt cash-in-lieu payments for industrial lands.
  - h) The Owner shall agree to participate in a future Block plan process as identified by the West Vaughan Employment Area Secondary Plan;
  - i) The Development Planning Department shall approve the final arborist report, tree preservation plan, site plan, waste management plan, landscape plan, landscape details, landscape cost estimate, building

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.20.034 – APRA Truck Line.**

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elevations, architectural materials, and sustainability metrics to the satisfaction of the Development Planning Department;

- j) The Development Engineering Department shall approve the final site servicing plan, grading plan, erosion and sediment control plan, functional servicing and stormwater management report and the waste collection design standards form;
- k) The Owner shall satisfy all requirements of Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada, Rogers Communications, Hydro One and Canada Post; and
- l) The Owner shall satisfy all requirements of York Region provided in their letter dated January 25, 2021.



## Context and Location Map

**LOCATION:** 7300 Major Mackenzie Drive  
Part of Lot 21, Concession 10

**APPLICANT:**  
APRA Truck Line



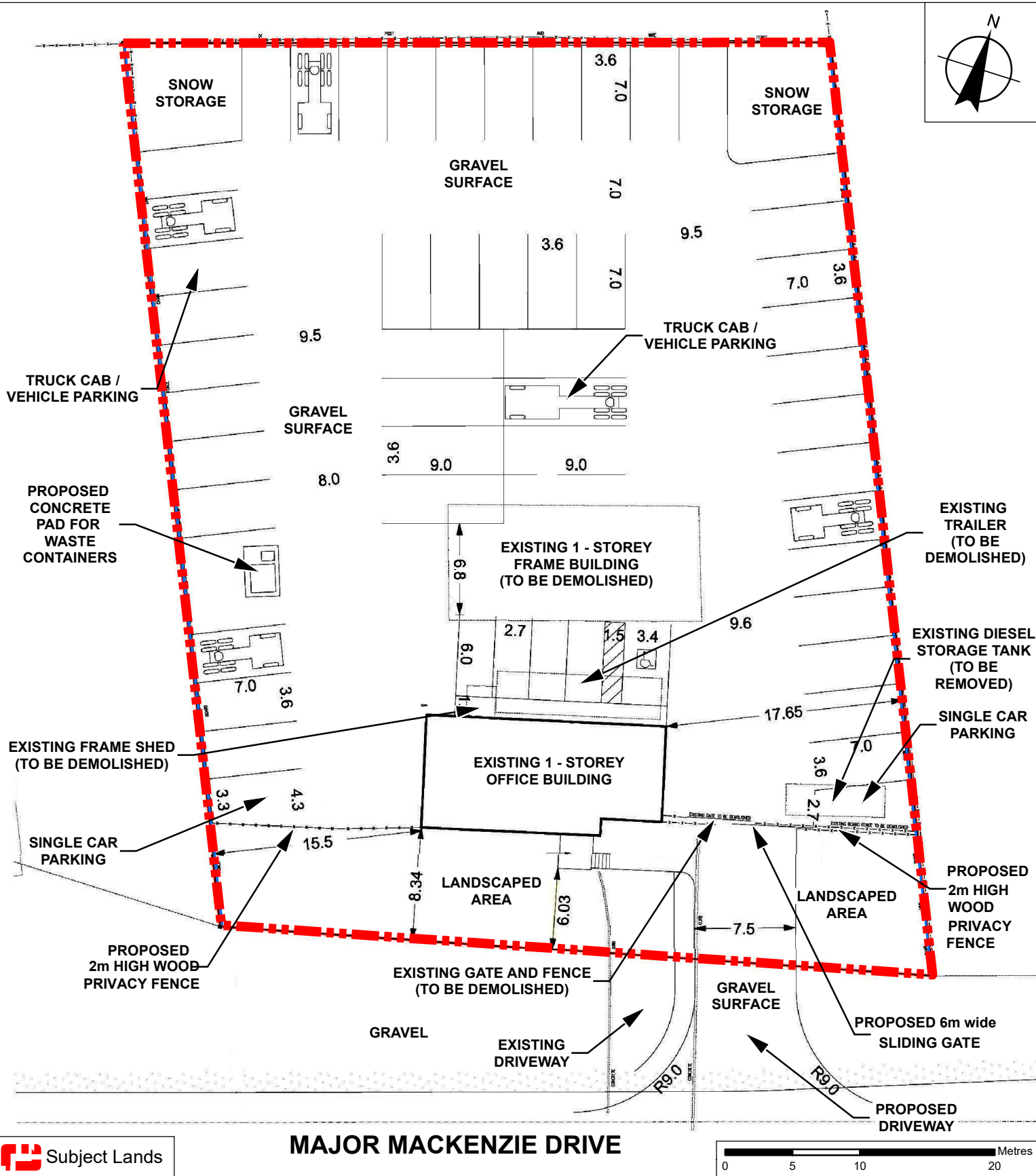
## Attachment

**FILES:** OP.19.008,  
Z.19.021 and DA.20.034

**DATE:**  
June 1, 2021







## Site Plan

**LOCATION:** 7300 Major Mackenzie Drive  
Part of Lot 21, Concession 10

**APPLICANT:**  
APRA Truck Line

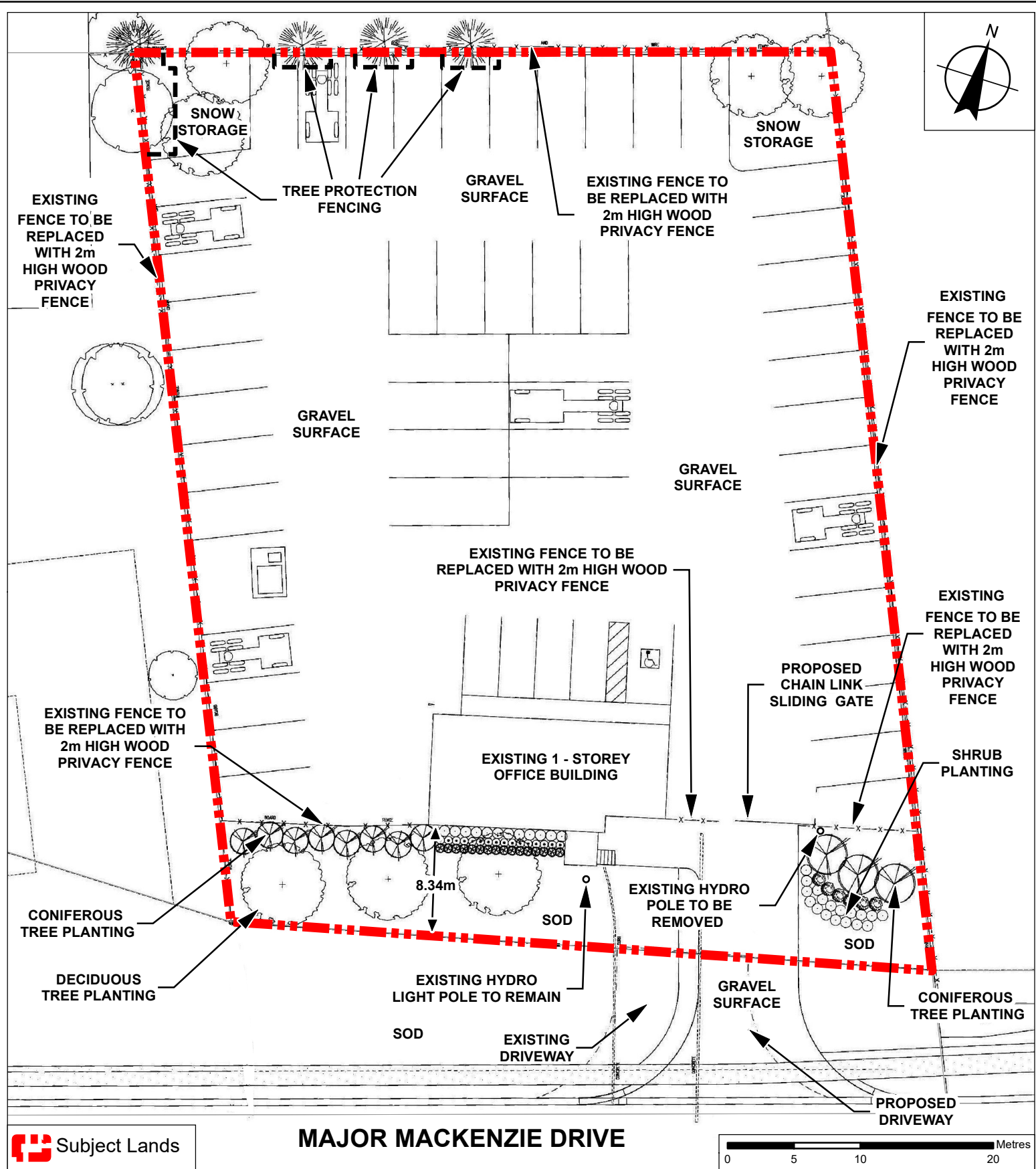


## Attachment

**FILES:** OP.19.008,  
Z.19.021 and DA.20.034

**DATE:**  
June 1, 2021





## Landscape Plan

**LOCATION:** 7300 Major Mackenzie Drive  
Part of Lot 21, Concession 10

**APPLICANT:**  
APRA Truck Line



53

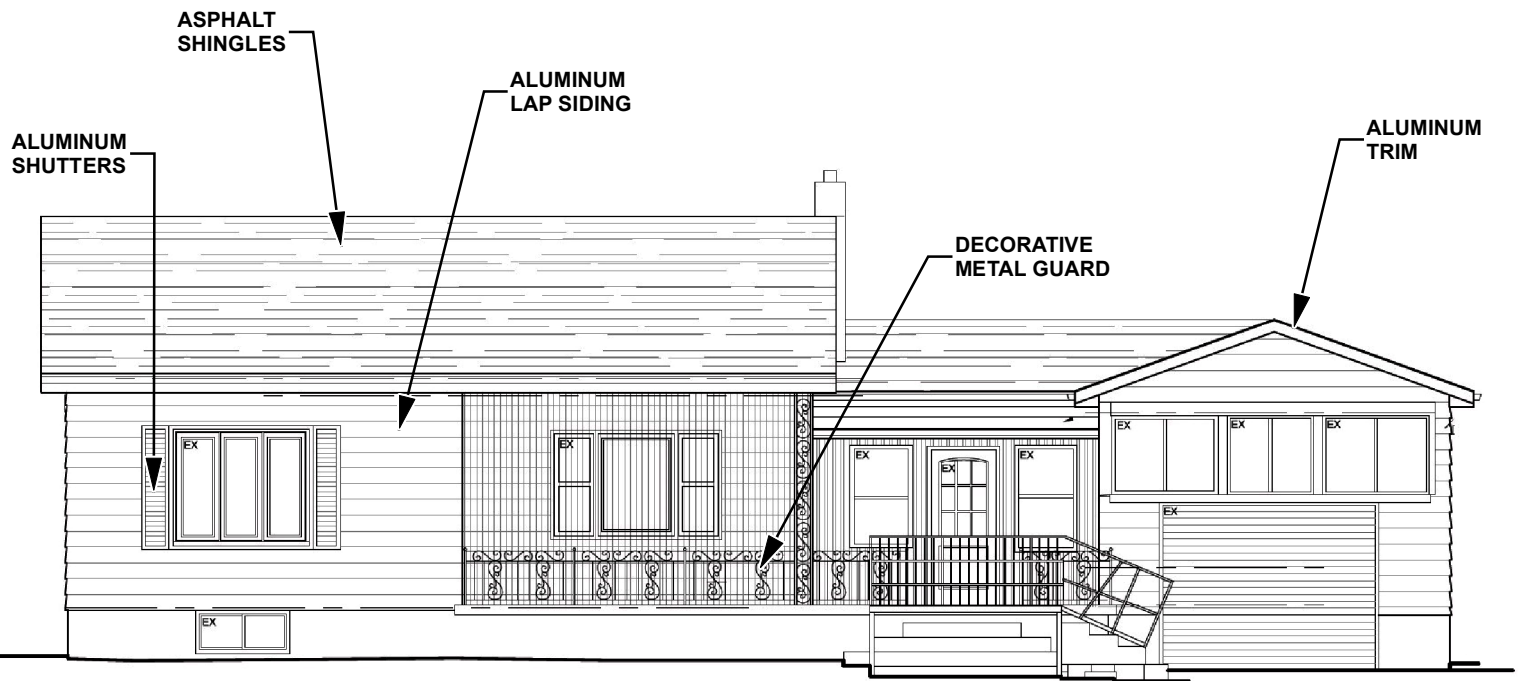
## Attachment

**FILES:** OP.19.008,  
Z.19.021 and DA.20.034

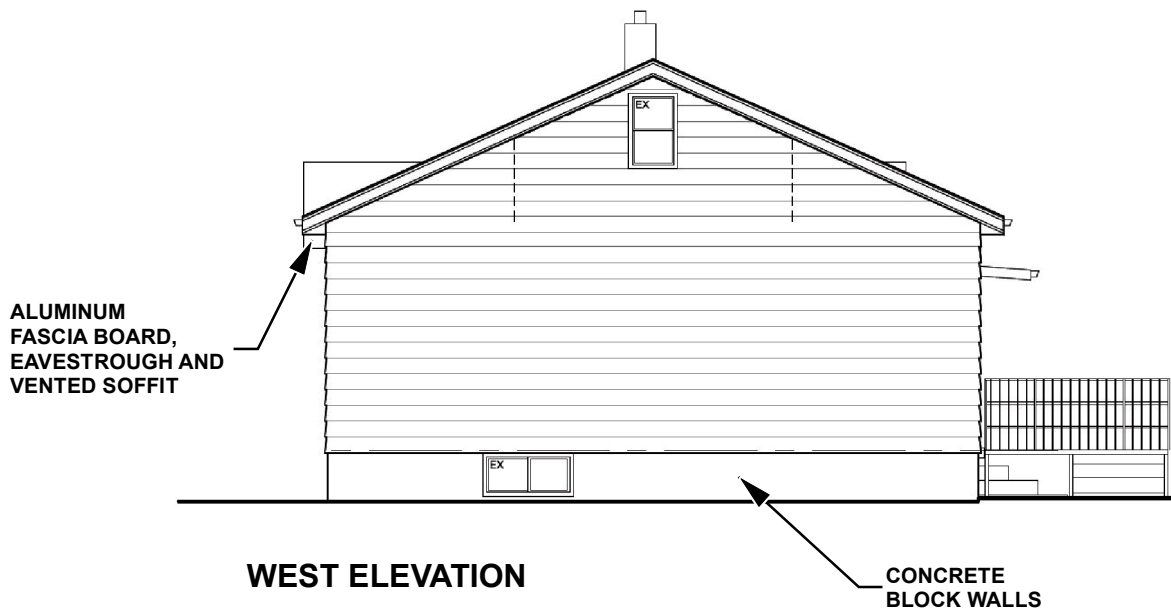
**DATE:**  
June 1, 2021

**4**





**SOUTH ELEVATION - FACING MAJOR MACKENZIE DRIVE**



**WEST ELEVATION**

## Building Elevations - South & West

**LOCATION:** 7300 Major Mackenzie Drive  
Part of Lot 21, Concession 10

**APPLICANT:** APRA Truck Line

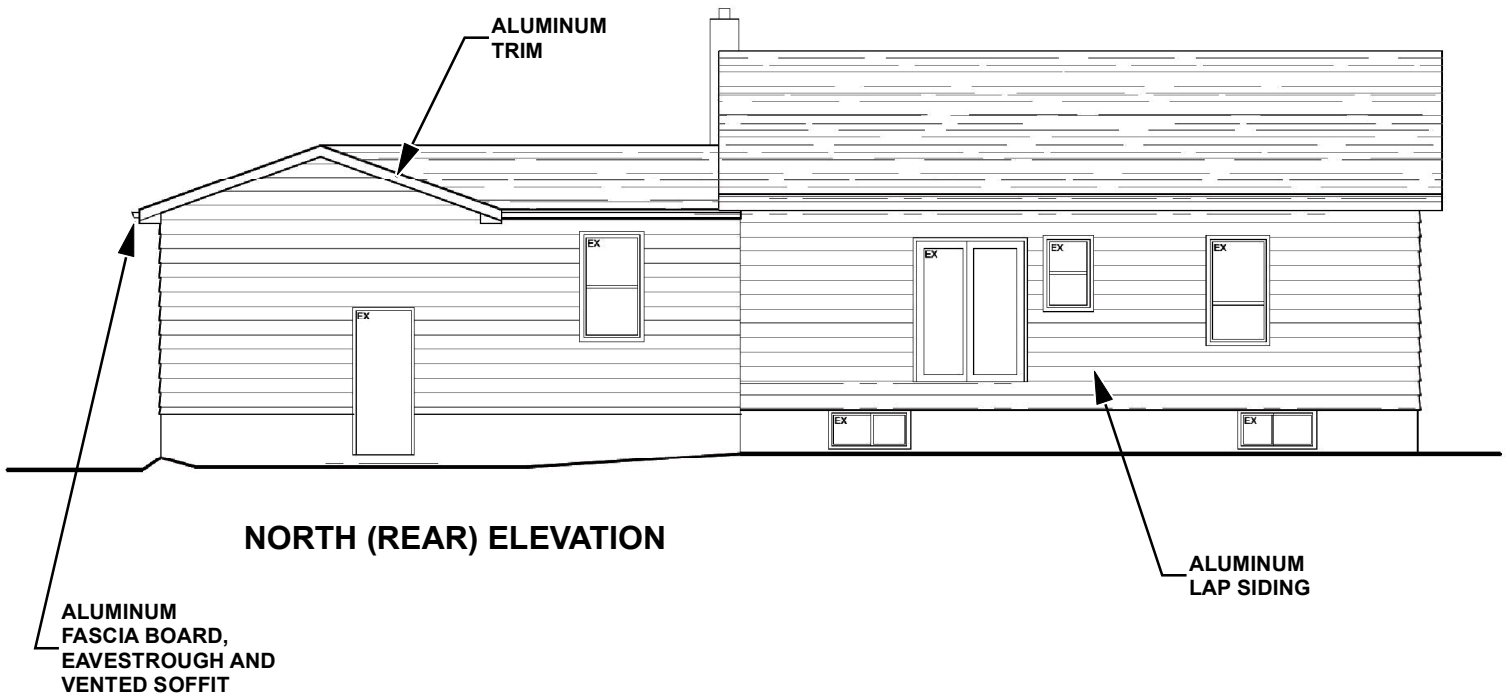
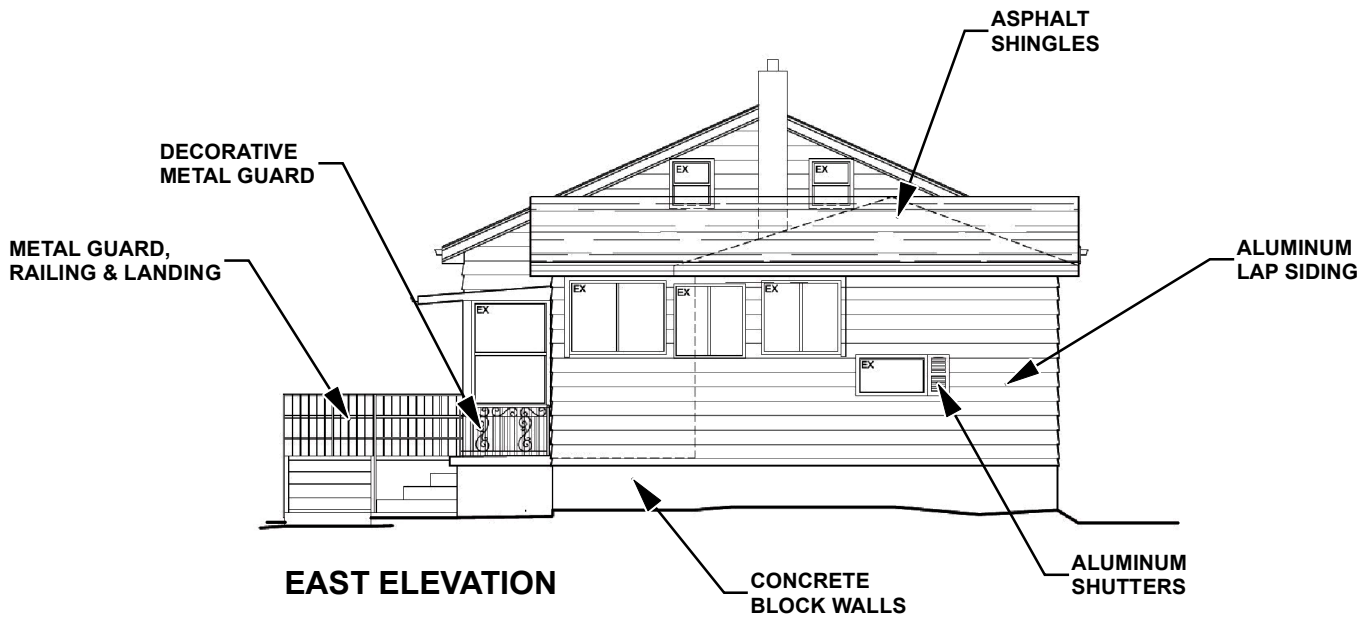


## Attachment

**FILES:** OP.19.008,  
Z.19.021 and DA.20.034

**DATE:**  
June 1, 2021





## Building Elevations - East & North

**LOCATION:** 7300 Major Mackenzie Drive  
Part of Lot 21, Concession 10

**APPLICANT:** APRA Truck Line



## Attachment

**FILES:** OP.19.008,  
Z.19.021 and DA.20.034

**DATE:**  
June 1, 2021





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 1

**TITLE:** CARLO AND MARY AMMENDOLIA  
ZONING BY-LAW AMENDMENT FILE Z.20.006  
SITE DEVELOPMENT FILE DA.20.010  
2291 MAJOR MACKENZIE DRIVE WEST  
VICINITY OF MAJOR MACKENZIE DRIVE AND JACKSON  
STREET

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.20.006 and DA.20.010 for the subject lands shown on Attachment 2. The Owner proposes to rezone the subject lands and remove the Holding Symbol “(H)” to permit three, 3-storey street townhouse units and the retention and restoration of a 2-storey detached heritage dwelling (Jackson’s House) with a 2-storey addition including a garage with a second floor above, as shown on Attachments 3 to 7.

**Report Highlights**

- The Owner proposes to rezone the subject lands to permit three, 3-storey street townhouse units and the restoration of a 2-storey heritage dwelling to be used as a live/work unit
- Zoning By-law Amendment and Site Development applications are required to permit the development and to remove the Holding Symbol “(H)”
- The Development Planning Department supports the approval of the development as it is consistent with the Provincial Policy Statement, 2020, conforms to A Place to Grow - Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the York Region Official Plan 2010, Vaughan Official Plan 2010, the Maple Heritage Conservation District Plan and is compatible with the existing and planned land uses in the surrounding area

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.20.006 (Carlo and Mary Ammendolia) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject lands from “RM2 Multiple Residential Zone” with a Holding Symbol “(H)”, subject to site-specific Exception 9(1118), to “RT1 Residential Townhouse Zone” with the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.
3. THAT Site Development File DA.20.010 (Carlo and Mary Ammendolia) 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 three, 3-storey street townhouse units and the retention and restoration of a 2-storey detached heritage dwelling with a 2-storey addition including a garage with second floor above, as shown on Attachments 3 to 7.
4. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“THAT Site Plan Development File DA.20.010 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 3 residential units (9 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’) shown on Attachment 2, are municipally known as 2291 Major Mackenzie Drive West and are located on the southeast corner of Major Mackenzie Drive West and Jackson Street. The Subject Lands are currently developed with a vacant 2-storey detached heritage dwelling fronting on Major Mackenzie Drive West with surface parking at the rear of the dwelling.

### ***Zoning By-law Amendment and Site Development Applications have been submitted to permit the Development***

Carlo and Mary Ammendolia (the ‘Owner’) have submitted the following applications (the ‘Applications’) to permit three, 3-storey street townhouse units and the retention and restoration of a 2-storey detached heritage dwelling with a 2-storey addition of a garage having a 18.2 m<sup>2</sup> second floor above (the ‘Development’), as shown on Attachments 3 to 7.

1. Zoning By-law Amendment File Z.20.006 to amend Zoning By-law 1-88 to rezone the Subject Lands from “RM2 Multiple Residential Zone” with the Holding Symbol “(H)”, subject to site-specific Exception 9(1118), to “RT1 Residential Townhouse Zone” in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.20.010 to facilitate the Development.

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

The City on June 2, 2020, circulated a Notice of a Public Meeting to all property owners within a 150 m radius of the Subject Lands. A copy of the Notice of Public Meeting was also posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and notice signs were installed along the Major Mackenzie Drive West and Jackson Street frontages in accordance with the City’s Notice Signs Procedures and Protocols.

The recommendation of the Committee of Whole to receive the Public Meeting report of June 23, 2020 and forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on June 29, 2020.

The following individuals made deputations or written submissions prior to or at the June 23, 2020 Public Meeting:

Deputations:

- Mr. Claudio Brutto, Brutto Consulting, Edgeley Boulevard, Vaughan, representing the Owner
- Dr. Angela Mailis, Major Mackenzie Drive

Written:

- Ms. Serenella Del Peschio, (address not provided) dated June 10, 2020
- Dr. Angela Mailis, Major Mackenzie Drive Vaughan dated June 18, 2020
- Mr. Gerard Borean, Parente Borean, Barristers and Solicitors, Highway 7 Woodbridge, dated June 22, 2020

The following is a summary of the comments made at the Public Meeting and provided in the written correspondence received to date. The comments have been organized by theme as follows:

Density and Compatibility

- The parcel is too small to accommodate additional residential units
- Too much residential development is already in the area
- The development will not fit into the surrounding environment appropriately

### Zoning exemptions

- Zoning exemptions are excessive and pose a safety risk

### Traffic and on-site parking

- There is an increase of traffic on local streets
- The development is deficient in parking and will result in the increase of on-street parking adjacent to existing dwellings

### Increase construction activity

- Local residents have endured construction activity in the area due to previous residential development. The Development will add more construction activity in the area
- Construction activity will exacerbate local traffic conditions

### Municipal Servicing Improvement (sanitary)

- Front end sanitary upgrades were done along Gram Street. The Owner should be responsible for paying their proportionate share of the improvements and execute a cost sharing agreement with Gold Park/Cassavia prior to the lifting of the Holding Symbol “(H)”

The above comments are addressed throughout this report.

The Development Planning Department on May 21, 2021 mailed and emailed a non-statutory courtesy notice of this Committee of the Whole meeting to all individuals who made a deputation before the Committee or submitted written correspondence to the City regarding the Applications.

### **Previous Reports/Authority:**

Previous reports related to the Subject Lands proposal can be accessed at the following links:

[June 23, 2020, Committee of the Whole \(Public Meeting\) \(Item 4, No. 28\)](#)

[Vaughan Heritage Agenda, March 24, 2021 with 2291 Major Mackenzie Drive - Item 1](#)

[2291 Major Mackenzie Drive, April 13, 2021 Heritage Vaughan \(Transmittal Report\)](#)

### **Analysis and Options**

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

The Provincial Policy Statement, 2020 (“PPS”) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides for appropriate development while ensuring public health and safety, and the quality of the natural and built environment are protected. The PPS also recognizes that local context and character is important. In accordance with

Section 3(5) of the *Planning Act*, all land use decisions in Ontario “shall be consistent with” the PPS.

- Section 1.1.3.2 - Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land
- Section 1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment
- Section 1.1.3.4 - appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.
- Section 1.4.3 - planning authorities shall provide for an appropriate range and mix of housing types, directed to appropriate levels of infrastructure and public service facilities
- 1.6.6 - promoting intensification and redevelopment within settlement areas to optimize the use of services on existing municipal sewage services and municipal water services should be promoted, wherever feasible
- Section 1.7.1 - encouraging a sense of place, by promoting well-designed built form, cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes
- Section - 2.6.1 - significant built heritage resources and significant cultural heritage landscapes shall be conserved

The Development shown on Attachments 3 to 7, consists of three street townhouse units and the restoration of a heritage dwelling within a Settlement Area. This will add to the range and mix of housing types in the community and efficiently utilizes the Subject Lands. The Development will connect to existing municipal water and sanitary services, while access to the Development will be provided via the existing municipal road network (Jackson Street).

The Development will contribute additional housing in the community and provide a mix of residential uses including a live/work unit within the heritage dwelling. The Development represents a compact built form that will intensify the Subject Lands at an appropriate scale, while also ensuring the building types proposed are compatible with the existing urban environment.

The Development is within proximity to four bus routes. York Region Transit (‘YRT’) Routes 4 and 4A are local bus routes that provide service across Major Mackenzie Drive West with connections to Vaughan Mills Mall. Routes 107 and 96 serve Keele Street with connections to Pioneer Village Subway Station. Bus stops for all four routes are located roughly 100 metres east of the Subject Lands at the intersection of Keele Street and Major Mackenzie Drive West. The Development is transit supportive as required by the PPS.

The Owner has demonstrated the existing heritage dwelling, a Victorian frame house will be conserved and restored. The retention and restoration of the existing heritage dwelling combined with the street townhouse dwellings make efficient use of the Subject Lands. This will contribute to the enhancement and character of the Maple Heritage Conservation District ('MHCD') while also creating a sense of place within the community.

The Heritage Vaughan Committee ('HVC') recommended approval of the Development on March 24, 2021, and the design of the townhouses is in accordance with the MHCD Plan. Vaughan Council April 20, 2021, ratified HVC's recommendation.

Accordingly, the Development is consistent with the PPS.

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

The Growth Plan, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan') is intended to guide decision making on the development of land by encouraging a compact built-form, transit supportive communities, diverse land uses, and a range of mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas and promotes the development of complete communities offering a mix of housing types, access to local amenities and connections to municipal water and wastewater systems.

The Applications to permit townhouse dwellings and the retention and restoration of the exiting heritage dwelling are consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands efficiently, make efficient use of existing infrastructure, and provide housing at a density that is supportive of the Growth Plan objectives, specifically:

- Section 2.2.1.2.a) - directing growth to settlement areas that have existing or planned municipal water and wastewater systems
- Section 2.2.1.4.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
- Section 4.2.7 - implementing the goals and objectives of the municipal cultural heritage plan, and the conservation of cultural heritage resources

The Development is located within a Settlement Area and a delineated built-up area contributing to providing a mix of housing densities and unit types within the neighbourhood in accordance with Vaughan Official Plan 2010. Accordingly, the townhouse dwellings and the heritage dwelling conform to and do not conflict with the Growth Plan.

***The Development conforms to the York Region Official Plan, 2010***

The York Region Official Plan 2010 (“YROP”) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1 - Regional Structure of the YROP. 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 3.4.3 of the YROP requires the need for cultural heritage resources to be conserved and protected through official plan policies. The Subject Lands are within the MHCD of the Vaughan Official Plan 2010 (‘VOP 2010’). The Development includes the retention and restoration of the heritage dwelling along Major Mackenzie Drive West. Heritage Vaughan is satisfied the Development meets the design requirements of the MHCD Plan guidelines.

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 the range of housing types and lot sizes found in the community, in the form of street townhouse units and 1 live/work unit within the existing heritage dwelling. The intensity and scale of the Development is appropriate and complements the existing urban environment.

Major Mackenzie Drive West is identified as a “Regional Rapid Transit Corridor” on Map 11 - Transit Network of YROP. Section 5.3 of the YROP requires that intensification occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision, and transit ridership. The Development meets these objectives by fronting on a ‘Regional Rapid Transit Corridor’ that is served by York Region Transit (‘YRT’) routes 4 and 4A, (along Major Mackenzie Drive West). The Development is also in proximity to route 107 and 96 (along Keele Street). All four bus routes provide local service throughout Vaughan and connect to key destinations including Vaughan Mills Mall and Pioneer Village Subway Station.

Section 7.2.53 of the YROP seeks to restrict vehicle access from developments onto Regional streets to maximize the efficiency of the Regional street system. This can be achieved through techniques such as suitable local street access, shared driveways, and interconnected properties. Vehicle access to the Development will be provided from a local municipal street (Jackson Street) with no additional access required from Major Mackenzie Drive West.

The Development is also within an existing urban environment that will utilize connections to existing municipal water and sanitary systems, therefore making use of pre-existing infrastructure. The live/work unit incorporated into the Development will provide additional services to the community.

In consideration of the above, the Development conforms to the YROP.

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

The Subject Lands are designated “Low-Rise Mixed-Use” by Vaughan Official Plan (‘VOP 2010’). The “Low-Rise Mixed-Use” designation permits a maximum building height of 3-storeys and a Floor Space Index (‘FSI’) of 1.25 times the area of the lot. The Subject Lands are located within an Intensification Area, specifically a Local Centre by VOP 2010. In areas designated “Low-Rise Mixed-Use” and located in an Intensification Area, such as a Local Centre, the ground floor frontage of buildings facing an arterial street are required to predominantly consist of retail uses or other active uses that animate the street. The “Low-Rise Mixed-Use” designation requires that a minimum of 30% of the total gross floor area (‘GFA’) of all uses on the lot to consist of uses other than retail uses.

The heritage dwelling fronting on Major Mackenzie Drive West is proposed to be converted into a live/work unit that will permit a business or professional office use on the ground floor with a residential use on the remaining portion of the ground floor, 2<sup>nd</sup> floor and basement (all part of the one unit). The business or professional office use, combined with the residential use, exceeds the policy requiring a minimum of 30% of non-retail use.

The Development yields an overall FSI of 1.24 times the area of the lot, thereby meeting the FSI permitted by the “Low-Rise Mixed-Use” designation. The density reflects the land conveyance that is required for York Region to facilitate improvements planned along the Major Mackenzie Drive West corridor.

The Subject Lands are located within a Local Centre. Policy 2.2.5.7 of VOP 2010 further identifies that a Local Centre shall be planned in the following manner:

- be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods
- be predominantly residential in character but include a mix of uses
- be the focal points for expression of community heritage and character
- be the preferred location for locally delivered human and community services
- develop at densities supportive of planned or potential public transit
- encourage a pedestrian-friendly built form by locating active uses at grade

The Development contributes to these policy objectives as it is in proximity to transit, will contribute to creating a pedestrian-friendly realm along Major Mackenzie Drive West by providing improvements along the right-of-way, offer potential services through the uses that will be permitted in the live/work unit and providing an appropriate scale of development, respectful of the surrounding environment.

The Development is subject to Policy 9.2.3.2 of VOP 2010, as amended by Official Plan Amendment 15 (‘OPA 15’). Policies 9.2.3.2 a), c) and d) provide the following development criteria for townhouses:



- 3-storeys in height and part of a row of at least three but no more than six attached residential units
- The scale, massing, setback, and orientation of new townhouses will respect and reinforce the scale, massing, setback, and orientation of other built and approved development in the surrounding area
- Townhouses shall generally front onto a public street. Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) shall provide a front-yard and front-door entrance facing the public street

The Development conforms to the criteria outlined above. The street townhouses are 3-storeys in height and will connect to a restored heritage dwelling forming a townhouse row of 4 units. The scale and massing has been designed to reinforce the existing built form present within the community. This includes existing townhouse (live/work units) to the north and east, townhouses to the south and a 2-storey commercial building to the west. The Development will front onto a local street network (Jackson Street) however the live/work unit will front onto Major Mackenzie Drive West.

The existing heritage dwelling (live/work unit) entrance will remain on Major Mackenzie Drive West to ensure animation of the street and consistency with existing entrances along Major Mackenzie Drive West. The Development conforms to the “Low-Rise Mixed-Use” policies of the VOP 2010.

***The Development was recommended for approval by the Heritage Vaughan Committee***

The Subject Lands are located within the “Commercial Core” of the MHCD Plan and are protected under Part V of the *Ontario Heritage Act*. The Subject Lands are identified as a contributing property and contain a Victorian style 2-storey dwelling that was known as the ‘Jackson’s House’. The Owner seeks to maintain the existing heritage dwelling with substantial restoration and repair to retain the core heritage attributes identified in the MHCD Plan Inventory. The improvement will create a greater visual presence from the public realm and provide greater prominence on the Subject Lands.

The proposal also includes an attached garage that will be constructed as part of the adaptive reuse of the building and an 18.12 m<sup>2</sup> expansion on the second floor. The planned retention and adaptive reuse of the existing heritage dwelling, combined with new infill development connected to the heritage dwelling, is compatible with the MHCD Plan.

The HVC initially considered the Development on February 17, 2021 but deferred the application to enable the Owner to make revisions to the western exterior façade elevation. The revised elevations were received and reviewed by HVC at the March 24, 2021 meeting. Subsequently, the HVC recommended approval of the February 17, 2021 report with the added condition that included the revised elevations presented in March 2021.

The recommendations of the HVC were then considered by the Committee of the Whole ('CW') on April 13, 2021 and the recommendations of the original February 17, 2021 staff report and additional conditions concerning the revised elevations of March 24, 2021 were together ratified by Council on April 20, 2021.

The Development conforms to the MHCD Plan.

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

The Subject Lands are zoned "RM2 Multiple Residential Zone" with a Holding Symbol "(H)" by Zoning By-law 1-88, subject to site-specific Exception 9(1118). This zoning does not permit the Development. The Owner proposes to rezone the Subject Lands to "RT1 Residential Townhouse Zone", without the holding Symbol "(H)" together with the following site-specific zoning exceptions identified in Table 1 below:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements</b>
a.	Definition of "Live/Work Unit"	A Live-Work Unit is not defined in Zoning By-law 1-88	Means a dwelling containing an ancillary business on the ground floor, operated by at least one individual living in the dwelling unit and which occupies at least 30% of the ground floor area of the live/work unit, and shall be limited to a Business or Professional Office, excluding the Office of a Regulated Health Professional and Veterinarian
b.	Definition of "Lot Line, Front"	Means the front lot line shall be Major Mackenzie Drive West	The front lot line shall be deemed to be Jackson Street
c.	Permitted Uses	Street Townhouse Dwelling	Permit a Live/work unit within the existing heritage dwelling only as an additional use
d.	Minimum Lot Area	162 m <sup>2</sup>	102.3 m <sup>2</sup> (Existing Heritage Dwelling and Units 1-3)
e.	Minimum Lot Depth	27 m	16.7 m (Existing Heritage Dwelling and Units 1-3)
f.	Minimum Front Yard	4.5 m	4 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements</b>
g.	Maximum Building Height	11 m	11.14 m (Units 1-3)
h.	Minimum Exterior Side Yard	4.5 m	0.4 m (Major Mackenzie Drive West - Existing Heritage Dwelling)
i.	Minimum Rear Yard	7.5 m	1.2 m (Existing Heritage Dwelling and Units 1-3)
j.	Maximum Interior Garage Width for Lots Less Than 11 m in Width	3 m	3.1 m (Units 1-3)
k.	Minimum Interior Garage Width for Lots 12 m to 17.99 m Frontage	5.5 m	3.47 m (Existing Heritage Dwelling)
l.	Minimum Parking Requirements	<u>Street Townhouse Units</u> 2 spaces/unit x 3 units = 6 spaces  <u>Heritage Dwelling (live/work) Unit</u> Residential = 2 spaces  Business or Professional Office 35 m <sup>2</sup> @ 3.5 spaces/100m <sup>2</sup> of GFA = 1 space  Total parking required = 9 parking spaces	<u>Street Townhouse Units</u> 2 space/unit x 3 units = 6 spaces  <u>Heritage Dwelling (live/work) Unit</u> Residential = 1 space  Business or Professional Office = 1 space  Total parking proposed = 8 parking spaces
m.	Minimum Landscape Area	For lots with a frontage between 6 m to 11.99 m - a minimum of 33% landscaped front or exterior side yard and a minimum sixty percent (60%) of the minimum landscaped front or exterior side yard shall be soft landscaping	Minimum of 30% of the Landscaped in the Front or Exterior Yard shall be composed of soft landscaping

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements</b>
		The lots with a frontage of 12 m and greater - a minimum 50% landscaped front or exterior side yard and a minimum sixty percent (60%) of the minimum landscaped front or exterior side yard shall be soft landscaping	

The Development Planning Department can support the proposed zoning exceptions identified in Table 1 for the following reasons:

#### Setbacks, lot depth, lot area

The heritage dwelling and street townhouse units will have reduced setbacks, lot depth and lot area. The proposed zoning standards are comparable to the zoning standards approved for the adjacent townhouse development, where the townhouse development has been developed to achieve an urban built form along Major Mackenzie Drive West. The heritage dwelling predates the setback requirements of Zoning By-law 1-88 and reflects the existing conditions. The proposed development standards will assist in facilitating a compact street-oriented built form that is compatible with the surrounding area, consistent with the policies of the PPS, the Growth Plan and YROP, maintains the intent of VOP 2010 and complies with the MHCD Plan.

#### Parking

The Owner is providing two parking spaces per dwelling unit. Pursuant to Section 3.8 of Zoning By-law 1-88, one additional parking space is required for the proposed office or professional use within the live/work unit. The Development requires a total of 9 parking spaces, whereas 8 parking spaces are provided. The uses that will be permitted in the live/work unit are considered less parking reliant and will result in a marginal deficiency (1 parking space). Furthermore, the Development is in proximity to transit and fronts onto an established pedestrian oriented realm where alternative modes of transportation (active transportation) are encouraged and planned.

#### Landscape

Soft landscaping has been reduced around the periphery of the Subject Lands; however, additional landscaping is provided within the York Region right-of-way along with styled unit pavers throughout the Development. The proposed landscaping will be in keeping with the existing streetscape and will maintain design continuity throughout the public realm and within the Development.

The requested zoning exceptions identified in Table 1 would facilitate local infill that is consistent with the character of the area and current zoning standards in the

surrounding community. The compact built form of the Development will provide for a mix of housing types that is compatible with the community. In consideration of the above, the Development Planning Department is satisfied that the proposed zone categories and the site-specific zoning exceptions to the “RT1 Residential Townhouse Zone” are appropriate and maintain the intent of the “Low-Rise Mixed-Use” designation of VOP 2010.

***The Planning Act enables a municipality to pass a resolution to permit the Owner to apply for a future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45(1.3) of the *Planning Act* restricts an Owner from applying for a Minor Variance application(s) to the Vaughan Committee of Adjustment before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect. However, the *Planning Act* also enables Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) to permit minor adjustments to the implementing Zoning By-law, prior to the two-year moratorium.

The Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s) to address refinements to the Development that may arise through the final design and construction process. A condition to this effect is included in the Recommendations of this report.

***The Owner has satisfied the conditions required to remove the Holding Symbol “(H)” from the Subject Lands***

The Subject Lands are zoned “RM2 Multiple Residential Zone” with the Holding Symbol “(H)” by Zoning By-law 1-88, subject to site-specific Exception 9(1118). Exception 9(1118) states that a By-law to remove the Holding Symbol “(H)” from the Subject Lands shall not be enacted until such time as the following conditions have been satisfied:

- i. Site Plan Agreement(s) for the development of all or part of the Subject Lands has been registered;
- ii. Servicing capacity is allocated to the Subject Lands by Council; and
- iii. the preservation of the Heritage building located on the Subject Lands is addressed to the satisfaction of the City of Vaughan.

The Subject Lands were zoned with the Holding Symbol “(H)” as part of Official Plan and Zoning By-law Amendment Files OP.01.001 and Z.01.004 (G. D’Orio et al) to permit a mixed-use commercial/residential development (68 residential dwelling units and 1,666m<sup>2</sup> commercial space) on the adjacent lands to the immediate south and east including the Subject Lands approved by the Committee of the Whole on June 4, 2001.

Council on June 25, 2001, enacted By-law 282-2001, thereby effectively zoning the entirety of the lands with the Holding Symbol “(H)” based on the requirements identified in the June 4, 2001, Committee of the Whole Report.

Gold Park (Woodbridge) Inc. satisfied the conditions of the Holding Symbol “(H)” and Council on September 9, 2014, passed By-law 149-2014 removing the Holding Symbol “(H)” on the adjacent lands. The Subject Lands did not form part of the Gold Park (Woodbridge) Inc. development and therefore the Holding Symbol “(H)” remained in effect on the Subject Lands by By-law 282-2001.

The Development Planning Department recommends the Holding Symbol “(H)” be removed from the Subject Lands as the conditions of the Holding Symbol “(H)” were conditions of a previous development approval on the Subject Lands. In addition, the conditions of the Holding Symbol “(H)” have been satisfied for the Development as follows:

- The DE Department has confirmed sufficient servicing capacity is now available for the Development through sanitary capacity upgrades, and the allocation of water and sanitary services through Vaughan Council;
- The execution of a Site Plan Agreement will be required, and is a condition of approval; and
- The Development has received approval by the HVC, as discussed previously within the HVC section of this report.

Therefore, the Subject Lands can be zoned without the Holding Symbol “(H)”.

***The Development Planning Department has no objection to the Development, subject to the conditions in Attachment 1***

#### Site Plan

The Development includes three, 3-storey street townhouse units and one heritage dwelling to be converted to a live/work unit, as shown on Attachments 3 to 7. Two (2) parking spaces will be provided for each street townhouse unit and the attached heritage dwelling. Access for each townhouse unit will be provided from Jackson Street. The heritage dwelling will have direct pedestrian access from Major Mackenzie Drive West. Amenity space for the street townhouses will be provided by rooftop patio and ground level rear patios. The heritage dwelling will also consist of deck space along the east side of the dwelling. Air condition units for the townhouse units will be considered on the rooftop patio where it will adequately be screened from public viewing. Final location of air conditioning units if on the must be located in the rear or side yards and will not be permitted in the front yard.

#### Landscape Plan

The proposed landscape plan is shown on Attachment 4 and consists of a variety of deciduous trees, coniferous shrubs, perennials, and grass. Hard landscaping in the form of unit pavers have also been incorporated into the landscape design. The frontage along Major Mackenzie Drive West has also been landscaped to align with improvements planned for the corridor.

The Subject Lands are located within the Maple Streetscape and Urban Design Guidelines (‘MSUDG’) Study Area. Accordingly, the MSUDG directs that sites fronting

onto Major Mackenzie Drive West incorporate brick paving patterns that complement the improved streetscape layout envisioned for the Major Mackenzie Drive West right-of-way. The Development will include unit pavers that will match or resemble what is planned within the Major Mackenzie Drive West right of way. To ensure compatibility, the final site plan and landscape plan for the Development must be designed in accordance with the MSUDG and are subject to approval by York Region.

Should the Applications be approved, the Site Plan Agreement will also include a clause requiring the Owner to provide a one-time payment of \$18,862.40 to the City of Vaughan for the long-term maintenance of the enhanced landscape features within the Major Mackenzie Drive West right-of-way by the City to the satisfaction of the Development Planning Department. A clause will be included in the Site Plan Agreement to this effect

### Building Elevations

The building elevations shown on Attachments 5 to 6, consist of gable-roof street townhouse units with an incorporated roof deck amenity space. The street townhouse elevations include stone windowsill, red brick, Exterior Insulation and Finish Systems 'EIFS' (Stair Wall and Trim, Exterior canopy foam shaped molding and finishes), asphalt shingles and bricks soldier course and header to create distinction in the exterior façade. By combining brick, and stone in the townhouse addition, the connection between the heritage dwelling and the townhouse addition is strengthened and will create continuity throughout the Development while still keeping an element of distinction between the new and existing structures.

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 of this report.

### Cultural Heritage

The Subject Lands include a 2-storey heritage dwelling that will be restored and used as a live/work unit. The restoration and expansion of the heritage dwelling conforms to the MHCD Plan. Vaughan Council on April 20, 2021 approved the recommendation of Heritage Vaughan to approve the proposed restoration and expansion of the heritage dwelling connected to the three street townhouse units. The Cultural Heritage Division recommends the following standard heritage clauses be included in the Site Plan Agreement for the Subject Lands:

- i. 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 Cultural Industries, and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Division shall be notified immediately; and

- ii. In the event that human remains are encountered during construction activities, the proponent must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, and the Bereavement Authority of Ontario.

A condition to this affect is included in Attachment 1 of this report.

#### Sustainability Performance Metrics

The Development achieves an overall Sustainability Performance Metrics application score of 37 points (bronze level). This score meets the City's minimum threshold requirements.

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

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

#### Water Servicing

The townhouse units will have a water service connection in accordance with City standards. The existing heritage dwelling will be serviced via an existing water service connection to the dwelling. All service connections for the Development will be to the existing watermain on Jackson Street.

#### Sanitary Sewer

The capacity of the receiving municipal sewer will be reduced by 0.9% due to the increase in residential density on the Subject Lands, which can be considered a negligible amount.

The existing sanitary serving the heritage dwelling will remain and continue to serve the live/work unit. New sanitary sewer servicing lines are proposed to serve the townhouse units. The new servicing lines shall be completed concurrently to minimize road cuts in the street.

#### Storm Servicing and Storm Water Management

The Subject Lands currently drain towards Jackson Street and this condition will remain. In addition, the rear yards of the lots will drain south into a catch basin and outlet into the Jackson Street storm sewer. The Subject Lands are less than 1 hectare in area, therefore water quality treatment is not required in accordance with wet weather flow guidelines.

#### Sewage and Water Allocation

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 for Site Development File DA.20.010 is available and unrestricted. Servicing capacity shall be reserved for 3 dwelling units (9 persons equivalent). The existing heritage dwelling was pre-serviced with a water and sanitary



service connection and does not need new service allocations. A resolution to allocate servicing capacity for the rest of Site Plan Development File DA.20.010 is included in the Recommendations of this report.

#### Request for Cost-Sharing for Gram Street Sewer Upgrades

The DE Department has reviewed a request from Gold Park/Cassavia (a neighbouring landowner) to include a condition within the requisite Site Plan Agreement for the Site Development application, requiring the Owner to enter into a cost-sharing agreement with Gold Park/ Cassavia. They are seeking the Owner pay their proportionate share of sewer upgrades that previously occurred along Gram Street.

The DE Department has reviewed this request and concluded that under the existing agreement for the adjacent development, the terms of cost-sharing for the 'Gram Street Sanitary Sewer Upsizing' (last 2 legs of sewer on Gram Street) were implemented, however, there was no mechanism (best efforts clause or otherwise) for the City to impose development conditions on other development applications, as requested by Gold Park/Cassavia. Accordingly, DE Department do not support the request.

#### Transportation and Parking

Development Transportation Engineering has reviewed the Applications and supports the Development. The Development provides 8 parking spaces, whereas Zoning By-law 1-88 requires 9 parking spaces. The parking deficiency is minor and will not adversely impact the surrounding road network or on-street parking in the area. Development Transportation Engineering is satisfied with the planned parking capacity for the Subject Lands and have no concerns with the one parking space deficiency.

#### Environmental

The Owner submitted a Phase One Environmental Site Assessment (ESA), prepared by Nextrans Consulting Engineers dated September 29, 2020, and revised January 18, 2021. The Phase One ESA did not identify any areas of potential concern or recommend that a Phase Two ESA be completed on the Subject Lands. A reliance letter for this report was provided to the City, in accordance with City standards and was considered acceptable by the DE Department.

#### Noise Feasibility Study

An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated December 11, 2019, was submitted in support of the Applications and the DE Department has no further comments and is satisfied with the study. The DE Department request that warning clauses must be included in all Offers of Purchase and Sale or Lease for all lots/units and to the satisfaction of the City. A condition to this effect is included in Attachment 1 of this Report.

Prior to execution of the Site Plan Agreement, the final Functional Servicing and Stormwater Management Report, Noise Report and accompanying engineering drawings shall be to the satisfaction of the DE Department. A condition to this effect is included in Attachment 1 of this report.

***The Financial Planning and Development Finance Department have no objection to 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 is included as a standard condition in the Site Plan Agreement.

***Fire and Rescue Services has no objection to the Development***

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

The Development is within a Source Water Protection vulnerable area referred to as Wellhead Protection Area-Q2 ("WHPA-Q2") and is subject to the Credit Valley, Toronto and Region and Central Lake Ontario ('CTC') Source Protection Plan water quality recharge policy. The TRCA has no objection to the approval of the Development and is satisfied with the Water Balance Assessment. The Owner is to carry out or cause to be carried out, a water balance mitigation strategy as described in the Functional Servicing and Stormwater Management Report, prepared by Nextrans Consulting. 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 Solid Waste Management division have no objection to the Development provided that waste bins are stored within private garages for each residential unit.

***Cash-in-Lieu of the dedication of parkland is required***

The Owner shall pay to Vaughan by way of a certified cheque(s), cash-in-lieu of the dedication of 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 Development 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 of this report.

***The School Boards have no objection to the Development***

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the Development and require no conditions. No comments were received from the Conseil Scolaire de District Catholique Centre Sud.

***The Owner is required to provide a Community Mailbox to the satisfaction of Canada Post***

The Owner is required to work with Canada Post in providing a suitable permanent location for a community mailbox. A condition to this effect is included in Attachment 1 of this report

***HydroOne, Rogers Communication Inc., Enbridge Gas Distribution Inc., Alectra Utilities Corporation have no objection***

HydroOne, Rogers Communication Inc., Enbridge Gas Distribution and Alectra Utilities Corporation have no objection to the Development.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has reviewed the Zoning By-law Amendment and Site Development Applications and has no objection to their approval. The Owner is required to satisfy all requirements of York Region. A condition to this effect is included in Attachment 1.

**Conclusion**

The Development Planning Department is of the opinion that the Development is appropriate and compatible with the existing and permitted uses of the surrounding area. The Applications would facilitate development consistent with the PPS, conform to the Growth Plan and the York Region Official Plan. The Development is permitted by VOP 2010. On this basis, the Development Planning Department can support the approval of the Applications subject to the Recommendations in this report, and the Conditions set out in Attachment 1.

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

**Attachments**

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan and Proposed Zoning
4. Landscape Plan
5. Building Elevations - North and West
6. Building Elevations - South and East
7. Rendered Perspective

**Prepared by**

OluwaKemi Apanisile, Planner, ext. 8210

Mary Caputo, Senior Planner, ext. 8635

Nancy Tuckett, Senior Manager of Development Planning ext. 8529

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

**Approved by**

A handwritten signature in cursive script, appearing to read 'Haiqing Xu'.

Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**

A handwritten signature in cursive script, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager

**Attachment 1**  
**Conditions of Site Plan Approval Site Development File DA.20.010**  
**(Carlo and Mary Ammendolia)**

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1. THAT prior to the execution of the Site Plan Agreement:
  - a) the Development Planning Department shall approve the final Site Plan, Building Elevations, Building Materials, Landscape Plan, Landscape Details, and Landscape Cost Estimate.
  - b) the Development Engineering Department shall approve the final site servicing plan, site grading plan, erosion and sediment control plan, functional servicing and stormwater management report, noise report, and construction management plan;
  - c) the Owner shall pay the applicable fees and post necessary letter of credits including the Development Engineering Site Plan Complex review fee and building water charge pursuant to the City Fees and Charges Bylaw as amended;
  - d) the Environmental Services Department, Waste Management Division shall approve the final waste collection plan;
  - e) the Owner shall satisfy all requirements of Canada Post;
  - f) the Owner shall satisfy all requirements of Alectra Utilities Corporation, Enbridge Gas Distribution Inc., Hydro One, Bell Canada and Rogers Communication Inc.
  - g) the Owner shall satisfy all requirements of York Region.
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 pay to the City of Vaughan a one-time payment of \$18,862.40 for the long-term maintenance of the enhanced landscape features within the Major Mackenzie Drive West right-of-way to the satisfaction of the Development Planning Department prior to the execution of the Site Plan Agreement.
  - b) The Owner shall pay Vaughan by way of certificate cheque, cash-in-lieu of the dedication of 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 Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Infrastructure Development Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

- c) i.) 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 Cultural Industries, as well as the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Division shall be notified immediately.
- ii.) In the event that human remains are encountered during construction activities, the proponent must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner and the Bereavement Authority of Ontario.
- d) The following noise warning clauses shall be included in the Site Plan Agreement and all purchase Offers of Purchase and Sale, lease/rental agreements including but not limited to the following:

Heritage Dwelling (live/work unit):

- "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 may on occasions interfere with some activities of the dwelling occupants as the sound level exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
- "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."
- "Purchasers/tenants are advised that due to the proximity of the existing commercial/retail uses, noise from these facilities may at times be audible."

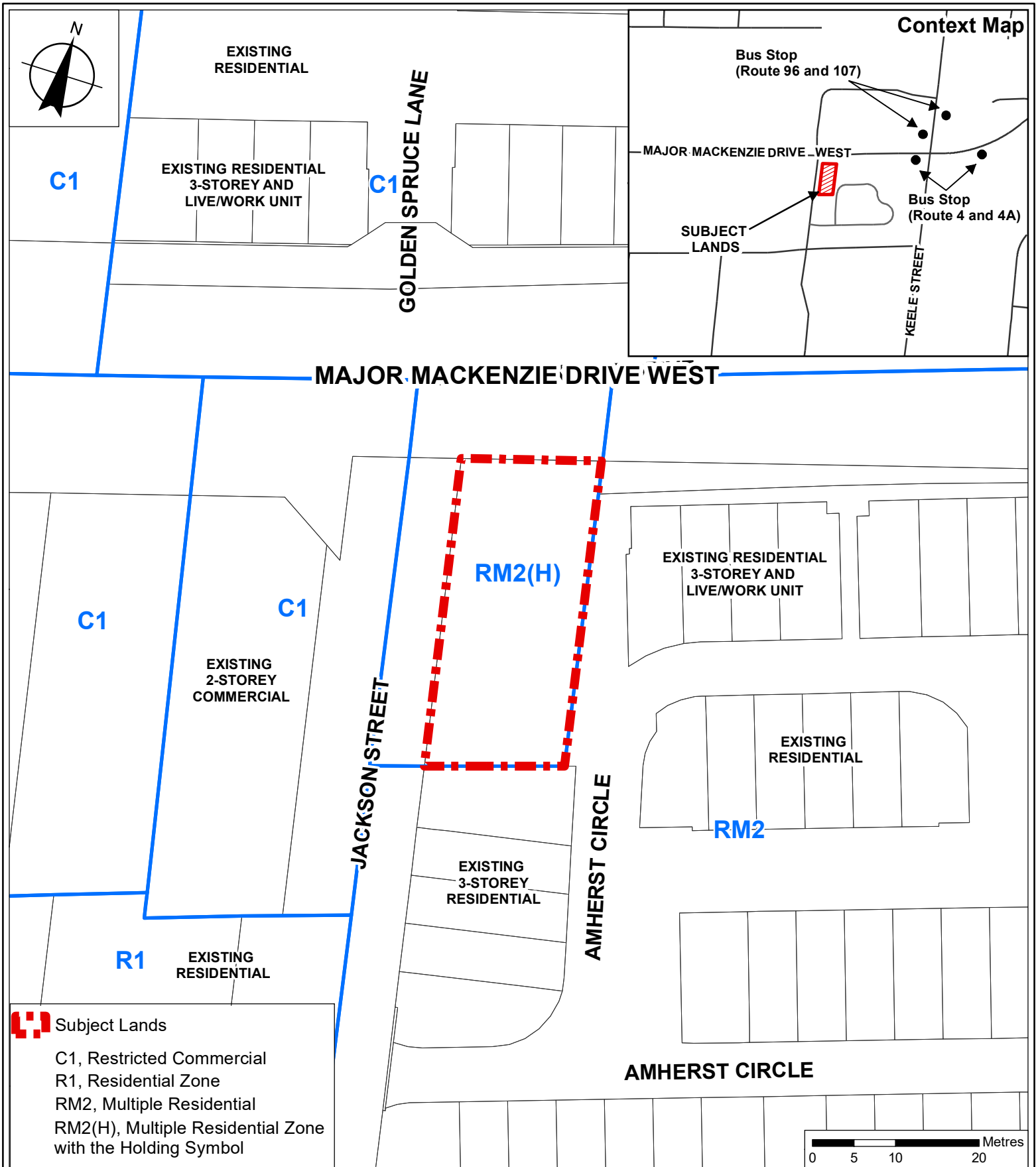
Street Townhouse units:

- "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 may on occasions interfere with some activities of the dwelling occupants as the sound level exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
- "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."

- “Purchasers/tenants are advised that due to the proximity of the existing commercial/retail uses, noise from these facilities may at times be audible.”
- e) The Owner agrees to carry out, or caused to be carried out, the water balance mitigation strategy as described in the Functional Servicing and Stormwater Management Report, prepared by Nextrans Consulting dated February 2020.







## Context and Location Map

**LOCATION:**  
Part of Lot 20, Concession 4;  
2291 Major Mackenzie Drive

**APPLICANT:** Carlo and Mary Ammendolia



## Attachment

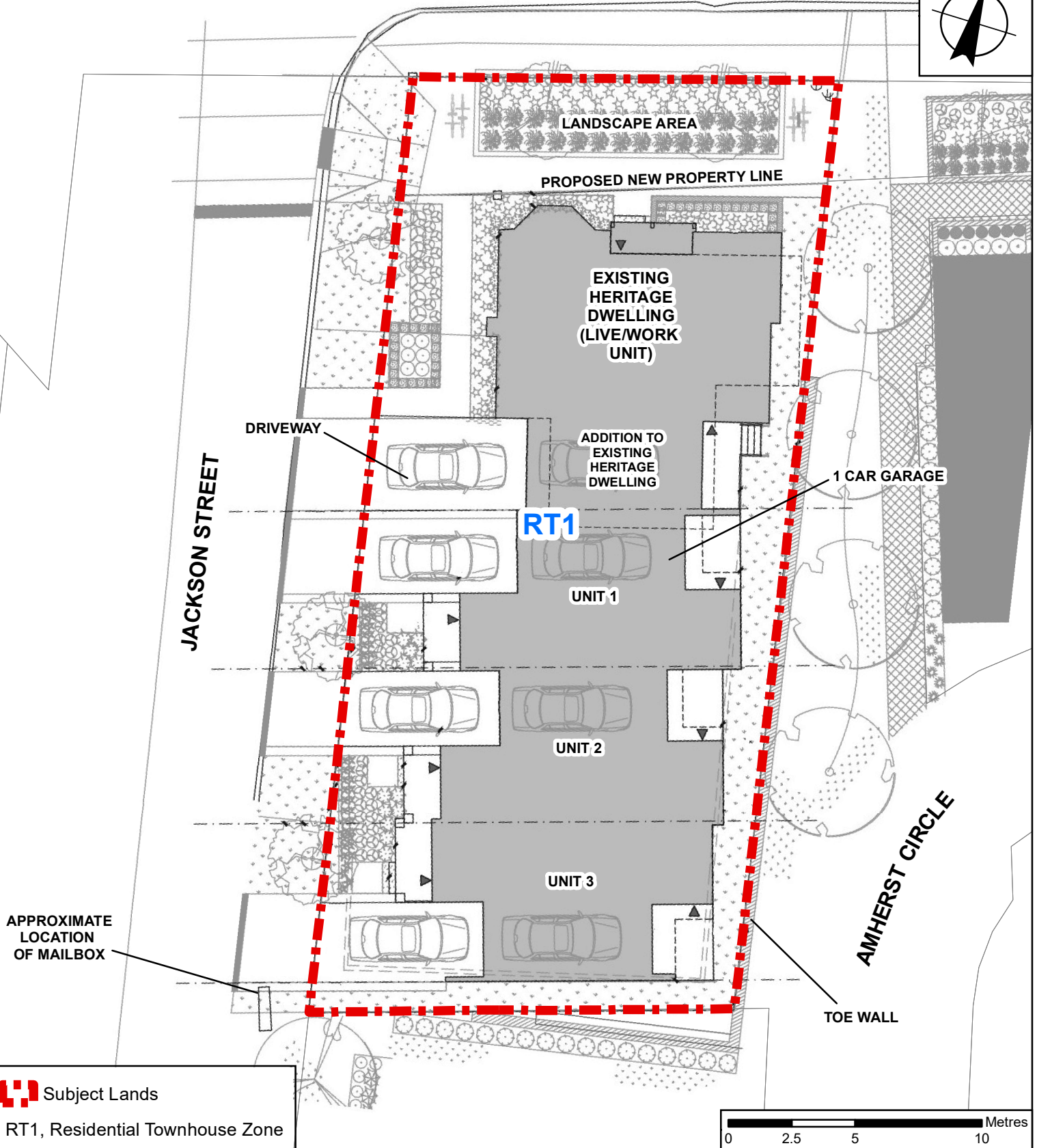
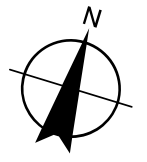
**FILES:** Z.20.006 and  
DA.20.010

**DATE:**  
June 1, 2021

**2**



# MAJOR MACKENZIE DRIVE WEST



## Site Plan and Proposed Zoning

**LOCATION:**  
Part of Lot 20, Concession 4;  
2291 Major Mackenzie Drive

**APPLICANT:**  
Carlo and Mary Ammendolia



## Attachment

**FILES:** Z.20.006 and  
DA.20.010

**DATE:**  
June 1, 2021

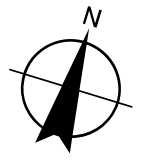
**3**





# MAJOR MACKENZIE DRIVE WEST

BIKE RING



CONCRETE  
UNIT PAVERS

BIKE RING

CONCRETE  
SIDEWALK  
RAMP

PRECAST CONCRETE  
PLANTER

PROPOSED NEW PROPERTY LINE

EXISTING  
HERITAGE  
DWELLING  
(LIVE/WORK  
UNIT)

ADDITION TO  
EXISTING  
HERITAGE  
DWELLING

1 CAR GARAGE

UNIT 1

UNIT 2

UNIT 3

WOOD DECK

COVERED  
PATIO

APPROXIMATE  
LOCATION  
OF MAILBOX

AMHERST CIRCLE

TOE WALL

 Subject Lands

0 2.5 5 10 Metres

## Landscape Plan

**LOCATION:**  
Part of Lot 20, Concession 4;  
2291 Major Mackenzie Drive

**APPLICANT:**  
Carlo and Mary Ammendolia



## Attachment

**FILES:** Z.20.006 and  
DA.20.010

**DATE:**  
June 1, 2021

4



PRE-FINISHED  
ALUMINIUM PICKET  
RAILING / GUARD

ASPHALT  
SHINGLES

WOOD  
SIDING

EIFS

RED BRICK

JACKSON STREET

**NORTH ELEVATION (FACING MAJOR MACKENZIE DRIVE WEST)**



## Building Elevations - North and West

**LOCATION:**  
Part of Lot 20, Concession 4;  
2291 Major Mackenzie Drive

**APPLICANT:**  
Carlo and Mary Ammendolia



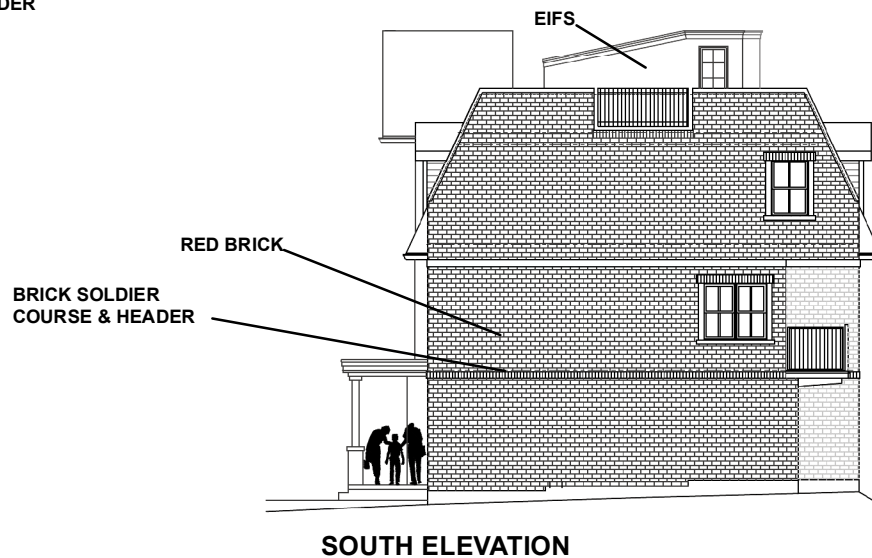
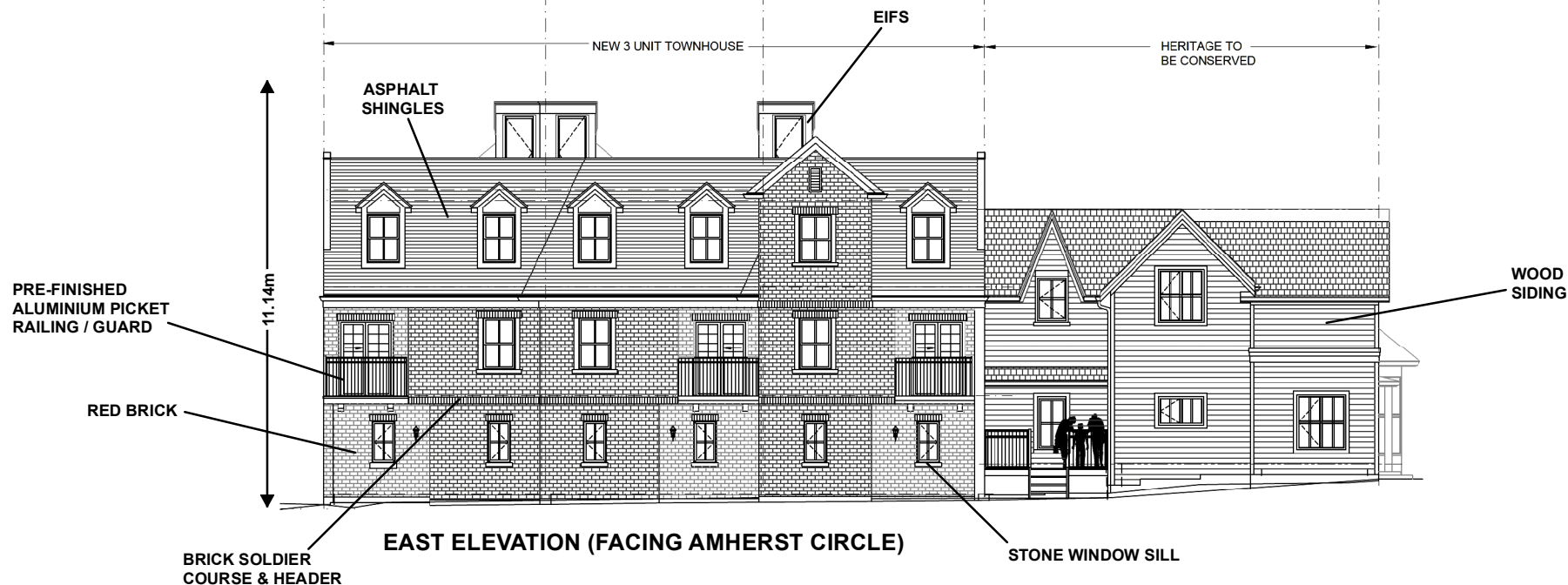
**FILES:** Z.20.006 and  
DA.20.010

**DATE:**  
June 1, 2021

**5**







Not to Scale

## Building Elevations - South and East

**LOCATION:**  
Part of Lot 20, Concession 4;  
2291 Major Mackenzie Drive

**APPLICANT:**  
Carlo and Mary Ammendolia



**FILES:** Z.20.006 and  
DA.20.010

**DATE:**  
June 1, 2021

6





**FRONT PERSPECTIVE FACING JACKSON STREET**

Not to Scale

## Rendered Perspective

**LOCATION:**  
Part of Lot 20, Concession 4;  
2291 Major Mackenzie Drive

**APPLICANT:**  
Carlo and Mary Ammendolia



## Attachment

**FILES:** Z.20.006 and  
DA.20.010

**DATE:**  
June 1, 2021

7



## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD:** 1

**TITLE:** G. FARRUGGIO ET AL.

**ZONING BY-LAW AMENDMENT FILE Z.17.007**

**DRAFT PLAN OF SUBDIVISION FILE 19T-17V002**

**5315 KIRBY ROAD**

**VICINITY OF KIRBY ROAD AND KIPLING AVENUE**

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Draft Plan of Subdivision Files Z.17.007 and 19T-17V002 (G. Farruggio et al.) for the subject lands shown on Attachment 2, to permit the development of a residential plan of subdivision consisting of 21 residential lots, as shown on Attachment 3.

### **Report Highlights**

- The Owner proposes to develop the subject lands with a plan of subdivision consisting of 21 residential lots as shown on Attachment 3
- One additional lot will be created in the future when a portion of the lands identified as “Other Lands Owned by the Applicant” is conveyed into public ownership
- Zoning By-law Amendment and Draft Plan of Subdivision applications are required to permit the development
- The Development Planning Department supports the approval of the proposed Development as it conforms to the Provincial Policy Statement 2020, A Place to Grow – Growth Plan for the Greater Golden Horseshoe 2019, as amended, York Region Official Plan, Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding



## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.007 (G. Farruggio et. al.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachment 2, from “A Agricultural Zone” subject to site-specific Exception 9(702) to “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three”, “RD4 Residential Detached Zone Four” and “OS1 Open Space Conservation Zone” in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT Draft Plan of Subdivision File 19T-17V002 (G. Farruggio et al) BE APPROVED SUBJECT TO THE CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL as set out in Attachment 1, to facilitate a residential plan of subdivision, as shown on Attachment 3.
3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-17V002 (G. Farruggio et al) be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 22 detached dwellings (79 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”.

4. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.
5. THAT the updated Block 55 Plan be approved as shown on Attachment 5.

## **Background**

### **Location**

The subject lands (the ‘Subject Lands’) shown on Attachment 2 are located south of Kirby Road and west of Kipling Avenue, being the south portion of the property known municipally as 5315 Kirby Road. The Subject Lands and surrounding land uses are shown on Attachment 2.

The Subject Lands do not include the 1.7 ha of land located in the north half of 5315 Kirby Road, identified as “Other Lands Owned by Applicant” on Attachments 2 and 3, which is located entirely within the Greenbelt. Therefore, they are not part of the Zoning By-law Amendment and Draft Plan of Subdivision applications for the Subject Lands.

The proposed Draft Plan of Subdivision for the Subject Lands will also be used to facilitate the severance of the south parcel from the north parcel where 1.53 ha will be conveyed into public ownership and 0.17 ha will be retained in private ownership as shown in Attachment 3.

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

The City on August 25, 2017 mailed a Notice of Public Hearing to all property owners within an expanded notification area beyond 150 m of the Subject Lands, as shown on Attachment 2, and to the Kleinburg and Area Ratepayers’ Association. A copy of the Notice of Public Hearing was also posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the Kirby Road street frontage, in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on September 19, 2017, to receive comments from the public and Committee of the Whole.

At the Public Meeting deputations and written submissions were received from the following individuals regarding the applications:

- A Deputation was made by Mr. Claudio Brutto from Brutto Consulting Limited on behalf of the Owner, in support of the applications
- An anonymous written submission was received by the Development Planning Department with respect to the applications

Vaughan Council on September 26, 2017 received the Public Meeting report of September 19, 2017 and ratified the recommendation to forward a comprehensive report to a future Committee of the Whole meeting.

***A Second Public Notice was provided in accordance with the Planning Act and Council’s Notification Protocol for the applications***

In accordance with Policy 10.1.4.1 of Vaughan Official Plan 2010 (‘VOP 2010’), a second public meeting is required as the applications were not considered by Council within two years after the date it was considered at a previous statutory public meeting.

On November 6, 2020, the City circulated a second Notice of Public Meeting to an expanded notification area, all property owners within 150 m of the Subject Lands, and

to the Kleinburg and Area Ratepayers' Association. A copy of the second Notice of Public Meeting was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and an updated Notice Sign was installed on the Kirby Road street frontage.

At the second Public Meeting, deputations and written submissions were received from the following individuals regarding the applications:

- A Deputation was made by Mr. Claudio Brutto from Brutto Consulting Limited on behalf of the Owner, in support of the applications
- A Deputation was made by Mr. Sridhar Nimmagadda, First Nations Trail resident

Vaughan Council on December 15, 2020 received the Public Meeting report of December 1, 2020 and ratified the recommendation to forward a comprehensive report to a future Committee of the Whole meeting.

### ***Summary of comments received regarding the Development***

The following is a summary of, and response to, the comments provided in the deputations and written submissions submitted at the Public Hearing of September 19, 2017 and December 1, 2020:

#### Environmental

The proposed development will result in the removal of trees and wildlife habitat

#### Response

The portion of the Subject Lands located within the Greenbelt will be conveyed to the Toronto and Region Conservation Authority ('TRCA'), with the exception of a 0.17 ha parcel of land to be retained by the Owner for the development of one detached dwelling, which is permitted on a lot of record by the *Greenbelt Plan*. An Environmental Impact Assessment ('EIA') prepared by Beacon Environmental dated July 29, 2020 was submitted for review. Both the TRCA and Policy Planning and Environment Sustainability staff have no further concerns with the proposed development, subject to conditions identified in the report.

#### Traffic on Kleinburg Summit Way

Comments were made regarding the lack of stop signs on Kleinburg Summit Way as this road is being used as a by-pass for Kipling Avenue.

#### Response

On February 17, 2021 Council reached a resolution to install two (2) all-way stop signs at the intersections of Kleinburg Summit Way and Pierre Berton Boulevard and at Kleinburg Summit Way and McMichael Avenue. Understanding the concerns of



residents with respect to safety and traffic speeds, City Council has approved the installation of the stop-signs which have been implemented at this point. The City expects to further monitor traffic operations and speeds along Kleinburg Summit Way following the installation.

#### Infrastructure Improvements are needed on Teston Road

Improvements to Teston Road are required to support the increase in traffic, specifically between Kipling Avenue and Pine Valley Drive to increase it to at least 4 lanes.

#### Response

The North Vaughan New Communities Transportation Master Plan was recently completed and did not recommend widening the roadway at this time. The proposed development conforms to the approved Block 55 Plan and the infrastructure required to support the plan and residential dwellings, were reviewed for the Block Plan approval. There is a functional EA for this section of Teston Road, not for the purposes of vehicular capacity improvement, but for the separated cycling facilities and to address safety and operational improvements for all transportation users.

The Vaughan Development Planning Department on May 7, 2021, mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals who made a deputation before Council or submitted written correspondence (and provided a return address) to the City regarding the applications.

#### **Previous Reports/Authority**

The following are links to previous Public Meeting reports regarding the Subject Lands:

[December 1, 2020, Committee of the Whole \(Public Meeting\) \(Item 2, Report No. 58, Recommendation 1\)](#)

[Sept. 19, 2017, Committee of the Whole \(Public Meeting\) \(Item 2, Report No. 32, Recommendation 1\)](#)

#### **Analysis and Options**

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

G. Farruggio et al (the 'Owner') has submitted the following applications (the 'Applications') to permit the development of 21 residential lots, open space, landscape and a stormwater management pond blocks, and two public local roads (the 'Development'), as shown on Attachment 3:

1. Zoning By-Law Amendment File Z.17.007 to amend Zoning By-law 1-88 to rezone the portion of the Subject Lands zoned “A Agricultural Zone” subject to site-specific Exception 9(702) to “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three”, “RD4 Residential Detached Zone Four” and “OS1 Open Space Conservation Zone” in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report
2. Draft Plan of Subdivision File 19T-17V001 (the ‘Draft Plan’), to facilitate the proposed residential plan of subdivision, as shown on Attachment 3, consisting of the following:

<u>Blocks/Roads</u>	<u>Land Use</u>	<u>Area (ha)</u>	<u>Number of Units</u>
1-21	Detached Dwelling Units	1.126	21
22	Landscaped Area	0.051	N/A
23	Stormwater Management	0.571	N/A
24	Open Space Buffer	0.289	N/A
25	Open Space	0.023	N/A
26-29	0.30m Reserves	0.001	N/A
<u>Roads</u>	<u>18.5m ROWs</u>	<u>0.442</u>	<u>N/A</u>
Total		2.503	21

***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 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 recognizes that local context and character is important. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development is consistent with provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, and linkages

The Draft Plan shown on Attachment 3, comprised of 21 lots for detached residential dwellings is within a settlement area, efficiently utilizes existing and planned infrastructure (i.e. roads, water and sewage), can be accommodated based on the existing and planned public service facilities available in the area (i.e. education, recreation, police and fire). In addition, the Development protects the Greenbelt Plan area located north of the Subject Lands, which will be conveyed into public ownership. The proposed residential use is permitted and conforms to the land use designations and policies of VOP 2010. On this basis, the Development is consistent with the PPS.

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

The proposed Draft Plan conforms 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 a density supportive of the Growth Plan objectives, specifically:

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

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

***The Development conforms to the York Region Official Plan, 2010 (‘YROP’)***

The YROP guides economic, environmental and community building decisions across

York Region. The Subject Lands are designated “Towns and Villages” on Map 1: Regional Structure of the YROP. Section 5.0 of the YROP states that, “Growth will also occur in new community areas, Towns and Villages throughout the Region.”

Section 3.5.4 of the YROP requires that, “local municipal official plans and zoning bylaws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” YROP encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with landscaping and public streetscapes.

The Draft Plan is comprised of 21 lots for future detached dwellings that are compatible with and contribute to the range of lot and unit sizes in the community. The Draft Plan will also facilitate the creation of public amenity through the open space, landscaped areas, and a multi-use community trail. The Draft Plan and future Development conforms to the YROP.

***The Development conforms to Vaughan Official Plan (VOP) 2010***

The Subject Lands are identified as “Community Areas” by Schedule 1 – Urban Structure of VOP 2010 and are designated “KM Low-Rise Residential 1”, “Natural Areas” and “Special Study Area” in VOP 2010, Volume 2, Section 11.8 North Kleinburg-Nashville Secondary Plan (‘NKNSP’).

The NKNSP establishes 3 new neighbourhoods (Village of Nashville, Huntington Road Community, and Kipling Avenue Community) within the Secondary Plan area. The Subject Lands are located in the Kipling Avenue Community Neighbourhood (Focus Areas 5 & 6). The Neighbourhood Development objectives of the NKNSP are to create an urban environment that provides for safe, functional, and attractive residential/mixed-use neighbourhoods, while accommodating a projected development potential of approximately 1,650 new dwelling units through the entire developable land area of the NKNSP.

The NKNSP projects a density target of 30 residents/jobs per hectare for the Kipling Avenue Community Neighbourhood. The proposed Draft Plan achieves a density of 30.16 persons/jobs per hectare.

A Minor Collector Road is identified along the eastern boundary of the Subject Lands, abutting the hydro corridor, as shown on Schedule B3 of the NKNSP. The Draft Plan does not include the Minor Collector Road identified on Schedule B3 of the NKNSP because the road has been relocated to the east side of the hydro corridor in accordance with the approved Block 55 Plan, as shown on Attachment 4.

Schedule B3 of the NKNSP identifies a Special Study Area (SSA) on the Subject Lands shown in Attachment 2. Section 4.8 c) of the NKNSP recognizes that lands within the

SSA may have development potential, subject to a detailed Environmental Impact Study (EIS) prepared to the satisfaction of the City in consultation with the TRCA and any other agency having jurisdiction. The lands located within the SSA were found to have development potential and have been considered for development under the policies of the "KN Low-Rise Residential 1" designation, without requiring further amendment to VOP 2010. The review of the environmental reports was undertaken through the Block Plan process, discussed below. As such, the Development conforms to the Official Plan.

***An updated Block 55 Plan has been submitted to correspond with the proposed Draft Plan of Subdivision***

The Draft Plan forms part of the Block 55 Plan which coincides with the Kipling Avenue Community of the NKNSP, as shown on Attachment 4 (File BL.55.2013). Vaughan Council, on May 27, 2014, approved the Block 55 Plan. The proposed Draft Plan provides for the development of a cohesive and complete community, housing types and activities. The lotting pattern and length of the cul-de-sac shown as October Gold Court on Attachment 2 differs slightly from the approved Block 55 Plan (Attachment 4). The Block 55 Plan has been revised to reflect the proposed Draft Plan as shown on Attachment 5.

Through the Block 55 Plan approval process, the TRCA and the City reviewed and approved environmental reports that were submitted, including an EIS, and concluded the most appropriate use for the developable area of the Special Study Areas is residential, particularly larger lot. The City of Vaughan and TRCA have confirmed through their respective reviews of the Applications that the proposed Draft Plan of Subdivision is consistent with the findings of the EIS and the addendum letter to the EIS.

The proposed Draft Plan and update to the approved Block 55 Plan will facilitate the development of a cohesive and complete community with a mix of land uses, housing types and activities. The Policy Planning and Environmental Sustainability Department has no objection to the approval of the updated Block 55 Plan.

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

The Subject Lands are zoned "A Agricultural Zone", subject to site-specific Exception 9(702), by Zoning By-law 1-88, as shown on Attachment 2, which does not permit the proposed Development. In order to implement the proposed Draft Plan, a Zoning By-law Amendment is required to rezone the Subject Lands to "RD2 Residential Detached Zone Two", "RD3 Residential Detached Zone Three", "RD4 Residential Detached Zone Four" and "OS1 Open Space Conservation Zone" in the manner shown on Attachment 3, and to permit the following site-specific zoning exceptions to these zones:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>“RD2 Residential Detached Zone Two” and “RD4 Residential Detached Zone Four” Requirement</b>	<b>Proposed Exception to the “RD2 Residential Detached Zone Two” and “RD4 Residential Detached Zone Four” Requirements</b>
a.	Minimum Interior Side Yard (Abutting a Non- Residential Use)	3.5 m	1.2 m (for Lots 9, 10, and 12 only)
	<b>Zoning By-law 1-88 Standard</b>	<b>“RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” Requirement</b>	<b>Proposed Exception to the “RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” Requirements</b>
b.	Minimum Interior Side Yard	1.2 m	1.2 m which may be reduced to 0.6 m on one side where it abuts an interior side yard of 1.2 m or 0.6 m
	<b>Zoning By-law 1-88 Standard</b>	<b>“RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” Requirements</b>	<b>Proposed Exceptions to the “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” Requirements</b>
c.	Permitted Yard Encroachments	A 1.5 m no encroachment zone shall be maintained inside the property line within the front yard and exterior yard, and within the interior side yard abutting a greenway, walkway, buffer block or stormwater management pond, and at a site triangle.	A 1.5 m no encroachment zone shall be maintained inside the property line within the front yard and exterior yard, and a 0.6 m no encroachment zone shall be maintained inside the property line within an interior side yard abutting a greenway, walkway, buffer block or stormwater management pond (for Lot 9) or at a site triangle (for Lot 17)

***The proposed site-specific zoning exceptions would permit a Development that is compatible with the existing and planned built form in the area***

The Development Planning Department supports the proposed rezoning of the Subject Lands to the “RD2”, “RD3”, “RD4” and “OS1” Zones and the site-specific zoning exceptions identified in Table 1. The requested exceptions to the minimum interior side yard are minor and generally pertain to lots abutting open space blocks. The exception does not create a negative impact to the surrounding area and maintains the intent of the low-rise residential designation.

The boundary of the existing site-specific Exception 9(702) includes the Subject Lands and “Other Lands Owned by the Applicant”. Should the Applications be approved, the implementing Zoning By-law must amend Schedule E-781 to the existing site-specific Exception 9(702) to remove the Subject Lands from the Exception and implement the approved Zoning on the Subject Lands.

***The Owner is required to convey a portion of the ‘Other Lands Owned by Applicant’ north of the Subject Lands into public ownership***

The Subject Lands together with the lands identified as “Other Lands Owned by Applicant” as shown on Attachment 3, comprise a parcel of land municipally known as 5315 Kirby Road.

The ‘Other Lands Owned by Applicant’ as shown on Attachment 3 are located within the Protected Countryside and Natural Heritage System of the Greenbelt Plan, 2017 (the ‘Greenbelt Plan’) and zoned “A Agricultural”, subject to site-specific Exception 9(702), by Zoning By-law 1-88.

The Environmental Protection policies contained in Section 1.2.2.2 of the Greenbelt Plan, promote the protection, maintenance and enhancement of natural heritage features, habitat for flora and fauna, the hydrological integrity of watersheds, and provisions of long term guidance for the management of natural heritage and water resources.

These lands are designated “Natural Areas” and identified as a Core Feature by VOP 2010, and designated “Natural Areas” and “Agricultural” by the North Kleinburg-Nashville Secondary Plan. These lands contain a Provincially Significant Wetland (PSW 59), which are identified to support significant fauna, and to function as a breeding area for amphibians and as habitat for birds.

Policy 3.2.3.10 of VOP 2010 requires that Core Features and their related vegetation protection zone(s) be conveyed to the City and/or TRCA 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 northern 1.7 ha portion of 5315 Kirby Road is not subject to the current Zoning By-law Amendment and Draft Plan of Subdivision Applications. The Owner has agreed to dedicate 1.53 ha of these lands into public ownership, while the 0.17 ha remaining, as shown on Attachment 3, will be retained under private ownership with access from October Gold Court. Through this process of conveyance into public ownership, one additional residential lot, not part of this Draft Plan of Subdivision Application File 19T-17V002, will be created.

Conditions to dedicate these lands into public ownership are included in the Conditions of Approval in Attachment 1.

***The Development Planning Department has no objection to the proposed rezoning of the Subject Lands and the Draft Plan, subject to the Conditions of Approval***

**Subdivision Design**

The Draft Plan shown on Attachment 3 includes a residential plan of subdivision of 21 lots to be developed with detached dwellings, open space, a storm water management pond, and public roads. Potential compensation areas have also been identified in Attachment 2 for the reduced wetland buffer to allow the connection of Silver Morning Court to the adjacent developments.

**Urban Design**

The proposed Draft Plan of Subdivision is required to be consistent with the Vaughan Council approved Block 55 East Kleinburg Architectural Design Guidelines, prepared by John G. Williams Ltd., Architect and the approved Block 55 East Kleinburg Summit Landscape Master Plan prepared by Cosburn Nauboris Ltd. Landscape Architects. Prior to final approval, the Owner shall agree that all development shall proceed in accordance with the City of Vaughan Sustainability Metrics program. Conditions to this effect are included in Attachment 1a).

**Cultural Heritage**

The Development Planning Department, Urban Design and Cultural Heritage Division has reviewed the Draft Plan and have advised there are no cultural heritage concerns regarding the Subject Lands.

The Subject Lands have undergone Stage 1, 2, 3 and 4 Assessments for archaeological concerns and the reports have been entered into the Ontario Public Register of Archaeological Reports. The reports submitted conclude that there are no further concerns as it relates to impacts to archaeological resources. As such, the Urban



Design and Cultural Heritage Division does not have any further comments and have requested that the standard archaeological clauses apply.

The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision as shown on Attachment 3, subject to the Conditions of Approval in Attachment 1a).

***The Policy Planning and Environmental Sustainability ('PPES') Department has no objection to the proposed rezoning of the Subject Lands and the Draft Plan, subject to the Conditions of Approval***

PPES has reviewed the "Second Addendum to Kleinburg Summit (Block 55 East), City of Vaughan, Revised Environmental Impact Study ('EIS')" prepared by Beacon Environmental, dated July 29, 2019. Environmental Planning staff acknowledge Beacon's findings and recommendations and have no objections to the approval of the Development subject to conditions included in Attachment 1a). PPES has also requested that conditions regarding endangered species and migratory birds be included in the Subdivision Agreement. These conditions are included in Attachment 1a).

***The Development Engineering Department has no objection to the proposed rezoning of the Subject Lands and the Draft Plan, subject to the comments in this report and Conditions of Approval included in Attachment 1a)***

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

Road Network

The proposed roads on the Subject Lands have been provided in accordance with the approved Block Plan, the recommendations of the Block Traffic Studies and City Standards. The road networks in the Draft Plan shall be constructed with an 18.5 m right-of-way.

Sidewalk Plan

Silver Morning Court is designed to be consistent with the revised Block Plan. The proposed pedestrian network will consist of an on and off-road trail system that links with the proposed road network and connects the residential community internally to community facilities. The sidewalk plan on the south side of Silver Morning Court is consistent with the approved Transportation Management and Sidewalk Master Plan.

Municipal Servicing

a) Water Servicing

The existing watermain on Silver Morning Court shall be extended to service the Development in accordance with the Master Environmental and Servicing (MESP) Plan and Water Distribution System Analysis for the Block 55 Plan.

b) Sanitary Servicing

The proposed sanitary sewer will be connected to the existing sanitary sewer on Silver Morning Court in accordance with the MESP and Block 55 Plan.

c) Storm Drainage

The Development is proposed to drain to a storm water management pond on Block 23, as shown on Attachment 3, located west of the Hydro Corridor and south of Silver Morning Court. The storm water management pond should be constructed to accommodate the flow from three subdivisions (Files 19T-14V011 Gold Park Subdivision, 19T-16V007 Kirby Developments Subdivision and the 19T-17V002 G. Farruggio et al Subdivision (Application)) along Silver Morning Court.

Sewage and Water Allocation

On December 13, 2016, the City's latest servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. A resolution to allocate capacity to the Development is included in the Recommendation of this report.

The allocation for 22 detached dwellings include the 21 residential dwellings as part of the Draft Plan of Subdivision File 19T-17V002 and the residential lot to be retained in private ownership within the "Other Lands Owned by the Applicant" as identified on Attachments 2 and 3.

Geotechnical Report

The Owner is required to submit a geotechnical investigation report and/or slope stability report for review and approval by the City as part of the detailed engineering submission. The reports shall provide information about subsoil and groundwater condition and shall provide recommendations for the construction of municipal services, pavement, earth berm/safety-berm and methods for any required slope stabilization.

Environmental Site Assessment

The Owner submitted Phase One and Phase Two Environmental Site Assessment ('ESA') reports. The ESA reports identified potential environmental concerns with former gasoline storage tanks. The results of the Phase Two ESA report indicated soil and groundwater samples met the applicable Ministry of the Environment, Conservation, and Parks ('MECP') standards and that the Subject Lands are suitable for the proposed

Development. The Owner also submitted a copy of a MECP Record of Site Condition ('RSC') # 225407 for the Subject Lands, acknowledged and filed on the Environmental Site Registry on February 21, 2019 as a result of the proposed change to a more sensitive land use (i.e., commercial landscaping business to residential use). The City is satisfied with the submitted ESA documentation.

#### Environmental Noise Impact

The Owner has provided a preliminary Noise Brief dated August 22, 2014 prepared by Aerocoustic Engineering Ltd. The Owner is required to submit a final noise report for review and approval by the City as part of the detailed engineering submission when grading design is typically established.

#### Street-lighting

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

#### Block 55 East Developers' Group Agreement and Cost Sharing

The Subject Lands are located within the approved Block 55 Plan and is subject to a Developers' Group Cost Sharing Agreement with the other participating landowners within Block 55 East to the satisfaction of the City. The Agreement shall be regarding, but not limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 55 East and shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands. Prior to final approval of the Plan, the Trustee for the Block 55 East Landowners Group shall provide the City with a letter confirming the Owner has fulfilled all cost sharing and other obligations of the Block 55 East Cost Sharing Agreement. A Condition to this effect is included in Attachment 1a).

#### ***The Financial Planning and Development Finance Department has no objection to the Applications***

The Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, regarding matters the City may consider necessary, including development charges. A condition to this effect is included in Attachment 1a).

#### ***The Parks Infrastructure Planning and Development Department has no objection to the Applications, subject to the Conditions of Approval***

The Parks Infrastructure Planning and Development (PPID) Department has no objections to the Applications subject to the submission of a parkland dedication chart and confirmation that the Owner of the Subject Lands is in good standing by the Block

55 Landowners Group Trustee. The PPID Department is satisfied with the proposed 1.5m wide sidewalk along the south side of Silver Morning Court. The Owner shall design and agree to construct a multi-use community recreational trail in accordance with the approved Landscape Master Plan. Conditions to this effect are included in Attachment 1a).

***Cash-in-Lieu of the dedication of parkland is required***

The Owner shall dedicate land and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of 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 Real Estate Services, and the approved appraisal shall form the basis of the cash-in-lieu payment. Standard conditions to this effect are included in Attachment 1a).

***The Forestry Operations Division of the Parks, Forestry and Horticulture Operations Department has no objection to the Applications, subject to the Conditions of Approval***

The Owner shall enter into a Tree Protection Agreement with the City prior to registering the Draft Plan in accordance with the Vaughan Council enacted Tree By-law 052-2018 and the City's Tree Protection Protocol. The Owner shall inform the Forestry Operations Division once tree protection measures have been installed for inspection and approval according to City specifications. Conditions to this effect are included in Attachment 1a).

***The Toronto and Region Conservation Authority ('TRCA') has no objection to the proposed rezoning of the Subject Lands and the Draft Plan, subject to the Conditions of Approval***

The Subject Lands are partially located within the TRCA Regulated Area. The TRCA request the implementing zoning by-law zone the Stormwater Management Block (Block 23) and the Open Space and Buffers (Blocks 24-25) in order to prohibit any development, to the satisfaction of TRCA.

The northern 1.7 ha portion of the Subject Lands contain Core Features within the Greenbelt Plan Area not subject to the Applications. The Owner has agreed to dedicate 1.53 ha of these lands into public ownership. The remaining 0.17 ha, as shown on Attachment 3, will be retained under private ownership as part of the conveyance into public ownership. The remaining lands that comprise 0.17 ha do not contain Core Features. The Open Space and Buffer (Blocks 24 – 25) and "Other Lands Owned by the Applicant" shall be dedicated to public ownership to the satisfaction of TRCA. TRCA has

no objection to the Development subject to the conditions of Approval included in Attachment 1c).

***Hydro One Networks Inc. ('HONI') has no objection to the Applications, subject to Conditions of Approval***

The Subject Lands abut a HONI high voltage transmission corridor ('transmission corridor') to the east. HONI has provided Conditions of Approval contained in Attachment 1d).

***Bell Canada has no objection to the Applications, subject to Conditions of Approval***

Bell Canada has no objection to the Applications subject to the Owner conveying any easements deemed necessary by Bell Canada to service this new Development and is advised to contact Bell Canada at the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed. This requirement is included in the Conditions of Approval in Attachment 1e).

***Canada Post has no objection to the Applications, subject to Conditions***

Canada Post has advised the Development will be serviced by centralized mail delivery provided through Canada Post community mailboxes and has no objection to the Development subject to their Conditions of Approval contained in Attachment 1f).

***The various utility companies have no objection to the Applications, subject to the Conditions of Approval***

Enbridge Gas and Alectra Utilities have advised that they have no objections to the Applications, subject to their Conditions of Approval contained in Attachment 1g) and 1h) respectively. Rogers Communications have no objection to the Applications.

***The School Boards have no objection to the Applications***

The York Region District School Board and the York Catholic District School Board have advised they have no comments or objections to the Applications and have no conditions for the Draft Plan.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

***York Region Community Planning and Development Services has no objection to the Applications, subject to Conditions of Approval***

York Region has advised that they have no concerns with the Zoning By-law amendment and no objection to the approval of the Draft Plan subject to their comments

and Conditions of Approval in the letter dated August 21, 2017 included in Attachment 1b).

## **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment and Draft Plan of Subdivision Files Z.17.007 and 19T-17V002, in consideration of the Provincial Policy Statement, the Growth Plan, Greenbelt Plan, policies of the York Region Official Plan and Vaughan Official Plan 2010, the requirements of Zoning By-law 1-88, comments from area residents, City Departments and external public agencies, and the area context.

If approved, the Applications would facilitate the development of the Subject Lands with 21 lots for detached dwellings, open space, a stormwater management pond, and public roads. The Development Planning Department is satisfied that the proposed rezoning of the Subject Lands and the Draft Plan are consistent with and conform to the Provincial Policies, the York Region Official Plan and the Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area and represents good planning. On this basis, the Development Planning Department recommends that the Applications be approved, subject to the Recommendations of this report.

**For more information**, please contact: Jennifer Kim, Planner, Development Planning Department ext. 8592.

## **Attachments**

1. Conditions of Draft Plan of Subdivision Approval
2. Context and Location Map
3. Proposed Zoning and Draft Plan of Subdivision File 19T-17V002
4. Approved Block 55 Plan (File BL.55.2013) May 27, 2014
5. Updated Block 55 Plan March 31, 2021

## **Prepared by**

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**Approved by**

A handwritten signature in cursive script, appearing to read 'Haiqing'.

Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**

A handwritten signature in cursive script, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager





**ATTACHMENT NO. 1**

**CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V002 (THE 'PLAN')  
G. FARRUGGIO ET AL. ('THE OWNER')  
PART LOT 30, CONCESSION 8, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE 'CITY')  
THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF  
THE PLAN, ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out in Attachment No. 1a).
2. The Conditions of Approval of York Region set out in Attachment No. 1b) and dated August 21, 2017.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out in Attachment No. 1c) and dated October 22, 2020.
4. The Conditions of Approval from Hydro One Networks Inc. as set out in Attachment No. 1d) and dated April 6, 2017.
5. The Conditions of Approval from Bell Canada as set out in Attachment No. 1e) and dated September 24, 2020.
6. The Conditions of Approval from Canada Post as set out in Attachment No. 1f) and dated September 28, 2020.
7. The Conditions of Approval from Enbridge Gas Inc. as set out in Attachment No. 1g) and dated April 10, 2017.
8. The Conditions of Approval from Alectra Utilities as set out in Attachment 1h) and dated April 4, 2017.

**Clearances**

1. The City shall advise that the Conditions in Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

2. York Region shall advise that the Conditions in Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. Toronto and Region Conservation Authority shall advise that the Conditions in Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. Hydro One shall advise that the Conditions in Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Bell shall advise that the Conditions in Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Canada Post shall advise that the Conditions in Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Enbridge shall advise that the Conditions in Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Alectra Utilities shall advise that the Conditions in Attachment 1h) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

**ATTACHMENT No. 1a)**

**CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V002 (THE 'PLAN')  
G. FARRUGGIO ET AL. ('THE OWNER')  
PART LOT 30, CONCESSION 8, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE 'CITY')  
THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF  
THE PLAN, ARE AS FOLLOWS:**

**CITY OF VAUGHAN CONDITIONS**

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Brutto Consulting Ltd., dated September 2020, (the 'Plan').
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law, which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay any and all outstanding application fees, and landscape review and inspection fees to the Development Planning Department in accordance with the in-effect Tariff of Fees By-law.
4. The Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, the provisions of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. The Owner shall agree to remove any driveways and buildings on within the Plan, which are not approved to be maintained as part of the Plan; any modifications to off-site driveways required to accommodate this Plan shall be coordinated and completed at the cost of the Owner.
6. The Owner shall dedicate land and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of 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 Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

7. Should archaeological resources be found on the property during construction activities, all work must cease, and the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Division shall be notified immediately.
8. 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 Government and Consumer Services.
9. An updated Block 55 Plan shall be provided to the satisfaction of the Policy Planning and Environmental Sustainability Department.
10. Prior to final approval, the Owner shall provide a detailed tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the arborist report recommendations. In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation outlined in the City's Tree Protection Protocol. The Owner shall not remove trees without written approval by the City. The Owner shall enter into a tree protection agreement in accordance with City Council enacted Tree By-law 052-2018.
11. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the Owner to the Development Planning Department in accordance with the. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.
  - a) This fee will include staff's review and approval of proposed streetscaping/ landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, natural feature edge restoration/management plans), and tree inventory/preservation/removals plans; and
  - b) A fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the development by the City of Vaughan.
12. The Owner shall agree in the Subdivision Agreement to the following:

- a) All development shall proceed in accordance with the Council approved Block 55 East Kleinburg Summit Architectural Design Guidelines prepared by John G. Williams Limited, Architect;
  - b) A control architect shall be retained at the cost of the owner with concurrence of the City to ensure compliance with the architectural design guidelines;
  - c) Prior to the submission of individual building permit applications, the control architect shall have stamped and signed drawings certifying compliance with the approved architectural guidelines; and
  - d) The City may undertake periodic reviews to ensure compliance with the architectural design guidelines. Should inadequate enforcement be evident, the City may cease to accept drawings stamped by the control architect and retain another control architect, at the expense of the Owner.
13. The Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the approved Block 55 East Kleinburg Summit Landscape Master Plan prepared by Cosburn Nauboris Ltd. Landscape Architects, including but not be limited to the following issues:
- a) Co-ordination of the urban design/streetscape elements including lot fabric, built form, fencing treatments, and street tree planting;
  - b) Edge restoration along open space Blocks 24 and 25;
  - c) The appropriate landscaping within the stormwater management pond Block 23;
  - d) The appropriate landscaping and streetscaping treatment within landscape Block 22 (abutting the Ontario Hydro Easement's open space corridor); and
  - e) Trail system and network within the open space lands, Ontario Hydro Easement open space corridor, and storm water management pond block.
14. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the City of Vaughan Sustainability Metrics program. The program shall present a set of metrics to quantify the sustainability performance of new development projects.

15. Prior to final approval, the Owner shall provide a buffer block abutting the open space lands in accordance with TRCA policies along residential lots.
16. Prior to final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the open space lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the open space and valley edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The Owner shall not remove any vegetation without written approval by the City.

The Owner shall provide a report for a 20 metre zone within all staked open space edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.

17. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the residential lots that abut storm water management pond Block 23, open space Block 25 and associated buffer Block 24.
18. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of the residential lots that abut the Ontario Hydro Easement open space corridor, to the satisfaction of the City.
19. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along limits of the residential lots that abut the "Other lands owned by Applicant", to the satisfaction of the City.
20. The Owner shall agree in the subdivision agreement to erect permanent wood fence treatments for flanking residential lots and residential blocks; to be co-ordinated with the environmental noise report and architectural design guidelines.
21. The Owner shall convey landscape Block 22 to the City free of all cost and encumbrances.
22. The Owner shall convey open space Blocks 24 and 25 to the TRCA or the City free of all cost and encumbrances.
23. The Owner shall agree in the Subdivision Agreement to provide a soils report for all street tree pits and planting beds throughout the subdivision to the satisfaction of the City

24. The subdivision agreement shall include the following clauses regarding endangered species and migratory birds:
- a) The City has Species at Risk within its jurisdiction which are protected under the *Endangered Species Act, 2007*, S.O. 2007. The Owner is required to comply with Ministry of Natural Resources and Forestry and/or Ministry of the Environment, Conservation and Parks regulations and guidelines to protect these species at risk and their habitat. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the related Plan of Subdivision Agreement, the Owner must comply with the provisions of the *Act*.
  - b) The Owner is required to abide by the *Migratory Birds Convention Act, 1994* regulated by Environment and Climate Change Canada. The *Migratory Birds Convention Act* regulations protect migratory birds, their eggs and nests from hunting, trafficking, and commercialization and, prohibits the destruction of bird habitat (nests). The City of Vaughan bird breeding window is April 1 to August 31. If the Owner proposes to remove trees within this timing window, nest surveys are required to confirm there are no active bird nests.
25. Prior to final approval of the Plan, the Owner shall provide a parkland dedication chart showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. The parkland dedication chart shall be used for valuating, determining, and identifying the total amount of final parkland conveyance or payment representing the cash-in-lieu of parkland dedication to the City based on developable lands of the individual landowners and/or the development group.
26. Prior to final approval of the Plan, the Owner shall provide correspondence from the Block 55 Land Owners Group (LOG) Trustee confirming that the Owner is in good standing and is accounted for in the overall parkland dedication calculations, the planned land use and density and that all cash-in-lieu and parkland dedication requirements have been satisfied.
27. That prior to the execution of the subdivision agreement, the Owner shall design and agree to construct a multi-use community recreational trail in accordance with approved Landscape Master Plan, Streetscape and Urban Design Guidelines, to the satisfaction of and at no cost to the City. Detailed drawings will be developed as part of perfect subdivision engineering drawings. The Owner shall agree to convey into public ownership lands within which the multi-use recreational trail shall be located and constructed. As per the Draft Plan (revision 3) prepared by Brutto Consulting, dated September 2020, the sidewalk adjacent to Silver Morning Court has been located on the south side. Parks Infrastructure

Planning and Development ('PIPD') staff can confirm the sidewalk placement on the south side of Silver Morning Court is preferable.

28. That prior to the execution of the subdivision agreement, the Owner shall design and agree to construct a 3 metre wide asphalt pathway connecting the SWM pond pathways (Block 23) to the multi-use community recreational trails within the adjacent Hydro block to the east.
29. The Owner shall cause the following warning clauses related to timing to park development, trails, associated lighting noise and disturbance be included in a schedule of all Offers of Purchase and Sale, or Lease for all lots/blocks withing the Plan:
  - "Purchasers and/or tenants are advised that the parkland may not be fully developed at the time of occupancy. The timing of development, phasing and programming of parkland is at the discretion of the City."
  - "Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the park, open space, woodlot and/or storm water management facility are prohibited."
  - "Purchasers and/or tenants are advised that the lot abuts a stormwater pond/open space within which the City may construct a trail in the future together with satisfactory security and safety arrangements, and that noise should be expected from the active use of the trail."
30. The Owner shall agree in the subdivision agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Plan, to the satisfaction of the City.
31. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed subdivision agreement to the appropriate telecommunication provider.
32. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.



33. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots etc.), which may be reflected in the final plan to the satisfaction of the City.
34. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and each phase thereof.
35. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
36. Prior to final approval of the Plan, and/or the conveyance of land, and/or commencement of grading or construction, the Owner shall implement the following to the satisfaction of the City:
  - a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City;
  - b) Should a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan;
  - c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City; and
  - d) Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.

37. Prior to the conveyance of land and/or the release of the applicable portion of the Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
- a) For all parks, open spaces, landscape buffers, and storm water management pond block(s) in the Plan that are being conveyed to the City, submit a limited Phase Two Environmental Site Assessment (ESA) report in accordance or generally meeting the intent of Ontario Regulation (O. Reg.) 153/04 (as amended) assessing the fill in the conveyance block(s) for applicable contaminants of concern. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City. The implementation of the sampling and analysis plan shall be completed to the satisfaction of the City and shall only be undertaken following certification of rough grading but prior to placement of topsoil placement. Reliance on the ESA report(s) from the Owner's environmental consultant shall be provided to the City;
  - b) If remediation of any portions of the conveyance block(s) is required in order to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering the entire conveyance block(s) where remediation was required;
  - c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the conveyance block(s); and
  - d) Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
38. Prior to the initiation of the grading or striping of topsoil and final approval, the Owner shall submit a topsoil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Topsoil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on any park blocks.
39. The Owner shall convey, free of all costs and encumbrances, the required stormwater management pond (Block 23) based on the updated/revised Stormwater Management ('SWM') report to accommodate the required stormwater management controls, that may include additional lands and/or changes to the lotting pattern, to the satisfaction of the City.

40. The Owner shall cause the following warning clauses to be included in a schedule of all Offers of Purchase and Sale, or Lease for all lots/blocks withing the Plan:

- a) abutting or in proximity of any open space, valleylands, woodlots or stormwater facility:

“Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance.”

- b) street ending in a dead end.

“Purchasers and/or tenants are advised that the Silver Morning Court, ending in a temporary hammerhead turn-around or cul-de-sac will be extended in the future to facilitate development of adjacent lands without further notice.”

- c) encroachment and/or dumping

“Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to parks, open space, woodlot and/or storm water management facility are prohibited.”

- d) gate of access point

“Purchasers and/or tenants are advised that the installation of any gate of access point from the lot to the school site, open space, stormwater management facility, watercourse corridor, woodlot, and/or park is prohibited.”

- e) infiltration trench

“Purchasers and/or tenants are advised that their rear yard lot area has been design to incorporate an infiltration trench or soak-away pit system to achieve groundwater balance. It is the responsibility of the homeowner to maintain the infiltration trench or soak-away pit systems in good operating condition, which may include periodic cleaning of the rear yard catch basin. No planting activity or structures are permitted on the infiltration trenches and soak-away pits”.

- f) Hydro Corridor

“Purchasers and/or tenants are advised that Hydro One Networks Inc. or its assigns or successors in interest, may upgrade or remove and replace towers at any time at their discretion, and will not be responsible for any

complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”

41. The Owner shall agree in the subdivision agreement to inspect, evaluate, and monitor all wells within the zone of influence prior to, during and after construction has been completed. Progress reports should be submitted to the City as follows:
  - a) A base line well condition and monitoring report shall be submitted to the City prior to the pre-servicing or registration of the Plan (whichever occurs first) and shall include as a minimum requirement the following tests:
    - i. Bacteriological Analysis – total coliform and E-coli counts
    - ii. Chemical Analysis – Nitrate Test
    - iii. Water level measurement below existing grade
  - b) In the event that the test results are not within the Ontario Drinking Water Standards, the Owner shall notify in writing, the Purchaser, the Regional Health Department, and the City within twenty-four (24) hours of the test results;
  - c) Well monitoring shall continue during construction and an interim report shall be submitted to the City for records purposes;
  - d) Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the City prior to Completion Approval; and
  - e) If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision, the Owner will provide temporary water supply to the affected residents upon notice by the City. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Owner will engage the services of a recognized hydro geologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the municipal watermain system.
42. Prior to final approval of the Plan, the Owner shall submit an updated Transportation Management Plan (TMP) to the satisfaction of the City.
43. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.

44. Prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 55 East to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 55 East. This agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands.
45. Prior to final approval of the Plan, the Trustee for the Block 55 East Landowners Group shall provide the City with a letter confirming the Owner has fulfilled all cost sharing and other obligations of the Block 55 East Cost Sharing Agreement.
46. The Owner shall agree in the subdivision agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Development Engineering Department.
47. Prior to final approval of the Plan, the Owner shall submit an environmental noise report to the City for review and approval. The preparation of the noise report shall include the ultimate traffic volumes associated with the surrounding road network to according to the Ministry of Environment Guidelines. The Owner shall convey any required buffer block(s) for acoustic barrier purposes, free of all costs and encumbrances, to the satisfaction of the City. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
48. Prior to initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the TRCA Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.
49. The Owner shall agree in the subdivision agreement to conduct a pre-construction survey which shall include, but not limited to, an inventory of the existing municipal right-of-way of First Nations Trail. The Owner shall provide a copy of this pre-construction survey to the City prior to commencement of construction. All driveways, fences, trees, and any other private properties damaged during construction to be replaced/reinstated to original conditions or better at the Owner's expense, to the satisfaction of the City.

50. The Owner shall agree in the subdivision agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction the City.
51. The road allowances included within this Plan shall be dedicated as public roads without monetary consideration and free of all encumbrances.
52. The road allowances included within this Plan shall be named to the satisfaction of the City and the Regional Planning Department.
53. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 metre reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
54. Any dead ends or open sides of road allowances created by this Plan shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
55. The Owner shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City and the Region of York.
56. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes shall be granted to the appropriate authority(ies), free of all charge and encumbrance.
57. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
58. Prior to the initiation of grading, and prior to the registration of this Plan or any phase thereof, the Owner shall submit to the City for review and approval the following:

A detailed engineering report that describes the storm drainage system for the proposed Development within this draft plan, which report shall include:

- a) plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;

- b) The location and description of all outlets and other facilities;
- c) storm water management techniques which may be required to control minor or major flows; and
- d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

- 59. The Owner shall agree in the subdivision agreement that no building permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.
- 60. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
- 61. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
- 62. The Owner shall agree in the subdivision agreement to design, purchase material, and install a streetlighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.
- 63. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, maintained, and signed to prohibit dumping and trespassing.
- 64. The Owner shall agree in the subdivision agreement to maintain adequate chlorine residuals in the watermain within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.

65. The Owner shall cause the following warning clauses to be included in a schedule to all Offers of Purchase and Sale, or lease for all lots/blocks within the entire Plan:

- a) "Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the subdivision agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.

The City has not imposed an amount of a tree fee or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of the residential dwelling."

- b) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the Subdivision Grading Plans is a requirement of this subdivision agreement.

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

- c) Purchasers and/or tenants are hereby put on notice that the Telecommunications Act, the Innovation, Science and Economic Development Canada ('ISED') and the Canadian Radio-television and Telecommunications Commission ('CRTC') authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
- d) Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan By-law 1-88, as amended, as follows:
- i. The maximum width of a driveway shall be 6 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9 metres measured at the street curb.



- ii. Driveway in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage	Maximum Width of Driveway
6 - 6.99m <sup>1</sup>	3.5m
7 - 8.99m <sup>1</sup>	3.75m
9 – 11.99m <sup>1</sup>	6.0m
12 m and greater <sup>2</sup>	9.0m

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

<sup>2</sup>The Lot Frontage for Lots 12m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- e) "Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community plan provided by the Owner in its Sales Office."
- f) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants."
- g) "Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highway, laneway, walkway or other similar public space, is a requirement of this subdivision agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings."
- h) "The City has taken a Letter of Credit from the Owner for security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is not a requirement of this subdivision agreement."
- i) "Purchasers and/or tenants are advised that fencing along the lot lines of Lots and Blocks abutting public lands is a requirement of this subdivision agreement and that all required fencing, noise attenuation feature and barriers shall be constructed with all fencing materials, including foundations,

completely on private lands and totally clear of any 0.3 metre reserve, as shown on the Construction Drawings.

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

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

- j) “Purchasers and/or tenants are advised that this plan of subdivision is designed to include rear lot catch basins. The rear lot catch basin is designed to receive and carry only clean stormwater. It is the homeowner’s responsibility to maintain the rear lot catch basin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catch basin. The rear lot catch basins are shown on the Construction Drawings and the location is subject to change without notice.”
- k) “Purchasers and/or tenants are advised that the Owner has made a contribution towards recycling containers for each residential unit as a requirement of this subdivision agreement.

The City has taken this contribution from the Owner to off-set the cost for the recycling containers, therefore, direct cash deposit from the Purchasers to the Owner for recycling containers purposes is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the home Purchasers to participate in the City’s waste diversion programs and obtain their recycling containers from the Joint Operation Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue.”

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

- 66. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any

units for sale, to be monitored periodically by the City. No Building Permit(s) shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the Block Plan for the broader area, showing surrounding land uses, arterials/highways, railways, and hydro lines, etc.
- the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval
- the location of parks, open space, stormwater management facilities and trails. the location of institutional uses, including schools, places of worship, community facilities
- the location and type of commercial sites
- colour-coded residential for singles, semis, multiples, and apartment units
- the following notes in BOLD CAPITAL TYPE on the map:

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

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

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

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

67. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit.
68. 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 the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such lot or block.

# Attachment No. 1b) - York Region



Corporate Services  
File No.: 19T-17V02  
Refer To: Justin Wong

August 21, 2017

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

Attention: Letizia D'Addario, Planner

**Re: Draft Plan of Subdivision 19T-17V02  
Part of West Half of Lot 30, Concession 9  
(Giovanni Farruggio et al.)  
City of Vaughan**

York Region has now completed its review of the above noted draft plan of subdivision prepared by Brutto Consulting Ltd., Project No. 13-226, last revised April 27, 2015. The proposed development is located south of Kirby Road and west of Kipling Avenue, in the City of Vaughan. The draft plan of subdivision consists of 20 single detached units and blocks for open space, open space buffers, stormwater management, landscape, reserves and right-of-ways, within a 2.522 ha site.

## **Sanitary Sewage and Water Supply**

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

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

- Duffin Creek WPCP Outfall Modification – 2021 pending the outcome of the Class EA
- Other projects as may be identified in future studies.

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

Based on our understanding of the plan provided, the wastewater and water servicing for the subject development is by way of connection to City of Vaughan's wastewater and water infrastructure which will be constructed with 19T-13V09 (Monarch Castlepoint Kipling North Development Ltd.) and 19T-14V11 (1539028 Ontario Inc.).

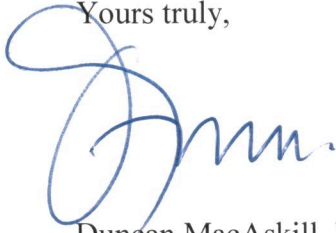
There is no Regional water or wastewater infrastructure in the vicinity of the development.

**Summary**

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

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

Yours truly,



Duncan MacAskill, M.C.I.P., R.P.P.  
Manager, Development Planning

JW/

Attachment (1) Schedule of Conditions

YORK-#7604527-v1-v1-19T-17V02\_-\_Regional\_Condition\_Letter

**Schedule of Conditions**  
**19T-17V02**  
**Part of West Half of Lot 30, Concession 9**  
**(Giovanni Faruggio et al.)**  
**City of Vaughan**

Re: Brutto Consulting Ltd., Project No. 13-226, last revised April 27, 2015

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



October 22, 2020

CFN 57151  
EX REF CFN 49623

**SENT BY E-MAIL (Jennifer.kim@vaughan.ca)**

Jennifer Kim  
Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

Dear Ms. Kim:

**Re: 4<sup>th</sup> Circulation  
Draft Plan of Subdivision Application 19T-17V002  
Zoning By-law Amendment Application Z.17.007  
5315 Kirby Road  
Within Block 55 East  
Part of Lot 30, Concession 9  
City of Vaughan, Regional Municipality of York  
Giovanni Faruggio et al.**

Further to our previous correspondence, which was provided by email on August 30, 2019, this letter provides confirmation that Toronto and Region Conservation Authority (TRCA) staff received the 4<sup>th</sup> formal submission of the above noted applications on October 9, 2020. A list of the materials reviewed by TRCA can be found in Appendix 'A' of this letter.

**Application-Specific Comments**

Based on a review of the materials submitted with the current circulation, TRCA staff are satisfied that our previous comments related to the stormwater management design and flood plain mapping details have been adequately addressed.

**Recommendations**

Based on the above, TRCA has no objection to the approval of Draft Plan of Subdivision 19T-17V002, subject to the conditions listed in Appendix 'B'.

TRCA's comments on Zoning By-law Amendment Application Z.17.007 can be found within the conditions of draft plan approval.

Should any revisions to Draft Plan of Subdivision Application 19T-17V002 or Zoning By-law Amendment Application Z.17.007 be proposed now or in the future, TRCA staff asks to be given the opportunity to amend our conditions and comments accordingly.

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

### **Fees/Timing**

Please note that this project will be subject to a clearance fee at the time of clearance, which will be based on the fee schedule in effect at that time.

At the time of requesting clearance of TRCA conditions of draft plan approval, we ask that the applicant submit their request in writing to TRCA offices a minimum of **90 days** in advance of expected registration. Additional time may be required in cases where open space lands are to be dedicated into public ownership, and/or Ontario Regulation 166/06 permits are required from TRCA (i.e., grading and servicing, SWM ponds, infrastructure works). We ask that the applicant consider these requirements and take into consideration the required timelines prior to the submission of draft plan clearance requests.

We trust these comments are of assistance. Should you have any questions, please contact me at extension 5743, or at [stephen.bohan@trca.ca](mailto:stephen.bohan@trca.ca)

Sincerely,



Stephen Bohan  
Planner

Development Planning and Permits | Development and Engineering Services

Copy: Nicholas Cascone, City of Vaughan ([nicholas.cascone@vaughan.ca](mailto:nicholas.cascone@vaughan.ca))



## **Appendix 'A' – List of Materials Reviewed**

*The following materials were received by TRCA on October 9, 2020*

- Comment Response Matrix – 3<sup>rd</sup> Submission Comment Checklist, prepared by Brutto Consulting, not dated.
- Drawing No. A100, Draft Plan of Subdivision 19T-17V002, Part of Lot 30 Concession 9, City of Vaughan, Regional Municipality of York, prepared by Brutto Consulting, revision no. 3 dated September 2020.
- Plan of Survey of Part of Lot 30, Concession 8, City of Vaughan, Regional Municipality of York, prepared by Guido Papa Surveying, dated April 3, 2020.
- Preliminary Plan of Subdivision of Part of Lot 30, Concession 8, City of Vaughan, Regional Municipality of York, prepared by Guido Papa Surveying, dated June 12, 2019.
- Stormwater Management Compliance and Servicing Analysis – Farruggio and Greco Draft Plans of Subdivision, Kleinburg Summit, prepared by SCS Consulting Group Limited, dated July 23, 2020.
- Draft Zoning By-Law, prepared by Proponent, not dated.

## **Appendix 'B' – TRCA's Conditions of Draft Plan Approval and Comments on Zoning By-law Amendment Application**

### **TRCA's Conditions of Draft Plan Approval**

TRCA has no objection to the approval of Draft Plan of Subdivision 19T-17V002, Part of Lot 30, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Brutto Consulting, revision no. 3 dated September 2020, subject to the following conditions:

1. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This submission shall include:
  - a. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology.
  - b. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping.
2. That prior to site alteration (with the exception of topsoil stripping) and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with the Block Plan Resubmission - Revised, Block 55 East, Kleinburg Summit Community, Volumes 1 and 2, prepared by Malone Given Parsons Ltd. et al., dated June 2014, as amended by Stormwater Management Compliance and Servicing Analysis – Farruggio and Greco Draft Plans of Subdivision, Kleinburg Summit, prepared by SCS Consulting Group Limited, dated July 23, 2020, as may be further amended to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
  - a. A description of the storm drainage system (quantity and quality) for the proposed development.
  - b. Plans illustrating how the drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system.
  - c. Appropriate stormwater management techniques which may be required to control minor and major flows.
  - d. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial.
  - e. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site.
  - f. Proposed measures to mitigate the potential erosive impacts of development on the natural system, both on and off-site.
  - g. Proposed measures to promote infiltration and maintain water balance for the plan area.

- h. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development.
  - i. A subsurface investigation (including assessment of groundwater levels) at the location of the stormwater management pond and for the final design of site grading and house basement elevations. The recommendations of the subsurface assessment will be used to inform the final design and construction plans.
  - j. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements.
  - k. Grading plans for the subject lands.
  - l. Cross-sections and details where grading is proposed in, or adjacent to, the Stormwater Management Block (Block 23), Open Space and Buffers (Blocks 24 – 25) and the “Other Lands Owned by Applicant”, including but not limited to existing and proposed grades, limits of the natural features and hazards, buffers, transition to the development lands, interim stabilization of the slopes/disturbed areas, mitigation, and supporting geotechnical/soils analyses.
  - m. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.
  - n. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended.
3. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner prepare a tree protection and preservation plan for the site to the satisfaction of TRCA. The Vegetation Community Preservation Report, Block 55 East – Kleinburg Summit, prepared by Aboud & Associates Inc., dated January 15, 2014, can be used as a basis for the detailed tree protection and preservation plan, but would need to be updated to reflect the most up-to-date development limits and proposed areas of disturbance. The recommendations of the tree protection and preservation plan shall be implemented by the Owner to the satisfaction of TRCA prior to topsoil stripping.
  4. That prior to topsoil stripping, the Owner initiate and continue to undertake the monitoring programs outlined in the Master Environmental Servicing Plan, prepared by SCS Consulting Group Ltd., dated June 2014, as may be amended to the satisfaction of TRCA and the City of Vaughan, which includes but is not limited to the submission of monitoring reports and mitigation and adaptive management plans where negative impacts are anticipated or have occurred as a result of development in the plan area, to the satisfaction of TRCA and the City of Vaughan.
  5. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA

for the Open Space and Buffers (Blocks 23 – 24), the noted compensation areas (Compensation Area #1 and #2) and the “Other Lands Owned by Applicant”.

6. That prior to the registration of this plan or any phase thereof, the Owner prepare planting plans for the Stormwater Management Block (Block 23) to the satisfaction of TRCA.
7. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Open Space and Buffers (Blocks 24 – 25) and “Other Lands Owned by Applicant” to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state.
8. That prior to the registration of this plan or any phase thereof, the Owner obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
9. That the Open Space and Buffer (Blocks 24 - 25) and “Other Lands Owned by Applicant” be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA.
10. That the implementing zoning by-law recognize the Stormwater Management block (Block 23) and the Open Space and Buffers (Blocks 24 - 25) in an open space, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of TRCA.
11. That the Owner provide a copy of the approved implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
12. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
  - a. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA’s conditions of draft plan approval.
  - b. To carry out, or cause to be carried out, to the satisfaction of TRCA, the monitoring programs outlined in the Master Environmental Servicing Plan, prepared by SCS Consulting Group Ltd., dated June 2014, as may be amended to the satisfaction of TRCA and the City of Vaughan, which includes but is not limited to the submission of monitoring reports and mitigation and adaptive management plans where negative impacts are anticipated or have occurred as a result of development in the plan area, to the satisfaction of TRCA and the City of Vaughan. The Owner agrees to carry out, or cause to be carried out, the mitigation and adaptive management plans to the satisfaction of TRCA and the City of Vaughan.
  - c. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA.

- d. To obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
  - e. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA.
  - f. To erect a permanent fence along all residential lots and blocks that abut the Open Space and Buffers (Blocks 24 – 25), the “Other Lands Owned by Applicant” and in other areas as may be required to the satisfaction of TRCA to protect existing and future open space lands from unauthorized/non-programmed entry.
  - g. To prohibit grading works within the Open Space and Buffers (Blocks 24 - 25) and “Other Lands Owned by Applicant” unless approved by TRCA.
  - h. To prohibit retaining walls in or adjacent to the Open Space and Buffers (Blocks 24 – 25) and “Other Lands Owned by Applicant” unless approved by TRCA.
13. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of TRCA’s conditions of draft plan approval, if necessary, to the satisfaction of TRCA.
14. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to facilitate the clearance of conditions of draft plan approval.

**TRCA’s Comments on the Zoning By-law Amendment Application**

TRCA’s comments on Zoning By-law Amendment Application Z.17.007 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-17V002.

Should any revisions to Draft Plan of Subdivision Application 19T-17V002 or Zoning By-law Amendment Application Z.17.007 be proposed now or in the future, TRCA staff asks to be given the opportunity to amend our conditions and comments.

# Attachment No. 1d) - Hydro One Networks Inc.

**Hydro One Networks Inc.**  
**Facilities & Real Estate**  
P.O. Box 4300  
Markham, Ontario L3R 5Z5  
www.HydroOne.com



**Courier:**  
185 Clegg Road  
Markham, Ontario L6G 1B7

via e-mail only

Letizia D'Addario  
Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

April 06, 2017

Dear Letizia D'Addario:

**Draft Plan of Subdivision**  
**G. Farruggio et al.**  
**5315 Kirby Road**  
**Part of Lot 30, Concession 8**  
**City of Vaughan**  
**File: 19T-17V002**

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Please be advised that Hydro One Networks Inc. ("HONI") has no objection in principle to the proposed plan of subdivision, provided the following are included as conditions of draft approval:

1. Prior to final approval, a copy of the lot grading and drainage plan, showing existing and final grades, must be submitted in triplicate to HONI for review and approval.
2. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the right of way. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the right-of-way.
3. Temporary fencing must be placed along the easement corridor during construction. Permanent fencing must be erected where subdivision lots directly abut the HONI easement at the developer's expense.
4. The developer shall make arrangements satisfactory to HONI for any encroachments and/or any uses of the hydro right-of-way. Separate proposals including detailed lighting and site servicing plans shall be submitted in triplicate to HONI for future road crossings. The developer must contact **Maria Agnew**, HONI Senior Real Estate Coordinator at **(905) 946-6275** to begin the process of acquiring a Construction and Encroachment Agreement.
5. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer.

6. The easement rights of HONI and its legal predecessors are to be protected and maintained.
7. If the proposed development is within close proximity to a Transmission or Distribution station the following applies:

(a) The Developer hereby confirms and agrees that every agreement of purchase and sale heretofore and hereafter entered into by the Developer with any purchaser(s) of any unit or proposed unit in the Development contains the following notice/warning provisions (or clauses substantially similar thereto in all respects), namely: "Each unit purchaser and/or lessee specifically acknowledges and agrees that the development of the Lands upon which this Development is being (or has been) constructed, will be (or has been) undertaken and completed in accordance with any requirements that may be imposed from time to time by any Governmental Authorities, and that the proximity of this Development to facilities, installations and/or equipment owned and/or operated by HONI may result in noise, vibration, electro-magnetic interference and stray current transmissions (hereinafter collectively referred to as the "**Interferences**") to this Development, and despite the inclusion of control features within this Development, Interferences from the aforementioned sources may, occasionally interfere with some activities of the occupants in this Development. Notwithstanding the above, each unit purchaser and/or lessee agrees to indemnify and save HONI and harmless, from and against all claims, losses, judgments or actions arising or resulting from any and all of the Interferences. In addition, it is expressly acknowledged and agreed that HONI does not, and will not, accept any responsibility or liability for any of the Interferences in respect of this Development and/or its occupants. Furthermore, there may be alterations and/or expansions by HONI to its facilities and/or transformer station which may temporarily affect the living environment of the residents notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the Development. HONI will not be responsible for any complaints or claims or any kind howsoever arising from use, expansion and/or alterations of such facilities and/or operations on, over or under its transformer station. Furthermore, each unit purchaser and/or lessee acknowledges and agrees that an electro-magnetic, stray current and noise-warning/vibration clause similar to the foregoing shall be inserted into any succeeding or subsequent sales agreement, lease or sublease, and that this requirement shall be binding not only on the Purchaser hereunder but also upon the Purchaser's respective heirs, estate trustees, successors and permitted assigns, and shall not cease or terminate on the closing of this purchase and sale transaction with the Vendor/Declarant."

(b) The Developer covenants and agrees that so long as the City does not object thereto, the language set out in Section 3.1(d) hereof (or language substantially similar thereto) shall also be included in the Site Plan Agreement entered into by the Developer with City of Vaughan to be registered on title to the Development.

In addition, it is requested that the following be added as a Note to the Conditions of Draft Approval.

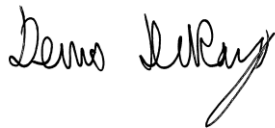
8. The transmission lines abutting this subdivision operate at 500,000, 230,000 or 115,000 volts. Section 188 – Proximity – of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the *Act*. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

Our preliminary review considers issues affecting HONI's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the developer should consult their local area Distribution Supplier.

I trust this is satisfactory. If you have any questions please call me at your convenience at the number below.

Yours truly,

A handwritten signature in black ink, appearing to read "Dennis De Rango".

Dennis De Rango  
Specialized Services Team Lead  
905-946-6237

Cc: Maria Agnew – Hydro One Networks Inc.



## Attachment No. 1e) - Bell Canada

**From:** [circulations@wsp.com](mailto:circulations@wsp.com)  
**To:** [Kim, Jennifer](#)  
**Subject:** [External] ZBLA (Z.17.007) and Draft Plan of Subdivision (19T-17V002), 5315 Kirby Rd, Vaughn.  
**Date:** Thursday, September 24, 2020 11:49:10 AM

---

**2020-09-24**

**Jennifer Kim**

**Vaughan**

, ,

Attention: Jennifer Kim

Re: ZBLA (Z.17.007) and Draft Plan of Subdivision (19T-17V002), 5315 Kirby Rd, Vaughn.;  
Your File No. 19T-17V002,Z.17.007

Our File No. 87795

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

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

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

The Owner is advised to contact Bell Canada at [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

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

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

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada’s development tracking system, which includes the

intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk  
Manager - Municipal Relations

Network Provisioning

T: 905-540-7254 / M: 289-527-3953

Email: [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca)

---

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## Attachment No. 1f) - Canada Post

September 28, 2020

City of Vaughan – Planning Department

To: **Jennifer Kim, Planner, Development Planning Department**

Reference: **File: 19T-17V002 Z.17.007  
5315 Kirby Road (Part Lot 30, Concession 9)  
Ward 1**

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

Canada Post has reviewed the proposal of the 21 residential lots for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.

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

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

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

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

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

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

Sincerely,

*Lorraine Farquharson*

**Lorraine Farquharson**

Delivery Services Officer | Delivery Planning - GTA

200 – 5210 Bradco Blvd

Mississauga, ON L6W 1G7

(416) 262-2394

lorraine.farquharson@canadapost.ca

# Attachment No. 1g) - Enbridge Gas



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

April 10, 2017

Letizia D'Addario, MES, MCIP, RPP  
Planner  
City of Vaughan  
Development Planning Division  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

Dear Letizia D'Addario,

Re: Draft Plan of Subdivision & Zoning By-Law Amendment  
J. Farruggio  
5315 Kirby Road  
Block 55  
City of Vaughan  
File No.: 19T-17V002 & Z-17-007

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in grey ink, appearing to read 'Allison Sadler', with a stylized, flowing script.

**Allison Sadler**

Municipal Planning Advisor  
Distribution Planning & Records

—

***ENBRIDGE GAS DISTRIBUTION***

TEL: 416-495-5763

500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AS/jh

## Attachment No. 1h) - Alectra Utilities



**Date:** April 4<sup>th</sup> , 2017

**Attention:** **Letizia D'Addario**

**RE:** Request for Comments

**File No.:** **19T-17V002**

**Applicant:** Not mentioned

**Location** 5315 Kirby Road



## COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by \_\_\_\_\_.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated \_\_\_\_\_, are still valid.

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

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

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

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,

Mr. Tony D'Onofrio

Supervisor, Subdivisions & New Services

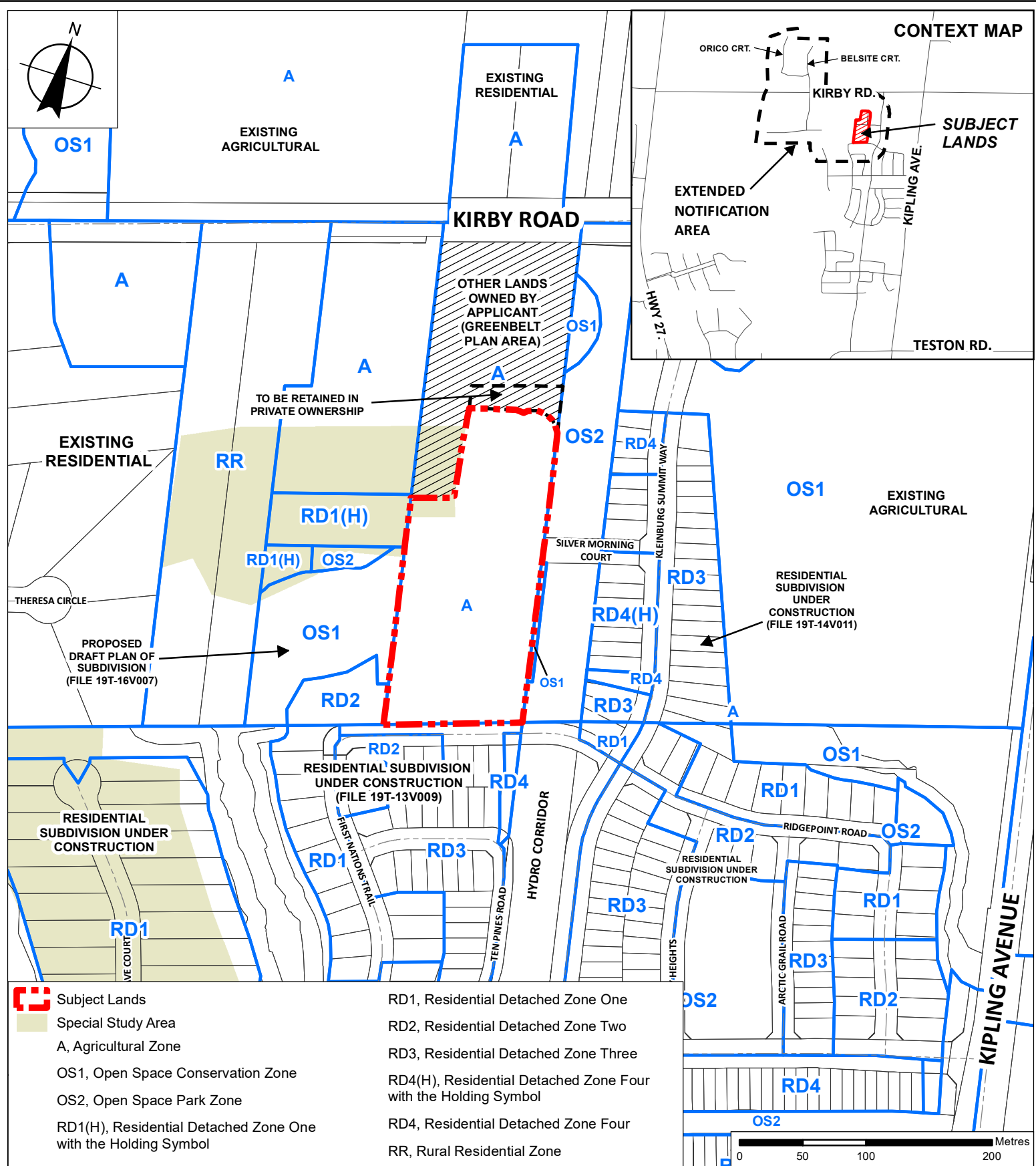
**Phone:** 1-877-963-6900 ext. 24419

**Fax:** 905-532-4401

**E-mail:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)

**Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297**





## Context and Location Map

**LOCATION:** Part of Lot 30,  
Concession 8; 5315 Kirby Road

**APPLICANT:**  
G. Farruggio et al.



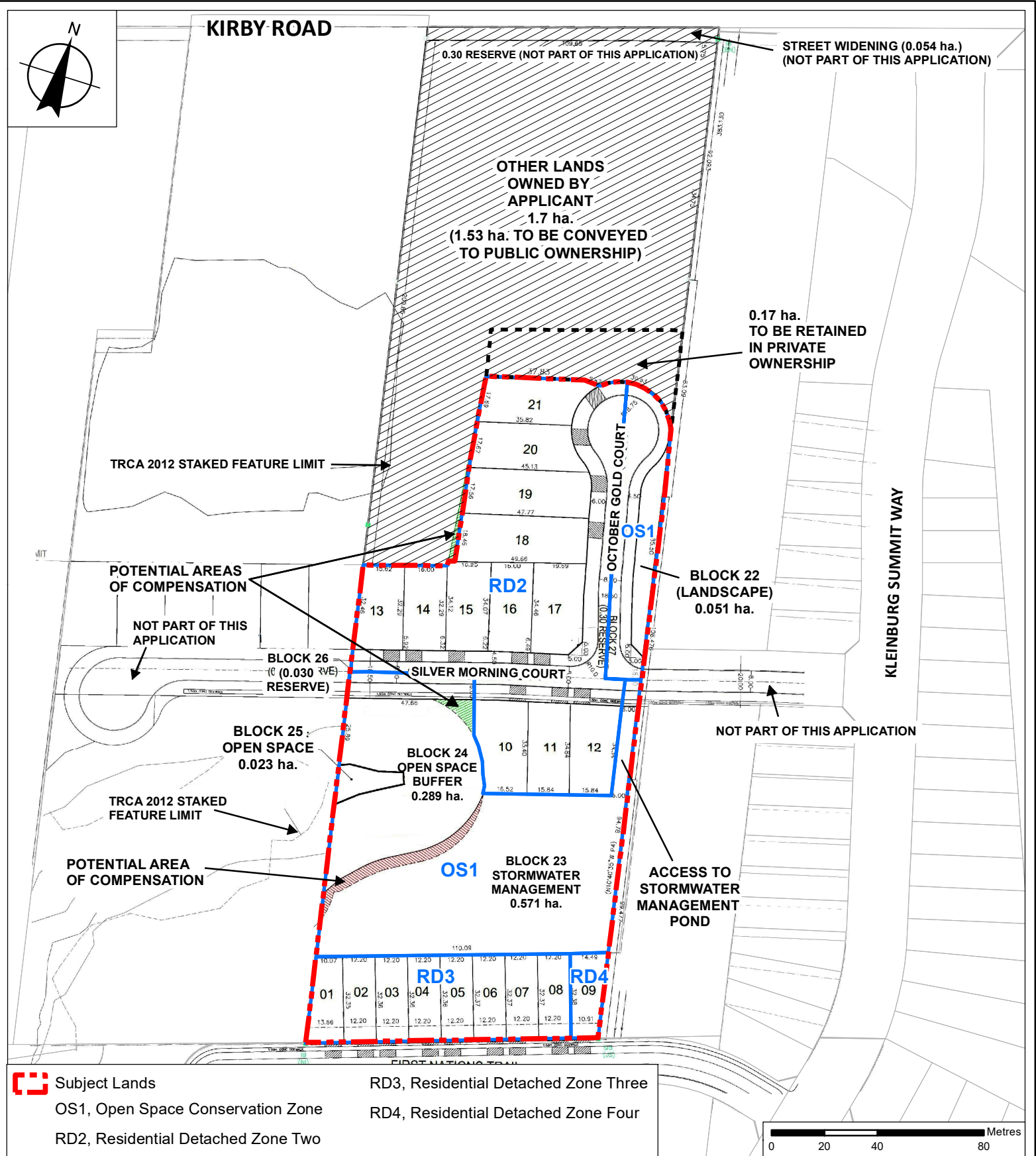
## Attachment

**FILES:**  
Z.17.007 and 19T-17V002

**DATE:**  
June 1, 2021

**2**





## Proposed Zoning and Draft Plan of Subdivision File 19T-17V002

**LOCATION:** Part of Lot 30, Concession 8; 5315 Kirby Road

**APPLICANT:** G. Farruggio et al.



## Attachment

**FILES:**  
Z.17.007 and 19T-17V002

**DATE:**  
June 1, 2021

3



## OTHER LANDS OWNED BY APPLICANT (GREENBELT PLAN AREA)

## SUBJECT LANDS

Land Use	Area (ha)
KN LR-1 Single Family	31.97
KN LR-2 Singles & Semis	2.57
KN LR-3 Semis & Townhouses	0.53
KN LR MU II	1.06
Special Study Area	5.36
Neighbourhood Park	2.63
Parks	1.72
Landscape / Vista Areas	2.73
Landscape Restoration Areas	6.37
Storm Water Management	8.98
Utility Corridor	8.96
Greenbelt / N.H.S.	100.76
Buffer / Agricultural Area	20.89
Roads	20.89
<b>TOTAL*</b>	<b>192.53</b>


- Property Lines
- Trail
- Multi-Use Trail
- Sidewalks
- Greenbelt Limit
- MNR Staked Feature Limit 2013
- TRCA Staked TOB / Feature Limit (2012/2013)
- Flood line
- Flood line 2013
- Meander Belt

\* Total Area includes Non-Participating Lands

April 11, 2014

MALONE GIVEN PARSONS LTD.



 Subject Lands

## Approved Block 55 Plan (File BL.55.2013) May 27, 2014

**LOCATION:** Part of Lot 30,  
Concession 8; 5315 Kirby Road

**APPLICANT:** G. Farruggio et al.

## Attachment

**FILES:**  
Z.17.007 and 19T-17V002

**DATE:**  
June 1, 2021

4





## OTHER LANDS OWNED BY APPLICANT (GREENBELT PLAN AREA)

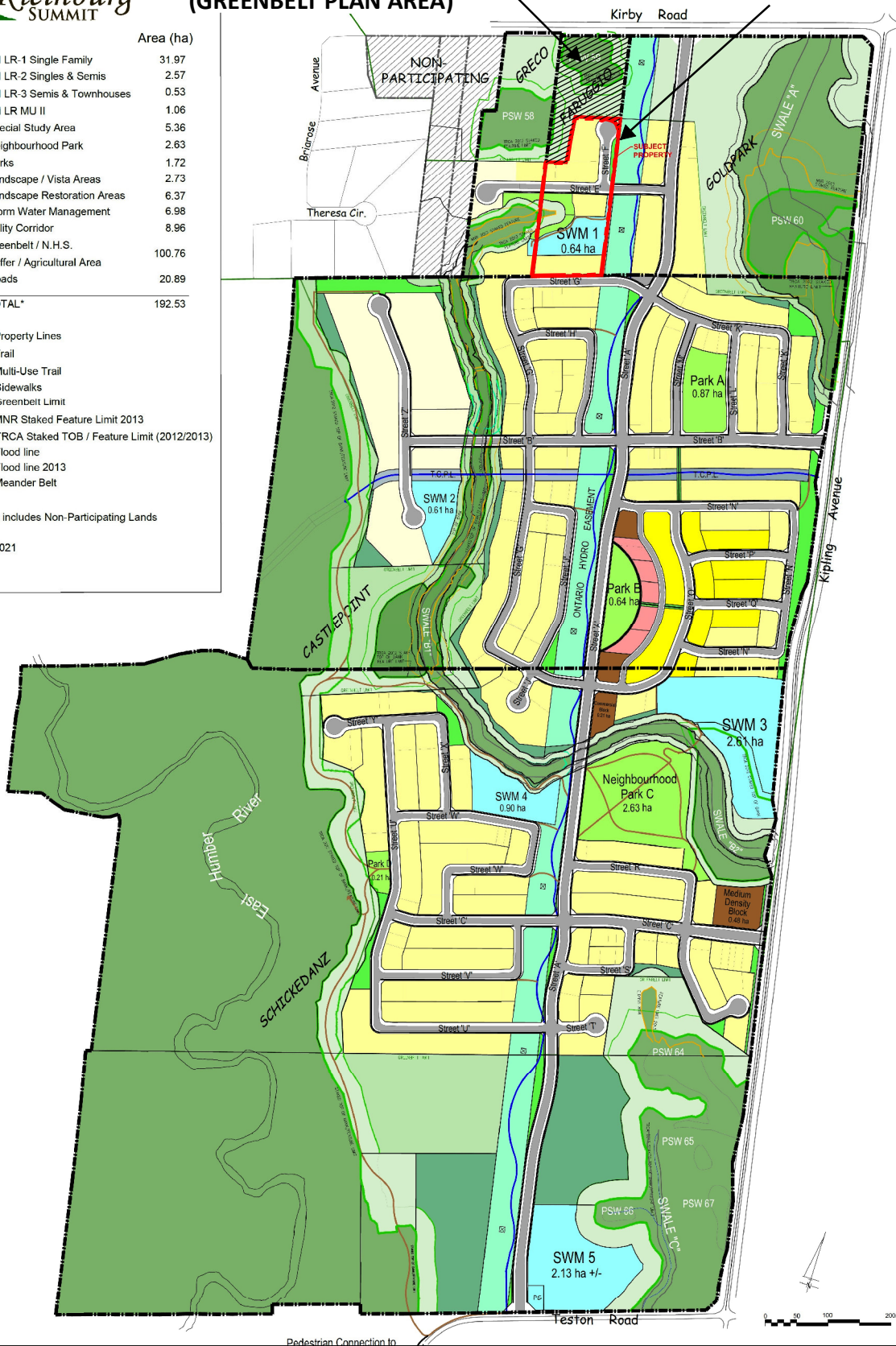
## SUBJECT LANDS

Land Use	Area (ha)
KN LR-1 Single Family	31.97
KN LR-2 Singles & Semis	2.57
KN LR-3 Semis & Townhouses	0.53
KN LR MU II	1.06
Special Study Area	5.36
Neighbourhood Park	2.63
Parks	1.72
Landscape / Vista Areas	2.73
Landscape Restoration Areas	6.37
Storm Water Management	6.98
Utility Corridor	8.96
Greenbelt / N.H.S.	100.76
Buffer / Agricultural Area	20.89
Roads	20.89
<b>TOTAL*</b>	<b>192.53</b>

- Property Lines
- Trail
- Multi-Use Trail
- Sidewalks
- Greenbelt Limit
- MNR Staked Feature Limit 2013
- TRCA Staked TOB / Feature Limit (2012/2013)
- Flood line
- Flood line 2013
- Meander Belt

\* Total Area includes Non-Participating Lands

March 31, 2021



 Subject Lands

## Updated Block 55 Plan March 31, 2021

**LOCATION:** Part of Lot 30,  
Concession 8; 5315 Kirby Road

**APPLICANT:** G. Farruggio et al.

## Attachment

**FILES:**  
Z.17.007 and 19T-17V002

**DATE:**  
June 1, 2021

**5**





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 2

**TITLE:** HUNTINGTON-FIFTY INVESTMENTS LIMITED  
SITE DEVELOPMENT APPLICATION FILE DA.18.094  
7805 HIGHWAY 50  
VICINITY OF HIGHWAY 50 AND HIGHWAY 7

**FROM:**

Haiqing Xu, Deputy City Manager Planning and Growth Management

**ACTION:** DECISION

---

**Purpose**

To seek approval from the Committee of the Whole for Site Development File DA.18.094 for the subject lands shown on Attachment 2. The Owner proposes to develop the subject lands with a 1-storey employment warehouse building containing 2-storey accessory office components, having a total of approximately 15,195 m<sup>2</sup>, as shown on Attachments 3 to 6.

**Report Highlights**

- The Owner proposes to develop the subject lands with a 1-storey employment warehouse building containing two 2-storey accessory office components
- The existing zoning for the subject lands permits the proposed use and a Site Development application is required to facilitate 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 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.18.094 (Huntington-Fifty Investments Limited) 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 employment warehouse building containing 2-storey accessory office components, as shown on Attachments 3 to 6.

## **Background**

The subject lands (the 'Subject Lands') are municipally known as 7805 Highway 50 and are currently vacant. The surrounding lands uses are shown on Attachment 2.

The Owner has obtained approval from the Committee of Adjustment (Files B037/15 and B039/15) to secure an easement with the abutting Landowner to the north in order to allow for a shared access arrangement(s). This would facilitate access to Highway 50 and Huntington Road along the north portion of the Subject Lands.

## **Previous Reports/Authority**

Previous reports related to this application can be found at the following links:

[October 1, 2015 Committee of Adjustment File B037/15 Notice of Decision](#)

[October 1, 2015 Committee of Adjustment B039/15 Notice of Decision](#)

## **Analysis and Options**

***A Site Development Application has been submitted to permit the Development***  
Huntington-Fifty Investments Limited (the 'Owner') has submitted Site Development File DA.18.094 (the 'Application') for the Subject Lands shown on Attachment 2, to permit the development (the "Development") shown on Attachments 3 to 6:

- a 1-storey, 13,339.82 m<sup>2</sup> employment warehouse building with a mezzanine area of 80.15 m<sup>2</sup>
- 2-storey accessory office space components at the northeast and northwest corners of the building, each with a gross floor area ('GFA') of 887.37 m<sup>2</sup>
- the total gross floor area is approximately 15,195 m<sup>2</sup>
- one driveway from Huntington Road and two shared driveways with the lands to the north – one from Huntington Road and one from Highway 50

### ***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 objections include building strong, healthy communities, the wise use and management of resources; and protecting public health and safety.

The employment policies in Policy 1.3.1 of the PPS states (in part), “Planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and institutional uses to meet long-term needs
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses
- ensuring the necessary infrastructure is provided to support current and projected needs

The Development utilizes an undeveloped site within the Employment Area identified in Schedule 1 Urban Structure of Vaughan Official Plan 2010 and will support employment uses. The Development complements and is compatible with the planned uses within the Huntington Business Park Area and would provide diversified employment opportunities to meet the City’s long-term employment needs. The Subject Lands are located in an area where servicing and infrastructure is available for the Development. In consideration of the above, the Development is consistent with the PPS.

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

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. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Development is consistent with the policy framework of the Growth Plan, specifically Policies 2.2.1.2, 2.2.5.1 and 2.2.5.5 regarding development in settlement areas, promoting economic development and competitiveness, and the preservation of lands adjacent to major goods movement facilities and corridors for employment uses.

The Subject Lands are located within a settlement area and a delineated built-up area where existing municipal water and wastewater systems can be efficiently utilized. The Development is located on an existing and underutilized site within an employment area

and helps meet economic goals and attract investment opportunities in the area. The Development conforms to the Growth Plan.

***The Development conforms to the York Region Official Plan 2010***

The York Region Official Plan 2010 ('YROP') guides economic, environmental and community building decisions across York Region, and describes how York Region will accommodate future growth and development while meeting the needs of existing residents and businesses.

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

The Development will efficiently utilize the Subject Lands to diversify and strengthen the economic base to provide employment opportunities. Policy 4.1.5 of YROP 2010 supports the creation of a business-friendly environment through a diverse range, size and mix of employment uses. The Development is compatible with and supports the planned employment uses for the area. The Development conforms to the YROP.

***The Subject Lands are designated "Employment Commercial Mixed-Use" by Vaughan Official Plan 2010***

The Subject Lands are designated "Employment Commercial Mixed-Use" by Vaughan Official Plan (VOP) 2010, Volume 2, Section 12.12 Huntington Business Park, with a maximum permitted building height of 10-storeys and a Floor Space Index ('FSI') of 3 times the area of the lot. This designation permits the following uses in non-Intensification Areas, as shown on Schedule 1:

- Office Uses to a maximum of 12,500 m<sup>2</sup> of gross floor area ('GFA') per lot
- Cultural and Entertainment Uses
- Retail Uses; provided that no retail unit shall exceed a GFA of 3,500 m<sup>2</sup>
- Gas Stations, subject to Policy 5.2.3.12

The proposed employment warehouse use is not permitted under this designation. However, the Subject Lands are zoned "EM1 - Prestige Employment Zone" which permits the warehouse use as-of-right on the property.

***An Amendment to Zoning By-law 1-88 is required to permit the Development***

The Subject Lands are zoned “EM1 - Prestige Employment Area Zone” and permits warehouse uses and the low-rise building form. The following zoning exceptions are required to permit the Development.

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>“EM1 - Prestige Employment Area Zone” Requirements</b>	<b>Proposed Exceptions to the “EM1 - Prestige Employment Area Zone” Requirements</b>
a.	Minimum Rear Yard	12 m	6 m (abutting Huntington Road)
b.	Minimum Landscape Strip Abutting an Arterial Road	9 m	6 m (abutting Highway 50)
c.	Minimum Required Parking	<u>Warehouse</u> 1 space / 100 m <sup>2</sup> x 13,339.82 m <sup>2</sup> = 133.39 spaces  <u>Office</u> 3.5 spaces / 100 m <sup>2</sup> x 1,774.74 m <sup>2</sup> = 62.12 spaces  Total Parking Required = 196 spaces	<u>Warehouse</u> 0.79 space / 100 m <sup>2</sup> x 13,339.82 m <sup>2</sup> = 106 spaces  <u>Office</u> 2 spaces / 100 m <sup>2</sup> x 1,774.74 m <sup>2</sup> = 36 spaces  Total Parking Proposed = 142 spaces

The Development Planning Department can support the requested exceptions identified in Table 1 as they are considered to be minor and consistent with previous exceptions granted for other employment development in the area. The Subject Lands front onto two public roads (Highway 50 and Huntington Road) and results in a rear yard facing Huntington Road. The reduced minimum rear yard is considered acceptable to allow the development to facilitate a consistent streetscape along Huntington Road.

***Committee of Adjustment Approval is required prior to the execution of the Site Plan Letter of Undertaking***

The Owner will be required to successfully obtain approval of a Minor Variance Application for the required relief to the Zoning By-law 1-88 requirements, identified in Table 1 of this report, from the Committee of Adjustment ('the Committee').

The Committee's decision shall be final and binding. Should the Minor Variance Application be approved, the Owner shall satisfy any conditions of approval imposed by the Committee prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in Attachment 1.

***The Development Planning Department supports the Development, subject to the conditions in Attachment 1***

Site Plan

The Development consists of a 1-storey employment warehouse building with 2-storey accessory office space components located at the northeast and northwest corners of the building for a total GFA of approximately 15,195 m<sup>2</sup> and a total of 142 parking spaces.

The Owner is required to provide a pedestrian walkway linking the building to the public sidewalk on Highway 50 and a connection from the south parking lot to the building's main entrances. The final walkway and pedestrian connections shall be approved to the satisfaction of the Development Planning ('DP') Department.

Landscape Plan

The landscape plan shown on Attachment 4 includes a mix of soft and hard landscaping and a variety of deciduous and coniferous trees and shrubbery. The Owner is required to provide additional tree or tall shrub planting at the northwest corner of the Subject Lands in front of the retaining wall. In addition, construction details of the proposed retaining wall are required. The final landscape plan and details shall be approved to the satisfaction of the DP Department.

Building Elevations

The building elevations shown on Attachments 5 and 6 include aluminum composite metal panels, white precast panels, and a curtain wall glazing system. The Owner is required to include a bird friendly treatment for the large areas of glazing, based on the City's Bird Friendly design guidelines. The final building elevations shall be approved to the satisfaction of the DP Department.

### Lighting

The Owner shall minimize the light spillage to neighbouring properties, and a 0.0 lux should be achieved at all property lines.

The DP Department is satisfied with the Development shown on Attachments 3 to 6 and will continue to work with the Owner to finalize the details of the Development. The DP Department must approve the final site plan, building elevations, landscape plan, landscape cost estimate, urban design brief and photometric plan prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in Attachment 1.

### ***Policy Planning and Environmental Sustainability (PPES) Department has no concerns with the Development***

The PPES Department has no concerns with the Development. The Development achieves a score of 24 and does not meet the minimum bronze performance level. However, the Application was deemed complete prior to October 1, 2018, when the SPM program was adopted, and may be reviewed with a best-efforts approach. The Owner has been advised of additional features to improve the final Sustainability Performance Metrics score.

### ***The Forestry Operations Division of the Transportation Services, Parks and Forestry Operations ('Vaughan Forestry') Department has no objection to the approval of the Development***

Vaughan Forestry has reviewed the Arborist Tree Declaration Letter, dated September 14, 2018 and Landscape Plan, and have indicated that no regulated trees warrant the requirement for a tree removal/protection permit per By-law 052-2018. Accordingly, Vaughan Forestry has no objection to the Development.

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

The Cultural Heritage Section of the DP Department has no concerns with the Development. The Subject Lands are cleared of any archaeological concerns. However, standard archaeological clauses will be included within the Site Plan Letter of Undertaking. A condition to this effect is included in Attachment 1.

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

The Development Engineering ('DE') Department has no objection to the Development subject to the conditions included in Attachment 1.

### Municipal Servicing

The Owner has submitted a Functional Servicing and Stormwater Management Report ('FSR') in support of the Development.

### Water Supply

Water supply for the Subject Lands is proposed from the existing municipal watermain on Huntington Road. There is an existing water service connection to the Subject Lands as part of the Subdivision Design to service the lot. The configuration of the proposed watermain connection complies with the City Standards and the DE Department is generally satisfied the Development can be adequately supplied with existing water service connection.

### Sanitary Servicing

The proposed sanitary sewer system of the Subject Lands will discharge to the existing municipal sanitary sewer on Huntington Road as part of the Subdivision Design to service the lot. There is an existing sanitary service connection to the Subject Lands. The DE Department is generally satisfied the Development can be adequately accommodated with the sanitary service.

### Stormwater Management

The Subject Lands have an existing service connection manhole along Huntington Road as part of the Subdivision Design to service this lot. Stormwater from the Subject Lands is proposed to discharge from the south-east side of the property through the existing storm manhole along Huntington Road while an existing Ditch Inlet Manhole located along Highway 50 will continue to receive drainage from a minor landscaped area located on the western side of the property. The Owner is also proposing to discharge the north-east section of the property to a separate control manhole external to the Subject Lands. The storm sewer within Huntington Road will drain to the stormwater management pond (as the end-of-pipe control facility) located at the end of Motion Court for storm quality control. The 5mm of storm runoff will be retained on site via an infiltration storage basin within the site.

The DE Department has reviewed the provided FSR and notes the proposed service connections are not designed according to the City of Vaughan Standards. Based on the Site Plan and Site Servicing Engineering Criteria Guide, each block shall be serviced by one set of connections per Standard DWG C-102.

The DE Department requires the above-mentioned comments to be addressed alongside any additional comments provided to the Owner within a subsequent submission to support an approval of the proposed storm servicing strategy.



### Lot Grading

The Subject Lands are vacant and undeveloped. Based on the Subdivision Grading Plan, the overland flow from the site is proposed to drain to Huntington Road and Highway 50. The grading design of the Subject Lands will be completed to direct minor and major storm drainage from the impervious areas into the storm sewer system via area catch basins for the 100-year storm event. Landscaped areas along the north side of the Subject Lands are proposed to flow uncontrolled to the adjacent property (lands with an Easement Agreement between both properties). The flow from a landscaped area along Highway 50 will be directed to outlet to Highway 50 through a control manhole. The DE Department has reviewed the submitted Grading Plan and in general, has no objections to the proposed grading.

### Environmental Site Assessment

The Owner has provided a Site Screening Questionnaire, which has been reviewed by the DE Department, and they have advised there are no further comments.

### Transportation

The Development will utilize two existing shared vehicular access points – one from Huntington Road and one from Highway 50. The Owner is required to provide additional pedestrian walkway connections from Highway 50 and Huntington Road, provide details on snow storage areas, and modifications to parking areas. In principle, the Transportation Engineering section has no major concerns subject to the Owner providing an updated Site Plan to address comments provided to the Owner within a subsequent submission. A condition to this effect is included in Attachment 1.

### ***The Financial Planning and Development Finance Department requires the Owner to pay the applicable Development Charges***

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 clause for the payment of Development Charges is included as a standard condition in the Site Plan Letter of Undertaking.

### ***Parks Infrastructure Planning and Development ('PIPD') Department has no objection to the Development***

The PIPD Department have no objection to the Development. Cash-in-lieu of the dedication of parkland is not required.

### ***Cash-in-lieu of the dedication of parkland is not required***

The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands, in

accordance with Section 51 of the *Planning Act* and City of Vaughan Policy. The Owner shall submit an appraisal of the Subject Lands prepared by an accredited appraiser for approval by the Office of the Infrastructure Development Department, Real Estate Services and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

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

Canada Post has reviewed the Development and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post community mailboxes. The Owner must consult with Canada Post to determine suitable permanent locations for the placement of community mailboxes and to indicate these locations on appropriate servicing plans. Conditions to this effect are included in Attachment 1.

***The various utilities have no objection to the Development***

Hydro One, Enbridge Gas, Alectra Utilities, Bell Canada, and Rogers Communications Inc. have no objection to the Development, subject to the Owner coordinating servicing, connections, and easements with the above noted utilities prior to the commencement of any site works. A condition to this effect will be included in the Site Plan Letter of Undertaking as identified in Attachment 1.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

The Applications were circulated to the York Region Community Planning and Development Services Department and Peel Region Development Services Planning Section for review and comment. The Owner is required to satisfy all requirements of York Region and Peel Region. Conditions to this effect is included in Attachment 1 of this report.

**Conclusion**

The Development Planning Department has reviewed Site Development File DA.18.094 in consideration of the policies of the applicable Provincial Policies, York Region and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments from City Departments, external public agencies, and the surrounding area context.

The Development shown on Attachments 3 to 6 conforms to the PPS, the Growth Plan, YROP 2010 and VOP 2010. In addition, the use is permitted by Zoning By-law 1-88 and is compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department supports the approval of the Site Development File DA.18.094, subject to the Recommendations of this report and the Conditions of Site Plan Approval included in Attachment 1.

**For more information**, please contact: Jennifer Kim, Planner, Development Planning Department, ext. 8592.

### **Attachments**

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. West and North Building Elevations
6. East and South Building Elevations
7. Approved Block 57/58 Plan

### **Prepared by**

Jennifer Kim, Planner, ext. 8592

Clement Messere, Senior Planner, ext. 8409

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

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

### **Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

### **Reviewed by**



Jim Harnum, City Manager



**Attachment 1 – Conditions of Site Plan Approval**  
**Site Development File DA.18.094 (Huntington-Fifty Investments Limited)**

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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 details, landscape cost estimate, and photometric plan;
  - b) The Owner shall successfully obtain approval of a Minor Variance Application from the Committee of Adjustment for the variance to Zoning By-law 1-88 identified in Table 1 of this report, to permit the Development. The Committee's decision shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee;
  - c) The Development Engineering ('DE') Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water management reports, site plan drawings, and Traffic Impact Study ('TIS');
  - d) Or initiation of any construction activities, whichever comes first, the Owner shall provide the City with necessary construction plans including traffic & construction management plans and enter into an agreement and/or permit as required by the City, all to the satisfaction of the City;
  - e) The Owner shall enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services including but not limited to road (urbanization of Huntington Road), water, wastewater, storm and any land conveyances, as required for the Subject Lands at no cost to the City. The Agreement shall be registered to the lands to which it applies to and to the satisfaction of the City;
  - f) The Owner shall agree in the Development Agreement, among other things, to:
    - i. Design and construct any required improvements to the municipal infrastructure to support this development, including but not limited to urbanization of Huntington Road, and required municipal services on Huntington Road;
    - ii. Design and construct street lighting/pedestrian scale lighting system on Huntington Road to the satisfaction of the City. The

streetlight system shall use LED luminaire, pole type and type of fixtures (or equivalent) in accordance with the City Standards and Specification and the City's Streetscape/Open Space Master Plan

- iii. Pay applicable agreement fees and other pursuant to the City Fees and Charges By-law as amended and post necessary letter of credits; and
  - iv. Submit a geotechnical report that identifies the existing site conditions and provides recommendations for the design and construction of the proposed municipal infrastructure and services including a pavement design structure for ideal and non-ideal conditions to the satisfaction of the City. The Owner shall agree to carry out, or cause to carry out, the recommendations of the report to the satisfaction of the City;
- g) Or the initiation of construction activities, whichever comes first, the Owner shall enter into a Developers' Group Agreement with the other participating landowners, Huntington Landowners Cost Sharing Agreement, to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the urbanization of Huntington Road, and municipal services on Huntington Road. This agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands;
- h) Or the initiation of the construction activities, whichever comes first, the Owner shall submit a letter from the Huntington Cost Sharing Group Inc. Trustee that the Owner has fulfilled all cost sharing and other obligations of the Huntington Landowners Cost Sharing Agreement, to the satisfaction of the City;
- i) The Owner shall pay Development Engineering's Site Plan Simple Fee and Development Engineering's Grading Inspection ICI base fee pursuant to the Fees and Charges By-law as amended. The fee amount is \$4,450.00 (Site Plan Fee) and \$300.00 (Grading Inspection Fee);
- j) Roybridge Investments Limited has designed the sanitary sewers to accommodate flows from external lands included in plans shown on Schedule "N2" within the Development Agreement – Vaughan West (South) Corporate Park between the City and Roybridge Investments Limited. In the event that any external land that connects to the sanitary sewer system which was oversized at the Owner's cost, shall contribute to

the cost of the sanitary sewer oversizing as per Subsection 16.21 at a rate of \$1,289.21/net plus 3% City Administration Cost. Prior to final approval of the Plan, the Owner shall pay the City the sum of \$3,344.41 ( $\$1,289.21 \times 2.5186\text{ha} = \$3,247.00$  plus 3% City Administrative cost = \$3,344.41) plus applicable taxes for its proportionate share of the costs associated with the design and construction of the oversized sanitary line. The City shall deduct its 3% administration cost and forward the balance to the Owner;

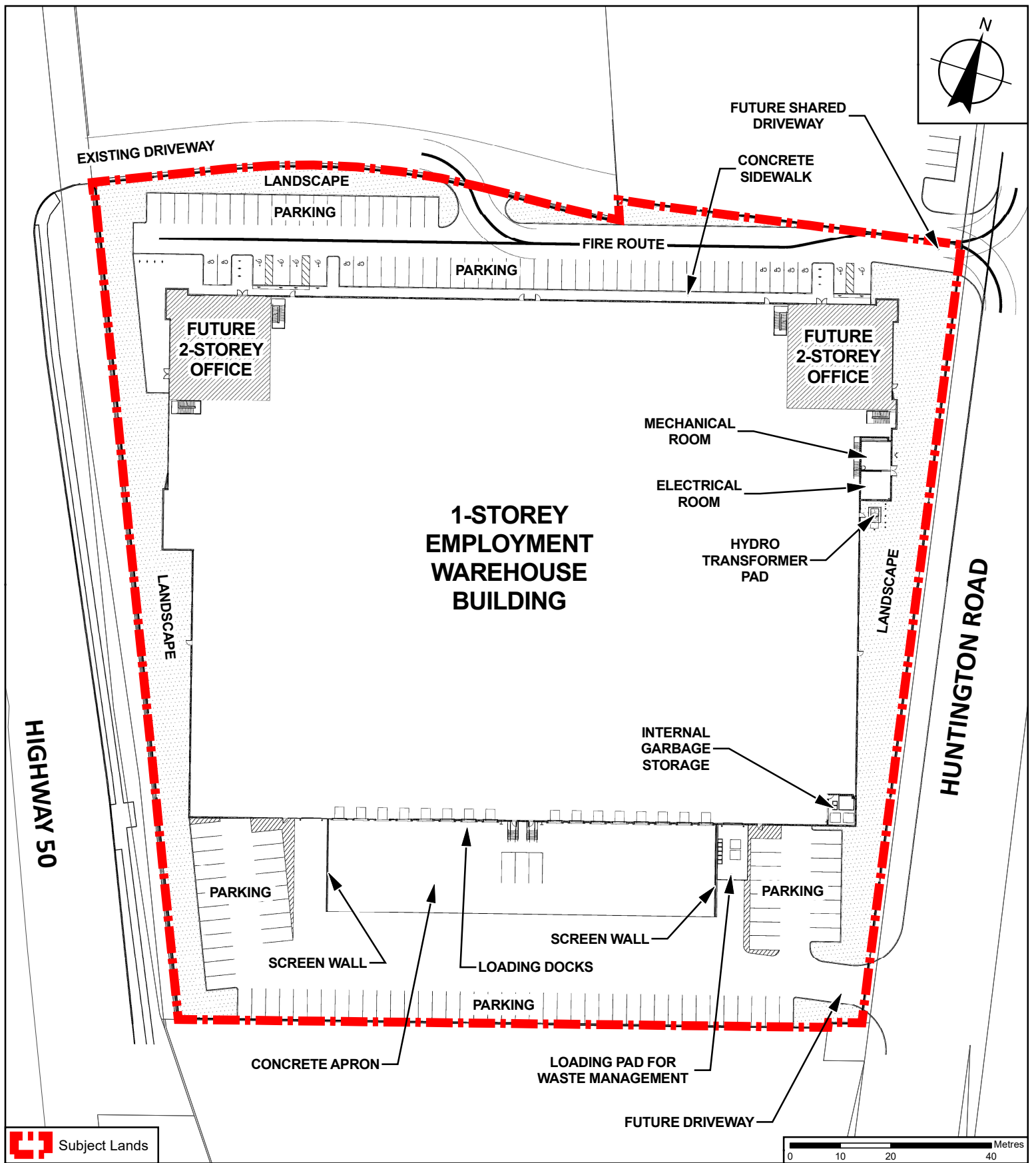
- k) The Owner shall complete and provide in-situ percolation testing of the existing soils to determine adequacy of the proposed infiltration trenches required to satisfy on-site 5mm stormwater retention and quantity control;
  - l) A revised Stormwater Management Report (SWM), Geotechnical Report complete with in-situ percolation testing, Sustainability Performance Metrics (SPM) Scoring Tool, and accompanying engineering drawings shall be submitted to the satisfaction of the City, as required;
  - m) The Owner shall address all Development Engineering Department's comments to the satisfaction of the Development Engineering Department;
  - n) Proof of York Region and Peel Region approvals shall be forwarded to the Development Engineering Department prior to final engineering sign-off;
  - o) The Environmental Services Department, Waste Management Division shall approve the final waste collection plan;
  - p) The Owner shall satisfy all requirements from Hydro One Inc., Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada, Rogers Communications and Canada Post;
  - q) The Owner shall satisfy all requirements of York Region.
  - r) The Owner shall satisfy all requirements of Peel Region.
2. THAT the Site Plan Letter of Undertaking shall include the following provisions and/or warning clauses, to the satisfaction of the City:
- a) 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;

- 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 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."









## Site Plan

**LOCATION:**  
Part of Lot 6, Concession 10  
Part 1 65R-36294, 7805 Highway 50

**APPLICANT:**  
Huntington-Fifty Investments Limited



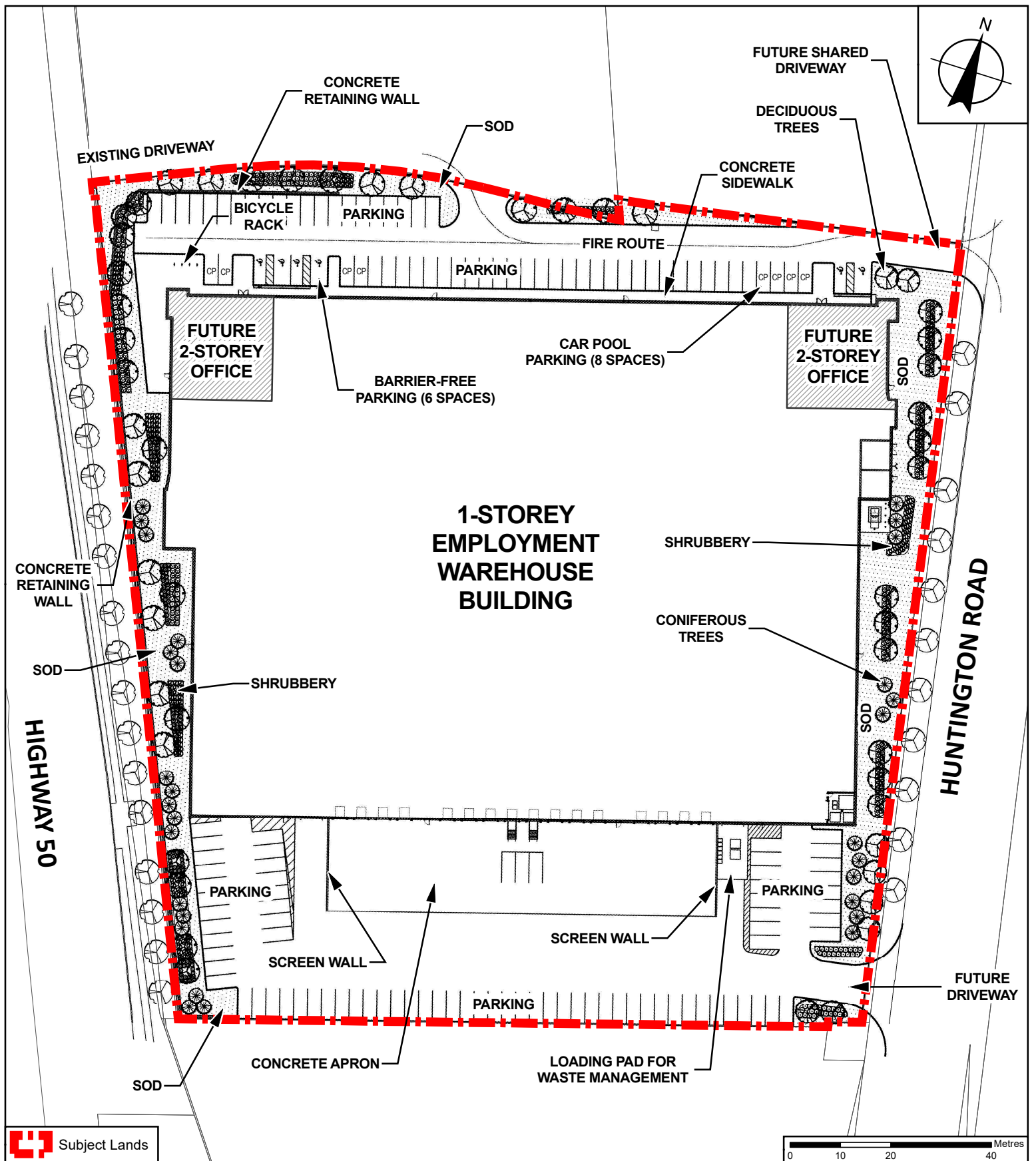
## Attachment

**FILE:**  
DA.18.094

**DATE:**  
June 1, 2021

**3**





# Landscape Plan

**LOCATION:**  
Part of Lot 6, Concession 10  
Part 1 65R-36294, 7805 Highway 50

**APPLICANT:**  
Huntington-Fifty Investments Limited



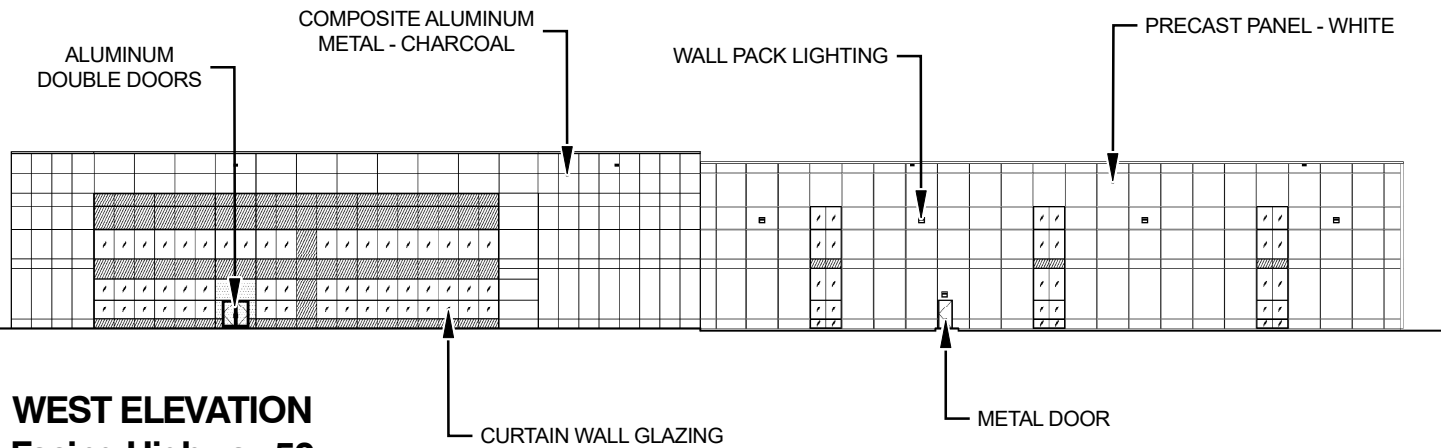
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DA.18.094

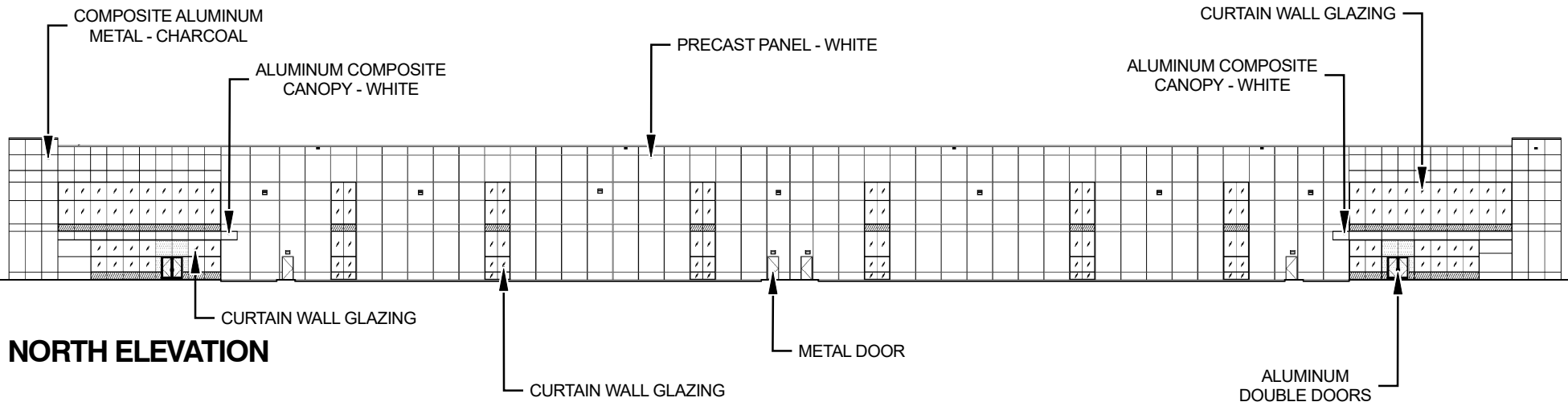
**DATE:**  
June 1, 2021

**4**





**WEST ELEVATION**  
**Facing Highway 50**



**NORTH ELEVATION**

## West and North Building Elevations

**LOCATION:**  
Part of Lot 6, Concession 10  
Part 1 65R-36294, 7805 Highway 50

**APPLICANT:**  
Huntington-Fifty  
Investments Limited



## Attachment

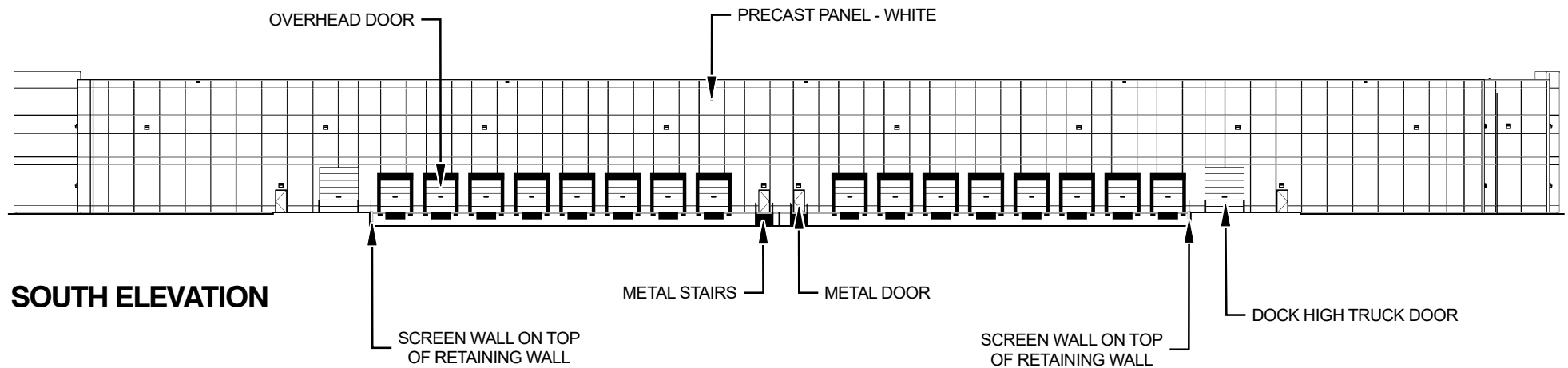
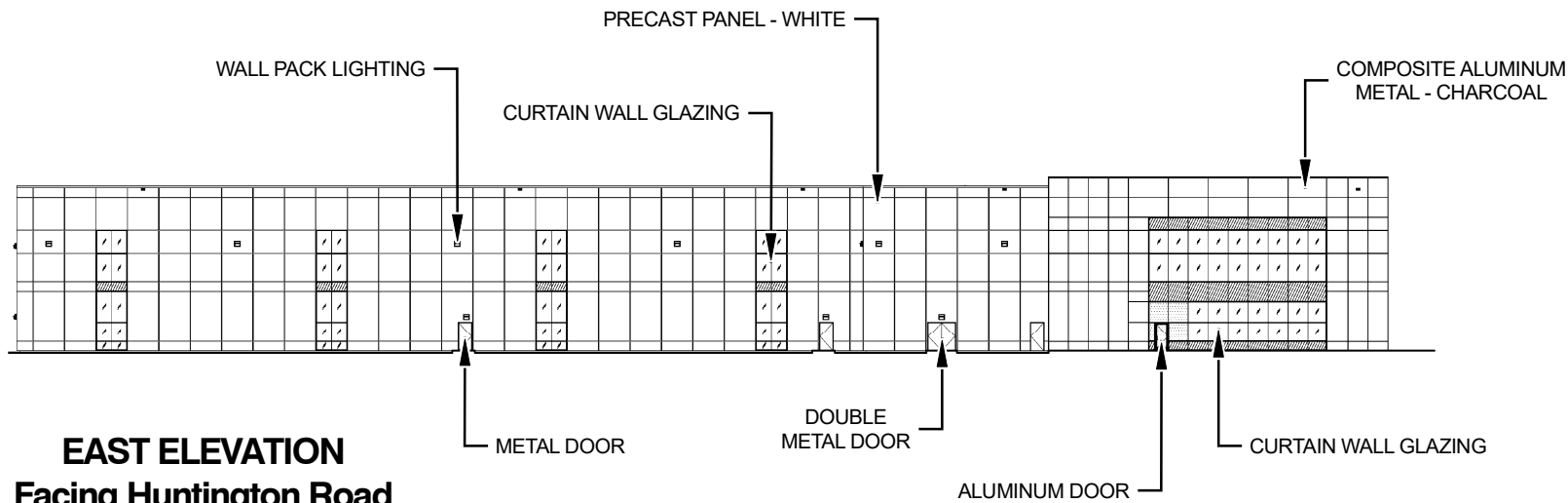
**FILE:**  
DA.18.094

**DATE:**  
June 1, 2021

**5**







## East and South Building Elevations

**LOCATION:**  
Part of Lot 6, Concession 10  
Part 1 65R-36294, 7805 Highway 50

**APPLICANT:**  
Huntington-Fifty  
Investments Limited



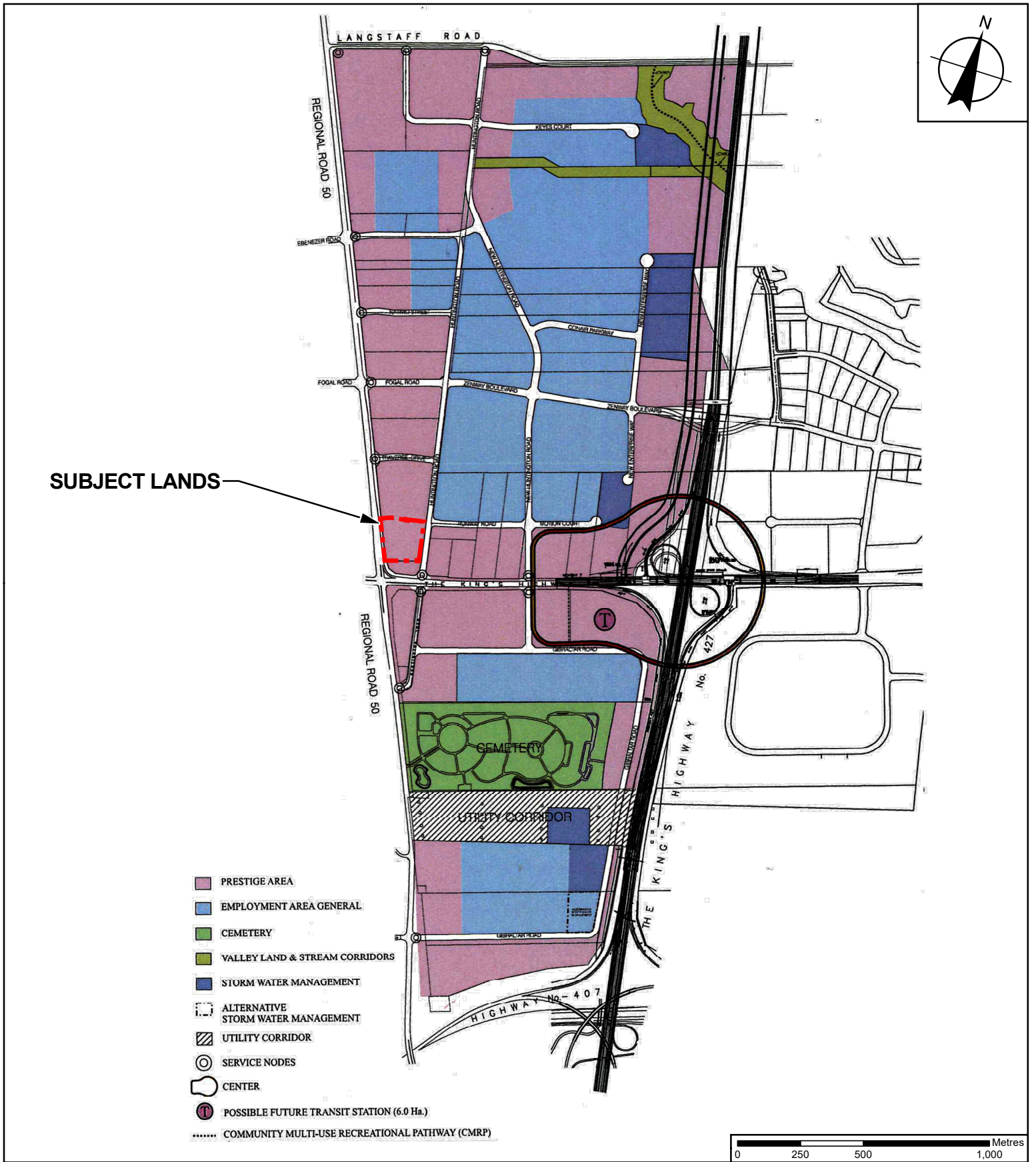
## Attachment

**FILE:**  
DA.18.094

**DATE:**  
June 1, 2021

6





## Approved Block 57/58 Plan

**LOCATION:**  
Part of Lot 6, Concession 10  
Part 1 65R-36294, 7805 Highway 50

**APPLICANT:**  
Huntington-Fifty Investments Limited



## Attachment

**FILE:**  
DA.18.094

**DATE:**  
June 1, 2021

**7**



## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 1

**TITLE:** NASHVILLE DEVELOPMENTS (SOUTH) INC.  
ZONING BY-LAW AMENDMENT FILE Z.19.015  
DRAFT PLAN OF CONDOMINIUM FILE 19CDM-19V006  
VICINITY OF HUNTINGTON ROAD AND MAJOR MACKENZIE  
DRIVE

**FROM:**

Haiping Xu, Deputy City Manager Planning and Growth Management

**ACTION:** DECISION

---

**Purpose**

To seek approval from the Committee of the Whole for the following:

1. To amend the Council approved recommendations for Zoning By-law Amendment File Z.19.015 (Nashville Developments (South) Inc.) to allow the Owner to apply for a Minor Variance Application(s) for the subject lands shown on Attachment 2 before the second anniversary of the day in which the implementing zoning by-law came into effect.
2. Draft Plan of Condominium (Common Elements) File 19CDM-19V006 for the subject lands shown on Attachment 2 to create a common elements condominium tenure for an approved townhouse development shown on Attachments 3 and 4.

### **Report Highlights**

- The Owner has submitted a Draft Plan of Condominium (Common Elements) Application to create a common elements condominium tenure for an approved townhouse development
- Relief from Zoning By-law 1-88 is required to reduce the minimum required lot depth for Unit 5 of Block 11 on the Subject Lands
- The Development Planning Department supports the request to permit the Owner to apply for a Minor Variance Application(s) before the second anniversary of the day in which the implementing zoning by-law came into effect by Council (September 29, 2020)
- The Development Planning Department supports the Draft Plan of Condominium File 19CDM-19V006, subject to conditions, as it will implement a Council approved development

### **Recommendations**

1. THAT the Council approved Recommendations contained in Item 6, Report No. 22 (Nashville Developments (South) Inc.) dated June 9, 2020, be amended to include the following recommendation:

“THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.”

2. THAT Draft Plan of Condominium (Common Elements) File 19CDM-19V006 BE APPROVED, to create a common elements condominium tenure, as shown on Attachment 4, subject to the Conditions of Draft Plan of Condominium Approval identified in Attachment 1.

### **Background**

The 1.4 ha subject lands (the ‘Subject Lands’) shown on Attachment 2 are located on the east side of Huntington Road, north of Major Mackenzie Drive. The Subject Lands and surrounding land uses are shown on Attachment 2.

#### ***Draft Plan of Subdivision, Zoning By-law Amendment and Site Development Applications were approved for the Subject Lands***

Council on November 29, 2011, approved Draft Plan of Subdivision File 19T-10V004 to facilitate the creation of residential blocks and lots, and school and park sites for the area north of Major Mackenzie Drive, east of Huntington Road, south of Nashville Road and west of the Canadian Pacific (‘CP’) rail line. Block 1111 within Draft Plan of

Subdivision File 19T-10V004 was registered on November 5, 2020, as Block 1 on Plan 65M-4675 and forms most of the Subject Lands. Part 1 of Block 231 on the adjacent Plan 65M-4373, as shown on Attachment 2, was conveyed to the Owner by the City to provide additional visitor parking spaces, as shown on Attachment 3, and forms part of the Subject Lands.

Council on June 29, 2020, approved Zoning By-law Amendment and Site Development Files Z.19.015 and DA.19.063 to rezone a portion of the Subject Lands from “OS2 Open Space Park Zone” (‘OS2 Zone’) to “RVM2(H) Residential Urban Village Multiple Family Zone” with the Holding Symbol “(H)” (‘RVM2(H) Zone’). In addition, site-specific zoning exceptions were included to permit the development of 32 townhouse and 40 back-to-back townhouse units on a common element condominium road with 21 visitor parking spaces (the ‘Development’), as shown on Attachment 3.

Council on November 10, 2020, approved Zoning By-law Amendment File Z.20.028 to remove the Holding Symbol “(H)” from the Subject Lands, effectively zoning the lands “RVM2 Residential Urban Village Multiple Family Zone” (‘RVM2 Zone’).

### **Previous Reports/Authority**

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

[November 15, 2011, Committee of the Whole \(Item 16, Report No. 50\)](#)

[November 5, 2019, Committee of the Whole \(Public Meeting\) \(Item 1, Report No. 35\)](#)

[June 9, 2020, Committee of the Whole \(Item 6, Report No. 22\)](#)

### **Analysis and Options**

#### ***A Draft Plan of Condominium (Common Elements) Application was submitted to create a condominium tenure of common elements for the Subject Lands***

Nashville Developments (South) Inc. (the ‘Owner’) has submitted Draft Plan of Condominium File 19CDM-19V006 (the ‘Application’) to create a common elements condominium tenure for the Development. The common elements include the internal private roads, visitor parking, pedestrian walkways, a community mailbox, landscaping elements, service connections and infrastructure, as shown on Attachment 4. The 11 units in Blocks 1 and 2 fronting Moody Drive will have shared access to the common elements; however, they will receive public servicing, waste collection and driveway access from Moody Drive, a City-owned right-of-way.

#### ***The Application is consistent with the Provincial Policy Statement, 2020 and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall

be consistent" with the Provincial Policy Statement, 2020 (the 'PPS'). Council's planning decisions are also required by the *Planning Act* to conform, or not conflict with, the Provincial Growth Plan: A Place to Grow - Growth Plan for the Greater Golden Horseshoe 2019, as amended (the 'Growth Plan').

Consistency with the PPS and conformity with the Growth Plan were established through Council's decision on June 29, 2020 to approve related Zoning By-law Amendment and Site Development Files Z.19.015 and DA.19.063 for the Subject Lands (the 'Related Files'). Accordingly, Sections 1.1.3.1, 1.1.3.2, 1.1.3.4, 1.4.3 and 1.6.6.2 of the PPS and Sections 1.2.1, 2.2.1(2)(a) and 2.2.2(2) of the Growth Plan have been satisfied. The Application is consistent with the PPS and conforms to the Growth Plan.

***The Application conforms to the York Region Official Plan, 2010***

The York Region Official Plan, 2010 ('YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Towns and Villages" on Map 1, "Regional Structure" of the YROP. Conformity with the YROP was established through Council's decision on June 29, 2020 to approve the Related Files. Accordingly, the Application conforms to YROP.

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

The Subject Lands are designated "Mid-Rise Residential" and permits a maximum building height of 10-storeys and a Floor Space Index ('FSI') of 3 times the area of the lot by Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Section 12.7 - Block 61 West - Nashville Heights. Conformity with VOP 2010 was established through Council's decision on June 29, 2020 to approve the Related Files. Accordingly, the Application conforms to VOP 2010.

***The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance Application(s) within two years of a zoning by-law coming into full force and effect***

Section 45(1.3) of the *Planning Act* restricts the submission of a Minor Variance Application(s) to the Committee of Adjustment within two years of the day in which a zoning by-law was amended. Section 45(1.4) of the *Planning Act* permits a Council to pass a resolution to allow an owner to apply for a Minor Variance Application within two years of the passing of a zoning by-law. Zoning By-law 123-2020 for the Subject Lands was adopted by Vaughan Council on September 29, 2020 and therefore, two years have not passed since the enactment of the by-law. At the time that Zoning By-law Amendment File Z.19.015 was considered by Council, the Owner did not request exemption from Section 45(1.3) of the *Planning Act*. Through a subsequent review of the submitted lot certificates for associated Part-Lot Control Application PLC.19.008, a



minor deficiency was identified for the lot depth of Unit 5 in Block 11, as noted below, therefore requiring an exemption from Section 45(1.3) of the *Planning Act*.

Should Council approve the recommendations in this Report, the Owner would be able to apply for a Minor Variance Application to permit the proposed site-specific zoning exception identified below, and if necessary, for future zoning relief for the Subject Lands in the event other minor zoning matters arise within the prescribed two-year period in which the zoning by-law was amended.

***A Minor Variance is required for the Development to comply with the RVM2 Zone, subject to site-specific Exception 9(1376)***

The Subject Lands are Zoned “RVM2 Zone”, subject to site-specific Exception 9(1376). The following additional zoning exception is required for the Development:

1. To permit a minimum lot depth of 18.84 m for Unit 5 in Block 11, whereas a minimum lot depth of 19 m is required.

The Development Planning Department can support the noted variance as it is considered a minor deviation (0.16 m) from the requirements of the “RVM2 Zone” and does not negatively impact the site layout or functionality of the Development.

Should Council approve the recommendations in this Report, the Owner shall submit a Minor Variance Application for consideration by the Committee of Adjustment (‘Committee’) to permit the above noted variance to the “RVM2 Zone”, subject to site-specific Exception 9(1376). The Minor Variance Application must be approved by the Committee, and the decision be Final and Binding prior to final registration of the condominium plan and the passing of a by-law to exempt the Subject Lands from the provisions of Part-Lot Control (File PLC.19.008). A Condition to this effect is included in Attachment 1.

***The Condominium Plan is consistent with Council approved Site Development File DA.19.063***

The submitted Draft Plan of Condominium (Common Elements) shown on Attachment 4 is consistent with the approved site plan for the Subject Lands shown on Attachment 3. The Development Planning Department has no objection to the Application, subject to the Conditions identified in Attachment 1.

***The Development Engineering Department has no objection to the Application***

The Subject Lands abut Huntington Road to the west, which is subject to improvements and realignment with the future Highway 427 off-ramp at Major Mackenzie Drive West. In addition, noise levels in the area may exceed the City’s and the Ministry of the

Environment, Conservation and Parks ('MECP') noise criteria. The Development Engineering ('DE') Department has no objection to the Application, subject to the inclusion of warning clauses pertaining to the potential Huntington Road improvements and realignment, as well as other noise levels in the area in the Condominium Declaration. Conditions to this effect are included in Attachment 1.

***The Development may be eligible for municipal waste collection services***

The Development may be eligible for municipal waste collection services upon a successfully completed application, site inspection and executed agreement, as determined by the City. Should the future Condominium Corporation be deemed ineligible by the City or choose not to enter into an agreement with the City for municipal waste collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation. A condition to this effect shall be included in the Condominium Agreement, as identified in Attachment 1.

***TransCanada has no objection to the Application***

The Subject Lands abut a TransCanada right-of-way along its north boundary. TransCanada has no objection to the Application, subject to the inclusion of associated warning clauses in the Condominium Declaration identified in Attachment 1.

***The various utilities have no objection to the Application***

Hydro One, Enbridge Gas, Alectra Utilities Corporation, Bell Canada, and Rogers Communications Inc. have no objection to the Application, subject to the Owner coordinating servicing, connections, easements and locates with the required utility company prior to the commencement of any site works. A Condition to this effect is included Attachment 1.

***Canada Post has no objection to the Application***

The Development will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. Canada Post has no objection to the Application, subject to their Conditions identified in Attachment 1.

**Financial Impact**

There are no financial 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 Application, subject to their Conditions identified in Attachment 1.

## **Conclusion**

The Development Planning Department supports the request from the Owner to apply for a Minor Variance Application(s) before the second anniversary of the day in which implementing Zoning By-law 123-2020 came into effect. Should Council approve the recommendation, the Owner would be permitted to apply for a Minor Variance Application(s) to the Committee of Adjustment to permit variances to the Development. The Development Planning Department is of the opinion that the required variance to the "RVM2 Zone" is minor in nature and does not negatively impact the Development.

The Development Planning Department also supports the Application to create a common elements condominium tenure for the Development, subject to the Conditions identified in Attachment 1, as it is consistent with the PPS and conforms to the Growth Plan, the YROP and VOP 2010 and would implement a Council approved development.

**For more information**, please contact Chris Cosentino, Planner, Development Planning Department, ext. 8215.

## **Attachments**

1. Conditions of Draft Approval
2. Context and Location Map
3. Approved Site Plan - File DA.19.063
4. Draft Plan of Condominium (Common Elements) - File 19CDM-19V006

## **Prepared by**

Chris Cosentino, Planner, ext. 8215

Mark Antoine, Senior Planner, ext. 8212

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

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

## **Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

## **Reviewed by**



Jim Harnum, City Manager



**ATTACHMENT NO. 1**

**CONDITIONS OF DRAFT APPROVAL**

**DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT)  
FILE 19CDM-19V006 ('PLAN')  
NASHVILLE DEVELOPMENTS (SOUTH) INC. ('OWNER')  
VICINITY OF HUNTINGTON ROAD AND MAJOR MACKENZIE DRIVE  
BLOCK 1, PLAN 65M-4675 AND PART 1 OF BLOCK 231, PLAN 65M-4373  
CITY OF VAUGHAN ('CITY')**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF CONDOMINIUM (COMMON ELEMENTS) FILE 19CDM-19V006, ARE AS FOLLOWS:**

City of Vaughan

1. The Plan shall relate to a Draft Plan of Condominium, prepared by R-PE Surveying Ltd., drawing file No. 20-025-DR, dated March 8, 2021.
2. Prior to the execution of Condominium Agreement, the Owner shall submit a pre-registered Plan of Condominium to the Development Planning Department.
3. The Owner shall enter into a Condominium Agreement with the City and shall agree to satisfy any outstanding conditions that the City may consider necessary as part of related Site Development File DA.19.063.
4. The Condominium Agreement shall be registered on title against the lands to which it applies, at the cost of the Owner.
5. Prior to final approval of the Plan, the Owner shall submit an "as-built" survey to the satisfaction of the Building Standards Department.
6. Prior to final approval of the Plan, the Owner, their Solicitor and Land Surveyor shall confirm that all required easements and rights-of-way for utilities, drainage and construction purposes have been granted to the appropriate authorities.
7. Prior to final approval of the Plan, the Owner shall confirm that they have paid all taxes levied, all additional municipal levies, if applicable, development charges and all financial requirements of this development as may be required to the satisfaction of the Financial Planning and Development Finance Department. The Owner also certifies acknowledgement of responsibility for the payment of all taxes levied to date, both interim and final, and all taxes levied upon the land after execution of the Condominium Agreement, if required, until each unit covered under the Condominium Agreement is separately assessed.

8. Prior to final approval of the Plan, the Owner shall obtain approval of a Minor Variance Application from the Committee of Adjustment for Unit 5 in Block 11, and the Decision shall be Final and Binding.
9. The following clauses shall be included in the Condominium Agreement and Declaration:
  - a) The Owner and/or Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins;
  - b) Upon a successfully completed application, site inspection and executed agreement as determined by the City, the 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 except for Units 7 to 12 in Block 1 and Units 18 to 22 in Block 2 fronting Moody Drive;
  - c) The Owner and/or Condominium Corporation shall supply, install, and maintain mail equipment to the satisfaction of Canada Post;
  - d) The Owner shall include the following warning clauses in the Condominium Declaration, advising the purchasers or tenants that:
    - i) "This development will function as a common element condominium and all details and associated costs shall be presented in the sales office, and through marking material etc.";
    - ii) "The *Telecommunications Act* and Canadian Radio-television and Telecommunications Commission ('CRTC') authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs";
    - iii) "Mail delivery will be from a designated community mailbox as per the requirements of Canada Post. The location of the mailbox shall be shown on the community plan provided by the Owner in its sales office";

- iv) “The Ministry of Transportation has obtained approval for the extension of Highway 427 from Highway 7 to Major Mackenzie Drive. The future extension of Highway 427 may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise attenuation measures in the design of the development and individual dwelling units”;
- v) “Huntington Road is proposed to be terminated at Major Mackenzie Drive in accordance with the approved Highway 427 Transportation Corridor Environmental Assessment”;
- vi) “Huntington Road improvements and realignment opposite the terminus point of the future Highway 427 northbound off-ramp at Major Mackenzie Drive may be required in the future to facilitate the easterly realignment of Huntington Road to intersect with Major Mackenzie Drive, opposite the future Highway 427 north bound off-ramp terminus”;
- vii) “Air conditioner units are to be located on the lot in compliance with the provisions of Zoning By-law 1-88”;
- viii) “Trans Canada Pipeline Limited (‘TransCanada’) has one high pressure natural gas pipeline abutting or near the Subject Lands and may affect activities on the lots. No permanent building or structure shall be located within 7 metres of the pipeline right-of-way. Accessory structure shall have a minimum setback of at least 3 metres from the pipeline right-of-way”;
- ix) “The Owner has made a contribution towards recycling and green bin containers for each residential unit as a requirement of this development agreement. The City of Vaughan has taken this contribution from the Owner to off-set the cost for the recycling and green bin containers, therefore, direct cash deposits from the Purchasers to the Owner for recycling and green bin containers is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the Purchasers to participate in the City of Vaughan’s waste diversion programs and obtain their recycling and green bin containers from the Joint Operation Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue”;

- x) "The parkland serving the community may not be fully developed at the time of occupancy. The timing of development, phasing and programming of parkland is at the discretion of the City of Vaughan"; and
  - xi) "This development will be serviced by a private waste collection system and snow clearing services, except for Units 7 to 12 in Block 1 and Units 18 to 22 in Block 2 fronting onto Moody Drive. The remainder of the development may be eligible for municipal waste collection services in the future".
- e) The Owner shall include the following warning clauses in the Condominium Declaration for dwelling units in Blocks 5 to 8 inclusive:
- i) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within this development area and within the building units, sound levels due to increasing road traffic may continue to be of concern, occasionally interfering with some activities of the dwelling occupants as the sound level may exceed the City's and the Ministry of Environment Conservation and Parks ('MECP') noise criteria. This dwelling has therefore been equipped with forced air heating and ducting etc., as well as central air conditioning which will allow windows to be kept closed, thereby achieving indoor sound levels within the limits recommended by the MECP and in compliance with the City of Vaughan's noise requirements. The location of the air conditioning unit on the lot shall comply with the provisions of Zoning By-law 1-88"; and
  - ii) "The front yard area associated with the units facing Huntington Road have not been designed for the quiet enjoyment of the outdoor environment and does not meet the sound level limits of the City of Vaughan and the MECP. Sound levels due to road traffic may interfere with activities occurring at the outdoor space."

### Utilities

10. Prior to final approval of the Plan, the Owner shall confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority. The Owner further agrees to convey any easement(s) as deemed necessary by utility corporations at no cost to the utility corporation. The Owner agrees that should any conflict arise with existing utility facilities or



easement(s) within the subject area, the Owner shall be responsible for the relocation of any such facilities or easement(s) at their own cost.

#### Canada Post

11. Prior to final approval of the Plan, the Owner shall satisfy the following requirements of Canada Post:
  - a) The Owner shall consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
  - b) The Owner shall confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
  - c) The Owner shall 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;
  - d) The Owner shall agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy; and
  - e) The Owner shall communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

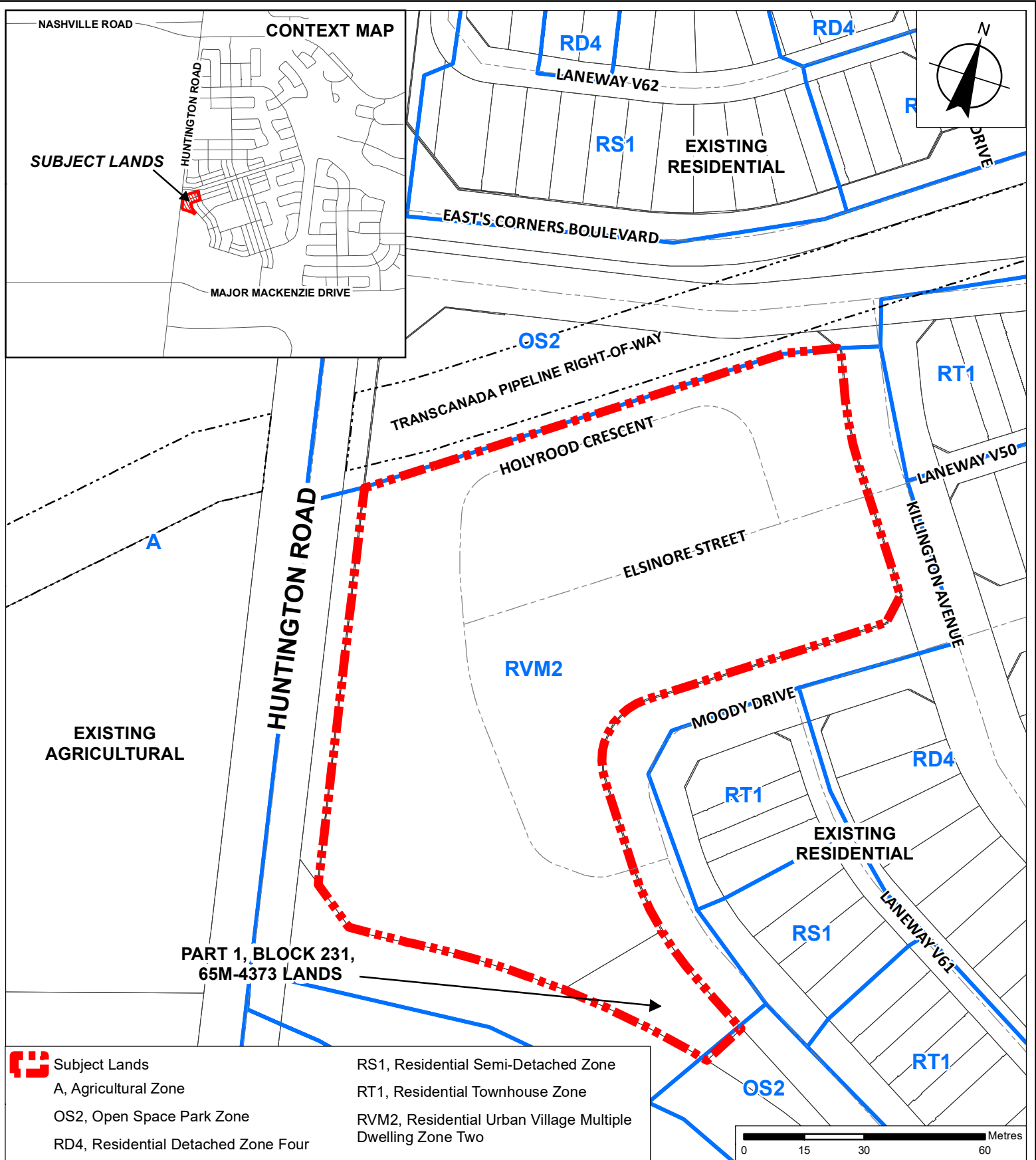
#### York Region

12. Prior to final approval of the Plan, the Owner shall satisfy the following conditions, to the satisfaction of York Region:
  - a) The Owner shall provide confirmation that all of the conditions of the Site Plan Approval issued for the Subject Lands on October 4, 2019 under Regional File No. SP.19.V.0222 have been satisfied; and

- b) The Owner shall execute all Regional Agreements and obtain all of the necessary permits required as part of the Site Plan Approval for the Subject Lands issued on October 4, 2019 under Regional File No. SP.19.V.022.

#### Clearances

- 13. The Development Planning Department shall advise in writing that Conditions 1 to 9 have been satisfied.
- 14. Hydro One, Enbridge Gas, Alectra Utilities Corporation, Bell Canada, and RogersCommunications Inc. shall advise in writing that Condition 10 has been satisfied.
- 15. Canada Post shall advise in writing that Condition 11 has been satisfied.
- 16. York Region shall advise in writing that Condition 12 has been satisfied.



## Context and Location Map

**LOCATION:**  
Part of Lot 22, Concession 9

**APPLICANT:**  
Nashville Developments (South) Inc.



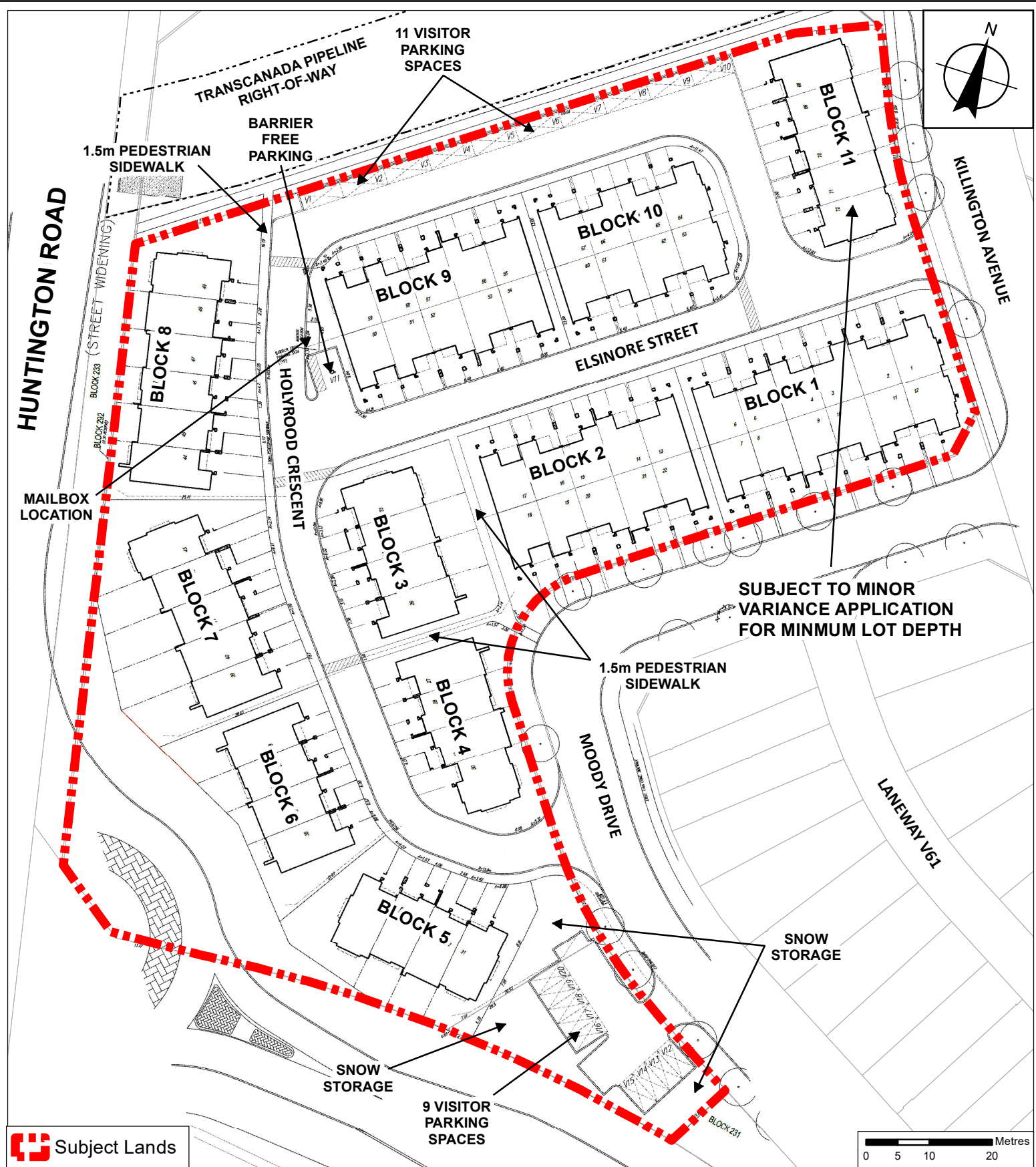
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## Attachment

**FILES:** Z.19.015 and 19CDM-19V006  
**RELATED FILES:** DA.19.063, 19T-10V004 and PLC.19.008  
**DATE:** June 1, 2021

2





# **Approved Site Plan - File DA.19.063**

**LOCATION:**  
Part of Lot 22, Concession 9

**APPLICANT:** Nashville Developments (South) Inc.



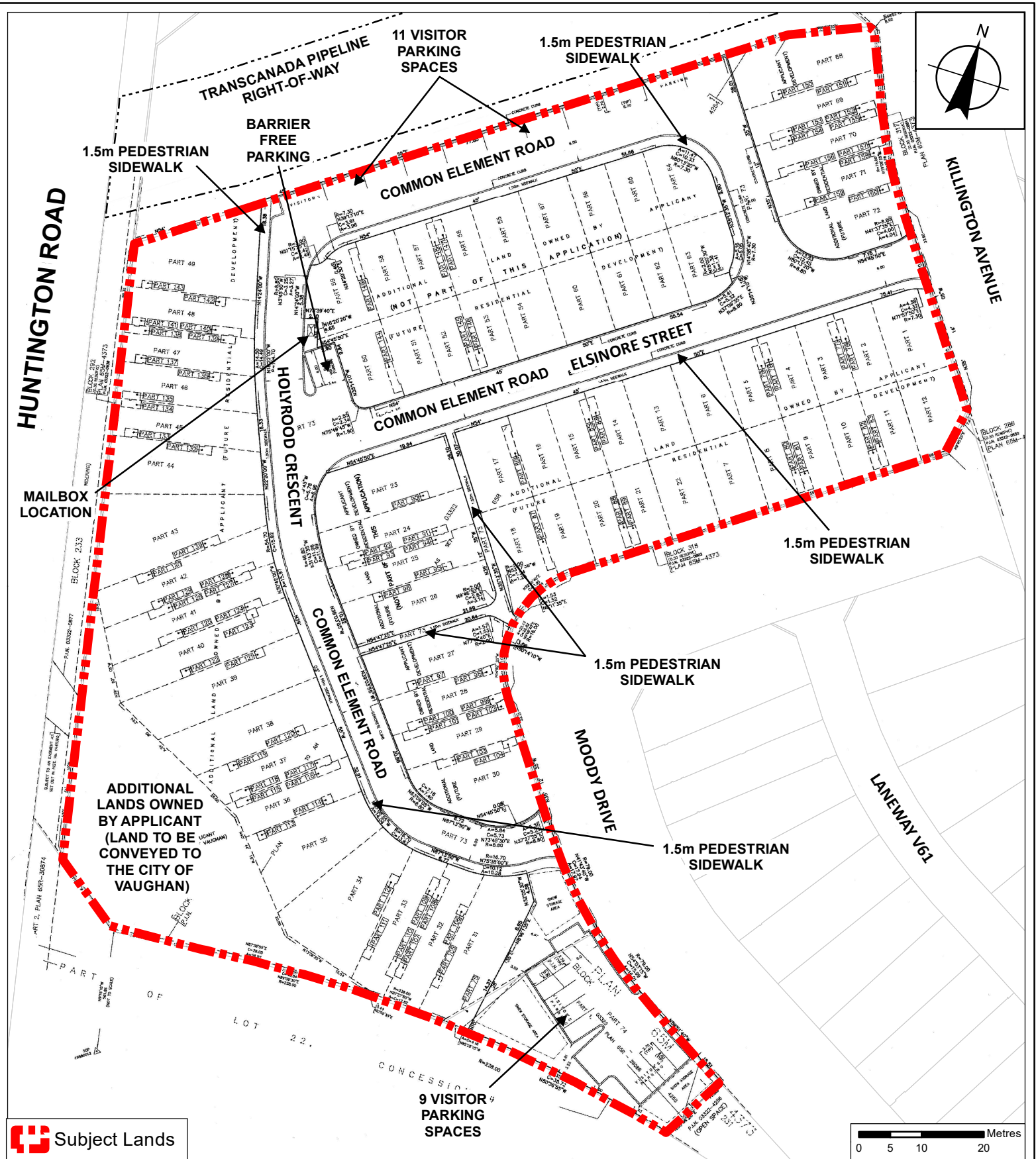
## **Attachment**

**FILES:** Z.19.015 and 19CDM-19V006  
**RELATED FILES:** DA.19.063, 19T-10V004 and PLC.19.008  
**DATE:** June 1, 2021

**3**







# **Draft Plan of Condominium (Common Elements)** **File 19CDM-19V006**

**LOCATION:** Part of Lot 22, Concession 9

**APPLICANT:**  
Nashville Developments (South) Inc.



## **Attachment**

**FILES:** Z.19.015 and 19CDM-19V006  
**RELATED FILES:** DA.19.063, 19T-10V004 and PLC.19.008  
**DATE:** June 1, 2021





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 4

**TITLE:** REIMER WORLD PROPERTIES CORP.  
ZONING BY-LAW AMENDMENT FILE Z.20.020  
62 ADMINISTRATION ROAD  
VICINITY OF HIGHWAY 7 AND KEELE STREET

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole on Zoning By-law Amendment File Z.20.020 for the subject lands shown on Attachment 1. The owner seeks permission to amend Zoning By-law 1-88 to rezone the subject lands from “EM4 - Employment Area Transportation Zone” to “EM2 - General Employment Area Zone” with site-specific zoning exceptions identified in Table 1 of this report.

**Report Highlights**

- The Owner proposes to rezone the subject lands from “EM4 - Employment Area Transportation Zone” to “EM2 - General Employment Area Zone” with site-specific zoning exceptions
- A Zoning By-law Amendment application is required to permit the proposed development on the subject lands
- The Development Planning Department supports the approval of the application, as it is consistent with the Provincial Policy Statement 2020, and conforms to A Place to Grow: the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, 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 Zoning By-law Amendment File Z.20.020 (Reimer World Properties Corp.) BE APPROVED, to amend Zoning By-law 1-88 for the subject lands shown on Attachment 1, from “EM4 - Employment Area Transportation Zone” to “EM2 - General Employment Area Zone” in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 1 and subject to the staff recommendations regarding the permitted uses in the “EM2 – General Employment Zone” and the accessory outside storage included in this report.
2. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.
3. THAT the Owner execute an ‘Engagement Letter’ with Canadian National Railway. In executing the Engagement Letter, the Owner agrees to include in all Agreements of Purchase and Sale, or Lease of employment uses:
  - a. A notice to the public that the fencing is not to be tampered with or altered and that the Owner shall have sole responsibility for and shall maintain this measure to the satisfaction of Canadian National Rail;
  - b. Any future alteration of the existing drainage pattern potentially affecting railway property (Canadian National MacMillan Rail Yard) must receive prior concurrence from Canadian National Rail and be substantiated by a drainage report to the satisfaction of Canadian National Rail; and
  - c. The Owner acknowledges that Canadian National Rail will not be responsible for any potential adverse impact on future use of the property due to noise or vibration.

## **Background**

The subject lands (the ‘Subject Lands’) are municipally known as 62 Administration Road and are located north of Highway 7, west of Keele Street, directly east of the Canadian National Railway MacMillan Rail Yard. The surrounding land uses are shown on Attachment 1.

The Subject Lands are currently developed with a one-storey employment building approximately 10,533 m<sup>2</sup> in size, and eight (8) unused railway tracks exist on the property, as shown on Attachment 2. The Subject Lands are currently used for a commercial trucking distribution centre.

***A Zoning By-law Amendment Application has been submitted to amend Zoning By-law 1-88***

Reimer World Properties Corp. (the 'Owner') has submitted an application (the 'Application') to amend Zoning By-law 1-88, to rezone the Subject Lands from "EM4 - Employment Area Transportation Zone" to "EM2 - General Employment Area Zone" in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 1 of this report.

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

The City on September 11, 2020, circulated a Notice of Public Meeting to all property owners within 150 m of the Subject Lands. A copy of the Notice of Public Meeting was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the Administration Road frontage in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on October 6, 2020, to receive comments from the public and Committee of the Whole. Vaughan Council on October 21, 2020 ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of October 6, 2020 and to forward a comprehensive report to a future Committee of the Whole meeting.

No written submissions were received by the Development Planning Department for the Application. Heather Au, IBI Group, Warden Ave, Markham, made a deputation on behalf of the Owner at the Public Meeting regarding the Application.

**Previous Reports/Authority**

The following is a link to the Public Meeting report for the Subject Lands:  
[October 6, 2020, Committee of the Whole \(Public Meeting\) \(Item1, Report 45\)](#)

**Analysis and Options.**

***The Application 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. The PPS recognizes that local context and character is important. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS.

The Application is consistent with the PPS, specifically Sections 1.1.1, 1.3.1, 1.3.2 and 1.7.1 regarding development in Settlement Areas, promoting economic development, protection of employment area, providing opportunities for a diversified economic base, and maintaining a range of economic activities and ancillary uses.

The Subject Lands are within a Settlement Area as defined by the PPS. The Application will support the need of existing and future businesses by providing a broader range of

permitted uses in the area and in a manner that improves the use of land and promotes economic investment and prosperity.

The broader range of permitted uses will enable the Subject Lands to increase employment opportunities resulting in the sustainable long-term financial well-being of the municipality. The added uses are driven by the need to retain and secure employment use within an existing Settlement Area. The Application achieves the PPS objectives because it is in an established employment area. The Application reinforces the protection of employment areas by permitting more employment uses on the Subject Lands which is in proximity to major goods movement facilities and corridors (Canadian National Railway MacMillian Rail Yard).

In consideration of the above, the Application is consistent with the policies of the PPS as it will maintain the vitality of the employment lands and ensure compatibility with the surrounding land uses in the immediate area.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Application conforms with the policy framework of the Growth Plan, specifically Sections 2.2.1.2, 2.2.5.1, 2.2.5.5 and 3.2.4.1 regarding development in Settlement Areas, promoting economic development and competitiveness, and the preservation of lands adjacent to major goods movement facilities and corridors for employment uses. The Application will encourage and direct growth within the delineated 'built-up-area' of the Growth Plan. The proposed zone change to "EM2 - General Employment Area Zone" will permit a greater variety of employment use and employment opportunities. The additional uses will be located next to major goods movement facilities and corridors (Canadian National Railway MacMillian Rail Yard) as encouraged in the Growth Plan and will contribute to accommodating future employment growth for the Region.

The Subject Lands are within a Provincially Significant Employment Zone ('PSEZ'). The proposed rezoning supports the PSEZ by maintaining and expanding the employment uses permitted on the Subject Lands. The Subject Lands are also in proximity to two transportation corridors, Highway 7 and Keele Street. Significant employment areas are desired and encouraged in areas where regional road access is provided. The proposed rezoning of the Subject Lands will attract investment opportunities for the PSEZ. Therefore, the Application conforms to the Growth Plan.

***The Application conforms to the York Region Official Plan, 2010***

The York Region Official Plan 2010 (“YROP”) guides economic, environmental and community building decisions across York Region and describes how York Region will accommodate future growth and development while meeting the needs of existing residents and businesses.

The Subject Lands are designated “Urban Area” on Map 1 – Regional Structure of the YROP. The “Urban Area” designation permits a range of residential, commercial, industrial, and institutional uses. Policy 4.3 of YROP recognizes that maintaining the economic vitality of employment lands is contingent upon their long-term protection, effective planning and design, and a shift toward increasingly sustainable and innovative industrial processes.

The proposed rezoning of the Subject Lands will implement the objectives of YROP by creating additional opportunities for more efficient use of land, strengthening the local economic base, facilitating a more diverse employment sector, and protecting the long term employment use for the Subject Lands. The Application conforms to the YROP.

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

The Subject Lands are designated “General Employment” by Vaughan Official Plan 2010 (‘VOP 2010’). The “General Employment” designation permits full range of industrial uses including manufacturing, warehouse (not retail warehouse), processing, transportation, distribution and ancillary office and retail use. The Application would facilitate a broader range of General Employment uses on the Subject Lands and is compatible with surrounding land uses.

Policy 2.2.4 of VOP 2010 notes ‘to continue Vaughan’s success at attracting the kind of economic activity that requires a location in Employment Areas, the City’s Employment Areas must be protected from encroaching non-employment uses that would serve to destabilize their planned function’. The Application reinforces the intent of Policy 2.2.4 by permitting a variety of employment uses on the Subject Lands. The rezoning of the Subject Lands from “EM4 - Employment Area Transportation Zone” to “EM2 - General Employment Area Zone” conforms to the “General Employment” designation of VOP 2010.

***An Amendment to Zoning By-law 1-88 is required to rezone the Subject Lands***

The Subject Lands are zoned “EM4 - Employment Area Transportation Zone” as shown on Attachment 1. The Owner is proposing to amend Zoning By-law 1-88 to rezone the Subject Lands to “EM2 - General Employment Area Zone”, in the manner shown on Attachment 2, together with the following site-specific zoning exceptions:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>EM2 - General Employment Area Zone Requirement</b>	<b>Proposed Exceptions to the EM2 - General Employment Area Zone Requirements</b>
a.	Permitted Uses	<p>All uses permitted in an EM1 Zone, except Hotel, Motel, Convention Centre, and Personal Service Shop, subject to Section 3.8</p> <ul style="list-style-type: none"> <li>- All Season Sports Facility, subject to Section 3.8</li> <li>- Autobody Repair Shop - Building Supply Outlet</li> <li>- Car Brokerage, including trucks</li> <li>- Club or Health Centre - Contractor's Yard</li> <li>- Equipment Sales/ Rental Establishment</li> <li>- Meat Packing and Processing, not including accessory outside storage</li> <li>- Public Garage</li> <li>- Scrap Paper Storage, sorting or Baling</li> <li>- Service or Repair Shop, including repair of heavy equipment</li> <li>- Truck Terminal</li> </ul>	<p>Permit the Meat Packing (excluding accessory outside storage) as an additional use</p> <p>Meat Packing and Processing, Funeral Home, Day Nursery and Recreational uses shall not be permitted</p>
b.	Definition of a "Meat Packing"	No Definition	Means a building or part of a building used for the packing, storing, sorting, or handling of meat, but not processing, for which all required approvals of the Ministry of Agriculture, Food and Rural Affairs and the York Region Health Unit have been obtained. A meat packing use shall not include any accessory outside storage and all garbage and refuse shall be stored within the building or unit where the use is carried out. Where any

	<b>Zoning By-law 1-88 Standard</b>	<b>EM2 - General Employment Area Zone Requirement</b>	<b>Proposed Exceptions to the EM2 - General Employment Area Zone Requirements</b>
			such garbage or refuse is a putrescible material, it shall be stored in a refrigerated area prior to being sent for disposal. For the purposes of this definition: Meat shall mean any flesh or body parts obtained from all animals including, but not limited to beef, pork, fish, seafood, poultry and fowl and; meat packing shall not include an abattoir or rendering plant or any use cited in Section 3.24 "Prohibited Uses", or an "Obnoxious Use", as defined
c.	Parking Space Dimension	2.7 m x 6 m	2.7 m x 5.7 m
d.	Maximum Accessory Outside Storage	Maximum 30% of the lot area	Accessory outside storage of tractor trailers associated with a ('Use Employment': warehousing or assembly of materials to finished product only), shall not exceed 75% of the lot area and may be permitted at a height no more than 4m only. Accessory outside storage for all the other goods and materials shall not exceed 30% of the lot area
e.	Minimum Fence Height for Accessory Outside Storage	2 m	1.83 m for tractor trailers 2 m for all other accessory outside storage

The Development Planning Department has reviewed and supports some of the site-specific zoning exceptions identified in Table 1 for the following reasons:

- The proposed rezoning to an "EM2 - General Employment Zone" is intended to increase the number of permitted uses on the Subject Lands and will not include physical changes to the Subject Lands and is compatible with the zoning for lands in the surrounding area

- The proposed “Meat Packing” use provides an alternative to “Meat Packing and Processing” as defined in Zoning By-law 1-88, by limiting the use only to meat packing with no outside storage
- The reduction to the proposed parking space size is minor

However, Staff recommend only the existing trailers currently parked on the Subject Lands be permitted to occupy 75% of the lot area to recognize the existing conditions on the site. However, staff recommend that Section 6.3.2 of Zoning By-law 1-88 apply to all of the other proposed uses which limits the area devoted to outside storage to 30% of the lot area and requires additional location and screening requirements, including a 2 m high fence.

“Meat Packing and Processing” and “Funeral Homes” uses are not supported as these uses may require the storage or disposal of hazardous substances and materials. In addition, the Toronto and Region Conservation Authority has advised the Subject Lands are located in a flood plain spill area where storage of hazardous substance is discouraged to avoid potential contamination.

Day Nursery and Recreational uses are considered sensitive uses that are incompatible adjacent to the railyard (CN MacMillan Rail Yard). The proximity of these uses to an active rail yard along with the 8 unused tracks on the Subject Land is not desirable for safety reasons along with potential noise, odour and dust concerns.

Based on the above, Development Planning staff do not support “Meat Packing and Processing”, “Funeral Homes”, “Day Nursery” and “Recreational” uses on the Subject Lands.

***The Planning Act enables a municipality to pass a resolution to permit the Owner to apply for a future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45(1.3) of the *Planning Act* restricts an Owner from applying for a Minor Variance application(s) to the Vaughan Committee of Adjustment before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect. However, the *Planning Act* also enables Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) to permit minor adjustments to the implementing Zoning By-law, prior to the two-year moratorium.

The Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s) to address refinements to the Application that may arise through the final design and construction process. A condition to this effect is included in the Recommendations of this report.

***Unused rail tracks***

The Subject Lands consist of 8 unused rail tracks at the rear of the existing employment building. Although unused, the tracks are not decommissioned. In order to ensure the tracks, remain unused the implementing Zoning By-law will restrict the use of the 8 rail



tracks. The restriction will ensure future landowners and/or tenants that the rail tracks are to remain unused on the Subject Lands.

***The Development Engineering Department has no objection to the Application***

The Development Engineering Department has no objection to the Application as there are no changes proposed for the Subject Lands.

***Urban Design and Cultural Heritage Divisions of Development Planning Department have no objection to the Application***

Urban Design Division and Cultural Heritage Division have no objections as there are no physical alternations proposed for the Subject Lands.

***Parks Infrastructure Planning and Development Department (PIPD) has no objection to the Application***

The PIPD Department has no objection to the Application.

***Other Internal City Departments have no objection to the Application***

The By-law & Compliance Licensing & Permit Services Department, The Infrastructure Development Real Estate Department Vaughan Fire and Rescue Services Department and Infrastructure Planning and Corporate Asset Management Department all have no objection to the Application.

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

The Subject Lands are located outside of the TRCA's regulated area; however, the TRCA has identified the Subject Lands are located within a flood plain spill area during a regional storm event. The TRCA has no objection to the Application on the basis that Meat Packing and Processing and Funeral Home uses are not permitted on the Subject Lands for the reason discussed above.

***Canadian National ('CN') Rail has no objection to the Application subject to conditions***

The Subject Lands abut an active rail yard (CN MacMillan Rail Yard). CN Rail has requested that the Owner execute an 'Engagement Letter' with CN Rail. The 'Engagement Letter' ensures that all Agreements of Purchase and Sale or Lease of employment uses include the following:

- A notice to the public that the existing fencing is not to be tampered with, and should be maintained by the Owner
- Alteration of the existing drainage pattern potentially affecting railway property (MacMillan Rail Yard) must receive prior concurrence from CN Rail and be substantiated by a drainage report to the satisfaction of CN Rail
- CN Rail will not be responsible for any potential adverse impact on future use of the property due to noise or vibration.

A condition to this affect is included in the Recommendations of this report.

***Canada Post, Enbridge Gas and Rogers Communications have no objection to the Application***

Canada Post, Enbridge Gas and Rogers Communications have no objection to the Application.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has reviewed the Zoning By-law Amendment Application and has determined that the proposed amendment is a matter of local significance and does not adversely affect Regional planning policies or interest. York Region has no objection to the Application.

**Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.20.020 in consideration of the applicable Provincial policies, the policies of YROP and VOP 2010, the requirements of the Zoning By-law 1-88, City Departments and external public agencies, and the surrounding existing and planned land use context.

The Development Planning Department is of the opinion the Application to rezone the Subject Lands to “EM2 - General Employment Zone” is appropriate and compatible with the surrounding area. However, staff recommend certain uses in the “EM2 – General Employment Zone” not be permitted and that the outside storage provisions of Zoning By-law 1-88 continue to apply to the Subject Lands as outlined in this report. The Application is considered to be consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010. On this basis, the Development Planning Department can support the approval of the Application, subject to the Recommendations in this report.

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

**Attachments**

1. Context and Location Map
2. Site Plan and Proposed Zoning

**Prepared by**

OluwaKemi (Kemi) Apanisile, Planner, ext. 8210

Mary Caputo, Senior Planner, ext. 8635

Nancy Tuckett, Senior Manager of Development Planning ext. 8529

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

**Approved by**

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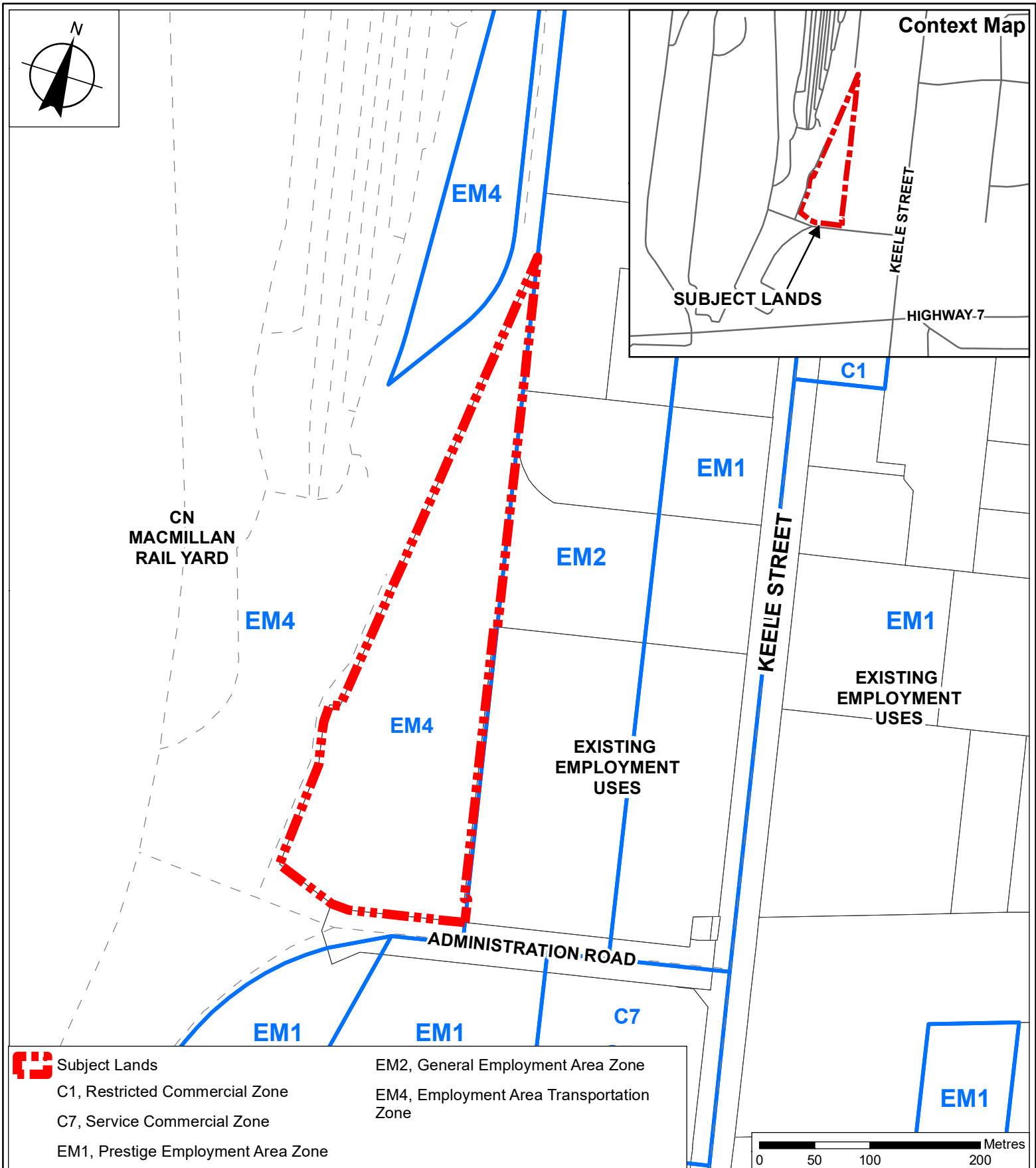
Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed By**

A handwritten signature in black ink, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager





## Context and Location Map

**LOCATION:** Part of Lot 7 & 8, Concession 4;  
62 Administration Road

**APPLICANT:**  
Reimer World Properties Corp.



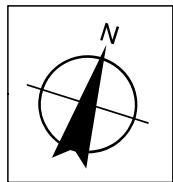
## Attachment

**FILE:**  
Z.20.020

**DATE:**  
June 1, 2021

1





CN  
MACMILLAN  
RAIL YARD

8 UNUSED  
RAIL TRACKS

TRACKS

TRAILER PARKING


TRAILER PARKING

EM2

EXISTING 1-STOREY  
EMPLOYMENT  
BUILDING  
GFA=10,533.36 Sq. m

ADMINISTRATION ROAD

 Subject Lands

 Existing Accessory Outside Storage  
(Tractor Trailer)

0 30 60 120 Metres

## Site Plan and Proposed Zoning

**LOCATION:** Part of Lot 7 & 8, Concession 4;  
62 Administration Road

**APPLICANT:**  
Reimer World Properties Corp.



## Attachment

**FILE:**  
Z.20.020

**DATE:**  
June 1, 2021

2





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 01, 2021

**WARD(S):** 4

**TITLE: SEVENVIEW CHRYSLER  
OFFICIAL PLAN AMENDMENT FILE OP.20.007  
ZONING BY-LAW AMENDMENT FILE Z.20.015  
(TEMPORARY USE)  
2661, 2685, AND 2703 HIGHWAY 7 AND  
44 KILLALOE ROAD  
VICINITY OF HIGHWAY 7 AND COSTA ROAD**

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Official Plan and Zoning By-Law Amendment Files OP.20.007 and Z.20.015 (Seven View Chrysler) for the subject lands shown on Attachment 1. The Owners proposes to amend the Vaughan Official Plan VOP2010 and Zoning By-law 1-88 to expand the existing motor vehicles sales establishment and to permit the outside storage of motor vehicles onto the subject lands as shown on Attachments 1 and 2, for a temporary period of 3 years, as follows:

- the rear (south) portion of 2685 Highway 7 and 44 Killaloe Road: to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 to permit the existing outside storage of motor vehicles without an associated building for a temporary period of 3 years
- 2661 Highway 7: to amend Zoning By-law 1-88 to expand the existing motor vehicles sales establishment (existing building used for office administration) and permit the outside storage of motor vehicles for a temporary period of 3 years
- 2703 Highway 7: to amend Zoning By-law 1-88 to expand the existing motor vehicles sales establishment (existing building is used for auto body details and repairs) to permit the outside storage of motor vehicles for temporary periods of 3 years

### **Report Highlights**

- The Owners is seeking permission to expand the existing motor vehicles sales establishment (for office administration and auto body details and repairs) and to permit the outside storage of motor vehicles on the subject lands for a temporary period of 3 years
- Official Plan and Zoning By-law Amendment applications are required to permit the temporary uses
- A Site Development Application is required to implement the proposed landscape plan
- The Development Planning Department supports the approval of the applications as they are consistent with the Provincial Policy Statement, 2020 and conform to A Place to Grow - Growth Plan for the Greater Golden Horseshoe, 2019, as amended and the York Region Official Plan 2010, the temporary use policies of Vaughan Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area

### **Recommendations**

1. THAT Official Plan Amendment File OP.20.007 (Seven View Chrysler) BE APPROVED, to amend the “General Employment” land use policies of Vaughan Official Plan 2010 to permit the outside storage of motor vehicles without an associated building on the rear (south) portion of 2685 Highway 7 and 44 Killaloe Road for a temporary period of 3 years.
2. THAT Zoning By-law Amendment File Z.20.015 (Seven View Chrysler) BE APPROVED, to amend Zoning By-law 1-88 to expand the existing motor vehicles sales establishment (for office administration and auto body details and repairs) and to permit the outside storage of motor vehicles for a temporary period of 3 years on the subject lands together with the site-specific zoning exceptions identified in Tables 1 and 2 of this report, as shown on Attachments 1 and 2 as follows:
  - a. 2661 Highway 7: to expand the existing motor vehicle sales establishment (existing building used for office administration) with outside storage of motor vehicles for a temporary period of 3 years;
  - b. 2703 Highway 7: to expand the existing motor vehicle sales establishment (existing building is used for auto body details and repairs) with outside storage of motor vehicles for a temporary period of 3 years; and
  - c. The rear (south) portion of 2685 Highway 7 and 44 Killaloe Road: permit outside storage of motor vehicles without an associated building for a temporary period of 3 years subject to the following:

- i) Prior to the enactment of the implementing Zoning By-law, Site Development File DA.20.065 shall be finalized to the satisfaction of the Development Planning Department for landscaping proposed along the lots fronting onto Highway 7.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) from the Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the subject lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.

## **Background**

The subject lands (the 'Subject Lands') are located on the south side of Highway 7, east of Costa Road and are municipally known as 2661, 2685, and 2703 Highway 7 and 44 Killaloe Road, as shown on Attachment 1. The Subject Lands have a combined area of approximately 1.3 hectares. The surrounding land uses are shown on Attachment 1.

The Seven View Chrysler Auto Dealership operated by Domy's & Pat Garage & Auto Collision Ltd. (the 'Owner') is an existing Motor Vehicles Sales Establishment located at 2685 Highway 7. The motor vehicles sales establishment use was permitted through an Ontario Municipal Board ('OMB') decision issued on February 6, 1979, for the front (north) portion of 2685 Highway 7. The Owner has expanded the existing motor vehicle sales establishment use onto the properties municipally known as 2685 Highway 7 (the south portion), 2661, 2739 and 2703 Highway 7 and 44 Killaloe Road. In order to permit the expanded existing motor vehicles sales establishment and associated outside storage of motor vehicles on the adjacent properties for a temporary period of three years, amendments to the Official Plan and Zoning By-law 1-88 are required.

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

The City, on August 21, 2020, circulated a Notice of Public Meeting (the 'Notice') to all property owners within 150 m of the Subject Lands, the Concord West Ratepayers Association and the residential buildings located at 2900 Highway 7, 2910 Highway 7 and 7895 Jane Street. 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 along Highway 7, Costa Road and Killaloe Road frontages, in accordance with the City's Notice Sign Procedures and Protocols.

Vaughan Council on September 29, 2020, ratified the recommendations of Committee of the Whole to receive the Public Meeting report of September 22, 2020, and to forward a comprehensive report to a future Committee of the Whole meeting.

At the September 22, 2020 Public Meeting, written comments were provided by the Concord West Ratepayers Association, summarized as follows:

- Subject Lands are too large for outside storage
- Storage of motor vehicles along Highway 7 and within proximity to the Vaughan Metropolitan Centre ('VMC') is inappropriate
- Rear lots that do not front onto Highway 7 are more suitable for motor vehicle storage

***The Owner revised the Applications to respond to comments received at Public Meeting***

In response to the comments made at the September 22, 2020 Public Meeting, the Owner has revised the Official Plan Amendment File OP.20.007 and Zoning By-law Amendment File Z.20.015 applications (the 'Applications'), as follows:

- the lands known municipally as 2739 Highway 7 as shown on Attachment 2 no longer form part of the Applications
- the Owner submitted Site Development File DA.20.065 to implement landscape screening along the Highway 7 frontage of the Subject Lands and restrict parking of vehicles to those no larger than a 'pick-up truck' along the frontages of 2685, 2703 and 2661 Highway 7, as shown on Attachments 2 and 3

**Previous Reports/Authority**

Previous reports related to this file are available at the following link:

[September 22, 2020 Committee of the Whole \(Public Meeting\) \(Item 3, No.42\)](#)

**Analysis and Options**

***Official Plan and Zoning By-law Amendment Applications have been submitted to expand existing Motor Vehicle Sales Establishment and to permit the Outside Storage of Motor Vehicles for a temporary period of 3 years***

The Owner has submitted the following Applications for the Subject Lands shown on Attachment 1 to permit the following:

1. Official Plan Amendment File OP.20.007 to amend the "General Employment" land use policies of Vaughan Official Plan 2010 to permit the outside storage of motor vehicles without an associated building on the rear (south) portion of 2685 Highway 7 and 44 Killaloe Road for a temporary period of 3 years.
2. Zoning By-law Amendment File Z.20.015 to amend Zoning By-law 1-88 to expand the existing motor vehicles sales establishment (for office administration and auto body details and repairs) and permit the outside storage of motor vehicles for a temporary period of 3 years on the Subject Lands together with the site-specific zoning exceptions identified in Tables 1 and 2 of this report, as shown on Attachments 1 and 2 as follows:

- a. 2661 Highway 7: to expand the existing motor vehicle sales establishment (existing building used for office administration) with outside storage of motor vehicles for a temporary period of 3 years
- b. 2703 Highway 7: to expand the existing motor vehicle sales establishment (existing building is used for auto body details and repairs) with outside storage of motor vehicles for a temporary period of 3 years
- c. The rear (south) portion of 2685 Highway 7 and 44 Killaloe Road: permit outside storage of motor vehicles without an associated building for a temporary period of 3 years

The Applications include a total of 551 motor vehicle parking spaces located on the Subject Lands and distributed as follows:

- 2661 Highway 7 - 156 spaces
- 2685 Highway 7 - 70 spaces (existing Seven View Chrysler Dealership)
- 2685 Highway 7 - rear (south) portion and 44 Killaloe Road - 197 spaces
- 2703 Highway 7 - 128 spaces

***The Applications are 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 (the 'PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy, and a clean and healthy environment.

The Applications are generally consistent with policies 1.3.1, 1.3.2.1, and 1.3.2.6 of the PPS regarding promoting economic development, a range of employment uses and protecting employment uses in proximity to major goods movement facilities.

The Subject Lands are designated "Employment Commercial Mixed-Use," and "General Employment" by VOP 2010. The PPS provides direction that employment areas shall be protected and preserved. The Applications satisfy this objective as the entire Subject Lands would remain active and operational for the sale and storage of motor vehicles. The Subject Lands are also located around employment uses that are compatible to the expanded motor vehicles sales establishment.

The PPS encourages employment areas to have a range of employment uses that will create a diverse economic base. In addition, employment areas shall be preserved and protected for future employment uses. The expanded motor vehicle sales establishment contribute to this objective by creating employment opportunities within the expanded motor vehicles sales establishment. The Applications include office administration

space and auto related uses, such as auto body detailing and repair. Permitting these uses temporarily will ensure the Subject Lands remains used until such time that redevelopment occurs on the employment land. Accordingly, the Applications are consistent with the PPS provided the uses will be temporary.

***The Applications conform to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019***

A Place to Grow: Growth Plan for the Greater Golden Horseshoe Growth Plan, 2019 ('Growth Plan') is intended to guide decision making on a wide range of issues, including economic development, land-use planning, urban form and employment. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including directions for where and how to grow; the provision of infrastructure to support growth and protect natural systems and cultivate 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 Growth Plan provides policy directives for the identification and protection of employment lands. The Subject Lands are located within an "Provincially Significant Employment Zone" and will maintain the economic vitality of the area through the expansion of the motor vehicle sales establishment and associated auto related uses.

In consideration of the above, the Applications conforms to the Growth Plan on the premise that the uses would be temporary and maintain active use of land within an employment area.

***The Applications conform to the York Region Official Plan 2010 ('YROP 2010')***

The YROP 2010 guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" and front on to "Regional Corridor" on Map 1, "Regional Structure." The "Urban Area" designation permits a range of residential, commercial, employment and institutional uses subject to additional policy conditions. Policy 4.3 of the YROP 2010 states that "York Region is committed to maintaining and enhancing the long-term viability of the employment lands". An objective of YROP 2010 is to ensure the long-term supply and effective planning and design of employment lands as follows:

- to recognize employment lands are strategic and vital to the regional economy and are major drivers of economic activity in the Region
- to require local municipalities to designate and protect employment lands in local municipal official plans

The Applications would contribute to these regional objectives as the Subject Lands would be used to increase employments opportunities. The ancillary office and auto body detail use would add to the region's economic activity while concurrently supporting the OMB permitted motor vehicles sales establishment located on the north portion of 2685 Highway 7. The Applications would allow the existing outside storage area for motor vehicles, the auto detailing and repair use and office administration use

to remain on the Subject Lands on a temporary basis of 3 years. This provision would represent an appropriate intermediate use of the Subject Lands until such time that the properties are redeveloped. The Applications for the Subject Lands are consistent with the policy framework of YROP 2010 provided the uses will be temporary in nature.

***An Amendment to Vaughan Official Plan ('VOP 2010') is required to permit the outside storage of motor vehicles on the south portion of 2685 Highway 7 and 44 Killaloe Road***

The south portion of 2685 Highway 7 and 44 Killaloe Road are designated "General Employment" by VOP 2010. The "General Employment" designation permits a range of industrial uses including manufacturing, warehousing, processing, transportation, distribution, and office and/or retail accessory. In accordance with Policy 9.2.2.10 e) of VOP 2010, 'Where outside storage is proposed on a lot, a building must be provided in accordance with the provisions of the City's Zoning By-law' and 'No lot within General Employment designated areas shall be used for the sole purpose of outside storage'.

The Owner has expanded the motor vehicle sales establishment by storing motor vehicles on the entirety of 44 Killaloe Road and the rear (south) portion of 2685 Highway 7, where no buildings are provided. Therefore, the Applications for the south portion of 2685 Highway 7 and 44 Killaloe Road, do not meet the criteria of Policy 9.2.2.10 e) of VOP 2010. The Owner has submitted Official Plan Amendment File OP.20.007 to permit the outside storage of motor vehicles without a building present on these lands for a temporary period.

The south portion of 2685 Highway 7 and 44 Killaloe Road is located to the rear of the existing Seven View Chrysler dealership building (2685 Highway 7). Although both properties are separate lots, they function as one for the purposes of storing motor vehicles behind the existing motor vehicles sales establishment building.

Should the implementing Official Plan Amendment be approved by Council for the south portion of 2685 Highway 7 and 44 Killaloe Road, it will include a policy that may permit outside storage of motor vehicles without a building only if the associated (related) temporary use Zoning By-law Amendment File Z.20.015 is approved by Council. The temporary use Zoning By-law Amendment would be permitted for a period of 3 years.

The Development Planning Department supports the amendments to VOP 2010 as the implementing Official Plan Amendment would contain policy permitting the use on a temporary basis for a maximum of 3 years. The location of the expanded outside storage space is appropriate, as the surrounding land uses are compatible to the outside storage of motor vehicles and is located to the rear of the existing motor vehicle sales establishment building where the entire area operates (functions) as one property for the business.

### ***The Applications for 2661 and 2703 Highway 7 conforms to VOP 2010***

The north portion of the Subject Lands known municipally as 2661 and 2703 Highway 7 are designated “Employment Commercial Mixed-Use” by VOP 2010. This designation permits gas stations, office uses, hotel, cultural and entertainment uses, and retail uses provided it does not exceed 3,500 square metres.

The Applications at 2661 and 2703 Highway 7 would utilize the current buildings for accessory uses related to the motor vehicles sale establishment. 2661 Highway 7 would contain the office administration space and 2703 Highway 7 would contain an auto body detail and repair shop. Both accessory uses fall within the uses permitted in the “Employment Commercial Mixed-Use” designation. The Applications on both lots conforms to VOP 2010.

### ***Vaughan Official Plan 2010 permits Temporary Uses***

The *Planning Act* allows municipal Councils to establish the temporary use of land, buildings or structures for any purpose otherwise not permitted by the parent zoning by-law. A temporary use by-law must define the area to which it applies and specify the time in which it would be in force, which shall not exceed 3 years from the day of the passing of the By-law. Policy 10.1.2.4 of VOP 2010 includes policies to permit the temporary use of land, buildings or structures provided the temporary use meets the following conditions:

- Is consistent with the general intent of the Plan
- Is compatible with adjacent land-uses
- Is temporary in nature and can be easily terminated when the temporary zoning By-law expires
- Sufficient servicing and transportation capacity exist for the temporary use
- Maintains the long-term viability of the land for the uses permitted in the Plan

### ***The Development conforms to the Temporary Use Provisions of VOP 2010***

Zoning By-law 1-88 does not permit motor vehicles sales establishment and outside storage of motor vehicles on the Subject Lands. However, Development Planning staff are satisfied that the Applications meet the five (5) conditions of the Temporary Use provisions of VOP 2010, based on the evaluation of the conditions identified in Policy 10.1.2.4 of VOP 2010.

#### **Is consistent with the general intent of this Plan**

The Applications fronting onto Highway 7 (2661 and 2703 Highway 7) meet the general intent of VOP 2010. The Applications would protect employment land until such time as the lands are redeveloped into a compact transit-oriented development. The Applications would also ensure the existing buildings on the Subject Lands are actively used for a temporary period of 3 years. The office administration space and detail auto body shop identified in the Applications would add to the economic vitality of the area by sustaining and offering employment opportunities in the immediate area. The lots also front on to a “Regional Intensification Corridor” as identified by VOP 2010 where a high standard of built form and streetscape is encouraged to support existing or planned



rapid transit. The existing built form on the properties will remain, as no new structures are proposed; however, landscaping would be added along the frontage to improve the visual appearance from Highway 7. The Applications ensure the Subject Lands remain active and utilized.

Is compatible with adjacent land-uses

The Subject Lands are surrounded by employment uses consisting of light industrial and manufacturing to the east, west, south, and north. The expanded motor vehicle sales establishment and outside storage of motor vehicles is compatible with adjacent land uses.

Sufficient servicing and transportation capacity exist for the temporary use

The Subject Lands are located in an established urban environment that is fully serviced with water, sanitary and transportation access.

Maintains the long-term viability of the lands for the uses permitted in this Plan

The expanded motor vehicles sales establishment and outside storage of motor vehicles does not hinder the long-term viability of the land uses that are permitted in the “General Employment” and “Employment Commercial Mixed-Use” land use designations. The Applications are compatible with the existing uses abutting the Subject Lands. The Applications would not have an adverse effect on the viability of the existing employment lands.

Is temporary in nature and can be easily terminated when the temporary zoning by-law expires

Internal changes may be required to convert the office building and auto body shop into uses permitted by the zoning by-law, however, these uses can be terminated following the expiration of the temporary use By-law and official plan amendment. The remaining portions of the Subject Lands will be used exclusively for outside storage of motor vehicles and can be easily removed from the properties. The Applications for the expanded existing motor vehicle sales establishment (for office administration and auto body details and repairs) and outside storage of motor vehicles is temporary in nature and would only be permitted for a period of up to 3 years.

***The Subject Lands require site-specific zoning exceptions to permit the expanded motor vehicle sales establishment and outside storage of motor vehicles***

The Subject Lands are zoned “C6 Highway Commercial Zone” and “EM2 General Employment Area Zone” by Zoning By-law 1-88. The “C6 Highway Commercial Zone” and the “EM2 General Employment Zone” do not permit a motor vehicles sale establishment and the outside storage of motor vehicles. Amendments to Zoning By-law 1-88 are required to permit the proposed uses on a temporary basis for a period of 3 years together with the following site-specific exceptions:

Table 1: Lands zoned “C6 Highway Commercial Zone” - 2661 and 2703 Highway 7

	<b>Zoning By-law 1-88 Standards</b>	<b>C6 Highway Commercial Zone Requirements</b>	<b>Proposed Exceptions to the C6 Highway Commercial Zone Requirements</b>
a.	Permitted Uses	<ul style="list-style-type: none"> <li>- Automobile Gas Bar</li> <li>- Automobile Service Station</li> <li>- Car Rental Agency</li> <li>- Car Wash</li> <li>- Eating Establishment, Convenience Eating Establishment, and Take-Out Eating Establishment, provided such uses are operate in conjunction with an Automobile Services Station</li> <li>- Hotel/Motel</li> <li>- Public Garage</li> </ul>	<p>Permit the following additional uses for a temporary period of three years:</p> <p><u>2661 Highway 7</u> A motor vehicles sales establishment (office administration) with outside storage of motor vehicles</p> <p><u>2703 Highway 7</u> A motor vehicles sales establishment (auto body details and repairs) with outside storage of motor vehicles</p>
b.	Minimum Parking Space Size	6 m x 2.7 m	5.7 m x 2.7 m (all spaces)
c.	Minimum Parking Aisle Width	6 m	5.4 m
d.	Minimum Landscape Area	A minimum of 10% of the area of every lot on which a building or structure is erected shall be used for no other purpose than landscaping	<ul style="list-style-type: none"> <li>- 2661 Highway 7: 1.5 % of the lot</li> <li>- 2703 Highway 7: 3% of the lot</li> </ul>
e.	Minimum Landscape Strip Abutting a Street Line	6 m	2661 and 2703 Highway 7: 2 m along Highway 7
f.	Permitted Goods and Materials for Open Storage	The open storage of goods or materials which are obnoxious, visually, or otherwise, including motor vehicles, machinery, appliances, or equipment shall not be permitted	The open storage of goods or materials shall only include motor vehicles (2661 and 2703 Highway 7)

	<b>Zoning By-law 1-88 Standards</b>	<b>C6 Highway Commercial Zone Requirements</b>	<b>Proposed Exceptions to the C6 Highway Commercial Zone Requirements</b>
g.	Permitted Yard Encroachments and Restrictions	Open storage shall only be located in a side and/or rear yard	Shall not apply
h.	Minimum interior side yard	10 m	- 2703 Highway 7: 7 m (Accessory Glass Enclosed Structure)

Table 2: Lands Zoned “EM2 - General Employment Zone” – the rear (south) portion of 2685 Highway 7 and 44 Killaloe Road

	<b>Zoning By-law 1-88 Standards</b>	<b>EM2 - General Employment Area Zone Requirements</b>	<b>Proposed Exceptions to the EM2 - General Employment Area Zone Requirements</b>
a.	Permitted Uses	<ul style="list-style-type: none"> <li>- All uses Permitted in an EM1 Zone, except Hotel, Motel, Convention Centre, and Personal Service Shop, subject to Section 3.8</li> <li>- All Season Sports Facility, subject to Section 3.8</li> <li>- Autobody Repair Shop</li> <li>- Building Supply Outlet</li> <li>- Car Brokerage, including trucks</li> <li>- Club or Health Centre</li> <li>- Contractor's Yard</li> <li>- Equipment Sales/ Rental Establishment</li> <li>- Meat Packing and Processing, not including accessory outside storage</li> <li>- Public Garage</li> <li>- Scrap Paper Storage, sorting or Baling</li> <li>- Service or Repair Shop, including repair of heavy equipment</li> <li>- Truck Terminal</li> </ul>	Permit outside storage of motor vehicles without an associated building as additional use for a temporary period of three years (south portion of 2685 Highway 7 and 44 Killaloe Road)

	<b>Zoning By-law 1-88 Standards</b>	<b>EM2 - General Employment Area Zone Requirements</b>	<b>Proposed Exceptions to the EM2 - General Employment Area Zone Requirements</b>
b.	Minimum Parking Space Size	6 m x 2.7 m	5.7 m x 2.7 m (all spaces)
c.	Minimum Parking Aisle Width	6 m	5.4 m
d.	Minimum Landscape Area	Minimum of five (5%) percent of the entire lot area of every lot in an Employment Area Zone, on which a building or structure is erected, shall be used for no purpose other than landscaping	This provision shall not apply (south portion of 2685 Highway 7 and 44 Killaloe Road)
e.	Minimum Landscape Strip Abutting a Street Line (Killaloe Road)	3 m	0 m (existing)
f.	Maximum Lot Coverage for Outside Storage	Maximum 30% of the lot area	100% of the lot area shall be used for the outside storage of motor vehicles
g.	Building Associated with Outside Storage	Outside storage is not permitted on any lot unless there is an existing building with a gross floor area of at least 550 square metres	Permit the outside storage of motor vehicles on a lot without a building (all properties)
h.	Location of Outside Storage	No outside storage shall be located in any front yard, exterior side yard or between any main building and a street line, and further shall be no closer than twenty (20) metres to any street line	This provision shall not apply
i.	Permitted Yard Encroachments and Restrictions	Open storage shall only be located in a side and/or rear yard	Shall not apply

The Development Planning Department supports the site-specific zoning exceptions identified in Tables 1 and 2 to permit the motor vehicle sales establishment and outside storage of motor vehicles on the Subject Lands. The site-specific zoning exceptions would not have an adverse impact on the surrounding land uses and has been in existence within the context of the urban environment for an extended period of time. Relief to the minimum interior side yard is required for the existing accessory glass enclosed structure located on 2703 Highway 7. The proposed uses are temporary in nature, similar to those within the immediate area and are consistent with the character of the area.

***The Planning Act enables a municipality to pass a resolution to permit the Owner to apply for a future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45(1.3) of the *Planning Act* restricts an Owner from applying for a Minor Variance application(s) to the Vaughan Committee of Adjustment before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect. However, the *Planning Act* also enables Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) to permit minor adjustments to the implementing Zoning By-law, prior to the two-year moratorium.

The Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s) to address refinements to the Application that may arise. A condition to this effect is included in the Recommendations of this report.

***The Owner submitted a Site Development Application***

The Owner submitted a Site Development File DA.20.065 to facilitate landscape screening and enhance the streetscape along the frontage of Highway 7, as shown on Attachments 2 and 3. The landscaping plan would include a combination of deciduous trees, coniferous trees, shrubs, and perennials. The Development Planning Department is satisfied with the proposed landscaping plan.

Motor vehicles no larger than a 'pick-up' would also be prohibited from parking along the parking stalls abutting Highway 7 to reduce the visual impact of the motor vehicles from the public realm. A condition to this affect will be included in the Site Plan Letter of Undertaking for the Subject Lands. The Site Development Application shall be finalized to the satisfaction of the Development Planning Department.

***Development Engineering ('DE')***

The DE Department has deferred their comments to the site plan stage through the review of Site Development File DA.20.065.

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

Transportation Services, Parks and Forestry Operations Department, Infrastructure Planning and Corporate Asset Management Department, Policy Planning and Environmental Sustainability Department, Financial Planning and Development Finance

Department, and Infrastructure Development Real Estate Department all have no objections to the Applications.

***Toronto and Region Conservation Authority (TRCA)***

The TRCA has reviewed the Applications and have no objections to the Applications.

***Ministry of Transportation of Ontario (MTO)***

The MTO has reviewed the Applications and have no objections to the Applications.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has reviewed the Official Plan Amendment Application and has determined that the proposed amendment is a matter of local significance and does not adversely affect Regional planning policies or interest. York Region on September 4, 2020, exempted the Official Plan Amendment Application from Regional Council approval. York Region has reviewed the Zoning By-law Amendment and has no objection to its approval.

**Conclusion**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.20.007 and Z.20.015, in consideration of the applicable Provincial policies, York Region and City Official Plan policies, City Department comments, external public agencies, and the surrounding area context.

The Development Planning Department is of the opinion the Applications are consistent with the PPS, conform to the Growth Plan, the policies of the YROP, and are compatible with the existing and planned land uses in the surrounding area. Further, the proposed uses meet the conditions in VOP 2010 for permitting a temporary use and the amendments to VOP 2010 and Zoning By-law 1-88 would permit the proposed temporary uses for a maximum of three years, after which the approvals will expire. On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations of this report.

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

**Attachments**

1. Context and Location Map
2. Site Plan
3. Concept Landscape Renderings

**Prepared by**

OluwaKemi (Kemi) Apanisile, Planner, ext. 8210

Mary Caputo, Senior Planner, ext. 8635

Nancy Tuckett, Senior Manager of Development Planning ext. 8529

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

**Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

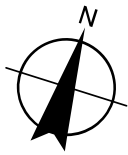
**Reviewed by**



Jim Harnum, City Manager







## CONTEXT MAP

SUBJECT LANDS

MCCLEARY COURT

HWY 7.

KEELE ST.

HWY 407.

EM1

EXISTING  
EMPLOYMENT

HIGHWAY-7

EM1

NO LONGER PART OF  
THE OFFICIAL PLAN  
AND ZONING BY-LAW  
AMENDMENT  
APPLICATIONS

C6

2739 HIGHWAY 7

C2

2703 HIGHWAY 7

C6

2685  
HIGHWAY 7 -  
NORTH PORTION

EXISTING  
MOTOR  
VEHICLE SALES  
ESTABLISHMENT  
(SEVEN VIEW  
CHRYSLER)

2661 HIGHWAY 7

PINECREST  
MOTEL

EM2

2685  
HIGHWAY 7 -  
SOUTH PORTION

EM2

44  
KILLALOE ROAD

EM2

EXISTING  
EMPLOYMENT

PRIVATE

EM4

EXISTING  
EMPLOYMENT

EM2

EXISTING  
EMPLOYMENT

EM2

EM2



Subject Lands

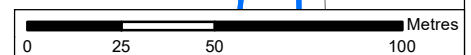
C2, General Commercial Zone

C6, Highway Commercial Zone

EM1, Prestige Employment Area Zone

EM2, General Employment Area Zone

EM4, Employment Area Transportation  
Zone



## Context and Location Map

**LOCATION:** Part of Lot 5, Concession 4  
2661, 2685 and 2703 Highway 7 and 44 Killaloe Road

**APPLICANT:**  
Seven View Chrysler



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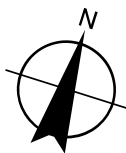
## Attachment

**FILES:**  
OP.20.007 and Z.20.015  
**RELATED FILE:** DA.20.065

**DATE:** June 1, 2021

1





**HIGHWAY 7**

EXISTING BUILDING USED  
FOR MOTOR VEHICLE SALES  
ESTABLISHMENT (AUTO BODY  
DETAILS AND REPAIRS)

PROPOSED 2.0m  
LANDSCAPE BUFFER  
WITH TREES AND  
SHRUBBERY

EXISTING 2.5m  
LANDSCAPE BUFFER  
TO BE ENHANCED  
WITH TREES

EXISTING BUILDING USED  
FOR MOTOR VEHICLE  
SALES ESTABLISHMENT  
(OFFICE ADMINISTRATION)

PROPOSED  
2.0m HARDSCAPE  
BUFFER WITH 4  
TREE PLANTERS

PARKING  
RESTRICTED  
TO VEHICLES  
NO LARGER  
THAN A  
PICKUP TRUCK

**2739 HIGHWAY 7**

NO LONGER A PART  
OF THE OFFICIAL PLAN  
AND ZONING BY-LAW  
AMENDMENT  
APPLICATIONS

PARKING  
RESTRICTED  
TO VEHICLES  
NO LARGER  
THAN A  
PICKUP TRUCK

**2703 HIGHWAY 7**  
(128 MOTOR VEHICLE  
PARKING SPACES)

ACCESSORY  
GLASS ENCLOSED  
STRUCTURE

EXISTING  
SEVEN VIEW  
CHRYSLER  
**2685 HIGHWAY 7**  
(70 MOTOR VEHICLE  
PARKING SPACES)

**2661 HIGHWAY 7**  
(156 MOTOR VEHICLE  
PARKING SPACES)

**2685 HIGHWAY 7  
(SOUTH PORTION)**

**44 KILLALOE ROAD**

(197 MOTOR VEHICLE  
PARKING SPACES)

**COSTA ROAD**

**KILLALOE ROAD**



Subject Lands

0 15 30 60 Metres

## Site Plan

**LOCATION:** Part of Lot 5, Concession 4  
2661, 2685 and 2703 Highway 7 and 44 Killaloe Road

**APPLICANT:**  
Seven View Chrysler



245

## Attachment

**FILES:**  
OP.20.007 and Z.20.015  
**RELATED FILE:** DA.20.065

**DATE:** June 1, 2021

2





**2661 HIGHWAY 7 GREEN WALL CONCEPT**



**2685 HIGHWAY 7 LANDSCAPE STRIP CONCEPT**



**2703 HIGHWAY 7 LANDSCAPE SCREEN CONCEPT**

## Concept Landscape Renderings

**LOCATION:** Part of Lot 5, Concession 4  
2661, 2685 and 2703 Highway 7 and 44 Killaloe Road

**APPLICANT:**  
Seven View Chrysler



## Attachment

**FILES:**  
OP.20.007 and Z.20.015  
**RELATED FILE:** DA.20.065

**DATE:** June 1, 2021

3





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 4

**TITLE:** TESMAR HOLDINGS INC.

**DRAFT PLAN OF CONDOMINIUM (STANDARD) FILES 19CDM-20V005 AND 19CDM-20V006  
9075 AND 9085 JANE STREET  
VICINITY OF JANE STREET AND RUTHERFORD ROAD**

**FROM:**

Haiqing Xu, Deputy City Manager Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole for two Draft Plan of Condominium (Standard) applications (Files 19CDM-20V005 and 19CDM-20V006) for the subject lands shown on Attachments 3 and 4. The Owner is proposing to create a condominium corporation for 2 apartment buildings having 283 and 285 residential dwelling units, 4 levels of underground parking, and are currently in the final stages of construction, as shown on Attachments 5 to 12.

### **Report Highlights**

- The Owner is proposing to create two separate condominium corporations for 2 residential apartment buildings currently in the final stages of construction
- Each Draft Plan of Condominium (Standard) consists of the areas dedicated to the residential dwelling units, common landscaped and amenity areas, 4 levels underground parking and locker units
- Each Draft Plan of Condominium conforms to Vaughan Official Plan 2010, complies with Zoning By-law 1-88 and is consistent with approved Site Development File DA.14.037, as approved by the Local Planning Appeal Tribunal

## **Recommendations**

1. THAT Draft Plan of Condominium (Standard) File 19CDM-20V005 (Tesmar Holdings Inc.), as shown on Attachments 5 to 8, BE DRAFT APPROVED, subject to the Conditions of Draft Approval set out in Attachment 1.
2. THAT Draft Plan of Condominium (Standard) File 19CDM-20V006 (Tesmar Holdings Inc.), as shown on Attachments 9 to 12, BE DRAFT APPROVED, subject to the Conditions of Draft Approval set out in Attachment 2.

## **Background**

The Subject Lands (the ‘Subject Lands’) shown on Attachment 3 are municipally known as 9075 and 9085 Jane Street and are located south of Rutherford Road. The surrounding land uses are shown on Attachment 3.

### **History**

The Owner submitted related Official Plan and Zoning By-law Amendment and Site Development Files OP.05.020, Z.07.029 and DA.14.037 to the City of Vaughan on August 16, 2005, June 4, 2007, and May 23, 2014 respectively.

The Owner appealed the Official Plan and Zoning By-law Amendment and Site Development Applications to the then Ontario Municipal Board, now the Local Planning Appeal Tribunal (‘LPAT’), citing the City of Vaughan failed to make a decision on the applications within the timeframes prescribed by the *Planning Act*.

A LPAT Hearing was held on January 25 and 26, 2018 with respect to the appeals. The LPAT, on August 27, 2018, issued a decision to approve the site-specific amendments to the Official Plan and Zoning By-law and to approve the Site Development application.

The site plan agreement related to Site Development File DA.14.037 was registered on November 27, 2020. The approvals facilitated the development of 20 and 23-storey apartment buildings on the Subject Lands.

Although the subject lands were developed as a single project (i.e. subject to the same Official Plan and Zoning By-law Amendments and the same Site Plan Agreement, the Owner has submitted two Draft Plan of Condominium Applications in order to form one individual Condominium Corporation for each building.

## **Previous Reports/Authority**

The previous decision regarding the site-specific Official Plan and Zoning By-law Amendments and Site Development approval can be found at the following link:

[August 27, 2018 LPAT Decision](#)

## **Analysis and Options**

Tesmar Holdings Inc. (the ‘Owner’) has submitted two Draft Plan of Condominium



(Standard) applications (Files 19CDM-20V005 and 19CDM-20V006) (the ‘Applications’). These Applications seek to create the residential condominium tenure for the two residential apartment buildings (the ‘Condominium Plans’) apartment buildings in the final stages of construction on the Subject Lands. The Condominium Plans consist of the following:

Draft Plan of Condominium (Standard) File 19CDM-20V005 – 9075 Jane Street (as shown on Attachments 5 to 8)

- 283 residential units and one guest suite
- 296 resident parking spaces
- 5 visitor parking spaces at grade
- 51 visitor parking spaces, 23 combined parking/lockers and 355 residential lockers within 4 levels of underground parking
- the amenity areas

Draft Plan of Condominium (Standard) File 19CDM-20V006 – 9085 Jane Street (as shown on Attachments 9 to 12)

- 285 residential units and one guest suite
- 305 resident parking spaces
- 57 visitor parking spaces, 9 combined parking/lockers and 244 residential lockers within 4 levels of underground parking
- the amenity areas

***The Draft Plan of Condominiums are Consistent with and Conform to Provincial, Region of York Official Plan Policies***

The Provincial Policy Statement, 2020 (‘PPS’) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the ‘Growth Plan’) provide policy direction for land use planning and development for lands in Ontario. Consistency with the PPS and conformity with the Growth Plan was established when the LPAT rendered its decision.

The Subject Lands are within the “Urban Area” with frontage on a “Regional Rapid Transit Corridor” (Jane Street) as identified by the York Region Official Plan 2010 (‘YROP’) and are designated “High-Rise Mixed-Use” within a “Primary Centre” by Vaughan Official Plan 2010 (‘VOP 2010’) and the Vaughan Mills Centre Secondary Plan (‘VMCSP’).

The apartment built form of each Condominium Plan provides additional housing options for the area. The density for the development is also transit-supportive as the Subject Lands have frontage on Jane Street and access to public infrastructure such as the York Region Transit (‘YRT’) with connections to higher order transit. The Condominium Plans are permitted by the YROP, VOP 2010 and complies with Zoning

By-law 1-88. The Condominium Plans are consistent with and conform to Provincial, Regional and Official Plan policies.

***The Draft Plan of Condominiums would create the condominium tenure for an approved development that conforms to Vaughan Official Plan 2010 and complies with Zoning By-law 1-88***

The Subject Lands are designated “High-Rise Mixed-Use” by VMCSPP, being part of Volume 2 (Section 11.7) of VOP 2010. The site-specific policies of the VMCSPP permit a maximum building height of 23-storeys on the Subject Lands, and an overall total maximum gross floor area (‘GFA’) of 45,000 m<sup>2</sup> dedicated to residential uses and a maximum total of 600 units. The Condominium Plans conform to VOP 2010.

The Subject Lands are zoned “RA3 Apartment Residential Zone” by Zoning By-law 1-88, subject to site-specific Exception 9(1467) and permits the two residential apartment buildings, as shown on Attachments 5 to 12. The Committee of Adjustment on March 18, 2021, approved Minor Variance Application File A024/21 to recognize the as-built conditions for the entirety of the Subject Lands, and approved the following minor variances:

- reduced the visitor parking space requirement from 114 to 113 parking spaces
- a minimum amenity area of 14,157.72 m<sup>2</sup> whereas 16,000 m<sup>2</sup> is required (it is noted that the remaining amenity area may be secured through future development applications on the balance of the lands owned by the same Owner, that are not yet approved)
- a pedestrian connection from Jane Street to the Publicly Accessible Private Open Space having a minimum width of 2.8 m whereas 6 m is required to recognize the width of the connection at its narrowest area (the pedestrian connection is situated within Draft Plan of Condominium (Standard) File 19CDM-20V005)

The Decision of the Committee of Adjustment was final and binding on April 7, 2021 and applies to the entirety of the Subject Lands. Accordingly, each Condominium Plan complies with the requirements of Zoning By-law 1-88, as varied.

***The Draft Plan of Condominiums are generally consistent with the Local Planning Appeal Tribunal’s approved Site Development File DA.14.037***

The Draft Plan of Condominium Applications are generally consistent with the approved site plan, as shown Attachment 4; however, during the review of the Applications, discrepancies between the as-built conditions and the approved drawings for Site Development File DA.14.037 were identified, including:

- the overall unit count was increased from 559 to 568 dwelling units
- revisions are necessary to the landscape plans to reflect the location, type and amount of tree and shrub species that were planted
- an acoustical barrier at grade, and located at the southeast quadrant was replaced and as a result spandrel glazing was added to one residential unit
- the dimensions and material treatments for some balconies were changed
- revisions to the parking garage layout, parking statistics and access for waste pick-up in the underground levels were made

The proposed modifications to the site plan are minor in nature and have no effect on the proposed tenure for the Subject Lands. The Owner submitted Site Development File DA.21.007 to amend the plans (as approved through Site Development File DA.14.037). The Development Planning Department must approve the minor site plan amendment, prior to the execution of the required Condominium Agreement for each Condominium Plan. A condition to this effect is included in Attachments 1 and 2.

The Owner must submit an “as-built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plans. A condition to this effect is included in Attachments 1 and 2.

***Special Conditions from the Site Plan Agreement are to be included in the Condominium Agreements***

The Site Plan Agreement includes conditions to be incorporated into the Condominium Agreement, Condominium Declaration and Purchases of Sale and/or Lease. These conditions are related to warning clauses advising purchasers and/or tenants of information in relation to park, noise, and the future extension of Caldari Road matters. Conditions to this effect are included in Attachments 1 and 2.

***The Owner shall provide the City with an easement for public access to privately owned public open space***

The Owner is required to designate a privately owned publicly accessible amenity space ('POPS') having a minimum area of 1,840 m<sup>2</sup> and subject to an easement for public access in favour of the City of Vaughan, including a pedestrian connection to Jane Street. The Owner is required to register an easement, in perpetuity, in favour of the City of Vaughan to permit the undisturbed use of the POPS by the City and the general public.

The requirement to provide the easement shall be included in the Condominium Agreement and Condominium Declaration and all Agreements of Purchase and Sale and/or Lease. In the event that Agreement of Purchase and Sale and/or Lease have been executed, the Owner shall procure executed acknowledgments from all purchasers and/or leases in respect of the POPS and provide a statutory declaration to the City confirming receipt of said acknowledgements. The maintenance and operations

of the POPS easement shall be the responsibility of the Owner and/or future Condominium Corporation.

The Owner and/or future Condominium Corporation will be responsible for all required maintenance works and associated capital improvements related to the public pedestrian connection from the open space lands to both Jane Street and the Caldari Road extension at grade level, including but not limited to, site furnishings, pedestrian lighting, hardscape and associated landscaping works. The Owner is to preform regular maintenance to ensure the pedestrian path of travel is accessible and safe for public use to the satisfaction of the City.

The Owner shall secure public access over the pedestrian connection through a POPS easement, to the satisfaction of the City. A condition to this effect is included in Attachment 1 related to File 19CDM-20V005.

***The Development Engineering Department has no objection to the Draft Plan of Condominiums, subject to their conditions of Draft Approval***

The Development Engineering Department ('DE') has no objection to the Applications, subject to the Owner providing documentation to the DE Department prior to the release of the condominium plans for registration confirming the specific conditions of the Site Plan Agreement have been satisfied, and to finalize the approval of Site Development File DA.21.007. Conditions to this effect are included in Attachments 1 and 2.

***The Vaughan Financial Planning and Development Finance Department has no objection to the Draft Plan of Condominiums, subject to their conditions of Draft Approval***

The Vaughan Financial Planning and Development Finance Department has no objection to the Applications. The Owner must pay all outstanding taxes, development charges and levies, as may be required. Conditions to this effect are included in Attachments 1 and 2.

***The Environmental Services Department, Solid Waste Management Division has no objection to the Draft Plan of Condominiums, subject to their condition of Draft Approval***

The Condominiums will be serviced by private garbage/recycling collection comprised of a 1 chute system with a tri-sorter located in the P1 Level. However, upon a successfully completed application, site inspection and an executed Agreement as determined by the City and to the satisfaction of the Environmental Services Department, each of the Condominium Corporations 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.

Snow removal and clearing will be privately administered and the responsibility of the condominium corporation. Conditions to this effect are included in Attachments 1 and 2.

***Other Departments of the City of Vaughan have no objection to the Draft Plan of Condominiums***

The Building Standards, Parks Infrastructure Planning and Development Department, Office of Infrastructure and Development - Real Estate Services and By-law & Compliance, Licensing & Permit Services Departments of the City of Vaughan have no objection to the Applications.

***The Canadian National Railway Company ('CN') has no objection to the Draft Plan of Condominiums, subject to their Conditions of Approval***

The Owner is required to satisfy the conditions, as required by CN, included in Attachments 1 and 2.

***Canada Post has no objection to the Draft Plan of Condominiums, subject to their Conditions of Approval***

The Owner is required to provide a centralized mailbox facility and satisfy all requirements of Canada Post in each building. Conditions to this effect are included in Attachments 1 and 2.

***The utility providers have no objection to the Draft Plan of Condominiums, subject to their Conditions of Approval***

Bell Canada, Rogers Communications, Alectra Utilities, and Enbridge Gas have no objections to the Applications. The Owner is required to confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority. Conditions to this effect are included in Attachments 1 and 2.

**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 approval of the Applications, subject to the conditions outlined in Attachments 1 and 2.

## **Conclusion**

Draft Plan of Condominium (Standard) Files 19CDM-20V005 and 19CDM-20V006 have been reviewed in consideration of the policies of the PPS, the Growth Plan, and the York Region Official Plan and Vaughan Official Plan 2010. Each Draft Plan of Condominium (Standard) would create the tenure for an approved apartment building currently under construction.

The Applications are consistent with and conform to Provincial policies, conform with York Region and City of Vaughan Official Plan policies, comply with Zoning By-law 1-88, and are generally consistent with approved Site Development File DA.14.037, to be amended. Accordingly, the Development Planning Department can support the approval of each Draft Plan of Condominium, subject to the conditions set out in Attachments 1 and 2.

**For more information**, please contact: Clement Messere, Senior Planner.  
Development Planning Department, ext. 8409.

## **Attachments**

1. Conditions of Draft Approval Draft Plan of Condominium (Standard) File 19CDM-20V005
2. Conditions of Draft Approval Draft Plan of Condominium (Standard) File 19CDM-20V006
3. Context and Location Map
4. Approved Site Plan File DA.14.037
5. Draft Plan of Condominium (Standard) File 19CDM-20V005 Level 1
6. Draft Plan of Condominium (Standard) File 19CDM-20V005 Levels 2 to 6
7. Draft Plan of Condominium (Standard) File 19CDM-20V005 Levels 7 to 23
8. Draft Plan of Condominium (Standard) File 19CDM-20V005 Underground Levels A, B, C and D
9. Draft Plan of Condominium (Standard) File 19CDM-20V006 Level 1
10. Draft Plan of Condominium (Standard) File 19CDM-20V006 Levels 2 to 6
11. Draft Plan of Condominium (Standard) File 19CDM-20V006 Levels 7 to 20
12. Draft Plan of Condominium (Standard) File 19CDM-20V006 Underground Levels A, B, C and D

## **Prepared by**

Clement Messere, Senior Planner, ext. 8409

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

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

**Approved by**

A handwritten signature in cursive script, appearing to read 'Haiqing'.

Haiqing Xu, Deputy City Manager  
Planning and Growth Management

**Reviewed by**

A handwritten signature in cursive script, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager





**ATTACHMENT 1**  
**CONDITIONS OF DRAFT APPROVAL**

**DRAFT PLAN OF CONDOMINIUM (STANDARD) FILE 19CDM-20V005**  
**TESMAR HOLDINGS INC. (THE 'OWNER')**  
**PART OF LOT 15, CONCESSION 4, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE 'CITY') THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF CONDOMINIUM (STANDARD) FILE 19CDM-20V005 (THE 'PLAN'), ARE AS FOLLOWS:**

**City of Vaughan Conditions**

1. The Plan shall relate to a Draft Plan of Condominium (Standard), prepared by R-PE Surveying Ltd., Job No. 14-086, dated July 23, 2020.
2. The Owner shall enter into a Condominium Agreement with the City of Vaughan and shall agree to satisfy any conditions that the City may consider necessary.
3. The Condominium Agreement shall be registered on title against the lands to which it applies at the cost of the Owner.
4. Prior to the registration of the Draft Plan of Condominium, the Owner shall provide documentation to demonstrate how Site Plan Agreement Condition Nos. 18, 19, 20 and 21 associated with Site Development File DA.14.037, have been satisfied to the satisfaction of the Development Engineering Department.
5. Prior to the registration of the Draft Plan of Condominium, the Owner shall provide a copy of the Declaration that contains the necessary wording to grant easements to provide for access to and the use of the shared facilities including but not limited to driveways, parking areas, loading and waste collection facilities and stormwater management facilities, between the buildings associated with Draft Plan of Condominium Files 19CDM-20V005 and 19CDM-20V006.
6. Prior to the execution of the Condominium Agreement, the Owner shall:
  - a) Submit a pre-registered Plan of Condominium to the Development Planning Department; and
  - b) Obtain approval from the Development Planning Department for Site Development File DA.21.007 to amend Site Development File DA.14.037 and enter into an amending Site Plan Agreement, as required.

7. The following provisions shall be included in the Condominium Agreement:
  - a) the Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins;
  - b) snow removal and clearing shall be the responsibility of the Condominium Corporation; and
  - c) upon a successfully completed application, a site inspection, and the execution and registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division as determined by the City, the 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.
8. Prior to final approval, the Owner shall:
  - a) provide the City with an easement for public access to the Privately Owned Publicly Accessible (POPS) amenity space, to the satisfaction of the City;
  - b) submit an "as-built" survey to the satisfaction of the Building Standards Department;
  - c) shall confirm to the Development Planning Department that they have paid all taxes levied, all additional municipal levies, if applicable, development charges and all financial requirements of this development as may be required by the Financial Planning and Development Finance Department. The Owner also certifies acknowledgement of responsibility for the payment of all taxes levied to date, both interim and final, and all taxes levied upon the land after execution of this Agreement, if required, until each unit covered under this Condominium Agreement is separately assessed; and
  - d) the Owner and their solicitor and land surveyor shall confirm that all required easements and rights-of-way for utilities, drainage and construction purposes have been granted to the appropriate authorities.
9. The Condominium Agreement, Condominium Declaration and all Agreements of Purchase and Sale and/or Lease shall include the following warning clauses as identified in the Site Plan Agreement for Site Development File DA.14.037:

a) Park:

- "Purchasers and/or tenants are advised that designated parkland within the community may not be fully developed at the time of occupancy. The timing of development, phasing and programming of parkland is at the discretion of Vaughan."
- "Purchasers and/or tenants are advised that there may be a neighborhood park in the vicinity of this development and that lighting and noise may be expected from the use of the park for recreation purposes."

b) Caldari Road

- "Purchasers and/or tenants are advised that Caldari Road will be extended northerly to intersect with Rutherford Road in the future in accordance with Vaughan Mills Center Secondary Plan to facilitate development of adjacent lands."

c) Noise

- "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the individual dwelling units, sound levels from increasing road traffic and adjacent employment/industrial uses may on occasion interfere with some activities of the dwelling occupants as the sound level may exceed the Ministry of Environment, Conservation and Parks environmental noise guidelines NPC-300."
- "Purchasers and tenants are advised that the Condominium will be constructed on lands that are classified as "Class 4 Area" lands under the current Ministry of Environment, Conservation and Parks guidelines and that agreements respecting noise mitigation may exist and if so, to be registered on title."
- "Specific warning clauses shall be included in all agreements of purchase and sale and lease, including agreements pertaining to the resale or lease of individual residential condominium units. Such warning clauses shall specify that, notwithstanding the inclusion of certain mitigation features within this development to lessen potential noise, air emissions, dust, odour, vibration, and visual impact from the McMillan Rail Yard ('Rail Yard') and the "Existing and Future Industrial Lands" (e.g. Maple Stamping Plant), from time to time noise is likely to be audible, odours may be unpleasant, and dust and light emissions may be bothersome and such potential noise, air emissions, dust, odour, vibration, and visual impact may impact the enjoyment of indoor and outdoor areas of the development. The "Rail Yard" and the

“Existing and Future Industrial Lands” will not be responsible for any complaints or claims arising from any of the activities at or relating to such facilities, property or operations thereon.”

**Region of York**

10. Prior to final approval, the Owner shall:

- a) Execute a Site Plan Agreement with the Region of York under file number SP-V-054-14/SP.14.V.0144;
- b) Provide confirmation to the Region of York that all of the conditions of the Site Plan Agreement York under file number SP-V-054-14/SP.14.V.0144 have been satisfied;
- c) Confirm that all of the works within the Regional right-of-way have been completed to the satisfaction of the Region or that Region holds sufficient securities to cover the cost of any outstanding works. Should there be insufficient securities to cover the cost of the remaining works, the Owner shall arrange for the deposit of additional securities in the amount sufficient to cover the cost of all outstanding works;
- d) Provide confirmation to the Region of York that all Transfers of Obligation have been completed where Regional Agreements require the responsibility to change from the Owner to the Condominium Corporation; and
- e) Include in all Agreements of Purchase and Sale and/or Lease, Condominium Agreement, Condominium Declaration the following clause:

“Despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building’s occupants.”

**Canada Post**

- 11. The Owner must supply, install, and maintain a centralized mailbox facility (rear-fed mailroom) and adjacent to the main entrance for the residential units to Canada Post’s specifications.
- 12. The Owner must supply provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building’s lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

**Utilities Conditions**

13. The Owner is required to confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority.

**Canadian National Railway Company ('CN')**

Prior to final approval, the Owner shall satisfy the following conditions of CN:

14. The Owner agrees to enter into with Canadian National Railway Company ("CN") and register against title to the subject lands an agreement under the Industrial and Mining Lands Compensation Act, and to require installation and maintenance of the noise and vibration mitigation measures required by CN. The agreement shall be in CN's standard form.
15. The definition of "common elements" in the Condominium Declaration shall be defined such that (i) all noise mitigation measures that are part of or contained within that condominium development are part of the common elements and not part of any residential unit, and such that (ii) no owner of a residential unit shall be permitted to make any alterations to, or to damage, or to remove any such noise mitigation measures (and such that such provision can be enforced by the condominium corporation as against the owner of the particular residential unit), and (iii) without limiting the foregoing, any windows, doors, walls or other structures located behind an Enclosed Noise Buffer (as defined in Guideline NPC 300 of the Ontario Ministry of the Environment, Conservation & Parks) shall also form part of the common elements of the condominium corporation.
16. The Declaration shall also include the following clauses as a separate section:

Section \*\* - Canadian National Railway Agreement

- (a) Purchasers, owners and tenants of the Property are advised that the Property is subject to an agreement with Canadian National Railway Company dated March 3, 2017 (the "CN Agreement"). The CN Agreement contains, inter alia, maintenance requirements for the sound attenuation materials on the Property; requirements for assumption of obligations of the owner of the Property; a release of Canadian National Railway Company for any existing or future claims; acknowledgment requirements for warning clauses; and obligations to obtain agreements from subsequent purchasers of Units in the Property.
- (b) The Corporation shall assume and comply with all requirements of the CN Agreement, including, without limitation, the maintenance, repair and replacement of all sound attenuation materials on the Property and within the Building. The foregoing shall be undertaken by the Corporation on behalf of all Owners and the costs of which shall form common expenses of the Corporation. The Corporation must enforce all obligations of Owners to repair and maintain such of the noise attenuation installations

and materials that are located within the particular Unit, so that the general noise attenuation standards applicable to the Building continue to be met at all times.

- (c) Each Owner, tenant and occupant of the Property shall comply with the CN Agreement and the Corporation's requirements in respect of any matter arising from or relating to the CN Agreement, including, without limitation, execution of an agreement in the form prescribed by the CN Agreement.
- (d) The Corporation is authorized to enter into any one or more assumption agreements, covenants, undertakings, acknowledgments, releases or other documents required by or pursuant to the CN Agreement.
- (e) Pursuant to the CN Agreement, all persons presently having or who may in the future acquire any interest in the Owner's Lands (also referred to as the "Subject Lands") is hereby notified as follows:
  - 1. That Canadian National Railway Company (CN) is the owner of certain lands known as its McMillan Rail Yard (the "CN Lands"). The Subject Lands are located within the environmental influence area of the McMillan Rail Yard as a Class 3 Industrial Facility under the Ministry of Environment Guideline D. The CN Lands are now and will continue to be used for the present and future railway and trucking facilities and operations of CN on a continuous basis (24 hours of each day in each year) including, without limitation, the operation and idling of diesel locomotives and trucks with the generation of diesel fumes and odors, 24 hours a day artificial lighting of the CN Lands which may illuminate the sky, the loading, unloading and switching of rail cars containing bulk and other commodities including hazardous substances and/or goods containing the same, and the operation of various processes for the maintenance of rail equipment;
  - 2. That the use of such present and future railway and/or trucking facilities and operations may result in the discharge, emanation, emission, emptying, expelling, releasing or venting upon or other effect onto the Subject Lands at any time during the day or night of or by dust, smoke, fumes, odors and other gaseous and/or particulate matter, noise, vibration, electromagnetic interference ("EMI"), stray current and other sounds, light, liquids, solids and other emissions of every nature and kind whatsoever (herein collectively called the "Operational Emissions"), any or all of which may be annoying, unpleasant, intrusive or otherwise adversely affect the use and enjoyment of the Subject Lands or any part thereof notwithstanding the inclusion of features within the

development of the Subject Lands which are intended to attenuate, lessen or otherwise minimize or eliminate the impact of the Operational Emissions upon the use and enjoyment of the Subject Lands;

3. That CN, its operators, licensees, agents, tenants, occupants, invitees, and customers will not be responsible for any complaints or claims by or on behalf of the owner and occupants of the Subject Lands from time to time arising from or out of or in any way in connection with the operation of the CN Lands and/or the Operational Emissions and any and all effects thereof upon the use and enjoyment of the Subject Lands or any part thereof, and whether arising from (i) the presently existing facilities and operations of CN, and its operators, licensees, agents, tenants, occupants, invitees, and customers upon or from the CN Lands or from (ii) any and all future renovations, additions, expansions and other changes to such facilities and/or future expansions, extensions, increases, enlargements and other changes to such operations, which could include the acquisition of additional lands for the purpose of expanding the facilities and operations of CN in relation to the CN Lands;
4. That CN shall not be required to change any of its facilities or operations upon the CN Lands as a result of or in response to any such complaints or claims;
5. That CN may in the future renovate, add to, expand or otherwise change its facilities on the CN Lands and/or expand, extend, increase, enlarge or otherwise change its operations conducted upon the CN Lands;
6. Owners, tenants, guests and all other occupants, invitees and users of any portion of the Subject Lands and the Condominium or any part thereof may be required by Governmental Authorities to evacuate the Condominium and the Subject Lands by reason of a hazardous situation upon or an accidental release of hazardous substances from the CN Lands;
7. A permanent and perpetual easement or right and interest in the nature of a permanent and perpetual easement has been or will be granted to CN over, under, along and upon the whole of the Subject Lands and every part thereof for the purposes of permitting the Operational Emissions;
8. That an agreement under the Industrial and Mining Lands Compensation Act has been entered into between the Owner of the

whole of the Subject Lands and CN releasing any right any owner may have now or in the future to sue CN, its customers, invitees, lessees and/or licensees for nuisance arising out of the operation of an activity at the CN Lands including any noise, vibration, light, dust, odour, particulate matter emanating therefrom;

9. In accordance with the required restrictive covenant in favour of CN that will run with title to the Subject Lands and the Condominium units and form part of the Declaration, each owner and/or lessee of a unit with sealed inoperable exterior windows may not replace the exterior sealed inoperable windows in such unit with windows that may open;
10. Within seven (7) days of registration of any Transfer of all or any portion of the Subject Lands in favour of any Purchaser or of a tenant occupying all or any portion of the Lands, the Purchaser and the tenant shall by written agreement under seal delivered to CN:
  - i. acknowledge that he/she has read and is aware of the above-noted and below-noted warning and indemnity clauses provided to him or her by the vendor in the purchase agreement, and of each of the Easement, and Industrial Agreement which will be or has been entered into between the Land Owner and CN, and which agreement will be or has been registered against title to and run(s) with the Subject Lands;
  - ii. agree to fully and forever release and discharge CN from any and all actions, causes of action, proceedings, claims and demands of every nature and kind whatsoever which such Purchaser or tenant has had, now has or may in the future have against CN at law or in equity and directly or indirectly, and from and against any and all liabilities, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which such Purchaser or tenant now has or may incur in the future, at law or in equity and directly or indirectly, whether arising from or out of or in any way in connection with the Operational Emissions which are in conformity with federal regulations governing same or certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in any of the aforementioned Easement, and Industrial Agreement or both, any and all effects thereof upon the use and enjoyment of the Condominium and the Subject Lands or any part thereof;



- iii. agree to jointly and severally with all other such persons indemnify and save CN harmless from and against any and all actions, causes of action, proceedings, claims, demands, liabilities, damages, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which may be made against or incurred by CN and arising at law or in equity and directly or indirectly from or out of or in any way in connection with one or more of the Operational Emissions which are in conformity with federal regulations governing same and certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in each of the aforementioned Easement, and Industrial Agreement, and any and all effects of both upon the use and enjoyment of any or all of the Condominium and the Subject Lands or any part thereof; and
  - iv. the Purchaser agrees to obtain from any subsequent purchaser or transferee the above-noted acknowledgement, release and indemnity in favour of CN and to deliver same to CN upon request.
11. For units of buildings on the site that have unenclosed balconies, patios or terraces: Noise levels from CN's MacMillan Rail Yard on the CN Lands may exceed the maximum noise limits of Ministry of the Environment, Conservation and Parks ("MOECP") criteria as defined in Guideline NPC 300 of the Ontario Ministry of the Environment & Climate Change in any outdoor areas accessible from your unit. Such outdoor areas have not been designed to be used as Outdoor Living Areas as defined in Guideline NPC 300 of the Ontario Ministry of the Environment & Climate Change . Among other things, noise levels from activities from the CN MacMillan Rail Yard could potentially cause discomfort or annoyance and/or interrupt conversations in these outdoor areas.
17. The Declarant shall cause the Condominium Corporation to, and the Condominium Corporation shall, enter into an agreement with Canadian National Railway Company whereby the Condominium Corporation shall assume and covenant to comply with the CN Agreement and the requirements thereof in respect of all matters relating to or arising from the CN Agreement, including covenants not to alter or remove any noise mitigation elements or features without the prior consent of Canadian National Railway Company, all as further defined and required in Condition #3 above (being the Section titled "Canadian National Railway Agreement"), including, without limitation, the maintenance and

repair of all noise, sound and other attenuation materials described in the CN Agreement.

18. The Condominium Agreement entered into between the City and the Owner shall include the requirement that the Condominium Corporation shall enforce all obligations of unit owners in such Condominium to repair and maintain such of the noise attenuation installations and materials that are located within the particular condominium unit, so that the general noise attenuation standards applicable to the condominium structure and lands continue to be met at all times. The Declaration for the condominium shall require unit owners to repair and maintain such of the noise attenuation installations and materials that are located within the particular condominium unit, so that the general noise attenuation standards applicable to the condominium structure and lands continue to be met at all times.
19. (a) The Condominium Agreement entered into between the City and the Owner shall include the requirement that the Declarant cause, within seven (7) days of registration of any transfer of all or any portion of the Subject Lands to which it is a party (including any condominium unit) in favour of any Purchaser or of a tenant occupying all or any portion of the Lands, the Purchaser or the tenant to execute and deliver to CN a written agreement under seal (the "Agreement") by which the Purchaser or the tenant (respectively):
  - (i) acknowledge that he/she has read and is aware of the above-noted and below-noted warning and indemnity clauses provided to him or her by the vendor in the purchase agreement, and of each of the Easement, and CN Agreement which will be or has been entered into between the land owner and CN, and which agreement will be or has been registered against title to and run(s) with the Subject Lands;
  - (ii) agree to fully and forever release and discharge CN from any and all actions, causes of action, proceedings, claims and demands of every nature and kind whatsoever which such Purchaser or tenant has had, now has or may in the future have against CN at law or in equity and directly or indirectly, and from and against any and all liabilities, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which such Purchaser or tenant now has or may incur in the future, at law or in equity and directly or indirectly, whether arising from or out of or in any way in connection with the Operational Emissions which are in conformity with federal regulations governing same or certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in any of the aforementioned Easement, and CN Agreement or both, any and all effects thereof upon the use and enjoyment of the Condominium and the Subject Lands or any part thereof; and

- (iii) agree to jointly and severally with all other such persons indemnify and save CN harmless from and against any and all actions, causes of action, proceedings, claims, demands, liabilities, damages, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which may be made against or incurred by CN and arising at law or in equity and directly or indirectly from or out of or in any way in connection with one or more of the Operational Emissions which are in conformity with federal regulations governing same and certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in each of the aforementioned Easement, and Industrial Agreement, and any and all effects of both upon the use and enjoyment of any or all of the Condominium and the Subject Lands or any part thereof; and
- (iv) the Purchaser agrees to obtain from any subsequent purchaser or transferee the above-noted acknowledgement, release and indemnity in favour of CN and to deliver same to CN upon request.

(b) The Condominium Agreement entered into between the City and the Owner shall include the requirement that the Declarant cause the Condominium Declaration to include a provision that also obliges the condominium corporation to cause an Agreement to be executed and delivered to CN, as described and in the circumstances described in Condition 6(a) above.

- 20. The Owner shall pay CN its reasonable costs of reviewing the application and conditions of approval.
- 21. The Owner shall enter into a Condominium Agreement with the City of Vaughan to implement the CN Conditions listed herein. The Condominium Agreement shall require that it be registered on title and will not be cleared from title to remain on title in perpetuity.
- 22. The Owner shall agree in the Condominium Agreement that prior to the issuance of a building permit in respect of any residential building or units proposed to be constructed on the lands, written confirmation by an Acoustical Engineer shall be submitted by the Owner to the City and to CN, that the builder's plans for such building shall incorporate mandatory air conditioning as the primary means of ventilation for all units and such other noise mitigation measures as are required in accordance with the Minutes of Settlement between Tesmar and CN executed March 3, 2017.
- 23. The Owner shall agree in the Condominium Agreement to include in all offers or agreements of purchase and sale or lease, respecting lands proposed for

residential uses within the plan the warning clauses which are set out in Condition 3(e) above (the "Warning Clauses").

24. The Owner shall agree in the Condominium Agreement that the Warning Clauses shall also be included in any residential condominium disclosure statement applicable to the Owner's lands or any portion thereof.
25. The Owner shall agree in the Condominium Agreement that prior to any residential condominium unit(s) on the Lands receiving final inspection and release for occupancy, an Acoustical Engineer shall confirm that the residential unit(s) is in compliance with the certified plans and any conditions or requirements contained in the confirmations required pursuant to Condition 10. The Owner shall provide copies of this confirmation of compliance to CN upon request.
26. The Owner shall agree in the Condominium Agreement to include in all the Condominium Declarations created or registered respecting the Project Lands that each owner and/or lessee of a unit with sealed inoperable bedroom windows may not replace the exterior sealed inoperable windows in their unit with windows that may open.
27. Prior to the Deputy City Manager of Planning & Growth Management, or his designate, or the Local Planning Appeal Tribunal, as the case may be, signing the final plan, it is necessary that the City's Development Planning Department first be advised by CN acting reasonably and in a timely fashion that the Owner has satisfied the Conditions in Numbers 14 through 26 above to CN's satisfaction. Ten calendar days after CN receives an executed copy of the Condominium Agreement, it will respond to a request by the City as to whether Conditions 14 through 26 above have been satisfied.

#### **Clearances**

28. The Development Planning Department shall advise that Conditions 1 to 9 have been satisfied.
29. The Region of York shall advise the Development Planning Department in writing that Condition 10 has been satisfied.
30. Canada Post shall advise the Development Planning Department in writing that Conditions 11 and 12 have been satisfied.
31. Bell Canada and Alectra Utilities Corporation shall advise the Development Planning Department in writing that Condition 13 has been satisfied.
32. The Canadian National Railway Company shall advise the Development Planning Department that Conditions 14 to 27 have been satisfied.

**ATTACHMENT 2**  
**CONDITIONS OF DRAFT APPROVAL**

**DRAFT PLAN OF CONDOMINIUM (STANDARD) FILE 19CDM-20V006**  
**TESMAR HOLDINGS INC. (THE 'OWNER')**  
**PART OF LOT 15, CONCESSION 4, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE 'CITY') THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF CONDOMINIUM (STANDARD) FILE 19CDM-20V006 (THE 'PLAN'), ARE AS FOLLOWS:**

**City of Vaughan Conditions**

1. The Plan shall relate to a Draft Plan of Condominium (Standard), prepared by R-PE Surveying Ltd., Job No. 15-019, dated July 23, 2020.
2. The Owner shall enter into a Condominium Agreement with the City of Vaughan and shall agree to satisfy any conditions that the City may consider necessary.
3. The Condominium Agreement shall be registered on title against the lands to which it applies at the cost of the Owner.
4. Prior to the registration of the Draft Plan of Condominium, the Owner shall provide documentation to demonstrate how Site Plan Agreement Conditions Nos. 18, 19, 20 and 21 associated with Site Development File DA.14.037, have been satisfied to the satisfaction of the Development Engineering Department.
5. Prior to the registration of the Draft Plan of Condominium, the Owner shall provide a copy of the Declaration that contains the necessary wording to grant easements to provide for access to and the use of the shared facilities including but not limited to driveways, parking areas, loading and waste collection facilities and stormwater management facilities, between the buildings associated with Draft Plan of Condominium Files 19CDM-20V005 and 19CDM-20V006.
6. Prior to the execution of the Condominium Agreement, the Owner shall:
  - a) Submit a pre-registered Plan of Condominium to the Development Planning Department; and
  - b) Obtain approval from the Development Planning Department for Site Development File DA.21.007 to amend Site Development File DA.14.037 and enter into an amending Site Plan Agreement, as required.

7. The following provisions shall be included in the Condominium Agreement:
- a) the Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins;
  - b) snow removal and clearing shall be the responsibility of the Condominium Corporation; and
  - c) upon a successfully completed application, a site inspection, and the execution and registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division as determined by the City, the 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.
8. Prior to final approval, the Owner shall:
- a) submit an "as-built" survey to the satisfaction of the Vaughan Building Standards Department;
  - b) shall confirm to the Vaughan Development Planning Department that they have paid all taxes levied, all additional municipal levies, if applicable, development charges and all financial requirements of this development as may be required by the Vaughan Financial Planning and Development Finance Department. The Owner also certifies acknowledgement of responsibility for the payment of all taxes levied to date, both interim and final, and all taxes levied upon the land after execution of this Agreement, if required, until each unit covered under this Condominium Agreement is separately assessed; and
  - c) the Owner and their solicitor and land surveyor shall confirm that all required easements and rights-of-way for utilities, drainage and construction purposes have been granted to the appropriate authorities.
9. The Condominium Agreement, Condominium Declaration, and all Agreements of Purchase and Sale and/or Lease shall include the following warning clauses as identified in the Site Plan Agreement for Site Development File DA.14.037:
- a) Park:
    - "Purchasers and/or tenants are advised that designated parkland within the community may not be fully developed at the time of

occupancy. The timing of development, phasing and programming of parkland is at the discretion of Vaughan."

- "Purchasers and/or tenants are advised that there may be a neighborhood park in the vicinity of this development and that lighting and noise may be expected from the use of the park for recreation purposes."

b) Caldari Road

- "Purchasers and/or tenants are advised that Caldari Road will be extended northerly to intersect with Rutherford Road in the future in accordance with Vaughan Mills Center Secondary Plan to facilitate development of adjacent lands."

c) Noise

- "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the individual dwelling units, sound levels from increasing road traffic and adjacent employment/industrial uses may on occasion interfere with some activities of the dwelling occupants as the sound level may exceed the Ministry of Environment, Conservation and Parks environmental noise guidelines NPC-300."
- "Purchasers and tenants are advised that the Condominium will be constructed on lands that are classified as "Class 4 Area" lands under the current Ministry of Environment, Conservation and Parks guidelines and that agreements respecting noise mitigation may exist and if so, to be registered on title."
- "Specific warning clauses shall be included in all agreements of purchase and sale and lease, including agreements pertaining to the resale or lease of individual residential condominium units. Such warning clauses shall specify that, notwithstanding the inclusion of certain mitigation features within this development to lessen potential noise, air emissions, dust, odour, vibration, and visual impact from McMillan Rail Yard ("Rail Yard") and the "Existing and Future Industrial Lands" (e.g. Maple Stamping Plant), from time to time noise is likely to be audible, odours may be unpleasant, and dust and light emissions may be bothersome and such potential noise, air emissions, dust, odour, vibration, and visual impact may impact the enjoyment of indoor and outdoor areas of the development. The "Rail Yard" and the "Existing and Future Industrial Lands" will not be responsible for any complaints or claims arising from any of the activities at or relating to such facilities, property or operations thereon."

**Region of York**

10. Prior to final approval, the Owner shall:

- a) Execute a Site Plan Agreement with the Region of York under file number SP-V-054-14/SP.14.V.0144;
- b) Provide confirmation to the Region of York that all of the conditions of the Site Plan Agreement York under file number SP-V-054-14/SP.14.V.0144 have been satisfied;
- c) Confirm that all of the works within the Regional right-of-way have been completed to the satisfaction of the Region or that Region holds sufficient securities to cover the cost of any outstanding works. Should there be insufficient securities to cover the cost of the remaining works, the Owner shall arrange for the deposit of additional securities in the amount sufficient to cover the cost of all outstanding works;
- d) Provide confirmation to the Region of York that all Transfers of Obligation have been completed where Regional Agreements require the responsibility to change from the Owner to the Condominium Corporation; and
- e) Include in all Agreements of Purchase and Sale and/or Lease, Condominium Agreement, Condominium Declaration the following clause:  
  
“Despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building’s occupants.”

**Canada Post**

- 11. The Owner must supply, install, and maintain a centralized mailbox facility (rear-fed mailroom) and adjacent to the main entrance for the residential units to Canada Post’s specifications.
- 12. The Owner must supply provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building’s lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

**Utilities Conditions**

- 13. The Owner is required to confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority.



**Canadian National Railway Company ('CN')**

Prior to final approval, the Owner shall satisfy the following conditions of CN:

14. The Owner agrees to enter into with Canadian National Railway Company ("CN") and register against title to the subject lands an agreement under the Industrial and Mining Lands Compensation Act, and to require installation and maintenance of the noise and vibration mitigation measures required by CN. The agreement shall be in CN's standard form.
15. The definition of "common elements" in the Condominium Declaration shall be defined such that (i) all noise mitigation measures that are part of or contained within that condominium development are part of the common elements and not part of any residential unit, and such that (ii) no owner of a residential unit shall be permitted to make any alterations to, or to damage, or to remove any such noise mitigation measures (and such that such provision can be enforced by the condominium corporation as against the owner of the particular residential unit), and (iii) without limiting the foregoing, any windows, doors, walls or other structures located behind an Enclosed Noise Buffer (as defined in Guideline NPC 300 of the Ontario Ministry of the Environment, Conservation & Parks) shall also form part of the common elements of the condominium corporation.
16. The Declaration shall also include the following clauses as a separate section:

Section \*\* - Canadian National Railway Agreement

- (a) Purchasers, owners and tenants of the Property are advised that the Property is subject to an agreement with Canadian National Railway Company dated March 3, 2017 (the "CN Agreement"). The CN Agreement contains, inter alia, maintenance requirements for the sound attenuation materials on the Property; requirements for assumption of obligations of the owner of the Property; a release of Canadian National Railway Company for any existing or future claims; acknowledgment requirements for warning clauses; and obligations to obtain agreements from subsequent purchasers of Units in the Property.
- (b) The Corporation shall assume and comply with all requirements of the CN Agreement, including, without limitation, the maintenance, repair and replacement of all sound attenuation materials on the Property and within the Building. The foregoing shall be undertaken by the Corporation on behalf of all Owners and the costs of which shall form common expenses of the Corporation. The Corporation must enforce all obligations of Owners to repair and maintain such of the noise attenuation installations and materials that are located within the particular Unit, so that the general noise attenuation standards applicable to the Building continue to be met at all times.

- (c) Each Owner, tenant and occupant of the Property shall comply with the CN Agreement and the Corporation's requirements in respect of any matter arising from or relating to the CN Agreement, including, without limitation, execution of an agreement in the form prescribed by the CN Agreement.
- (d) The Corporation is authorized to enter into any one or more assumption agreements, covenants, undertakings, acknowledgments, releases or other documents required by or pursuant to the CN Agreement.
- (e) Pursuant to the CN Agreement, all persons presently having or who may in the future acquire any interest in the Owner's Lands (also referred to as the "Subject Lands") is hereby notified as follows:
  - 1. That Canadian National Railway Company (CN) is the owner of certain lands known as its McMillan Rail Yard (the "CN Lands"). The Subject Lands are located within the environmental influence area of the McMillan Rail Yard as a Class 3 Industrial Facility under the Ministry of Environment Guideline D. The CN Lands are now and will continue to be used for the present and future railway and trucking facilities and operations of CN on a continuous basis (24 hours of each day in each year) including, without limitation, the operation and idling of diesel locomotives and trucks with the generation of diesel fumes and odors, 24 hours a day artificial lighting of the CN Lands which may illuminate the sky, the loading, unloading and switching of rail cars containing bulk and other commodities including hazardous substances and/or goods containing the same, and the operation of various processes for the maintenance of rail equipment;
  - 2. That the use of such present and future railway and/or trucking facilities and operations may result in the discharge, emanation, emission, emptying, expelling, releasing or venting upon or other effect onto the Subject Lands at any time during the day or night of or by dust, smoke, fumes, odors and other gaseous and/or particulate matter, noise, vibration, electromagnetic interference ("EMI"), stray current and other sounds, light, liquids, solids and other emissions of every nature and kind whatsoever (herein collectively called the "Operational Emissions"), any or all of which may be annoying, unpleasant, intrusive or otherwise adversely affect the use and enjoyment of the Subject Lands or any part thereof notwithstanding the inclusion of features within the development of the Subject Lands which are intended to attenuate, lessen or otherwise minimize or eliminate the impact of the Operational Emissions upon the use and enjoyment of the Subject Lands;

3. That CN, its operators, licensees, agents, tenants, occupants, invitees, and customers will not be responsible for any complaints or claims by or on behalf of the owner and occupants of the Subject Lands from time to time arising from or out of or in any way in connection with the operation of the CN Lands and/or the Operational Emissions and any and all effects thereof upon the use and enjoyment of the Subject Lands or any part thereof, and whether arising from (i) the presently existing facilities and operations of CN, and its operators, licensees, agents, tenants, occupants, invitees, and customers upon or from the CN Lands or from (ii) any and all future renovations, additions, expansions and other changes to such facilities and/or future expansions, extensions, increases, enlargements and other changes to such operations, which could include the acquisition of additional lands for the purpose of expanding the facilities and operations of CN in relation to the CN Lands;
4. That CN shall not be required to change any of its facilities or operations upon the CN Lands as a result of or in response to any such complaints or claims;
5. That CN may in the future renovate, add to, expand or otherwise change its facilities on the CN Lands and/or expand, extend, increase, enlarge or otherwise change its operations conducted upon the CN Lands;
6. Owners, tenants, guests and all other occupants, invitees and users of any portion of the Subject Lands and the Condominium or any part thereof may be required by Governmental Authorities to evacuate the Condominium and the Subject Lands by reason of a hazardous situation upon or an accidental release of hazardous substances from the CN Lands;
7. A permanent and perpetual easement or right and interest in the nature of a permanent and perpetual easement has been or will be granted to CN over, under, along and upon the whole of the Subject Lands and every part thereof for the purposes of permitting the Operational Emissions;
8. That an agreement under the Industrial and Mining Lands Compensation Act has been entered into between the Owner of the whole of the Subject Lands and CN releasing any right any owner may have now or in the future to sue CN, its customers, invitees, lessees and/or licenses for nuisance arising out of the operation of

an activity at the CN Lands including any noise, vibration, light, dust, odour, particulate matter emanating therefrom;

9. In accordance with the required restrictive covenant in favour of CN that will run with title to the Subject Lands and the Condominium units and form part of the Declaration, each owner and/or lessee of a unit with sealed inoperable exterior windows may not replace the exterior sealed inoperable windows in such unit with windows that may open;
10. Within seven (7) days of registration of any Transfer of all or any portion of the Subject Lands in favour of any Purchaser or of a tenant occupying all or any portion of the Lands, the Purchaser and the tenant shall by written agreement under seal delivered to CN:
  - i. acknowledge that he/she has read and is aware of the above-noted and below-noted warning and indemnity clauses provided to him or her by the vendor in the purchase agreement, and of each of the Easement, and Industrial Agreement which will be or has been entered into between the Land Owner and CN, and which agreement will be or has been registered against title to and run(s) with the Subject Lands;
  - ii. agree to fully and forever release and discharge CN from any and all actions, causes of action, proceedings, claims and demands of every nature and kind whatsoever which such Purchaser or tenant has had, now has or may in the future have against CN at law or in equity and directly or indirectly, and from and against any and all liabilities, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which such Purchaser or tenant now has or may incur in the future, at law or in equity and directly or indirectly, whether arising from or out of or in any way in connection with the Operational Emissions which are in conformity with federal regulations governing same or certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in any of the aforementioned Easement, and Industrial Agreement or both, any and all effects thereof upon the use and enjoyment of the Condominium and the Subject Lands or any part thereof;
  - iii. agree to jointly and severally with all other such persons indemnify and save CN harmless from and against any and

all actions, causes of action, proceedings, claims, demands, liabilities, damages, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which may be made against or incurred by CN and arising at law or in equity and directly or indirectly from or out of or in any way in connection with one or more of the Operational Emissions which are in conformity with federal regulations governing same and certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in each of the aforementioned Easement, and Industrial Agreement, and any and all effects of both upon the use and enjoyment of any or all of the Condominium and the Subject Lands or any part thereof; and

- iv. the Purchaser agrees to obtain from any subsequent purchaser or transferee the above-noted acknowledgement, release and indemnity in favour of CN and to deliver same to CN upon request.

- 11. For units of buildings on the site that have unenclosed balconies, patios or terraces: Noise levels from CN's MacMillan Rail Yard on the CN Lands may exceed the maximum noise limits of Ministry of the Environment, Conservation and Parks ("MOECP") criteria as defined in Guideline NPC 300 of the Ontario Ministry of the Environment & Climate Change in any outdoor areas accessible from your unit. Such outdoor areas have not been designed to be used as Outdoor Living Areas as defined in Guideline NPC 300 of the Ontario Ministry of the Environment & Climate Change . Among other things, noise levels from activities from the CN MacMillan Rail Yard could potentially cause discomfort or annoyance and/or interrupt conversations in these outdoor areas.

- 17. The Declarant shall cause the Condominium Corporation to, and the Condominium Corporation shall, enter into an agreement with Canadian National Railway Company whereby the Condominium Corporation shall assume and covenant to comply with the CN Agreement and the requirements thereof in respect of all matters relating to or arising from the CN Agreement, including covenants not to alter or remove any noise mitigation elements or features without the prior consent of Canadian National Railway Company, all as further defined and required in Condition #3 above (being the Section titled "Canadian National Railway Agreement"), including, without limitation, the maintenance and repair of all noise, sound and other attenuation materials described in the CN Agreement.

18. The Condominium Agreement entered into between the City and the Owner shall include the requirement that the Condominium Corporation shall enforce all obligations of unit owners in such Condominium to repair and maintain such of the noise attenuation installations and materials that are located within the particular condominium unit, so that the general noise attenuation standards applicable to the condominium structure and lands continue to be met at all times. The Declaration for the condominium shall require unit owners to repair and maintain such of the noise attenuation installations and materials that are located within the particular condominium unit, so that the general noise attenuation standards applicable to the condominium structure and lands continue to be met at all times.
19. (a) The Condominium Agreement entered into between the City and the Owner shall include the requirement that the Declarant cause, within seven (7) days of registration of any transfer of all or any portion of the Subject Lands to which it is a party (including any condominium unit) in favour of any Purchaser or of a tenant occupying all or any portion of the Lands, the Purchaser or the tenant to execute and deliver to CN a written agreement under seal (the "Agreement") by which the Purchaser or the tenant (respectively):
- (i) acknowledge that he/she has read and is aware of the above-noted and below-noted warning and indemnity clauses provided to him or her by the vendor in the purchase agreement, and of each of the Easement, and CN Agreement which will be or has been entered into between the land owner and CN, and which agreement will be or has been registered against title to and run(s) with the Subject Lands;
  - (ii) agree to fully and forever release and discharge CN from any and all actions, causes of action, proceedings, claims and demands of every nature and kind whatsoever which such Purchaser or tenant has had, now has or may in the future have against CN at law or in equity and directly or indirectly, and from and against any and all liabilities, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which such Purchaser or tenant now has or may incur in the future, at law or in equity and directly or indirectly, whether arising from or out of or in any way in connection with the Operational Emissions which are in conformity with federal regulations governing same or certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in any of the aforementioned Easement, and CN Agreement or both, any and all effects thereof upon the use and enjoyment of the Condominium and the Subject Lands or any part thereof; and
  - (iii) agree to jointly and severally with all other such persons indemnify and save CN harmless from and against any and all actions, causes of action,

proceedings, claims, demands, liabilities, damages, costs and expenses (including, without limitation, legal costs on a solicitor and his own client basis) of every nature and kind whatsoever which may be made against or incurred by CN and arising at law or in equity and directly or indirectly from or out of or in any way in connection with one or more of the Operational Emissions which are in conformity with federal regulations governing same and certain Operational Emissions which are not in conformity with federal regulations governing the same, as more particularly described in each of the aforementioned Easement, and Industrial Agreement, and any and all effects of both upon the use and enjoyment of any or all of the Condominium and the Subject Lands or any part thereof; and

- (iv) the Purchaser agrees to obtain from any subsequent purchaser or transferee the above-noted acknowledgement, release and indemnity in favour of CN and to deliver same to CN upon request.

(b) The Condominium Agreement entered into between the City and the Owner shall include the requirement that the Declarant cause the Condominium Declaration to include a provision that also obliges the condominium corporation to cause an Agreement to be executed and delivered to CN, as described and in the circumstances described in Condition 6(a) above.

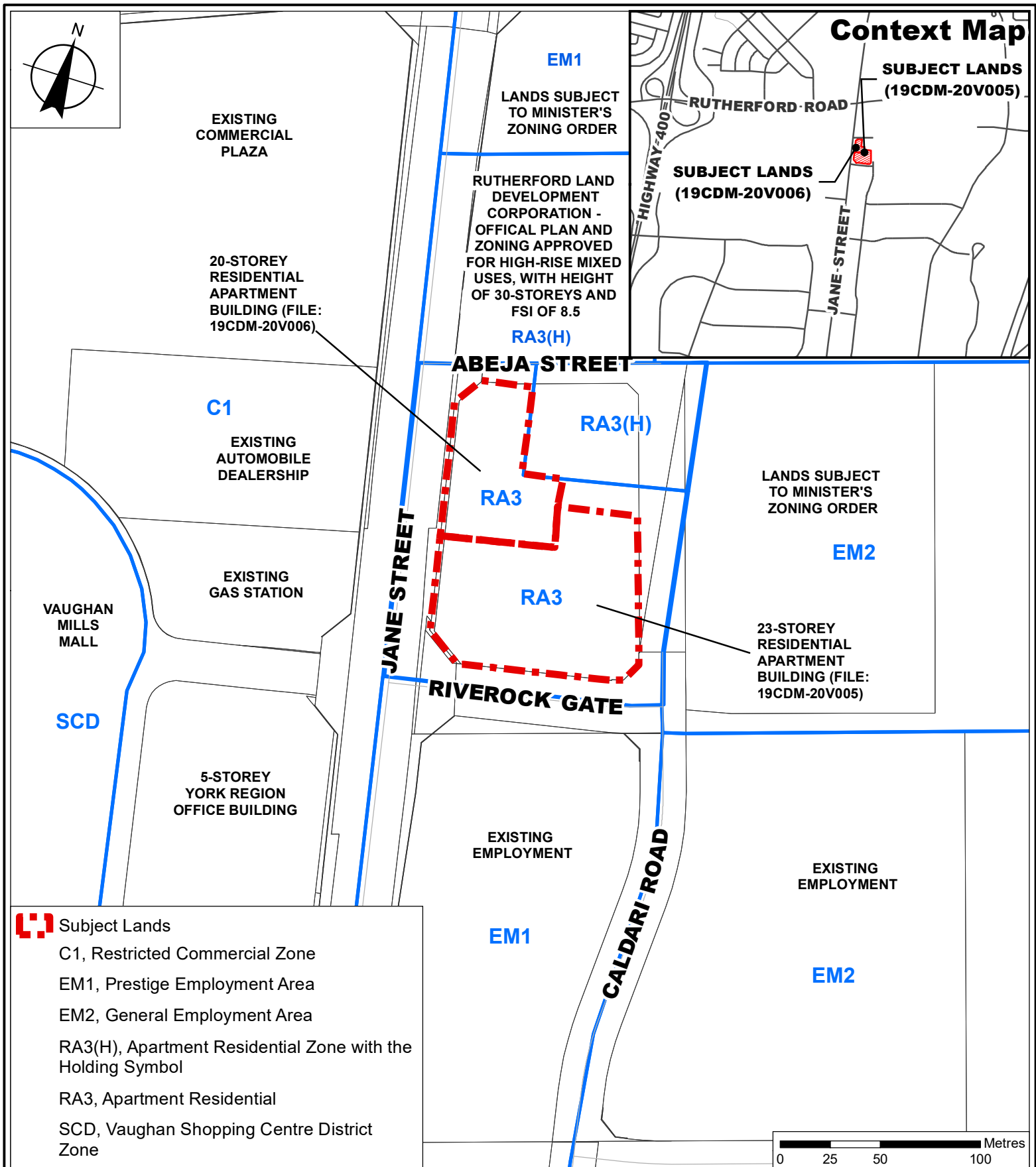
- 20. The Owner shall pay CN its reasonable costs of reviewing the application and conditions of approval.
- 21. The Owner shall enter into a Condominium Agreement with the City of Vaughan to implement the CN Conditions listed herein. The Condominium Agreement shall require that it be registered on title and will not be cleared from title to remain on title in perpetuity.
- 22. The Owner shall agree in the Condominium Agreement that prior to the issuance of a building permit in respect of any residential building or units proposed to be constructed on the lands, written confirmation by an Acoustical Engineer shall be submitted by the Owner to the City and to CN, that the builder's plans for such building shall incorporate mandatory air conditioning as the primary means of ventilation for all units and such other noise mitigation measures as are required in accordance with the Minutes of Settlement between Tesmar and CN executed March 3, 2017.
- 23. The Owner shall agree in the Condominium Agreement to include in all offers or agreements of purchase and sale or lease, respecting lands proposed for residential uses within the plan the warning clauses which are set out in Condition 3(e) above (the "Warning Clauses").

24. The Owner shall agree in the Condominium Agreement that the Warning Clauses shall also be included in any residential condominium disclosure statement applicable to the Owner's lands or any portion thereof.
25. The Owner shall agree in the Condominium Agreement that prior to any residential condominium unit(s) on the Lands receiving final inspection and release for occupancy, an Acoustical Engineer shall confirm that the residential unit(s) is in compliance with the certified plans and any conditions or requirements contained in the confirmations required pursuant to Condition 10. The Owner shall provide copies of this confirmation of compliance to CN upon request.
26. The Owner shall agree in the Condominium Agreement to include in all the Condominium Declarations created or registered respecting the Project Lands that each owner and/or lessee of a unit with sealed inoperable bedroom windows may not replace the exterior sealed inoperable windows in their unit with windows that may open.
27. Prior to the Deputy City Manager of Planning & Growth Management, or his designate, or the Local Planning Appeal Tribunal, as the case may be, signing the final plan, it is necessary that the City's Development Planning Department first be advised by CN acting reasonably and in a timely fashion that the Owner has satisfied the Conditions in Numbers 14 through 26 above to CN's satisfaction. Ten calendar days after CN receives an executed copy of the Condominium Agreement, it will respond to a request by the City as to whether Conditions 14 through 26 above have been satisfied.

#### **Clearances**

28. The Development Planning Department shall advise that Conditions 1 to 9 have been satisfied.
29. The Region of York shall advise the Development Planning Department in writing that Condition 10 has been satisfied.
30. Canada Post shall advise the Vaughan Development Planning Department in writing that Conditions 11 and 12 have been satisfied.
31. Bell Canada and Alectra Utilities Corporation shall advise the Vaughan Development Planning Department in writing that Condition 13 has been satisfied.
32. The Canadian National Railway Company shall advise the Development Planning Department that Conditions 14 to 27 have been satisfied





## Context and Location Map

**LOCATION:**  
Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

**APPLICANT:**  
Tesmar Holdings Inc.

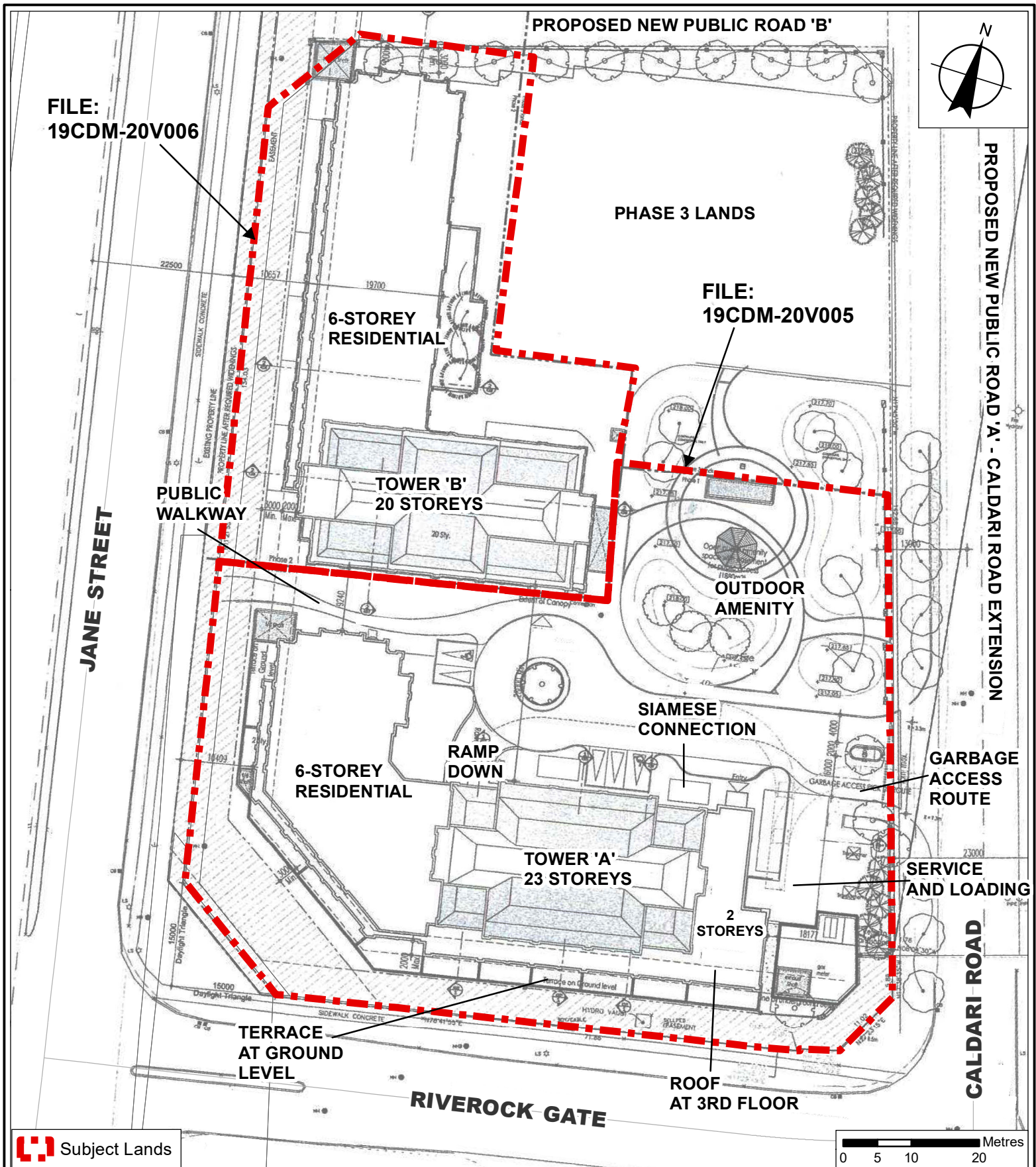


## Attachment

**FILES:** 19CDM-20V005 and  
19CDM-20V006  
**RELATED FILES:** OP.05.020,  
Z.07.029 and DA.14.037  
**DATE:** June 1, 2021

**3**





# **Approved Site Plan** **File DA.14.037**

**LOCATION:** Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

**APPLICANT:** Tesmar Holdings Inc.



## **Attachment**

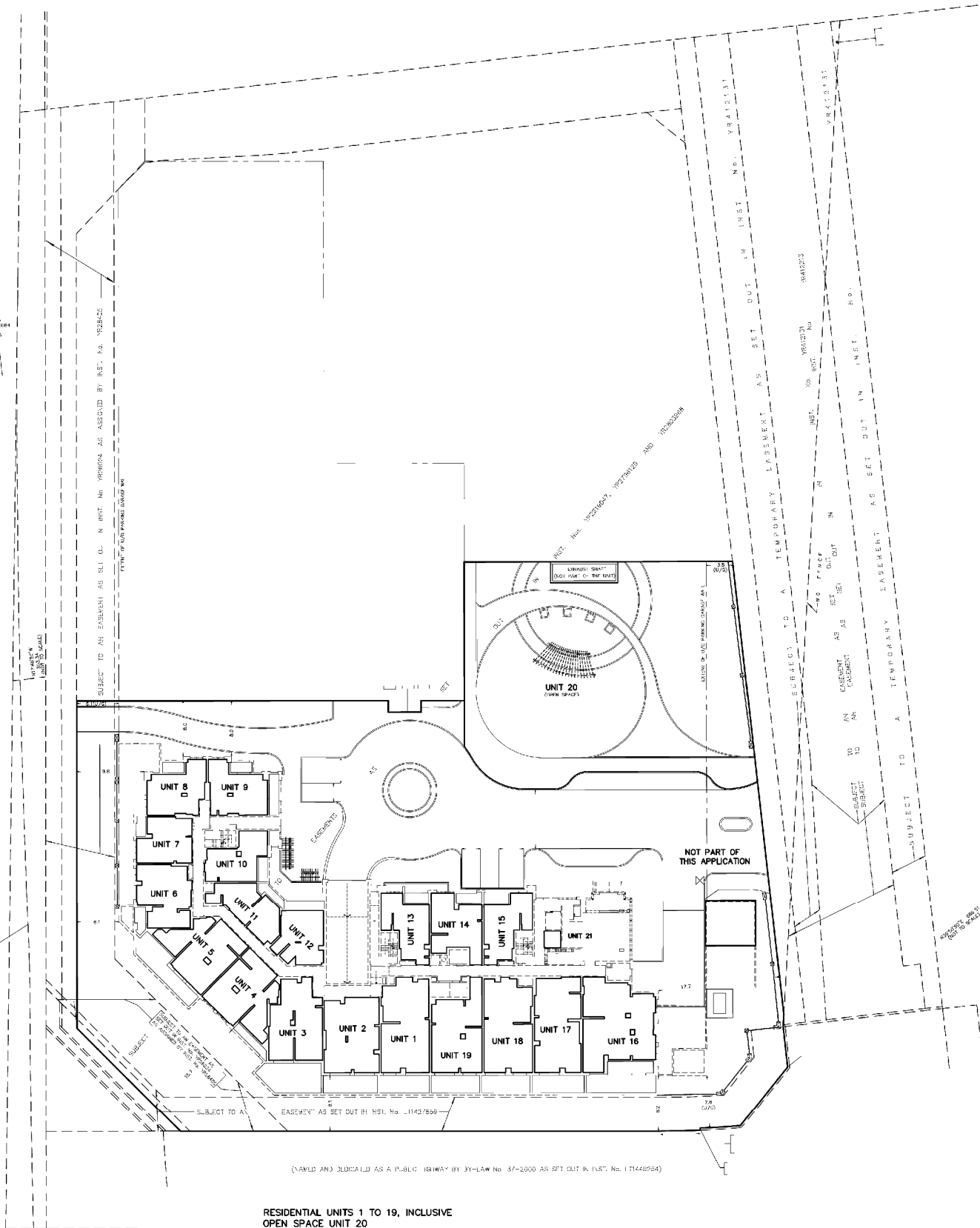
**FILES:** 19CDM-20V005 and  
19CDM-20V006

**RELATED FILES:** OP.05.020,  
Z.07.029 and DA.14.037

**DATE:** June 1, 2021



(ROAD ALLOWANCE BETWEEN CONCESSIONS 4 AND 5)  
(BY BY-LAW R-670-80-12B, INST. No. R2E1406)



Not to Scale

## Draft Plan of Condominium (Standard)

### File: 19CDM-20V005 - Level 1

LOCATION: Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

#### APPLICANT:

Tesmar Holdings Inc.



## Attachment

FILES: 19CDM-20V005 and  
19CDM-20V006

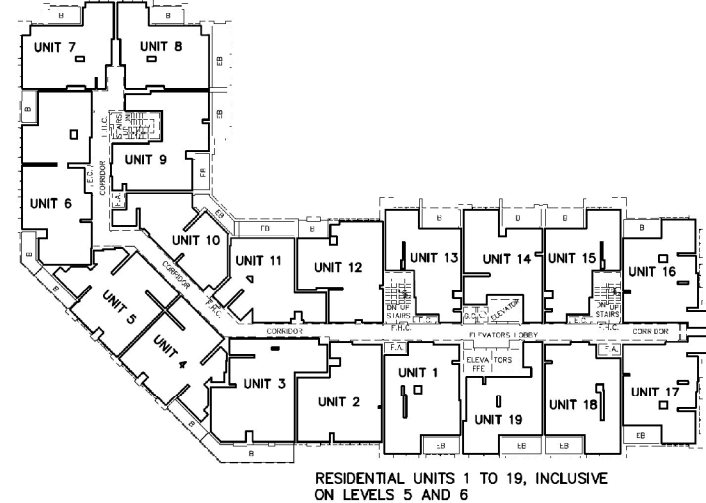
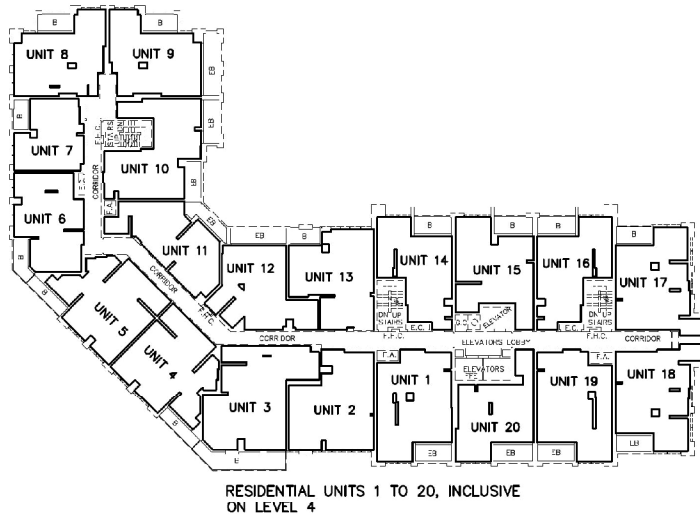
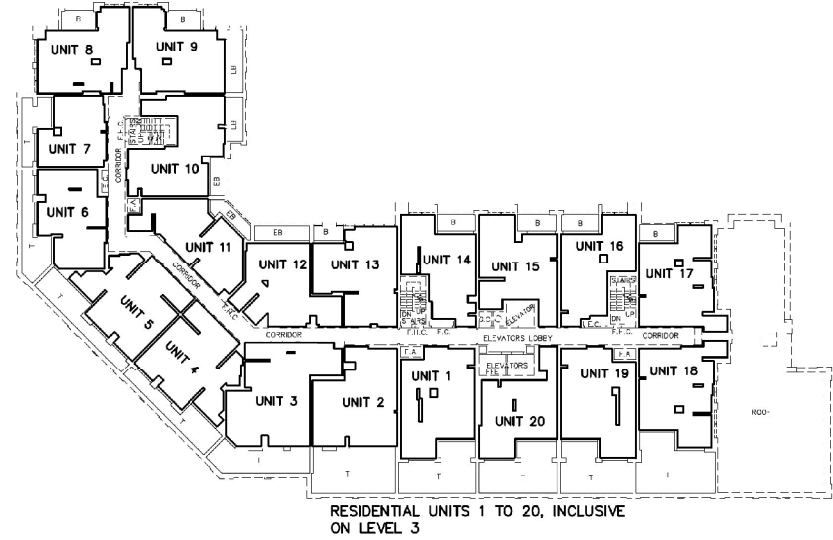
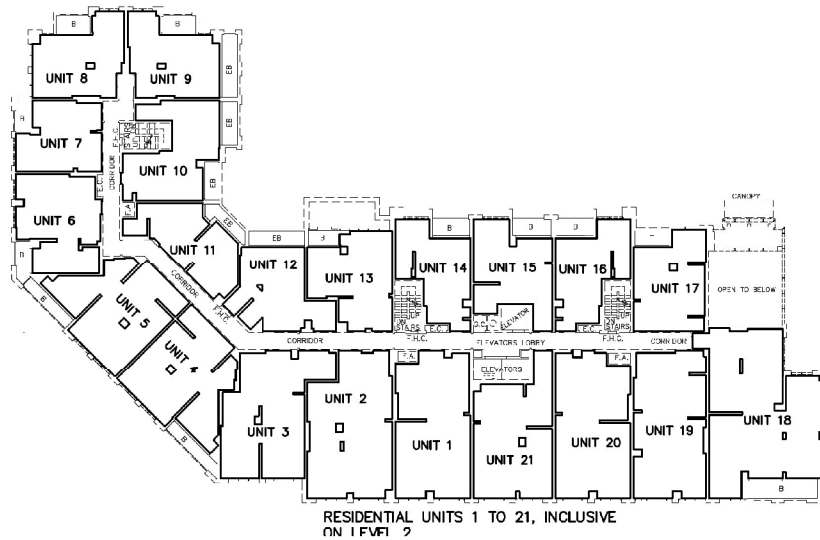
RELATED FILES: OP.05.020,  
Z.07.029 and DA.14.037

DATE: June 1, 2021

5







Not to Scale

## Draft Plan of Condominium (Standard) File 19CDM-20V005 - Levels 2 to 6

**LOCATION:** Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

**APPLICANT:** Tesmar Holdings Inc.

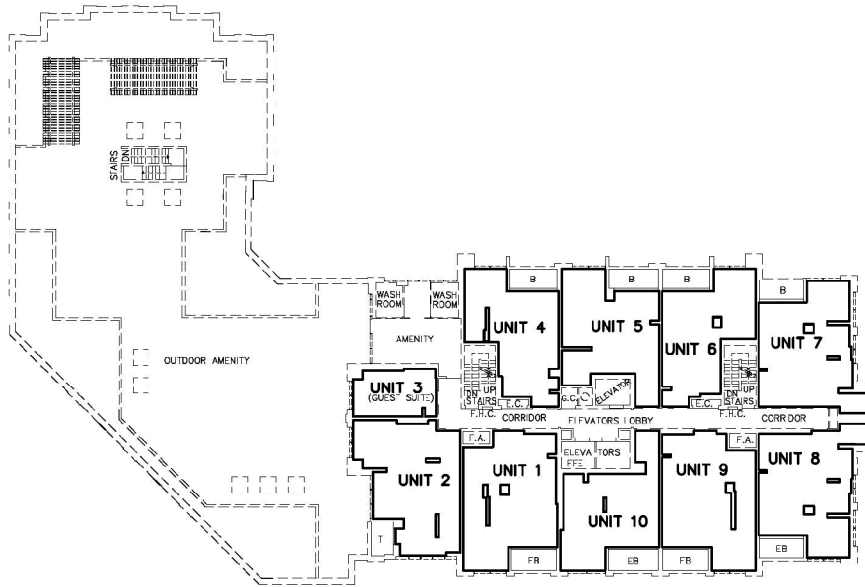


**Attachment**  
FILES: 19CDM-20V005 and  
19CDM-20V006  
RELATED FILES: OP.05.020,  
Z.07.029 and DA.14.037  
DATE: June 1, 2021

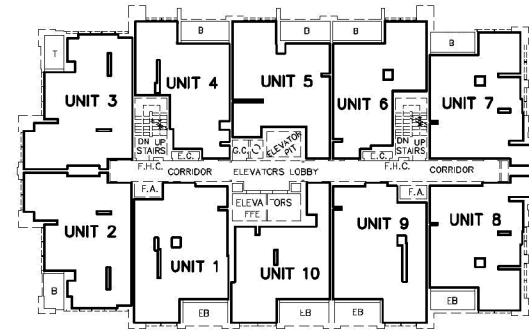
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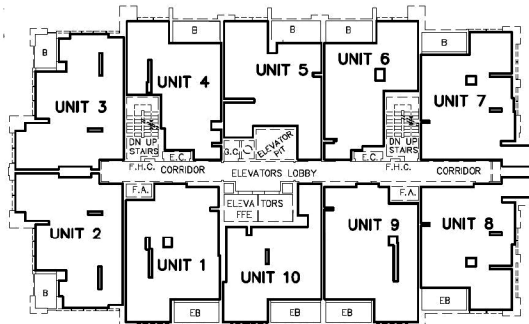




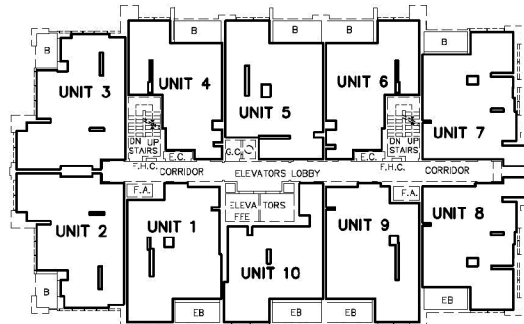
RESIDENTIAL UNITS 1, 2 AND 4 TO 10, INCLUSIVE  
GUEST SUITE UNIT 3 ON LEVEL 7



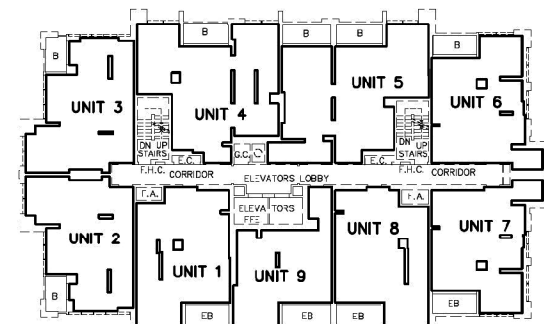
RESIDENTIAL UNITS 1 TO 10, INCLUSIVE  
ON LEVEL 8



RESIDENTIAL UNITS 1 TO 10, INCLUSIVE  
ON LEVEL 9



RESIDENTIAL UNITS 1 TO 10, INCLUSIVE  
ON LEVELS 10 TO 19, INCLUSIVE



RESIDENTIAL UNITS 1 TO 9, INCLUSIVE  
ON LEVELS 20 TO 23, INCLUSIVE

Not to Scale

## Draft Plan of Condominium (Standard) File 19CDM-20V005 - Levels 7 to 23

LOCATION: Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

APPLICANT: Tesmar Holdings Inc.



## Attachment

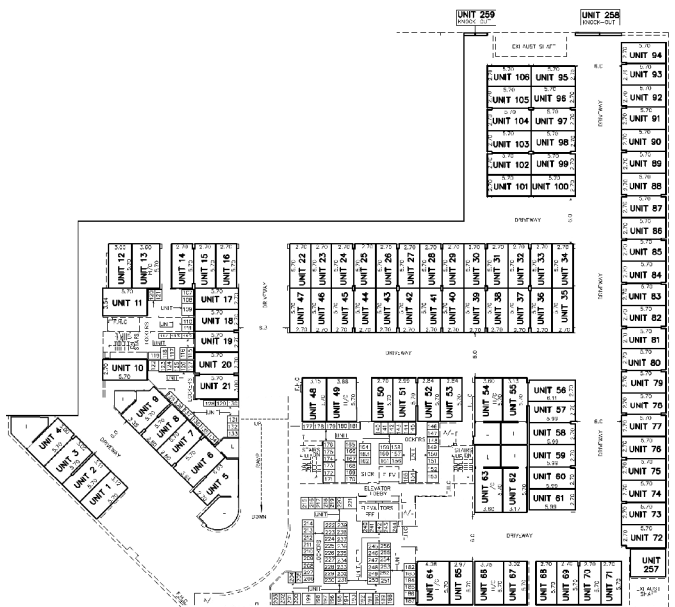
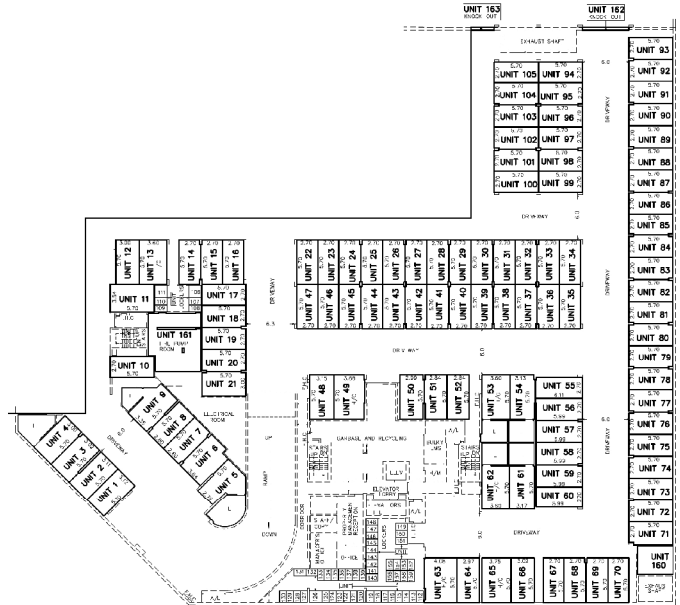
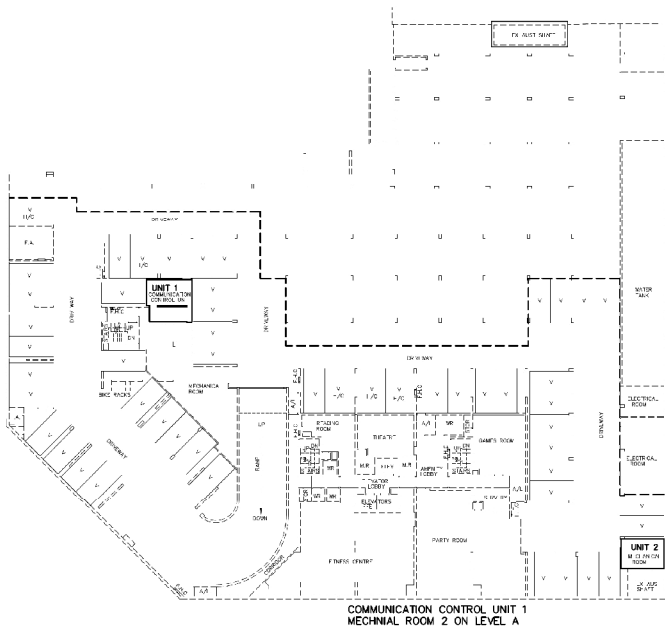
FILES: 19CDM-20V005 and  
19CDM-20V006

RELATED FILES: OP.05.020,  
Z.07.029 and DA.14.037

DATE: June 1, 2021

7





Not to Scale

# Draft Plan of Condominium (Standard) File 19CDM-20V005 - Underground Levels A, B, C and D

LOCATION: Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

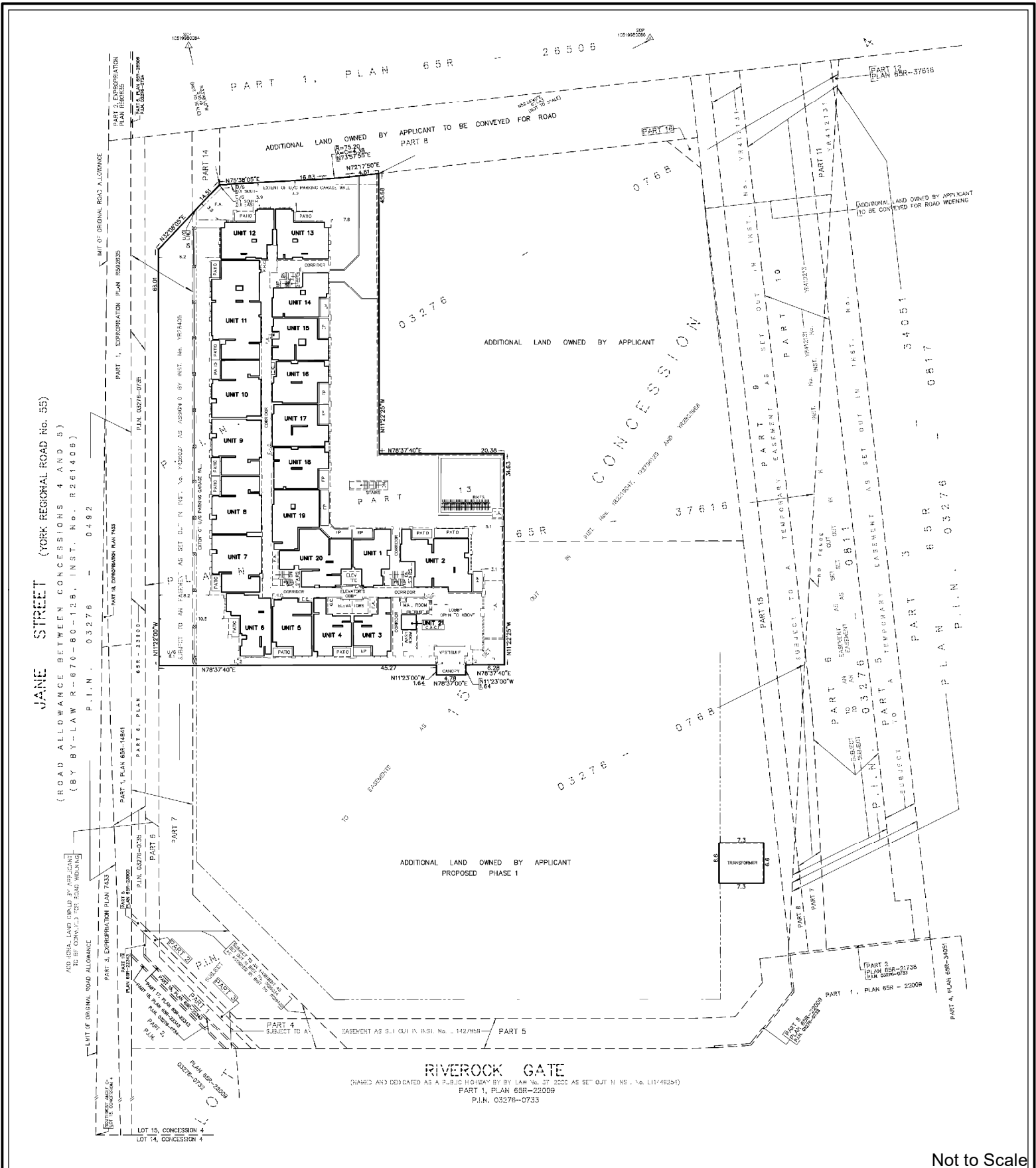
APPLICANT: Tesmar Holdings Inc.



**Attachment**  
FILES: 19CDM-20V005 and  
19CDM-20V006  
RELATED FILES: OP.05.020,  
Z.07.029 and DA.14.037  
DATE: June 1, 2021

8





# **Draft Plan of Condominium (Standard)** **File 19CDM-20V006 - Level 1**

**Location:** Part of Lot 15, Concession 4  
 9075 and 9085 Jane Street

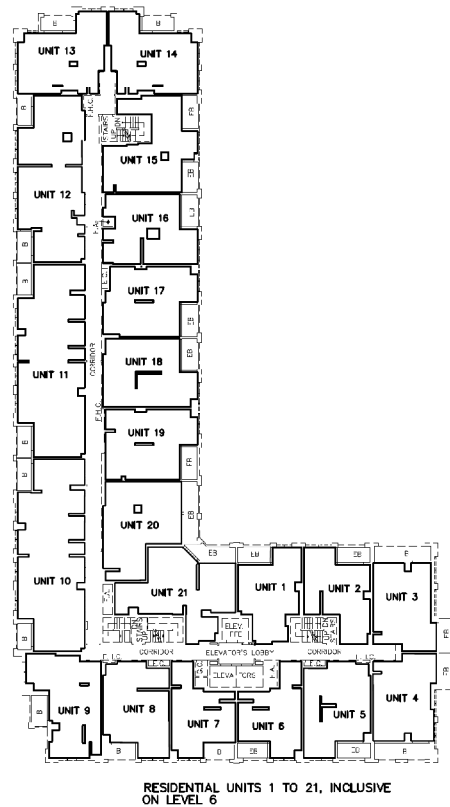
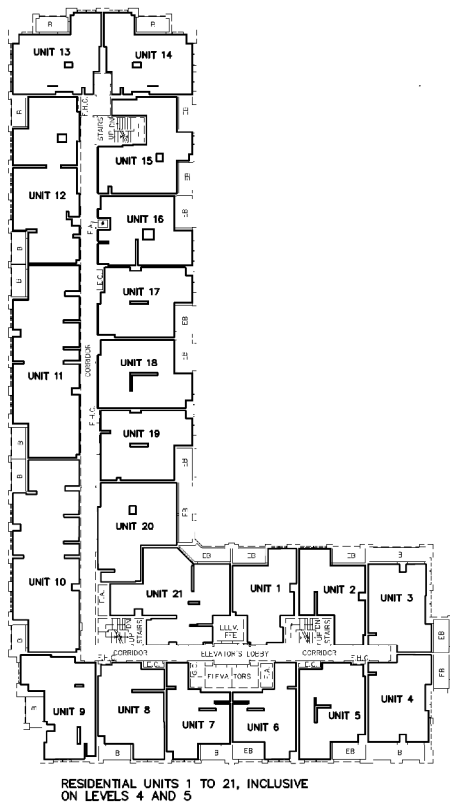
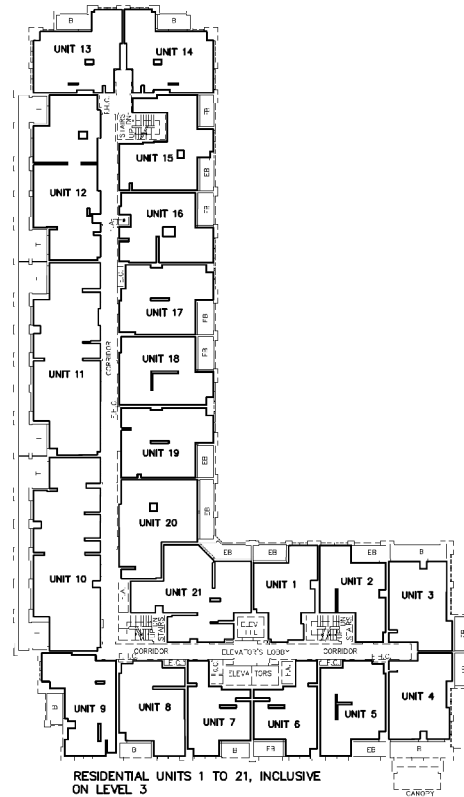
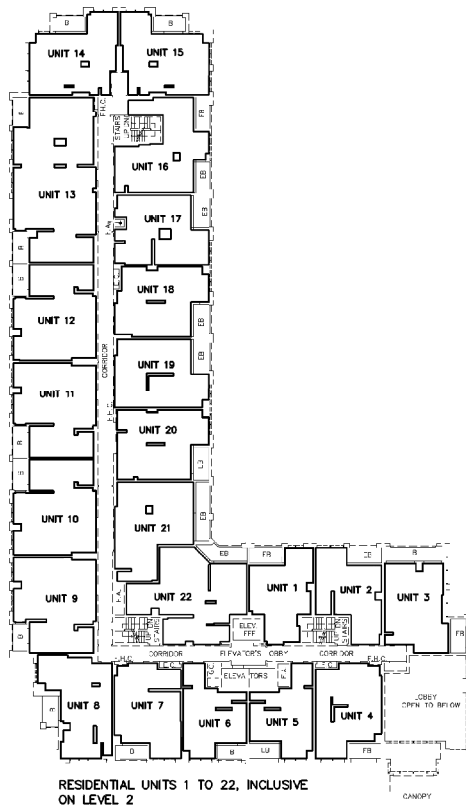
**APPLICANT:**  
 Tesmar Holdings Inc.



**Attachment**  
 FILES: 19CDM-20V005 and  
 19CDM-20V006  
 RELATED FILES: OP.05.020,  
 Z.07.029 and DA.14.037  
 DATE: June 1, 2021

9





Not to Scale

## Draft Plan of Condominium (Standard) File 19CDM-20V006 - Levels 2 to 6

**LOCATION:** Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

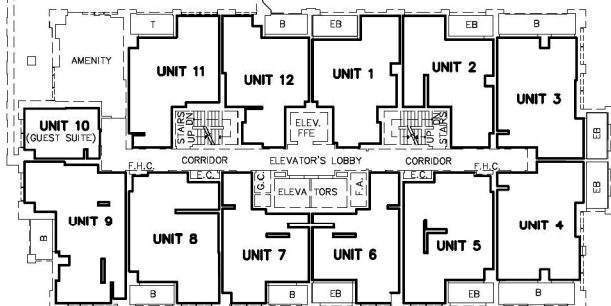
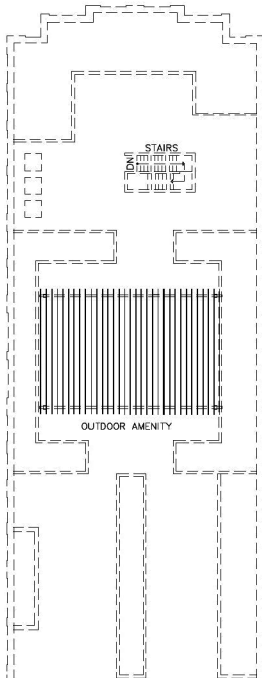
**APPLICANT:**  
Tesmar Holdings Inc.



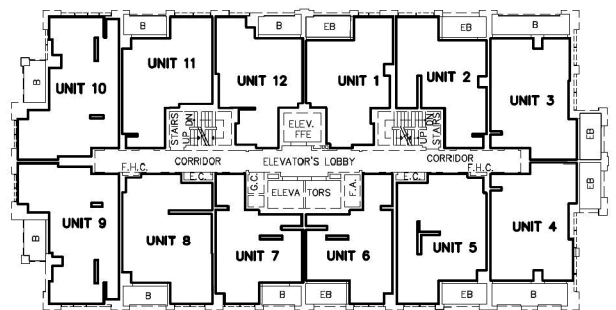
**Attachment**  
**10**  
FILES: 19CDM-20V005 and  
19CDM-20V006  
RELATED FILES: OP.05.020,  
Z.07.029 and DA.14.037  
DATE: June 1, 2021



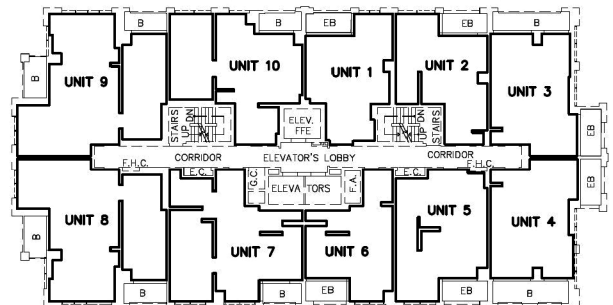




RESIDENTIAL UNITS 1 TO 9, INCLUSIVE, 11 AND 12  
GUEST SUITE UNIT 10  
ON LEVEL 7



RESIDENTIAL UNITS 1 TO 12, INCLUSIVE ON LEVELS 8 TO 16, INCLUSIVE



RESIDENTIAL UNITS 1 TO 10, INCLUSIVE ON LEVELS 17 TO 20, INCLUSIVE

Not to Scale

## Draft Plan of Condominium (Standard) File 19CDM-20V006 - Levels 7 to 20

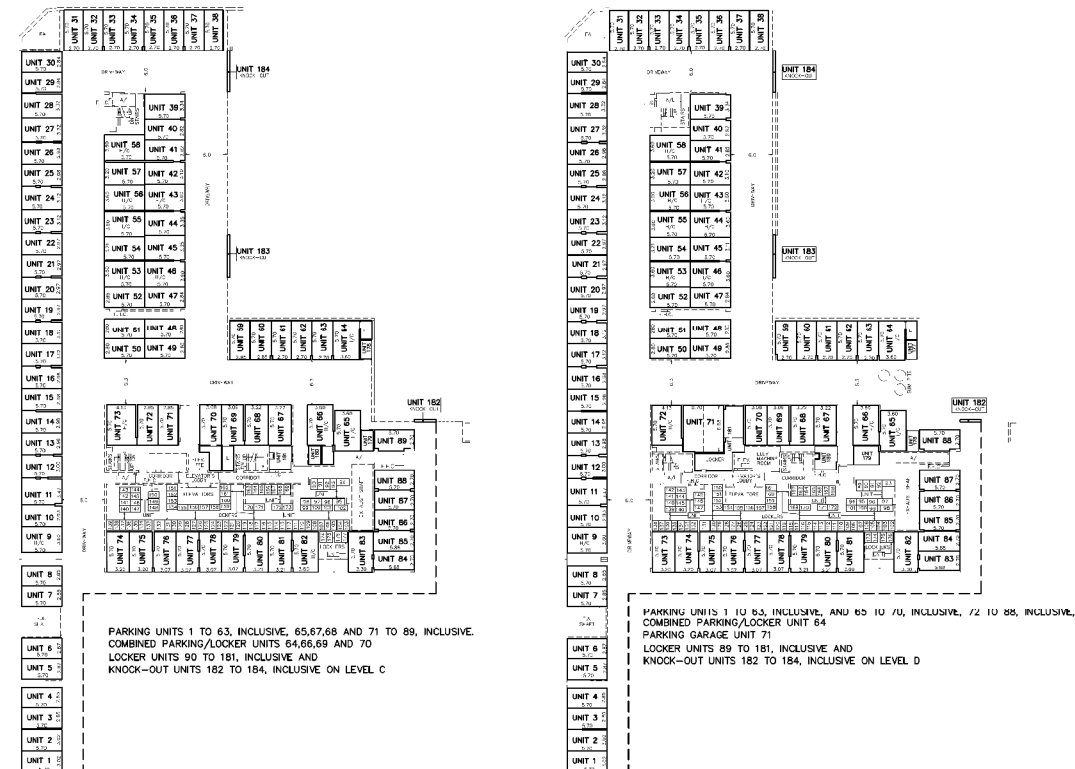
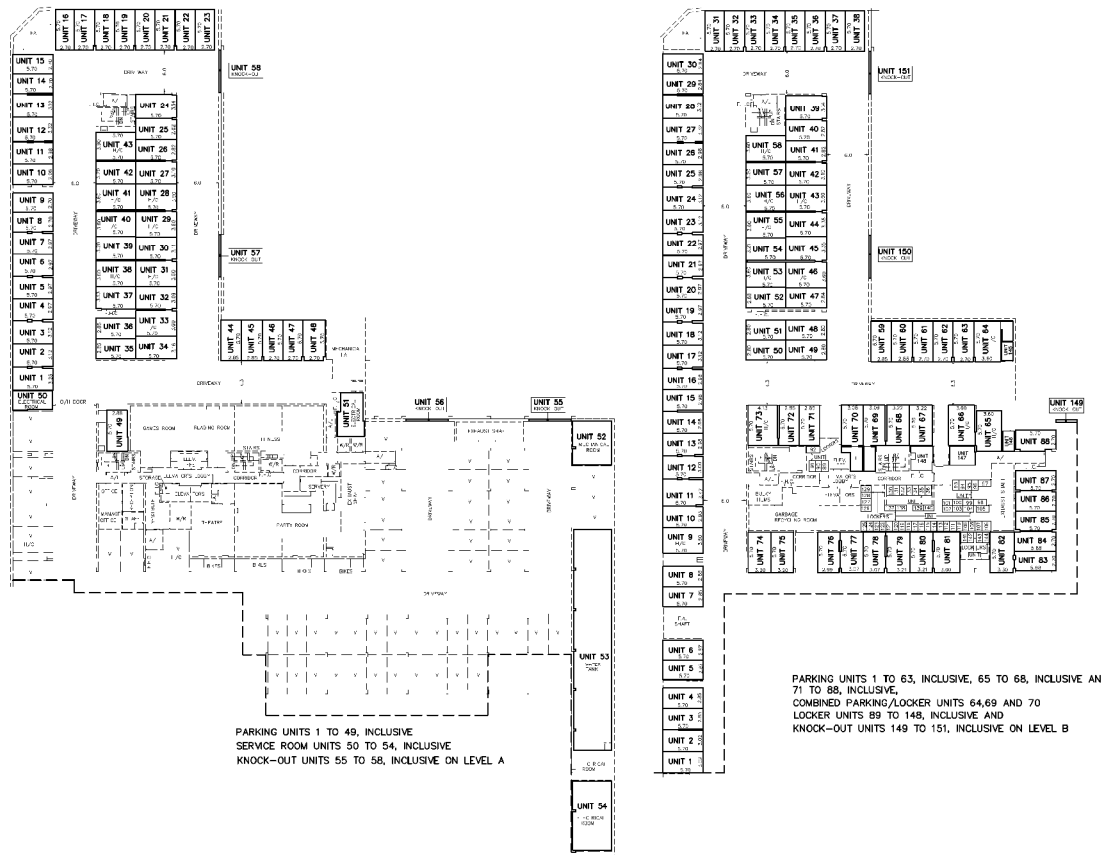
**LOCATION:** Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

**APPLICANT:**  
Tesmar Holdings Inc.



**Attachment**  
**11**  
FILES: 19CDM-20V005 and  
19CDM-20V006  
RELATED FILES: OP.05.020,  
Z.07.029 and DA.14.037  
DATE: June 1, 2021





Not to Scale

# Draft Plan of Condominium (Standard) File 19CDM-20V006 - Underground Levels A, B, C and D

LOCATION: Part of Lot 15, Concession 4  
9075 and 9085 Jane Street

APPLICANT: Tesmar Holdings Inc.





## Committee of the Whole (1) Report

---

**DATE:** Tuesday, June 01, 2021

**WARD(S):** 4

**TITLE:** PROPOSED STREET NAME

DRAFT PLAN OF SUBDIVISION FILE 19T-18V001

RELATED FILE DA.19.010

RUTHERFORD LAND DEVELOPMENT CORPORATION

VICINITY OF RUTHERFORD ROAD AND JANE STREET

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

---

**Purpose**

To seek approval to name a street “Abeja Street”, located within the lands identified by Draft Plan of Subdivision File 19T-18V001 and the property to the immediate south, as shown on Attachment 1.

**Report Highlights**

- The applicant is seeking approval to name a street “Abeja Street”, located within the lands identified by Draft Plan of Subdivision File 19T-18V001 and the property to the immediate south
- The name “Abeja” is the Spanish word for honeybee and aligns with the green roof top design character of the future residential buildings
- The proposed street in Draft Plan of Subdivision File 19T-18V001 is shared (50%) with the property to the immediate south, owned by Tesmar Holdings Inc. who advised they agree with the proposed street name
- 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**

1. That the following street name for the proposed street located within the lands identified by Draft Plan of Subdivision File 19T-18V001 and the property to the immediate south as shown on Attachment 1, BE APPROVED:

### **Proposed Name**

Abeja Street

## **Background**

The Development Planning Department received an application to name a street located within the lands identified in Draft Plan of Subdivision File 19T-18V001 and the lands to the immediate south. The proposed street name “Abeja Street” aligns with the green roof top design character of the future residential buildings.

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

The Owner is seeking approval to name a street “Abeja Street”, located within the lands identified by Draft Plan of Subdivision File 19T-18V001 and the property to the immediate south, 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 street name for appropriateness and determined the proposed name to be satisfactory.

The proposed street is shared (50%) with the property to the immediate south, owned by Tesmar Holdings Inc. The Owner of the property was contacted and informed of the proposed street name, and on March 9, 2021 confirmed that they agreed with using the proposed street name.

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 April 6, 2020 circulated the preferred 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 "Abeja Street", as it 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. The street is shared with the property owner to the immediate south, Tesmar Holdings Inc., who has confirmed that they agree with using the proposed street name. 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. Proposed Municipal Street Name

### **Prepared by**

Sylvia Cardenas, Senior GIS Technician, ext. 8051

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

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

### **Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

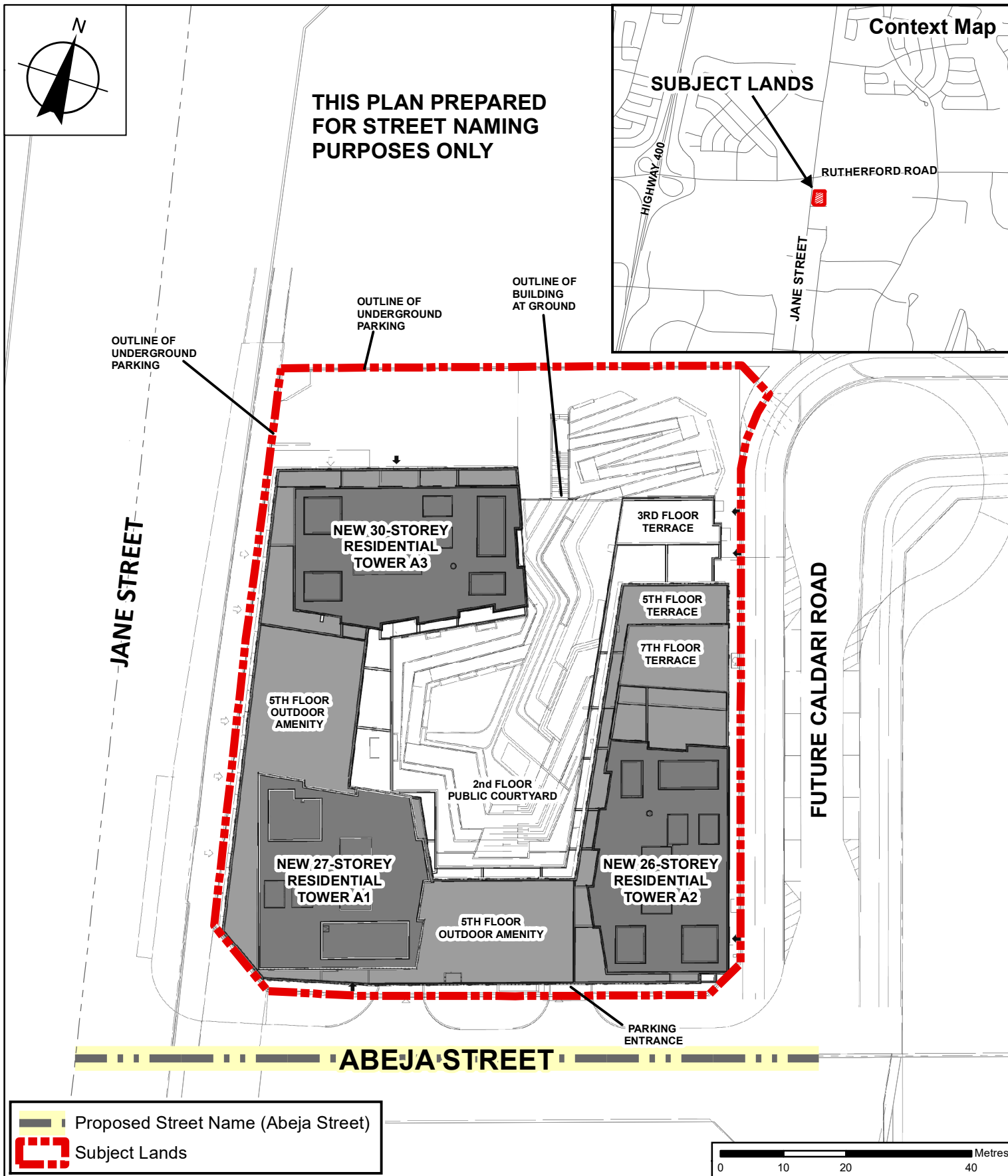
### **Reviewed by**



Jim Harnum, City Manager







## Proposed Municipal Street Name: Abeja Street

**LOCATION:**  
Part of Lot 15, Concession 4

**APPLICANT:**  
Rutherford Land Development Corporation



FILE: 19T-18V001  
RELATED FILES: DA.19.010,  
OP.06.028 and Z.06.075

DATE: June 1, 2021



## Committee of the Whole (1) Report

---

**DATE:** Tuesday, June 1, 2021

**WARD(S):** 4

**TITLE:** PROPOSED STREET NAMES

**SITE DEVELOPMENT FILE DA.19.075**

**RELATED FILES OP.19.009, Z.19.024 AND 19T-19V004**

**GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP**

**VICINITY OF HIGHWAY 7 AND MAPLECRETE ROAD**

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

---

**Purpose**

To seek approval to name two new streets “Arbordale Road” and “White Elm Road” located within the lands identified by draft-approved Site Development File DA.19.075, as shown on Attachment 1.

**Report Highlights**

- The Owner is seeking approval to name two new streets located within the lands identified by draft-approved Site Development File DA.19.075
- The proposed names are supported by the Vaughan Metropolitan Centre Program as they align with the landscape-base theme for the Vaughan Metropolitan Centre, which commemorate the agricultural heritage of the historic village of Edgeley. The names are also consistent with the City’s Street Naming Policy and Procedures that were approved by Vaughan Council on December 10, 2013

## **Recommendations**

1. That the following proposed names for two streets located within the lands identified in draft-approved Site Development File DA.19.075, as shown on Attachment 1, BE APPROVED:

### **Proposed Street Names**

- White Elm Road
- Arbordale Road

## **Background**

The Development Planning Department received an application to name two new streets “Arbordale Road” and “White Elm Road”, located within the lands identified by draft-approved Site Development File DA.19.075. The proposed street names reflect the cultural heritage character of the historic village of Edgeley, with its rich agricultural roots of orchards and productive landscapes. Many of the streets 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 two new streets located within the lands identified by draft-approved Site Development File DA.19.075, as shown on Attachment 1.

The York Region, Community Planning and Development Services Department has no objection to the proposed street names. The Development Planning Department and the Fire and Rescue Department have reviewed the street names for appropriateness and determined the proposed names to be satisfactory.

The proposed street names are consistent with the City’s Street Naming Policy and Procedures that was approved by Vaughan Council on December 10, 2013. Staff on April 21, 2021 circulated the proposed street names to each Council member and received no comments in opposition to approving the proposed street name.

The proposed street names are 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 names.

## **Conclusion**

The Vaughan Development Planning Department has no objection to the proposed street names for the two new streets located within the lands identified by draft-approved Site Development File DA.19.075, as the names are consistent with the City's Street Naming Policy and have 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. Proposed Municipal Street Names

## **Prepared by**

Sylvia Cardenas, Senior GIS Technician, ext. 8051

Gaston Soucy, Project Manager Planning, VMC Program, ext. 8266

Amy Roots, Acting Director, VMC Program, ext. 8035

## **Approved by**



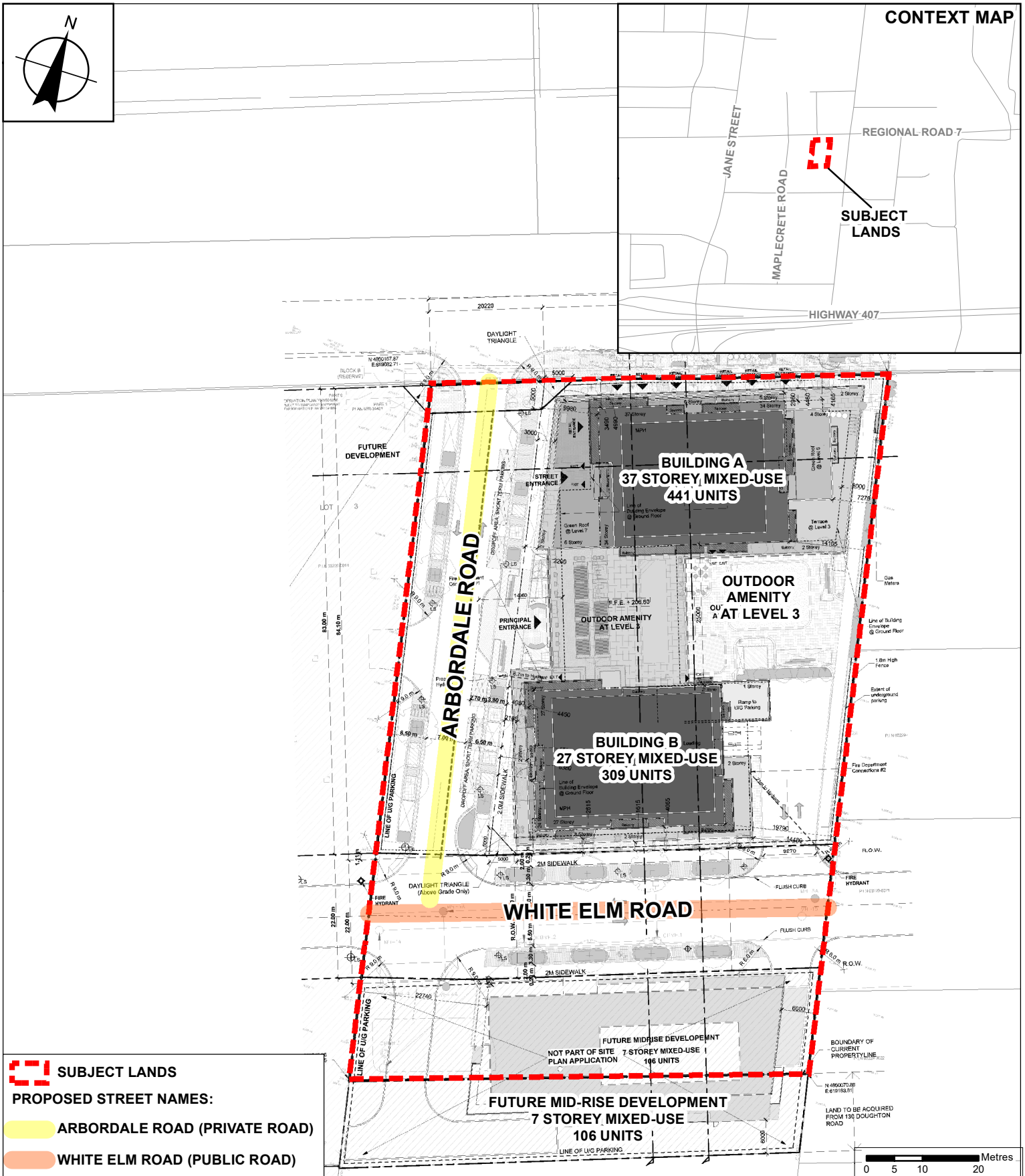
Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

## **Reviewed by**



Jim Harnum, City Manager





## Proposed Municipal Street Names

**LOCATION:**  
Part of Lot 5, Concession 4

**APPLICANT:**  
GB (Vaughan Seven) Limited Partnership



313

Development Planning

**Attachment**

**FILE:**  
DA.19.075

**RELATED FILES:**  
OP.19.009, Z.19.024 & 19T-19V004

**DATE:**  
June 1, 2021

**1**





## Committee of the Whole (1) Report

---

**DATE:** Tuesday, June 1, 2021

**WARD(S):** 4

**TITLE:** PROPOSED STREET NAMES FOR IBI GROUP -  
DA.18.075, OP.19.006 AND Z.19.017

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

---

**Purpose**

To seek approval to name a new street “Celebration Avenue” as shown on Attachment 1.

**Report Highlights**

- The Owner is seeking approval to name a new street “Celebration Avenue” as shown on Attachment 1
- The proposed street name is supported by the Vaughan Metropolitan Centre Program as it aligns with the vision and aspiration for the Vaughan Metropolitan Centre to become the intersection for culture, community and gathering, helping to create a diverse and world class downtown for Vaughan. The proposed street name is also consistent with the City’s Street Naming Policy and Procedures that were approved by Vaughan Council on December 10, 2013

**Recommendations**

1. That the following street name for the new street as shown on Attachment 1, BE APPROVED:

Proposed Name  
Celebration Avenue

## **Background**

The Development Planning Department received an application to name a new street as shown on Attachment 1, abutting a draft-approved development subject to Site Development File DA.18.075. The proposed street name aligns with the vision and aspiration for the Vaughan Metropolitan Centre to become the intersection for culture, community and gathering, helping to create a diverse and world class downtown for Vaughan.

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

The Owner is seeking approval to name a new street “Celebration Avenue”, 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 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 April 6, 2021 circulated the proposed street name to each Council member and received no comments in opposition to approving the proposed street name.

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 for the new street located immediately south of lands in draft-approved Site Development File DA.18.075, 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. Proposed Municipal Street Name

### **Prepared by**

Sylvia Cardenas, Senior GIS Technician, ext. 8051

Gaston Soucy, Project Manager Planning, VMC Program, ext. 8266

Amy Roots, Acting Director of Vaughan Metropolitan Centre Program, ext. 8035

### **Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

### **Reviewed by**



Jim Harnum, City Manager



## CONTEXT MAP

SUBJECT LANDS

HIGHWAY 7

HIGHWAY 400

HIGHWAY 407



HIGHWAY 7

APPROVED SITE  
DEVELOPMENT APPLICATION  
(FILE: DA.19.034)

COMMERCE STREET

INTERCHANGE WAY

CELEBRATION AVENUE

SUBJECT LANDS

PROPOSED STREET NAME

CELEBRATION AVENUE

Proposed Municipal Street Name:  
Celebration Street

LOCATION:  
Part of Lot 5 & Concession 5  
3301 Highway 7

APPLICANT:  
RP B3N Holdings Inc.



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Development Planning

Attachment

FILES:  
DA.18.075, OP.19.006,  
Z.19.017 & Z.19.018

DATE:  
June 1, 2021

1



## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 1

**TITLE:** **AUTHORITY TO ENTER INTO A CO-PROPONENT PHASE 3  
AND PHASE 4 ENVIRONMENTAL ASSESSMENT AGREEMENT**

**FROM:**

Haiping Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek Council's approval to enter into a co-proponent Environmental Assessment agreement between the City and the Participating Owners of the Block 27 Development Area (the "Owners"), represented by their Trustee, to conduct Phase 3 and Phase 4 of the Municipal Class Environmental Assessment (MCEA) process.

### **Report Highlights**

- Development of the Block 27 Development area is in process. Prior to finalization of the Block Plan, an Environmental Assessment (EA) is required in order to monitor the environmental impact of the proposed road network.
- The proposed collector road network within the Block 27 Secondary Plan has been developed under Phase 1 and Phase 2 of the MCEA process. Phase 3 and Phase 4 must be completed to inform the Block Plan process and development of the Block.
- Private developers and municipalities can enter into a mutual, or co-proponent agreement in completing an EA to allow for mutual involvement, responsibility and benefit.
- The City and the Owners, represented by their Trustee, have prepared a draft co-proponent Environmental Assessment Agreement (the "Agreement") to document the terms of their mutual agreement. The Agreement mandates that the Participating Owners bear responsibility for the costs and all technical aspects of the EA.

## **Recommendations**

1. That the Mayor and the City Clerk be authorized to enter into a co-proponent Environmental Assessment Agreement between the City and the Block 27 Landowners Group Inc. as Trustee on behalf of the Participating Owners of the Block 27 Development Area.
2. That all necessary by-laws be enacted.

## **Background**

The Block 27 Secondary Plan was initiated in January 2015, in accordance with the York Region Official Plan and the Vaughan Official Plan 2010 (VOP 2010), for a new residential community in North Maple (Block 27). In September 2018, the Block 27 Secondary Plan was adopted by Vaughan Council to provide for the development of the City's New Community Areas to the year 2031 and beyond. The Block 27 Secondary Plan was approved by York Region Council in April 2019, subject to modifications. While primarily residential, the Block 27 Secondary Plan also provides for additional uses under mixed-use designations.

Alongside the completion of the Secondary Plan, the North Vaughan New Communities Transportation Master Plan (Master Plan) was also conducted to coordinate and support the development of the Block 27 and Block 41 Secondary Plans within the broader context of the North Vaughan study area. The Master Plan was conducted in accordance with the Municipal Class Environmental Assessment (MCEA) process.

**Phase 1** (Problem or Opportunity) and **Phase 2** (Alternative Solutions) were completed by the Master Plan identifying the Block 27 collector road network, the general roadway alignments, locations of intersections and crossing locations, and general rights-of-way of this network.

The Block 27 collector road network as recommended by the Master Plan and Block 27 Secondary Plan requires further study. **Phase 3** (Alternative Design Concepts for Preferred Solution) and **Phase 4** (Environmental Study Report) must therefore be completed for these projects prior to implementation of the Block Plan. The Participating Owners are working with the City to have these completed.

The participating owners are registered owners of real property within the Block 27 Development Area. The Block 27 Landowners Group Inc. (the "Trustee") has been appointed as Trustee on behalf of the Owners. The attached agreement is therefore in the name of the Trustee.



## **Previous Reports/Authority**

New Community Area - Block 27 Secondary Plan Study File – [June 19, 2018 Committee of the Whole \(Item 33, Report No. 21\)](#)

[North Vaughan New Communities Transportation Master Plan](#)

## **Analysis and Options**

### **1. Block Plan and Environmental Assessment integrated process**

In order for the City's Block Plan process to be completed, both a Phase 3 (Alternative Design Concepts for Preferred Solution) and a Phase 4 (Environmental Study Report) Assessment pursuant to the MCEA process will be required and are recommended to proceed as Schedule C projects prior to the development of the Block. As Phase 3 and Phase 4 can be conducted by a developer as a private proponent, the Owners have been engaged with the City in discussing the completion of the Schedule C projects alongside the Block Plan process.

The Environmental Assessment Act gives the Owners the option to complete the remaining EA work for the Block 27 collector road network alongside the Block Plan submission as an integrated process. The Owners have decided to take this option.

### **2. Co-proponent Environmental Assessment Agreement**

The Environmental Assessment Act allows the municipality and the Owners to conduct the MCEA process as co-proponents. The parties wish to take advantage of this opportunity. Aligning the Block Plan and EA exercises will greatly streamline the exercises, provide for optimal coordination in terms of both technical efforts and timing, reduce City Staff workload, and minimize City spending. Doing so will also ensure that the City has greater involvement in the process and advancement of the design of the collector road network.

To ensure the best outcome for the City, the City retained an experienced environmental lawyer as consultant. The consultant met with City Staff to discuss potential risks and concerns, performed a detailed review of the various iterations of the Agreement and provided advice and insight. Staff and the consultant have arrived at a satisfactory draft of the Agreement that minimizes risks to the City while facilitating the MCEA process and all requirements. Under the Agreement, the City will have the

ultimate decision-making ability and will have the final say with respect to all aspects of the MCEA process and Phase 3 and Phase 4. Provision for Liaison and Special Liaison Meetings have been made should conflicts or disagreement arise.

### **3. Terms of Reference**

Following the completion of the Master Plan and Block 27 Secondary Plan, the Owners submitted Terms of Reference for both the Block Plan Master Environmental Servicing Plan (MESP) and the EA.

The Terms of Reference detail the scope of work to be conducted through Phase 3 and Phase 4. Many of the site investigations and studies completed to support the EA will also inform the development of the Block Plan and MESP. This will ensure consistency in the development of these initiatives.

The Terms of Reference have been circulated through a number of rounds of submission to the relevant City departments, as well as all relevant external stakeholders and agencies. The Owners and their consultant have satisfactorily addressed all concerns and comments received on these submissions to date.

Staff can support the Terms of Reference scope of work moving the project forward to the Study Design phase, which will involve solidifying the scope of work and project understanding with all stakeholders, and with the Technical Advisory Committee (TAC) which will be established to guide the completion of the project. The Terms of Reference have been incorporated into the EA Agreement and will be binding on all parties.

### **4. Future considerations**

The MCEA process is currently under review, with the intent of further streamlining and integrating the process with the Planning Act. However, the exact changes proposed and the impact to the planning and design of Block 27 are not clear, and Staff recommend that the Agreement and EA be initiated prior to these changes being implemented. Staff, the Block 27 Participating Owners, and their consultant are familiar with the existing process and feel comfortable proceeding under the current framework.

It is expected that when the process is amended, it will be possible to seamlessly transition any existing projects from the current to the future framework. In that case, should the Owners and the City agree at a future point that it would be preferable to use

the new process, it can be adopted at such time. The Agreement anticipates the possibility of this change and makes provision for it.

## **Financial Impact**

There is no financial impact to the City from entering into the Agreement.

As stipulated in the Agreement, the Owners have agreed to fund the cost of the Block 27 collector road network EA in full, presenting no cost to the City.

The Agreement also outlines that any administrative costs incurred by the City throughout the project will be funded by the Owners. The Owners have agreed to provide a conservative upfront lump sum payment of \$30,000. The administrative costs are anticipated to include items such as printing costs, publishing or advertising costs for consultation, notifications or notices and processing fees of external agencies, as applicable.

While these administrative costs do not include Staff review time or peer-review consultation, the City has already allocated funds for a Block 27 EA coordinator/project manager Staff and an external peer-review consultant, should this be required. Funding for any scope changes or increases will be the responsibility of the Owners. As such, there are no cost risks for the City associated with the Block 27 collector road network EA.

## **Broader Regional Impacts/Considerations**

The Terms of Reference ensure that all parties have a mutual understanding of the minimum scope of work expectations involving consultation with the relevant stakeholders, external agencies, landowners both participating and non-participating, and indigenous communities. The scope of work stipulates that all required indigenous, public, and stakeholder consultation by the MCEA process are conducted at a minimum and take into account the sensitivities and challenges of consultation during the COVID-19 pandemic.

City Staff have consulted York Region and all relevant external agencies through the Terms of Reference process. York Region and the external agencies have indicated that the Terms of Reference are acceptable. Through the MCEA process, York Region and all relevant external agencies will continue to be involved by various means including project team meetings, the Technical Advisory Committee (TAC), stakeholder consultation and public consultation.

The City will also engage the indigenous communities through consultation activities specific to those communities. The range of consultation that will be performed through the EA will ensure that any regional or broader impacts of realizing the recommended Block 27 collector road network are thoroughly understood and can be avoided or mitigated as appropriate.

## **Conclusion**

- Finalization of the Block Plan for the Block 27 Development Area requires Phase 3 and Phase 4 Environmental Assessments to be completed.
- The City and the Owners have the opportunity to work together as co-proponents on the Block Plan and the Environmental Assessments, carrying out both processes concurrently with mutual involvement and responsibility.
- The Agreement drafted to document the arrangement was prepared with the assistance of a consultant experienced in environmental law and protects the interests of the City.
- The Owners have provided satisfactory Terms of Reference to undertake the required projects. The City will have decision making power and there is no financial impact to the City from entering into the Agreement.

It is recommended that Council approve the co-proponent Environmental Assessment Agreement and direct the City to enter into the Agreement with the Block 27 Landowners Group Inc. as Trustee on behalf of the participating owners of the Block 27 Development Area.

**For more information**, please contact: Frank Suppa, Director, Development Engineering, x8255

## **Attachments**

1. Draft Block 27 EA Agreement
2. Block 27 EA Terms of Reference

**Prepared by**

Paul Grove, Transportation Engineering Lead, Development Transportation Engineering, x8857

Samar Saadi Nejad, Manager, Development Transportation Engineering, x8253

Frank Suppa, Director, Development Engineering, x8255

**Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**



Jim Harnum, City Manager



ENVIRONMENTAL ASSESSMENT AGREEMENT

THIS AGREEMENT made this       day of June, 2021 (the “Effective Date”).

BETWEEN:

THE CORPORATION OF THE CITY OF VAUGHAN

(the “City”)

and

BLOCK 27 LANDOWNERS GROUP INC.

(the “Trustee”)

RECITALS:

- A. Each Participating Owner is the registered owner of real property that is situated within the Block 27 Development Area.
- B. The Trustee has been appointed to act on behalf of the Participating Owners and to coordinate certain matters between the Participating Owners and the City, as contemplated herein.
- C. The Participating Owners and the City have agreed to proceed with the completion of comprehensive environmental assessments for certain Projects benefitting the Lands, as set out on Schedule “B” attached hereto, and for the Participating Owners to front-end and cover the costs thereof.
- D. The Participating Owners and the City wish to confirm the manner in which the Participating Owners will participate in the process for the environmental assessments, as provided for in this Agreement.
- E. The City is authorized to execute this Agreement through the enactment of Resolution # • by the City’s Council at its Regular Meeting of June 1, 2021.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the sum of ten dollars (\$10.00) of lawful money of Canada now paid by each of the parties hereto to each of the other parties and in consideration of the covenants and agreements herein contained, the receipt and sufficiency of which are hereby acknowledged, the parties covenant and agree as follows:

ARTICLE 1 DEFINITIONS

1.1 In this Agreement, the following terms and expressions shall have the following meanings:

“Actual Costs” means the total costs paid and incurred by the Participating Owners (including applicable HST) in accordance with this Agreement related to the EA Process, including Administrative Costs and Contingency Costs, as confirmed by the City.

“Administrative Costs” means the internal costs incurred by the City for involvement in the EA Process, including but not limited to staff involvement, approval application costs, EA Process advertising, plus applicable HST in the fixed amount of thirty thousand (\$30,000.00) dollars (inclusive of HST), to be paid by the Participating Owners by lump sum payment upon execution of this Agreement, in full and final satisfaction of the City’s Administrative Costs as contemplated for in this Agreement. For clarity, the Administrative Costs shall exclude costs incurred by the City for peer review of the EA Process and/or matters related thereto [for example, but without limitation, the costs of engaging an external engineer (currently •) to review and/or advise the City as to the EA Process and/or matters related thereto and external legal/consultant costs] and the City shall be solely responsible for any such peer review and external legal/consultant costs.

**“Agreement”** means this agreement and all Schedules attached hereto, as same may be amended from time to time.

**“Block 27 Development Area”** refers to lands within the Block 27 Development Area in the City of Vaughan, as shown on Schedule “A”.

**“Budgeted Costs”** means the total price to undertake the work in relation to the EA Process up to the Completion thereof, including applicable HST, subject to adjustments in accordance with the terms of this Agreement prior to the City’s confirmation of Actual Costs. Budgeted Costs also include Contingency Costs, and Administrative Costs.

**“Business Day”** means a day other than Saturday or Sunday or any day upon which the principal commercial banks in the City of Vaughan are not open for business during normal banking hours.

**“Completion”** means the date on which the studies related to the EA Process have been completed and the environmental assessment (and related environmental servicing report) has been approved by the MECP.

**“Contingency Costs”** means a general contingency on account of cost overruns over and above the Budgeted Costs [forecasted at a rate of 10% of the price (calculated before HST) set out in the accepted proposal(s) from the consultants engaged for the EA Process.]

**“EA Process”** means the Municipal Class Environmental Assessment process (Municipal Engineers Association October 2000 as amended), up to and including resolution of any elevation requests, to be undertaken in accordance with the *Environmental Assessment Act* for the Projects shown on Schedule “B” attached hereto.

**“Environmental Assessment Act”** means the *Environmental Assessment Act*, R.S.O. 1990, c. E.18, as amended, revised or consolidated from time to time and any applicable regulations or successor legislation thereto.

**“Group Manager”** means **DELTA URBAN INC.**, or other person(s) or firm(s) appointed by the Participating Owners from time to time.

**“HST”** means the Harmonized Sales Tax (as same may be amended and/or replaced from time to time).

**“Lands”** means the lands located within the City, as shown on Schedule “A” attached hereto; and those portion of the Lands which are owned by the Participating Owners being legally described on Schedule “A-1” attached hereto.

**“Liaison Meetings”** means the regular, on-going meetings held by the City with the Participating Owners for the purpose of discussing and deliberating planning, servicing, and financial considerations relating to the EA Process.

**“MECP”** means the Ontario Ministry of the Environment, Conservation and Parks (or the successor thereof from time to time, as the case may be).

**“Participating Owner”** means an owner of lands within the Block 27 Development Area named in Schedule “F” and who pursuant to this Agreement has agreed, via the Trustee, to fund the Actual Costs;

**“Parties”** means the parties to this Agreement, and each individually being a “Party”;

**“Project”** means a particular project, phase, or assignment of work that forms part of the EA Process as set out in Schedule “B” attached hereto, and which may have a specific portion of the Budgeted Costs for the EA Process also set out in Schedule “B”.

**“Secondary Plan”** means the secondary plan which was approved and adopted on May 17<sup>th</sup>, 2019 for the Block 27 Development Area.

**“Security”** means cash or letters of credit provided by the Participating Owners to secure their payment obligations under this Agreement on terms and in amounts acceptable to the Trustee.

**“Trustee”** means the Trustee hereinabove named, or such other person or firm appointed by the Participating Owners to act as the Trustee pursuant to this Agreement.



## ARTICLE 2 GENERAL PRINCIPLES

- 2.1 The Parties agree that the following constitute the general principles which govern the interpretation, application and administration of this Agreement and agree to be bound thereto:
- (a) The EA Process contracts will be awarded, secured, and paid for, as outlined in Schedules “B” and “C”. Schedule “B” sets out the deliverables associated with each Project, the Budgeted Costs associated with each Project, and the amount of the Security required to secure payment of each Project. Schedule “B” is subject to amendment from time to time as Budgeted Costs are determined and a new version of Schedule “B” will be delivered at the commencement of each year during the EA Process.
  - (b) No contract for any Project related to the EA Process shall be awarded by the Participating Owners with respect to any Project until such time as the Trustee receives Security from the Participating Owners of 100% of that portion of the Budgeted Costs with respect to such Project as set out in Schedule “B”. If the Trustee is not fully funded in this manner, the work will not proceed as the contract(s) will not be awarded.
  - (c) The Participating Owners have retained the Trustee to act on their behalf for the purposes of calling for, holding and administering funds and security that are required to pay the Budgeted Costs for the EA Process in accordance with this Agreement.
  - (d) The Participating Owners will secure one hundred percent (100%) of the Budgeted Costs and will collectively fund one hundred percent (100%) of the Actual Costs (to be paid out of the Security, as hereinafter set out).
  - (e) The Budgeted Costs for each Project of the EA Process shall be secured by the Participating Owners providing Security to the Trustee, in advance of the contract(s) for a particular Project being awarded. The Trustee shall deliver confirmation to the City confirming that it has received such Security from the Participating Owners.
  - (f) The Participating Owners shall provide the City with the Administrative Costs upon execution of this Agreement.
  - (g) The Trustee and/or Group Manager shall be responsible for administering cash calls to the Participating Owners and delivering all required funds to the consultants and the City (as the case may be) to pay the Actual Costs.
  - (h) The Participating Owners will provide the engineering and other consulting services required to complete the EA Process, subject to funding having been made available to the Trustee under this Agreement.
  - (i) Any consent or approval required or permitted under this Agreement shall be sought and considered reasonably, in good faith and on a timely basis.
  - (j) At any time during the EA Process, including (without limiting the generality of the foregoing) upon the issuance of any Notice of Completion for any Projects included in the EA Process under the *Environmental Assessment Act*, no Participating Owner shall make a request to the Ontario Minister of MECP for an order to comply with Part II of the *Environmental Assessment Act* and/or request to the federal Minister of Environment for compliance with additional requirements under the *Impact Assessment Act*, (SC 2019 c. 28 s.1) .
  - (k) The City has entered into this Agreement based on the representations of the Participating Owners including representations that the City will not be responsible for the costs of the EA Process.

### ARTICLE 3 PROCESS

- 3.1 The City and the Participating Owners shall be the co-proponents of the EA Process. The Trustee/Participating Owners covenant and agree to retain all necessary consultants, enter into all necessary contracts and complete all necessary work related to the undertaking and completion of the EA Process, and to draw upon the funds provided by the Participating Owners pursuant to this Agreement to pay for same.
- 3.2 The Participating Owners acknowledge and agree that the contents of any report or any drawings prepared by the consultants retained by the Participating Owners in relation to the EA Process shall be provided to the City and the City's consultants. The Trustee agrees to obtain the right for the City to rely on the Participating Owners' consultant's reports and the Trustee will obtain an acknowledgement from the Participating Owners' consultant that the Trustee is not acting as an agent for the City.
- 3.3 The Participating Owners acknowledge and agree that they shall provide all information requested by the City, through staff employed by the City or consultants retained by the City, in order to complete the review of the EA Process. Such information shall be provided in as timely a manner as is reasonably possible.
- 3.4 Through regular, on-going Liaison Meetings between the City and the Participating Owners, the City shall be given a meaningful opportunity to comment on the EA Process, including, without limitation, with respect to the review, negotiation and approval of any unforeseen costs or contingencies which may arise during the EA Process. The Participating Owners acknowledge that the ultimate authority remains with the City in respect of any decision relating to the EA Process. Such Liaison Meetings will be in addition to the public meeting and notification requirements that the EA Process must satisfy pursuant to the *Environmental Assessment Act*.
- 3.5 The Participating Owners shall undertake and complete all aspects of the EA Process in accordance with the terms of this Agreement, and shall use commercially reasonable efforts to adhere to the schedule set out in Schedule "C" subject to joint review and consultation on a regular basis through the Liaison Meetings.

### ARTICLE 4 CONTRIBUTIONS AND ADMINISTRATION

- 4.1 Administration of Security – The Trustee shall hold and administer all Security provided by the Participating Owners pursuant to this Agreement and shall utilize same to pay the Actual Costs of the EA Process in accordance with this Agreement.
- 4.2 Payment of Invoices – The consultants engaged to complete the EA Process will invoice the Trustee the Actual Costs incurred with respect to the EA Process Projects. The Trustee shall forward the invoices to the Participating Owners prior to payment for a fixed review period. If the Trustee receives no valid comments or objections during such review period, the invoices shall be deemed to be approved by the Participating Owners, and the Trustee shall proceed to pay same out of the funds and Security held by the Trustee.
- 4.3 Drawing on Security – The Trustee shall be entitled to draw down and utilize the Security provided from time to time in order to satisfy the obligations of the Participating Owners pursuant to this Agreement, in accordance with this Agreement.

In the event of any default by the Trustee/Participating Owners under this Agreement with respect to the payment of any Actual Costs related to the EA Process, the City shall be entitled to demand that the Trustee draw down and release sufficient funds from the Security so as to rectify the Participating Owners' default as aforesaid, and the Trustee is irrevocably and unconditionally authorized and directed by the Participating Owners to do so.

- 4.4 Final Projects of the EA Process – During the final Project of the EA Process, as set out on Schedules "B" and "C", the Trustee may draw down on any Security being held by it to pay the invoices, if there are sufficient funds available to pay the Actual Costs from the Security. Following Completion of the EA Process, the Trustee shall release any remaining excess Security to the Participating Owners, based on their respective pro-rata shares thereof, and shall provide confirmation of such release to the City.

## **ARTICLE 5 REPRESENTATION AND WARRANTIES**

5.1 Representations and Warranties of the Trustee– The Trustee hereby represents and warrants, as of the date of this Agreement:

- (a) If it is not an individual, it is duly formed, organized and subsisting under the laws of its formation;
- (b) it has all necessary capacity, power, authority, rights, consents, and approvals to enter into and to carry out the provisions of this Agreement;
- (c) this Agreement has been duly authorized;
- (d) neither the execution and delivery of this Agreement nor the fulfilment of or compliance with the terms and conditions hereof:
  - (i) if it is a corporation, conflicts with or will conflict with or result in a breach of any of the terms, conditions or provisions of or constitute a default under its constating documentation ; and
  - (ii) conflicts with or will conflict with or result in a breach of any of the terms, conditions or provisions of or constitute a default under any agreement, licence or other instrument to which it is a party or by which it is bound; and
- (e) to its knowledge after due inquiry, there are no actions, suits or proceedings pending or threatened against the it which could reasonably be expected to materially adversely affect its ability to perform its obligations under this Agreement.

5.2 City's Representations and Warranties - The City represents and warrants, as of the date of this Agreement that:

- (a) it is a municipal corporation duly established and organized under the laws of the Province of Ontario;
- (b) it has all necessary capacity, power and authority to enter into this Agreement and, subject only to the qualifications expressly provided in this Agreement, to carry out the provisions of this Agreement and this Agreement has been duly authorized by a by-law enacted by the Council of the City; and
- (c) to its knowledge after due inquiry, there are no actions, suits or proceedings pending or threatened against the City which could reasonably be anticipated to materially adversely affect its ability to perform its obligations under this Agreement.

## **ARTICLE 6 COMMENCEMENT, TERM, DEFAULTS AND TERMINATION**

6.1 Commencement and Termination - This Agreement shall commence on the Effective Date. Subject to the early termination provisions set out in this section, this Agreement shall terminate on the date the Trustee has: (a) confirmed the Actual Costs for the EA Process; (b) paid all amounts owing to the City pursuant to this Agreement; (c) issued a final accounting for the Actual Costs in accordance with Section 4.9; and (d) reimbursed any excess Security/funds to the Participating Owners. The Trustee (on behalf of the Participating Owners) shall terminate the EA Process where the City or the Trustee advises that it has determined that the EA Process has become impractical or unwarranted as a result of action taken by other levels of government, or if for any reason the funding is not provided in accordance with the terms of this Agreement. In the event of any such termination, the Trustee shall return to the Participating Owners those funds received from them under this Agreement that have not been used to pay, and are not required to pay, costs incurred under this Agreement up to the date of termination.

6.2 Notice by City of Default and Curing of Default – Where the Trustee fails to comply with an obligation of the Trustee under this Agreement, a Party affected by such default may give written notice to the Trustee specifying the nature of the default and the actions required to cure such default and the time for curing such default, provided the time for curing the default shall not be less than fifteen (15) Business Days. With respect to any defaults affecting the City, if the Trustee does not cure the default in the manner specified

in the notice, then the Participating Owners shall be in default and shall be required to contribute as necessary to remedy the default to the satisfaction of the City in its discretion. Interest will be owing on overdue amounts at the prime rate of interest charged by the Toronto Dominion Bank to its best commercial customers in Toronto, plus 10%, calculated, compounded and payable monthly.

- 6.3 Impact of Default on Participation – In the event of a default as described in Section 6.2, the defaulting Participating Owners shall lose their entitlement to participation by the Participating Owners’ representatives at on-going Liaison Meetings which entitlement shall be restored only upon the curing of the default.
- 6.4 Restoration of Rights to Defaulting Participating Owners Upon Curing of Default – Upon curing the default the defaulting Participating Owners shall cease to be in default and shall be restored to their rights as if such default had never occurred.
- 6.5 Enforcement by Trustee - If the Participating Owners have not cured the default in the manner and within the time specified in Section 6.2, the Trustee shall be responsible for pursuing any and all necessary enforcement measures opposite the Participating Owners. The City shall not be responsible for pursuing any enforcement measures opposite the Participating Owners.

## **ARTICLE 7 ASSIGNMENT**

- 7.1 Assignment - This Agreement may not be assigned by the Trustee or the Participating Owners without the prior written consent of the City, which consent shall not be unreasonably withheld.
- 7.2 Successors and Assigns - It is hereby agreed by the parties hereto that this Agreement shall be enforceable by and against the parties, their successors and permitted assigns.
- 7.3 No Registration of Agreement - This Agreement (or any notice thereof) shall not be registered on title to any Participating Owner’s lands or City lands.

## **ARTICLE 8 LIMITATIONS AND INDEMNITIES**

- 8.1 City’s Consideration of Development Applications - Any approvals sought by the Participating Owners for the development of the Participating Owners’ lands located within the Lands are subject to all necessary approvals, reviews and considerations by the City. This Agreement shall not in any way whatsoever fetter, detract from or limit the right or ability of the City or the Council of the City to exercise any of its powers under the *Planning Act* or any other legislation, including, but not limited to, its power to refuse to approve zoning by-laws, plans of subdivision, condominium plans or site plans or to impose conditions (except the early payments required pursuant to this Agreement), including conditions requiring phasing of the development of the Participating Owners’ lands.
- 8.2 Force Majeure - If the City or Trustee is delayed or hindered in or prevented from the performance of any act required to be performed by the City or Trustee under this Agreement by reason of acts of God, strikes, lockouts, unavailability of materials, curtailment of transportation facilities, failure of power, prohibitive governmental laws or regulations, riots, insurrections, war, terrorist activities, explosions, pandemic, unavoidable casualty or the act or failure to act of any other party [except those for whom in law the City or Trustee (as the case may be) is responsible], adverse weather conditions preventing the performance of work, or other unspecified, unforeseen or uncontrollable events beyond the applicable party’s control, then the time for performance of such act shall be extended for a period equivalent to the period of such delay.
- 8.3 Participating Owners to Indemnify City for Breach by Participating Owners/Trustee - The Trustee and Participating Owners shall indemnify and save the City and its employees, elected officials, officers, contractors, sub-contractors, servants and agents completely harmless from and against all costs, actions, suits and liabilities directly or indirectly arising from or in any way connected with a breach by the Trustee or any Participating Owner of its obligations under this Agreement (except where such breach has arisen as a result of the negligence of the City or those for whom in law the City is responsible).

- 8.4 Defence of Agreement - If the legality, validity or enforceability of this Agreement or the capacity and authority of the City to enter into this Agreement and carry out or enforce its provisions is called into question or challenged in any way whatsoever in any action, appeal, review or proceeding of any kind whatsoever before a Court of competent jurisdiction or any administrative tribunal by any person, the City shall defend and support the legality, validity or enforceability of this Agreement and the capacity and authority of the City to enter into this Agreement and carry out or enforce its provisions provided the Participating Owners provide such reasonable assistance to the City in such defence and support as the City may reasonably require including, without limiting the generality of the foregoing, becoming a party at the Participating Owners' sole cost and expense in any such action, appeal, review or proceeding and the Participating Owners paying the City's reasonable legal, consulting and other fees and expenses, costs (including costs awarded against the City), and disbursements reasonably incurred by the City in such defence and support.
- 8.5 Capacity of City to enter Agreement - The Trustee and Participating Owners agree that they will not question the capacity of the City to enter into this Agreement or question the legality of any portion hereof, nor question the legality of any obligation created hereunder and the Trustee and Participating Owners, and their successors and permitted assigns are and shall be estopped from contending otherwise in any proceeding before a Court of competent jurisdiction or any administrative tribunal.
- 8.6 Agreement Voluntary - If a Court of competent jurisdiction or an administrative tribunal determines that all or part of this Agreement is illegal or beyond the authority of the City, the Participating Owners acknowledge and agree that the Participating Owners voluntarily entered into this Agreement, that, on the strength of this Agreement the City retained the consultants to complete this Agreement, and the EA Process, that the Participating Owners' lands benefited from the EA Process.
- 8.7 Release of City - The Trustee and Participating Owners hereby release and forever discharge the City and its employees, elected officials, officers, contractors, sub-contractors, servants and agents from all costs, actions, suits and liabilities of any kind whatsoever that the Trustee or Participating Owners or both have had, have or may in future have (except which have arisen as a result of the negligence or default of the City or those for whom in law the City is responsible) directly or indirectly arising from or in any way connected with this Agreement. The Parties agree that this release and discharge shall survive the expiration or termination of this Agreement.

## **ARTICLE 9 GENERAL PROVISIONS**

- 9.1 Group Manager
- (a) The parties acknowledge and agree that the Group Manager has been appointed and retained by the Participating Owners at their sole cost to represent them in all matters related to this Agreement, including without limitation, communications with the City, the management and administration of the process for the completion of the EA Process, and the implementation and administration of this Agreement, on behalf of the Participating Owners. The parties confirm their intention that all communications and information to and with the City with respect to this Agreement will be directed and coordinated on behalf of the Participating Owners through the Group Manager.
- (b) Notwithstanding any other provision under this Agreement, the Parties acknowledge and agree that any notice or communication between the Trustee and/or the City and the Participating Owners shall be sufficiently delivered from and/or to the Trustee and/or the City (as the case may be) if such notice or communication is delivered to or by the Group Manager, who shall be responsible for delivering such notice or communication among the Participating Owners, and such notice or communication by the Group Manager (including without limitation, with respect to any decisions or approvals required to be made or given pursuant to this Agreement) shall be binding upon all Participating Owners without the requirement for verification of same with the Participating Owners.
- 9.2 Recitals - The parties agree that the recitals herein are true and accurate and form part of this Agreement.
- 9.3 Singular and Plural - Words importing the singular include the plural and vice versa.
- 9.4 Gender - Words importing gender include all genders.

- 9.5 Captions and Headings - The captions and headings contained herein are for reference only and in no way affect this Agreement or its interpretation.
- 9.6 Covenants - Each agreement and obligation of each party hereto in this Agreement, even though not expressed as a covenant, shall be considered for all purposes to be a covenant.
- 9.7 Applicable Law - This Agreement shall be construed and enforced in accordance with the laws of the Province of Ontario and the laws of Canada applicable thereto and shall be treated in all respects as an Ontario contract.
- 9.8 Currency - All references to currency in this Agreement shall be references to Canadian dollars.
- 9.9 Modifications and Amendments - No modifications or amendment to this Agreement may be made unless agreed to by the parties in writing, except as provided for in this Agreement.
- 9.10 Further Assurances - The parties covenant and agree that at all times and from time to time hereafter upon every reasonable written request to do so, they shall make, execute, deliver or cause to be made, done, executed and delivered, all such further acts, deeds, assurances and things as may be reasonably required to implement and carry out, the true intent and meaning of this Agreement.
- 9.11 Severability - If any provision of this Agreement is determined by a Court of competent jurisdiction or any administrative tribunal to be illegal or beyond the power, jurisdiction or capacity of any party bound hereby, such provision shall be severed from this Agreement and the remainder of this Agreement shall continue in full force and effect. In such case the parties agree to negotiate in good faith to amend this Agreement in order to implement the intentions as set out in the severed portion and this Agreement herein.
- 9.12 Time of the Essence - Time shall be of the essence in respect of this Agreement.
- 9.13 Agreement may be executed in counterpart and by electronic means - This Agreement may be executed in counterparts (i.e. it shall not be necessary for all of the parties to have signed the same copy hereof) and may be executed and/or transmitted by facsimile or e-mail.
- 9.14 Schedules - The following schedules are attached to and form part of this Agreement:
- |                |  |
|----------------|--|
| Schedule "A"   | Map of Lands   |
| Schedule "A-1" | Legal Description of Owners' Lands   |
| Schedule "B"   | List of EA Process Projects (Terms of Reference) and Budgeted Costs Associated with Each Project |
| Schedule "C"   | Schedule for Completion of EA Process  |
- 9.15 No fettering of discretion – Without limiting the generality of Section 8.1 hereinabove, the Parties agree and acknowledge that where any provision of this Agreement contemplates a future legislative or policy decision within the discretion of City Council, such decision shall remain within the sole and unfettered legislative or policy discretion of City Council. For greater certainty, nothing in this Agreement is intended to fetter, nor shall it be deemed to have the effect of fettering, such legislative or policy discretion on the part of City Council.
- 9.16 No Partnership, no Agency – Nothing in this Agreement shall be construed as creating a partnership, joint venture or association or a trust, fiduciary or similar relationship between the Parties. It is further understood and agreed that no Party is liable for the acts, covenants and agreements of any other Party, except as may be expressly provided in this Agreement. The Trustee and the Participating Owners shall have no right or authority to incur any liability or obligation, or otherwise act in a manner in the name or on the behalf of the City, or to make any promise, warranty, representation binding the City.

## ARTICLE 11 NOTICE

10.1 Particulars for notice - Any notice, demand, acceptance, request or other communication ("**Notice**") required to be given hereunder shall be given in writing and shall be given by personal delivery, facsimile, or e-mail and addressed to:

(a) the City as follows:

The Corporation of the City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1  
Attention: Wendy Law  
Tel: 905 832-8585 (ext. 8700)  
Email: Wendy.Law@vaughan.ca

(b) the Trustee as follows:

Block 27 Landowners  
Group Inc.  
c/o 7501 Keele Street,  
Suite 200  
Vaughan, Ontario  
L4K 1Y2  
Attention: Helen Mihailidi  
Tel: 905-760-2600 (ext. 277)  
Fax: 905-760-2900  
Email: hmihailidi@bratty.com

With a copy to the Group Manager as follows:

Delta Urban Inc.  
8800 Dufferin Street  
Suite 104  
Vaughan, Ontario  
L4K 0C5  
Attention: Myron Pestaluky  
Tel: 905-660-7667  
Fax: 905-660-7076  
Email: myronp@deltaurban.com

10.2 Method of notice - Any notice shall be conclusively deemed to have been given to and received by the party to which it is addressed:

(a) if personally delivered, on the date of delivery; or

(b) if by facsimile or e-mail transmittal, on the day transmission delivery is confirmed by the party delivering the notice, provided that if delivery occurs after 5:00 p.m., City of Vaughan time, on a Business Day or at any time which is not a Business Day, delivery shall be conclusively deemed to have been given on the next Business Day.

10.3 Change in name or address - The City and the Trustee shall promptly give notice as hereinbefore provided of any change in name or address.

10.4 Change to Legislative EA Process - The City agrees that, should there be legislative change to the existing EA Process as contemplated for in this Agreement, then the Participating Owners and the City shall mutually decide whether to continue under the purview of the existing EA Process at the time this Agreement is executed or transition to the new legislative EA Process (as the case may be) at such time.

**[Signatures on next page.]**

**THE CORPORATION OF THE CITY OF VAUGHAN**

\_\_\_\_\_  
Name:

Title:

---

Name:

Title:

I/We have authority to bind the City.

**BLOCK 27 LANDOWNERS GROUP INC.**

---

Name:

Title:

---

Name:

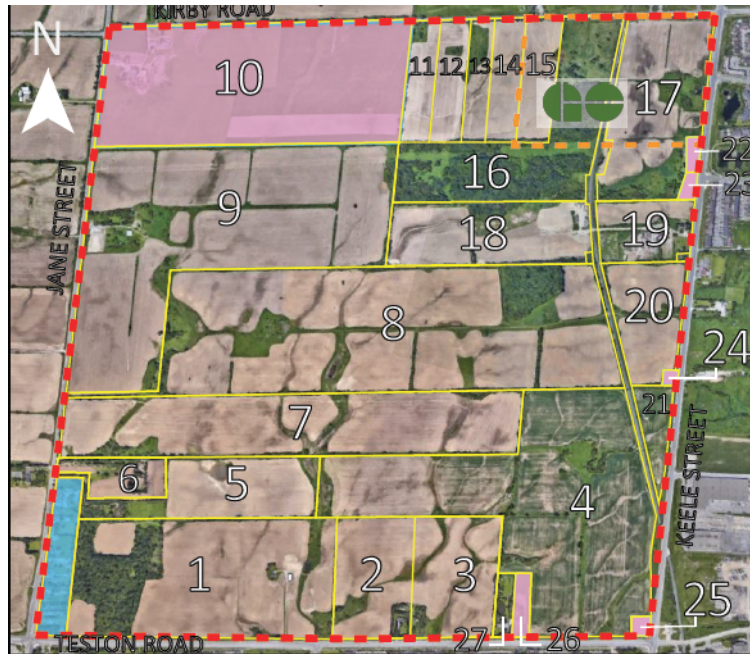
Title:

I/We have authority to bind the Corporation



## SCHEDULE "A"

### MAP OF LANDS



#### Legend

- - - Secondary Plan Area Boundary
- - - Parcel Boundary
- - - Small Holdout Parcels (excluded)
- - - Transit Hub Special Study Area
- ⊗ Transit Hub

Parcel #	Ownership Name	Area (ha)
1	GOLD PARK (MAPLE) INC.;	32.7396
2	BAYVIEW-WELLINGTON PROPERTIES INC.	10.1248
3	ALDERLANE ESTATES INC.;	11.1539
4	FERRARA GLADE INVESTMENT INC.; (BATTISTELLA II)	47.0026
5	TESTON WOODS DEVELOPMENT CORP.; (PREVIOUSLY TAK SOM HO)	12.3284
6	2640131 ONTARIO LTD.; (PREVIOUSLY 530753 ONTARIO LIMITED)	4.0579
7	WEST JANE DEVELOPMENTS INC.;	30.7118
8	GUSGO HOLDINGS LTD.;	60.3994
9	LORMEL DEVELOPMENTS LTD.;	52.6295
10	NICOLETTI, LINO;	40.3547
11	HEATHFIELD CONSTRUCTION LTD.	4.047
12	HEATHFIELD CONSTRUCTION LTD.	4.0493
13	LA POSTA, ERIKA; DI BIASI, STEPHEN; DI BIASI, ADRIAN; DI BIASI, KRISTINA; LA POSTA, ANDREW;	4.0541
14	HEATHFIELD CONSTRUCTION LTD.	4.0552
15	PETRICCA, VINCENZA; PETRICCA, FERDINANDO;	4.0547
16	DI POCE CONSULTING INC.;	19.9219
17	DI POCE CONSULTING INC.;	17.1217
18	ROSEHOLLOW ESTATES INC.;	13.5886
19	KELTREE DEVELOPMENTS INC.;	6.1279
20	GUSGO HOLDINGS LTD.;	8.1171
21	KEELE STREET PROPERTIES LIMITED; BATTISTELLA, PALMIRA (JOE ZANCHIN, #7 HONDA)	2.7463
22	AUGUIREVITCH, NATALIA; MOMENI, ALI;	0.48
23	AFFONSO, FRANK; AFFONSO, JOAN;	0.477
24	SKURDELIS, JOHN;	0.1065
25	2151261 ONTARIO INC.;	0.2992
26	NGUYEN, MINH TUAN;	0.9904
27	BATTISTELLA, PALMIRA	0.9902

<b>Total</b>	<b>392.73</b>
<b>Non-Participating Owners</b>	<b>42.71</b>
<b>Total Participating</b>	<b>350.02</b>

Description: Ownership Map  
Block 27 Secondary Plan Area  
Municipality: City of Vaughan  
Region: Region of York

Lots: 26 - 30  
Concession: 4

Source:  
Geowarehouse/ Maps

Job No.

File No.

Date: July 17, 2019

Revised:  
April 1, 2019  
July 17, 2019



**DELTA URBAN**

8800 Dufferin St, Suite 104  
Vaughan, ON, L4K 0C5  
Tel: (905) 660-7667 | Fax: (905) 660-7076

Block 27 Landownership Map

## SCHEDULE "A-1"

### LEGAL DESCRIPTIONS OF OWNERS' LANDS

Block 27 - Ownership List

Parcel #	Ownership Name	Address	Legal Description	PIN
1	GOLD PARK (MAPLE) INC.;	2700 TESTON RD	PT LOT 26 CON 4 VAUGHAN PT 1, 65R-34541 CITY OF VAUGHAN ; PT LT 26 CON 4 VAUGHAN PTS 1 & 2, 65R15741; PT LT 26 CON 4PTS 2 & 4, 64R2957; EXCEPT PT 1, 65R25982; EXCEPT PT 1, 65R34541; CITY OF VAUGHAN	03344-0234 (LT) ; 0334-0235 (LT)
2	BAYVIEW-WELLINGTON PROPERTIES INC.	2588 TESTON RD	PT LT 26 CON 4 PT 1, 65R35611 CITY OF VAUGHAN	03344-0237
3	ALDERLANE ESTATES INC.;	2546 TESTON RD	PT LT 26 CON 4, PT 1, 65R-35309; CITY OF VAUGHAN	03344-0236
4	FERRARA GLADE INVESTMENT INC.;	2440 TESTON RD	PT LOT 26 CON 4 PTS 1,2,3,4 & 5, 65R31636; S/T EASE IN FAVOUR OF REGIONAL MUNICIPALITY OF YORK PT 5, 65R31636 AS IN YRS84401; S/T EASE OVER PT 2, 65R31636 AS IN VA24476; CITY OF VAUGHAN	03344-0217
5	TESTON WOODS DEVELOPMENT CORP.;	10971 JANE ST	PCL 27-1 SEC V-4, PT LT 27 CON 4 PT 1 65R16634 ; VAUGHAN	03344-0089
6	2640131 ONTARIO LTD.;	10971 JANE ST	PT LT 27 CON 4 VAUGHAN AS IN R496830 ; VAUGHAN	03344-0056
7	WEST JANE DEVELOPMENTS INC.;	10995 JANE ST	PT LT 27 CON 4 VAUGHAN, PT 1 65R-32910; CITY OF VAUGHAN	03344-0227
8	GUSGO HOLDINGS LTD.;	11140 KEELE ST	PT LT 28 CON 4 VAUGHAN AS IN VA83475 (SECONDLY) ; VAUGHAN	03344-0050
9	LORMEL DEVELOPMENTS LTD.;	11273 JANE ST	PT LTS 28 & 29 CON 4 VAUGHAN, PTS 1, 2 & 3 65R32753; SUBJECT TO AN EASEMENT OVER PT 2 65R32753 AS IN VA39416 CITY OF VAUGHAN	03344-0225
11	HEATHFIELD CONSTRUCTION LTD.	N/A	PT W 1/2 OF E 1/2 LT 30 CON 4 (V) PT 1 65R28516, VAUGHAN;	03344-0202
12	HEATHFIELD CONSTRUCTION LTD.	N/A	PT W1/2 OF E1/2 LOT 30, CON 4 (V) PT 2 65R28516, VAUGHAN;	03344-0203
13	LA POSTA, ERIKA; DI BIASE, STEPHEN; DI BIASE, ADRIAN; DI BIASE, KRISTINA; LA POSTA, ANDREW;	N/A	PT W1/2 OF E1/2 LT 30 CON 4 VAUGHAN, PT 1 65R29502, CITY OF VAUGHAN	03344-0208
14	HEATHFIELD CONSTRUCTION LTD.	N/A	PT W1/2 OF E1/2 LT 30, CON 4 (V) PT 3 65R28516, VAUGHAN;	03344-0204
15	PETRICCA, VINCENZA; PETRICCA, FERDINANDO;	N/A	PT W1/2 OF E1/2 LT 30 CON 4 VAUGHAN, PT 1 65R29486; VAUGHAN	03344-0207
16	PRESTIGE RENTALS INC.	11390 KEELE ST	PT LT 29 & PT E1/4 LT 30 CON 4 VAUGHAN, PTS 4, 5 & 6 65R28797, VAUGHAN; S/T EASE OVER PT 5 65R28797 AS IN VA40264, RENEWED BY R610943	03344-0206
17	PRESTIGE RENTALS INC.	11390 KEELE ST	PT LT 29 & PT E1/4 LT 30 CON 4 VAUGHAN, PTS 1, 2 & 3 65R28797, VAUGHAN; S/T EASE OVER PT 2 65R28797 AS IN VA40264, RENEWED BY R610943	03344-0205
18	ROSEHOLLOW ESTATES INC.;	N/A	PT LT 29 CON 4 VAUGHAN, PT 1 65R31332, VAUGHAN	03344-0215
19	KELTREE DEVELOPMENTS INC.;	N/A	PT LT 29 CON 4 VAUGHAN AS IN R621982 LYING E OF RAILWAY; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN R621982 ; VAUGHAN	03344-0046
20	GUSGO HOLDINGS LTD.;	N/A	PT LT 28 CON 4 VAUGHAN AS IN VA83475 (FIRSTLY); EXCEPT PART 1 ON EXPROPRIATION PLAN YR2852094 CITY OF VAUGHAN	03344-0247
21	KEELE STREET PROPERTIES LIMITED; BATTISTELLA, PALMIRA; BATTISTELLA, GIUSEPPE;	10960 KEELE ST	PT LT 27 CON 4 VAUGHAN PT 1 65R-9733 EXCEPT PARTS 1 TO 5 INCL. EXPROPRIATION PLAN YR2970440; CITY OF VAUGHAN	03344-0254
27	BATTISTELLA, PALMIRA;	2440 TESTON RD	PT LT 26 CON 4 VAUGHAN PT 6 65R-9733; CITY OF VAUGHAN	03344-0079

**SCHEDULE “B”**

LIST OF EA PROCESS PROJECTS (TERMS OF REFERENCE)  
AND BUDGETED COSTS ASSOCIATED WITH EACH PROJECT

**SCHEDULE "C"**

SCHEDULE FOR COMPLETION OF EA PROCESS



## BLOCK 27 MAJOR ROADS EA TERMS OF REFERENCE

May 14, 2021

Reference No.: 20009

**TO:** Block 27 Landowners Group Inc. / City of Vaughan

**FROM:** Irene Hauzar / Senior Project Manager / LEA Consulting  
Andrew Tidswell / Transportation Planner / LEA Consulting  
Robert Keel / Transportation Planner / LEA Consulting

**CC:** Chris Sidlar / Transportation Manager / LEA Consulting  
Kenneth Chan/Vice President Transportation Engineering and Planning/ LEA Consulting

**RE: Block 27 Road Network MCEA Terms of Reference**

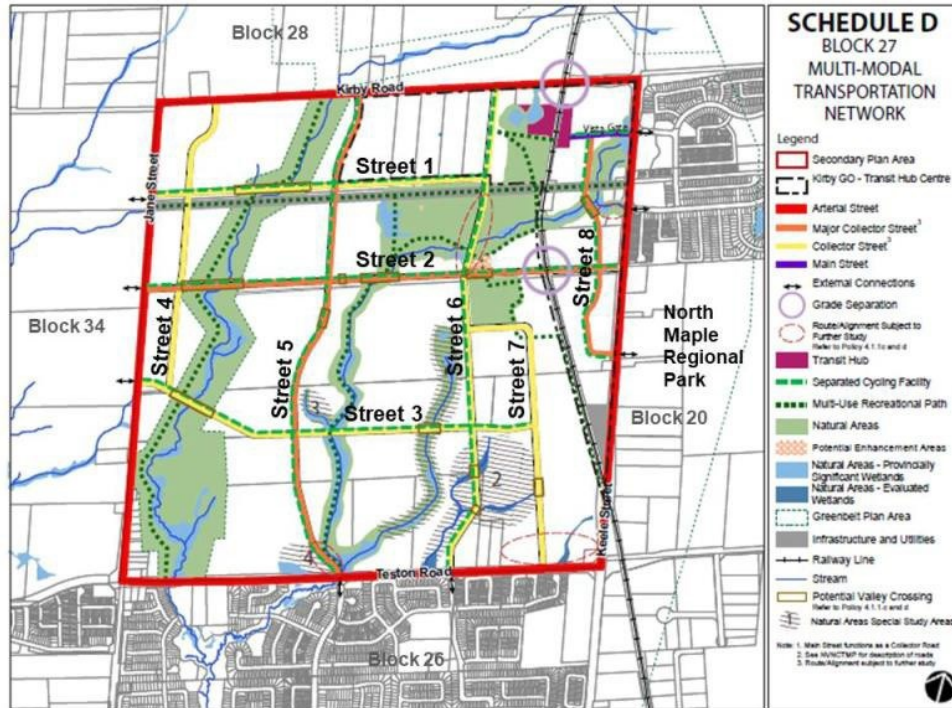
### 1 INTRODUCTION

The Block 27 Landowners Group Inc., in partnership with the City of Vaughan as a co-proponent, is undertaking and advancing a Municipal Class Environmental Assessment (MCEA) for the major collector road in the planned Multi- Modal Transportation Network (Schedule D Secondary Plan) for the New Community Block 27 Secondary Plan area in North Vaughan. In accordance with the York Region Official Plan the City of Vaughan began the planning process for a new Community Area known as Block 27, in January 2015. The Block 27 Secondary Plan was adopted by Vaughan Council in September 2018 and approved by York Region Council, with modifications, on April 18, 2019, to guide future development in this area to the year 2031 and beyond. Concurrent and in coordination with the Secondary Plan process, the City undertook the North Vaughan and New Communities Transportation Master Plan (NVNCTMP January 2019 as amended August 2019) study that was carried out and satisfied Phases 1 and 2 of the MCEA planning and design process for recommended transportation infrastructure improvements including for new community area Block 27. A Notice of Completion was issued on February 28, 2019.

Block 27 is located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road, and west of Keele Street (Regional Road 6). A map of the study area is shown below. It is currently comprised of mainly agricultural lands, Greenbelt, and natural heritage systems. It is designated as a New Community Area within the VOP 2010.

The Block 27 Secondary Plan is intended to result in development that is transit-oriented, compact, sustainable and diverse, with a robust natural heritage system. Plans for Block 27, as a result, include a mix of uses, such as low-rise and mid-rise residential housing, mixed use, retail, as well as a community hub. Community Hub is planned to include a community centre, schools, a park, library, and other community facilities. Open space areas are also integrated within the overall development plan having an overall net

positive environmental outcome. A system of multi-modal transportation facilities, including railways, sidewalks, walkways, and cycling facilities, is planned as part of the overall development of the area.



Source: North Vaughan and New Communities Transportation Master Plan Final Report (Amended August 2019)

**Figure 1: Block 27 Multi-Modal Transportation Network**

## 2 PROJECT UNDERSTANDING

### *Purpose of the Study*

The purpose of this MCEA study is to concurrently advance the planning and design process satisfying Phases 3 and 4 in accordance with the Municipal Class Environmental Assessment (MCEA) for the following major collector road projects.

Alternative design concepts for the following major collector and collector roadways within Block 27 will be considered:

- Street 1 (E-W Collector) - between Jane Street and Street 6
- Street 2 (E-W Major Collector) - between Jane Street and Keele Street (incl. grade separation with Barrie rail corridor)
- Street 3 (E-W Collector) - between Jane Street and Street 7
- Street 4 (N-S Collector) - between Kirby Road and Street 3
- Street 5 (N-S Major Collector) - between Kirby Road and Teston Road
- Street 6 (N-S Collector) - between Kirby Road and Teston Road
- Street 7 (N-S Collector) - between Street 6 and Teston Road
- Street 8 (N-S Major Collector) - between Vista Gate and Keele Street



Broadly, this MCEA will build upon the preferred alternative solutions identified by the NVNCTMP, as well as the policies and principles set forth by the Block 27 Secondary Plan. The transportation network for Block 27 will be designed to accommodate all modes of travel for all ages and abilities while prioritizing transit, cycling, and walking. The collector roads will be designed understanding their role as important linkages and thoroughfares within Block 27 that support the development of a new community that will be compact, vibrant, inclusive, healthy sustainable and diverse. Respecting this role, this study will develop alternative design concepts and identify a preferred design for each of the collector roads, balancing the need for a connected and continuous, grid-like street network, while recognizing the constraints presented by the railway, TransCanada Pipeline, and Natural Areas.

## 2.1 OBJECTIVES AND DELIVERABLES

The objective of this study is to complete Phases 3 and 4 of the MCEA process for the proposed Schedule C projects within the subject lands. The overall objectives are to:

- Develop, assess, and identify a preferred multi-modal design concept for each roadway segment;
- Satisfies requirements for all crossings, including watercourses, natural heritage network and rail crossings;
- Provide 30% design for all crossings and bridge abutments;
- Roadworks would be completed to a 10% level of detail during the EA process, following the completion of the EA, 30% detailed design will be prepared;
- Ensure a fulsome public consultation and engagement process, meeting all requirements set out within the MCEA process;
- Address Environmental Study Report (ESR) comments;
- Respond to any Part II Orders; and,
- Establish preliminary designs that support multi-modal transportation for each of the collector road projects.

In achieving the above, the LEA team will also confirm Phases 1 and 2 of the MCEA process are satisfied based on the work completed through the NVNCTMP.

When the study is complete, a Notice of Completion will be issued and the Environmental Study Report documenting the study process will be filed for the 30-day-mandatory public review period in accordance with the Municipal Class Environmental Assessment Process.

It is noted that any Block Plan Schedule B and A projects that otherwise emerge through Block Plan component studies will be addressed through those respective studies (i.e.: MESP and Transportation Mobility Plan Study)





## 2.2 BACKGROUND and CONTEXT INFORMATION

There have been a number of recently completed studies, plans, and guidelines prepared by the City and its consultants, in addition to reports prepared by other government agencies, that are available and relevant to this project. These documents will serve as the planning context and framework for advancing this MCEA study. These documents reviewed will include, but are not limited to, the following:

- ▶ City of Vaughan Transportation Master Plan-A New Path (2012) (currently being updated)
- ▶ City of Vaughan Pedestrian and Bicycle Master Plan (2020)
- ▶ City of Vaughan Active Together Master Plan (2018)
- ▶ North Vaughan and New Communities Transportation Master Plan (NVNCTMP) 2019
- ▶ York Region Official Plan (2010)
- ▶ VOP 2010 (currently undergoing a Municipal Comprehensive Review)
- ▶ Draft City of Vaughan Environmental Management Guide (2013)
- ▶ Block 27 Secondary Plan Study Report & Kirby GO Transit Hub Sub-Study
- ▶ New Community Area-Block 27 Secondary Plan Report, 2018
- ▶ City of Vaughan Stormwater Management Plan (2014)
- ▶ City of Vaughan Transportation Impact Study Guidelines (2018)
- ▶ City of Vaughan Zoning By-Law (2018)
- ▶ Green Directions Vaughan: Environmental Master Plan (Updated 2019)
- ▶ City of Vaughan Accessibility Plan and Policy (2013)
- ▶ City of Vaughan Tree By-Laws & Policies (2007)
- ▶ City of Vaughan Tree Protection Protocol (2018)
- ▶ City of Vaughan City-Wide Streetscape Manual (2014)
- ▶ City of Vaughan Pedestrian & Cycling Design Guidelines (underway)
- ▶ City of Vaughan Highway 400 North Employment Lands Secondary Plan (2011)
- ▶ City of Vaughan Design Criteria and Standard Drawings (2018)
- ▶ City of Vaughan Urban Design Guidelines Volumes 1&2 (2018)
- ▶ Metrolinx Barrie Rail Corridor Expansion Project TPAP EPR (2017)
- ▶ Metrolinx The Big Move (2008)
- ▶ Metrolinx Regional Transportation Plan (2018)
- ▶ York Region Transit Oriented Development (2006)
- ▶ York Region Transportation Master Plan (2016)
- ▶ York Region New Communities Guide (2013)





- ▶ York Region Pedestrian & Cycling Planning & Design Guidelines
- ▶ Provincial Policy Statement (2020)
- ▶ Growth Plan for the GGHS (2020)
- ▶ Greenbelt Plan (2017)
- ▶ Oak Ridges Moraine Conservation Plan (2017)
- ▶ Ontario Ministry of Transportation Transit-Supportive Guidelines (2012)
- ▶ Ontario Ministry of Transportation Cycle ON: Ontario's Cycling Strategy (2013)
- ▶ Ontario Ministry of Transportation Environmental Guide for Air Quality (2012)
- ▶ Ministry of Indigenous Relations and Reconciliation Consulting Indigenous Communities (2019)
- ▶ Environmental Noise Guideline (NPC-300), 2013
- ▶ Ontario's Climate Change Plan (2016)
- ▶ Considering Climate Change in EA process (2016)
- ▶ Management of Excess Soil (2016)
- ▶ Agricultural Impact Assessment (AIA) Guidance Document (2018)
- ▶ Block 27 Sub-watershed Study (2017)
- ▶ Kirby Road Extension MCEA (ongoing)
- ▶ Credit Valley Conservation (CVC) Wildlife Crossing Guidelines (2017)
- ▶ Toronto and Region Conservation Authority Crossing Guidelines (2015)
- ▶ Toronto and Region Conservation Authority Open Data and Information
- ▶ Toronto and Region Conservation Authority HDF Guidelines (2014)
- ▶ Toronto and Region Conservation Authority The Living Cities (2014)
- ▶ Toronto and Region Conservation Authority EIS Guidelines (2014)
- ▶ Toronto and Region Conservation Authority SWM Criteria (2012)
- ▶ Toronto and Region Conservation Authority LID SWM Guide (2010)
- ▶ Toronto and Region Conservation Authority Terrestrial Natural Heritage System (2007)
- ▶ Toronto and Region Conservation Authority Field Staking Protocol (2016)
- ▶ Toronto and Region Conservation Authority Forest Edge Management Guidelines (2004)
- ▶ Toronto and Region Conservation Authority Ecosystem Compensation Guide (2018)
- ▶ Natural Heritage Network Study (2016)



The below summarizes the key elements from some of the central plans and studies that will guide this study:

The **North Vaughan New Community Transportation Master Plan (NVNCTMP)** (2019) is a long-range plan that recommends policies, programs and infrastructure required to meet existing and future (2031) mobility needs and provide the context for transportation decisions within North Vaughan. The NVNCTMP identified the transportation requirements for the New Community Areas, Block 27 (NVNCTMP -Appendix A: Block 27 Transportation Network) and Block 41, ensuring the transportation networks for these communities are integrated and connected to the North Vaughan area. The study followed Approach #1 for the Transportation Master Plans (TMP), as outlined by the Municipal Class Environmental Assessment (MCEA) Guidelines (October 2000, as amended in 2007, 2011 and 2015). In doing so, the study results can serve as direct input to any subsequent Environmental Assessment (EA) studies for Schedule B and C infrastructure projects. The study satisfied Phases 1 and 2 of the five phase MCEA process, which includes the development of a Problem and Opportunity Statement, as well as the evaluation and selection of a preferred alternative planning solution. Both of which will be carried forward and be used as part of this MCEA.

Specifically, the NVNCTMP *Problem and Opportunity Statement* was identified to be the following:

*The NVNCTMP study area is in need of capacity and operational improvements with regards to transportation network supply for all travel modes. The rural nature of the area, limited transit service and limited active transportation facilities have resulted in the overwhelming automobile dependency by local residents. In addition, several network gaps, sub-standard road cross-sections, and challenging vertical alignments have reduced connectivity, safety, and led to overburdened east-west and north-south continuous links such as Major Mackenzie Drive and Highway 400.*

*Through the development of the New Communities and the Highway 400 North Employment Area, opportunities exist to build upon existing plans to provide better connectivity and continuity by bridging gaps, connecting to the provincial highway network, eliminating jogs, expanding transit service to the study area, improving cross-sections and slopes, and providing active transportation facilities to reduce the reliance on the automobile.* (NVNCTMP, pg. 83)

The NVNCTMP and more specifically Appendix A: Block 27 Transportation Network documents study background and recommendations for the transportation network in support of Block 27 Secondary Plan.

The **York Region Official Plan** (2010) represents York Region's ongoing collaboration with its partners and stakeholders in rethinking how communities are designed, serviced, and supported. The York Region OP states that local municipalities design street systems that have due regard to support all modes of transportation, including walking, cycling, transit, automobile use and the efficient movement of goods. It further encourages the development of a sustainable Region based on a



variety of community considerations including promoting active lifestyles and providing safe, accessible mobility systems. Based on these policies, this study will ensure that the road designs are developed in a way that accommodates all modes of transportation, encourage community vibrancy, and minimize the impact on climate change.

The **VOP** (2010) sets the overall vision for how the City of Vaughan is to develop over the long term. Specifically, it is developed around eight (8) goals/themes. Of the themes, the following are specifically applicable to this study:

- Developing **Strong and Diverse Communities**, enabling ways in which people can interact with one another on a daily basis
- **Moving Around without a Car**, resulting in cleaner air, more enjoyable streets, and increasing the use of active modes of transportation
- Ensuring **Design Excellence and Memorable Places**, leveraging the natural assets and the creation of a high quality built environment
- Encouraging **A Green and Sustainable City**, that supports sustainable development and allows for alternative transportation choices

Further, the **Block 27 Secondary Plan** is a component of the VOP and is designed to guide the creation of a complete community within Block 27. The plan establishes policies for a new community that will be compact, vibrant, inclusive, healthy, sustainable, and diverse, while being designed to have a net positive environmental outcome. The Block 27 Secondary Plan provides more detailed policies than the VOP with respect to land use, including height and density, urban design, the protection of cultural heritage and archaeological resources, transportation, community facilities, natural heritage, and open space. The Block 27 Secondary Plan Study implements the results of a detailed consultation process, while taking into consideration feedback from the Sub-Study for the Kirby GO Transit Hub, and the North Vaughan and New Communities Transportation Master Plan (NVNCTMP).

The **Natural Heritage Network Study** (2016) identifies the natural features consistent with the Provincial Policy Statement and proposes additional Natural Heritage Network areas to meet biodiversity and ecosystem function targets. The Natural Heritage Network Study includes an assessment and inventory of significant wildlife habitat, flora and fauna as well as headwaters evaluation.

## 2.3 CHALLENGES AND CONSTRAINTS

In developing the study design for this project, the LEA team has identified a number of potential constraints and challenges that the project will need to overcome. These have been identified based on our preliminary review of the background materials and understanding of the area. As the study develops mitigation plans will be developed for each and monitored through to project completion.

### **Key Constraints**



Key constraints identified below may limit options that can be developed as part of the study. Some of the constraints that have been identified at this early stage include:

1. Environmental Sensitivity

- ✓ The planned road network within Block 27 will traverse multiple environmentally sensitive areas. This includes multiple watercourses, Provincially Significant Wetland areas, woodland areas and the Greenbelt. The designs will need to consider alternatives that minimize their impact not only by way of the physical footprint but the identification of a sensitive alignment. Studies completed as part of the Block Plan pertaining to wetland/water monitoring, including the Block 27 Subwatershed Study will be carefully examined during this EA.

2. Utility Corridors

- ✓ Block 27 is traversed by a major utility corridor, the east-west TransCanada Pipeline (TC Energy) just south of Kirby Road. The TC Energy corridor acts as a physical barrier to development. While the major roads can cross the TC Energy corridor they will be subject to the design requirements set out by the TransCanada. Incorporating these requirements, while ensuring a seamless connection will be critical for the successful design of the proposed roads.

3. Grade Separation

- ✓ The grade separation of the Barrie GO Rail Corridor is a critical component to achieve the east-west connectivity within the Block 27 community. In addition to confirming the proposed underpass, this study will need to address the design requirements associated with constructing a rail bridge with live rail traffic, as well as the potential stormwater drainage implications.

4. Coordination of Concurrent Studies

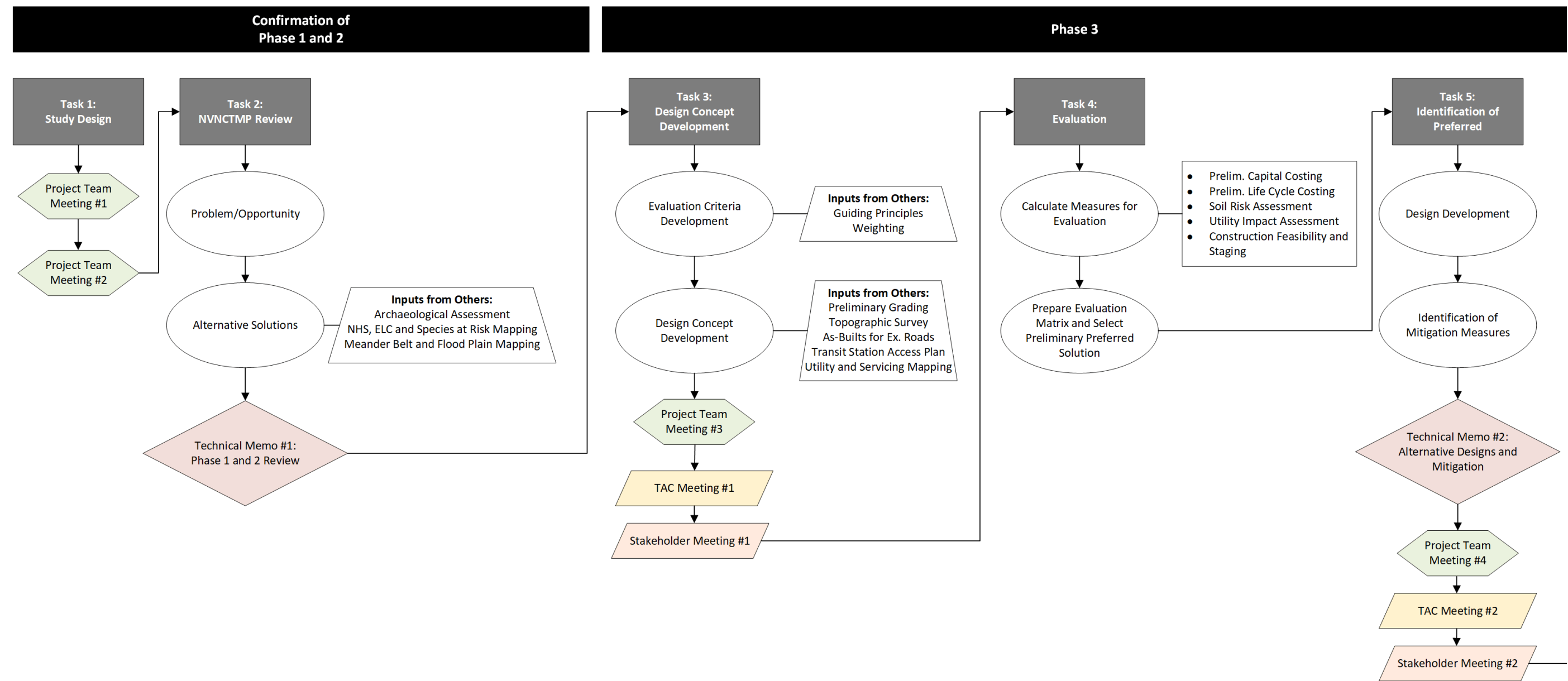
- ✓ There are a number of ongoing and emerging studies that are being conducted in and around the Block 27 Study Area. These include, but are not limited to, the: Transit Hub Special Study; Kirby Road Widening EA; Teston Road IEA; Master Environmental and Servicing Plan (MESP) and Block 27 Block Plan Studies;.
- ✓ Transit Hub Special Study will be focused on providing seamless multi-modal connections for regional and local transit, centred on a future GO station.
- ✓ Kirby Road Widening EA (currently ongoing) will reconfirm the need and determine the preferred design for the widening, grade-separation and jog elimination along Kirby Road between Jane Street and Dufferin Street. Part of the Block 27 northern study limit abuts the Kirby Road widening study area.
- ✓ Teston Road Individual Environmental Assessment (IEA) examines transportation improvements in the Teston Road area of the City of Vaughan between Highway 400 to Bathurst Street and between Major Mackenzie Drive and Kirby Road. Currently, a Terms of Reference has been approved to guide the future IEA.
- ✓ The Master Environmental and Servicing Plan (MESP) is a supporting study that is required through the Block Plan application process and will be conducted as a separate study. As



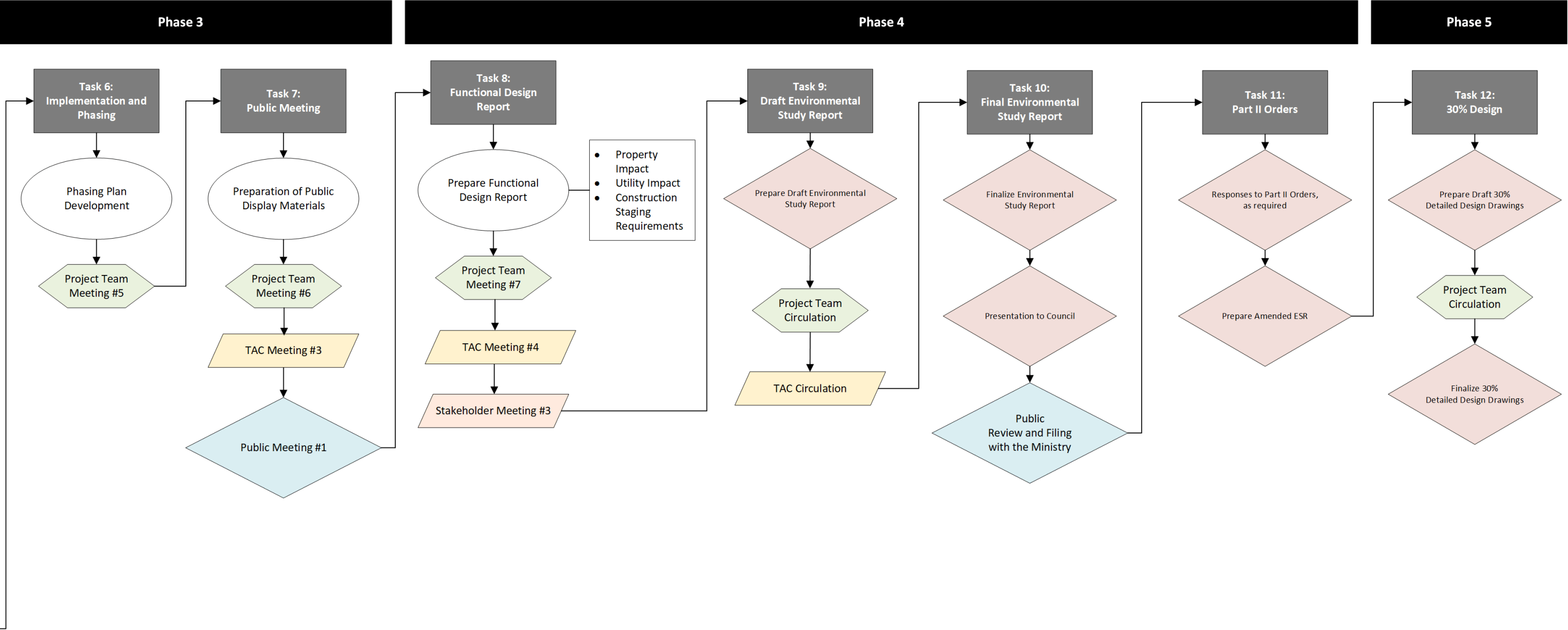
this study progresses, analysis and assumptions will need to be coordinated with the relevant surrounding studies to ensure that the preferred alternatives identified merge smoothly with the surrounding transportation network. The flowchart below shows how the study will proceed, incorporating input from the concurrent studies into the MCEA Schedule C process.

- ✓ Block 27 Block Plan Studies, currently ongoing including the Block Plan Report, Transportation Demand Management Plan, Urban Design and Architectural Guidelines, Cultural Heritage Resource Impact Study, Archaeological Assessment, Noise and Vibration Study, Environmental Site Assessment, Agricultural Site Assessment, Development and Infrastructure Phasing Plans, Sustainability Performance Metrics, Community Energy Plan, Community Services and Facilities Impact Study, and Implementation Plan. Each of the studies noted above will establish an updated existing conditions assessment for the Block 27 study area. This will be used as a benchmark in the evaluation of the Alternative Design Concepts. Furthermore, the recommendations put forth from the Major Roads EA will be incorporated into the development of the Transportation Study, as well as the development of the final block structure.

EA Task Workflow Diagram



EA Task Workflow Diagram (cont'd)





In addition to the design constraints identified above, the project team has also identified a set of potential challenges to the successful completion of the project. These include:

**EA Schedule** - While the NVNCTMP lists Street 2, 5, and 8 as Schedule C projects that need to satisfy the Phase 3 and 4 MCEA requirements, the other collector roads include potential valley crossings that require the completion of an environmental assessment (as per Block 27 Secondary Plan Policy 4.1.1.c). Recognizing these potential impacts, LEA is proposing to include all 8 streets as part of a single EA. While this results in a larger initial scope for the EA, it has the benefit of ensuring that designs of the structures and adjacent road grading is coordinated at an early stage. This can provide the benefit of minimizing the overall footprint of the road through environmentally sensitive areas as well as minimizing the required cut and fill to accommodate the proposed profile.

**Multiple Stakeholders** – The City of Vaughan and the Block 27 Landowners Group, Inc are co-proponents of the study, and as a result, both parties are required to be consulted throughout the study at all major decision points. LEA has gained significant experience in working with multiple co-proponents on EA studies, such as the Steeles East Bridge MCEA, which was jointly led by the City of Toronto, York Region, and Metrolinx. In addition, LEA is in the process of completing another MCEA that has a co-proponency arrangement, specifically with the Town of Whitby and a Landowners Group in the Brooklin area of Whitby.

*Potential Mitigation Measures:*

- *Developing a clear Study Design: Having a clear study design with the roles and responsibilities outlined will be critical to ensuring the expectations of both co-proponents are met. This will ensure each party is clear on when input will be sought and the type of input that will be required.*
- *Developing a Stakeholder Engagement Plan: Beyond the co-proponents, it will also be important to engage other parties and agencies that have an interest in the EA throughout the process. Developing a stakeholder engagement plan at the outset along with critical touch in points, for example strategically timed Technical Advisory Committee meetings, will be critical to ensuring constructive dialogue between the project team and these parties.*
- *Engaging the public through alternative methods: Given the ongoing realities of the COVID-19 pandemic, alternative forms of consultation beyond the traditional Public Open House will need to be utilized to satisfy the MCEA requirements. Public consultation was robust through the NVNCTMP and Block 27 Secondary Plan process and should be continued during the EA process. During the development of a Public Communications Plan, LEA will consider online and mailed surveys, digital engagement with community leaders and advisory groups, and online open house forums. LEA has experience using a variety of online tools to obtain public feedback, and will employ that expertise to facilitate the consultation process for the Major Roads EA.*

**Road Geometry and Safety** – The proposed alignments and geometry need to be designed to accommodate for all modes of transportation for each of the 8 road segments. Some of these roads





are expected to feature environmental constraints, such as natural watercourses or the protection of species at risk or built structures, which will require the right-of-way to be developed in a context sensitive approach. The key will be to identify existing physical constraints early in the process. Further, the study will also consider innovative solutions for modifying the standard road cross-sections and use of other mitigation mechanisms to preserve the existing features. These constraints identified are similar to those LEA experienced as part of the North Queen Street Extension MCEA and North Brooklin Major Roads MCEA in Whitby. This project experience will be used to address the safety and roadway geometry concerns of this EA Study.

*Potential Mitigation Measures:*

- *Minimize initial alignment impacts: LEA will review the NVNCTMP recommendations in areas with significant ROW requirements or environmental impacts and will consider alternative alignments to avoid these areas altogether, or context sensitive modifications to the road cross-section to reduce the roadway footprint.*
- *Minimize right-of-way: the proposed alignment options will reflect municipal and TAC standards and will consider best practices to minimize right-of-way requirements while satisfying the existing and future demands.*

**Natural Environment** – The study area is extensive and largely undeveloped, with significant portions identified for new development. While previous natural heritage reports such as the Block 27 Subwatershed Study have been completed as part of the NVNCTMP and Secondary Plan, additional field work is being conducted as part of the SWS Addendum and will be drawn upon for this study, specifically considering Top of Bank and Dripline Staking/Surveys, Bat investigations, and habitat/fluvial assessments in the alignment areas of the road segments. There are potential environmentally sensitive areas within and immediately adjacent to the study area, as well as the potential for issues regarding Species at Risk, Source Water Protection Areas, and Groundwater Recharge Areas.

LEA has experience in conducting Environmental Assessments in proximity to wetlands, such as the Algonquin Island Bridge EA, which included a habitat with endangered species and required careful consideration of the natural features within and adjacent to the study area. This experience will be vital to ensure the mitigation of potential environmental impacts of any alternative design concepts.

*Potential Mitigation Measures:*

- *Identification of existing habitats: Developing a robust existing conditions report will minimize the risk of impacts to the natural environment. LEA will review the previous area studies to identify any additional data required and will consult with the LOG and local and provincial authorities to identify the types of additional studies that need to be conducted.*
- *Identification of Impacts: The amount of impacts to the natural environment will be determined and considered together with other criteria as part of the overall evaluation of alternatives.*
- *Mitigation measures: The preferred design solution will possibly have unavoidable impacts, especially concerning impacts to vegetation or those that could arise during the construction period. Where impacts are unavoidable, LEA will focus on identifying ways to minimize the impacts. These may include LID stormwater controls, natural habitat restoration for any*



*disturbed flora and fauna, and soil remediation.*

**Socio-Economic Environments** – South and east of the study area features established residential neighbourhoods, while the northern portion includes natural and undeveloped lands, including agricultural lands. As was done for the Liberty Village New Street MCEA study completed by LEA for the City of Toronto, alternative design solutions for this EA Study will reflect the unique context of the study area and will consider pedestrian and cycling movements, improved neighbourhood connectivity, and mitigation of negative impacts to noise and air quality.

*Approach to be considered:*

- *Identification of existing conditions: minimize residential land acquisition: The study will minimize the risk of impacts to neighbouring properties by considering alternatives that minimize additional land requirements and avoid designated or significant heritage features.*
- *Identification of Impacts: The potential amount of land required will be identified for each alternative under consideration and be documented as part of the overall evaluation of alternatives.*
- *Community benefits: Any construction period will have impacts to the existing community users. Therefore, the study will include additional improvements to the study area, including aesthetic, beneficial infrastructure for pedestrians and cyclists and recreational uses.*

**COVID-19 and Related Impacts** – Public consultation will occur virtually for the foreseeable future. As such, the LEA team will plan for all meetings to occur online, using various online collaboration tools, such as WebEx, Zoom, or other online meeting tools. LEA will work with the City of Vaughan to host the public meetings. The virtual public consultation process can include extended public material review periods, due to the increased accessibility associated with viewing virtual materials 24/7.

*Potential Mitigation Measures:*

- *Virtual consultation: Our project team now designs consultation and meeting documents with a specific emphasis on ensuring they work well in the digital environment. This includes utilizing software that is accessible and easy to understand. This also includes putting in place alternative methods in the case technology fails at critical moments like during project meetings or public consultations. In addition, with the implementation of virtual online public information centres, the timeline for public consultation can be extended for 2-3 weeks to allow for a thorough review by the public.*
- *Public health awareness: LEA has an internal Task Force that is focused on staying up to date with the latest public health developments. This group is a cross-functional committee with various employees and includes individuals dealing with important areas like Facilities, IT, HR, and Communications. They help inform our Transportation Planning Practice Area regarding up-to-date standards and best practices.*

## 2.4 PROJECT MANAGEMENT

Our project management methods focus on being proactive, moving the schedule along, and delivering the project in accordance with the client's requirements, policies, and procedures. While LEA will manage the completion of the project, decisions on key project components will be made subject to the co-proponents



Project Managers' approval prior to proceeding onto the next component. Effective project management and communications with the project team is critical to the successful completion of any project. Effective control of a project can only be achieved by breaking it down into its component activities. With the baseline budget/schedule prepared, the status of the project will be measured at any time, and early warnings of either cost or time overruns will be identified so that appropriate action can be taken.

Specifically, LEA regularly reviews the following components to ensure the successful completion of the project:

- Scheduling internal reviews well in advance and working to the milestone dates;
- Ensuring that all participants understand their responsibilities, the desired outcome of the review, and the timeline to address any comments;
- Briefing information and review packages will be prepared in advance, where possible, to ensure that all meeting participants can offer meaningful input and work toward the necessary decisions; and,
- Quality Control Plans and checklists will be used for the reviews to provide a consistent approach and to allow ease of the review process.

Our Project Manager, Kenneth Chan, will take a leading role in ensuring the Study adheres to the schedule and budget. Ken will serve as a direct point of contact responsible for all communication to the City and Block 27 Landowners Group Inc, will participate in daily decision-making, and will provide direction to the project team.

### 3 TEAM QUALIFICATIONS & RESOURCES

The following sections outline the proposed team resources and qualifications. CV's can be found for all team members in **Appendix A**. The organization chart for the proposed team is included in **Appendix B**.

#### 3.1 ABOUT LEA

**LEA Consulting Ltd. (LEA)** is a privately held, Canadian-owned consulting firm providing planning, engineering design and construction administration services for urban infrastructure projects. LEA's clients and partners include public sector agencies at all three levels of government across Canada, major developers, architects, contractors, and law firms. LEA Consulting Ltd. is part of the LEA Group of companies, which includes LEA Associates South Asia Pvt. Ltd, and has been providing consulting and advisory services in a variety of disciplines since the mid-1950's.

In Canada, LEA has offices in Markham, Toronto, Stratford, and Timmins, Ontario and currently employs over 180 professionals. LEA is an active and influential member of all the key engineering, transportation and planning associations, such as Professional Engineering of Ontario, Consulting Engineers of Ontario, the Association of Consulting Engineering Companies-Canada, and the Canadian Security Association. LEA holds a valid certification of authorization from Professional Engineers Ontario (PEO)-CofA #10903658.

**LEA CONSULTING LTD.**

LEA's services are extensive and cover a range of aspects as they relate to delivering transportation master planning and infrastructure design, including planning studies and preliminary and detailed design, in accordance with the Municipal Class Environmental Assessment process. LEA has provided Environmental Assessment expertise for both public sector and private sector clients.

For the Block 27 Major Roads EA, our core related services include:

**Environmental Assessments (EAs):** Through a focus on a detailed technical understanding and developing relationships with key stakeholders, LEA has emerged as a trusted source for providing EA services for high profile projects, with its Senior Management involved in every step of the way. LEA regularly deals with projects that are both technically complex and contextually sensitive. LEA is known for our approach of advancing detailed engineering studies like geotechnical and subsurface utility investigations, usually left to the detailed design process, during the initial planning process as inputs developing alternative options. Some examples of our recent successes include the Steeles Avenue East Grade Separation MCEA, North Queen Street Extension MCEA, and the Liberty Village New Street MCEA.

**Active & Sustainable Transportation Solutions:** Designing transportation systems and corridors for active transportation to encourage a healthy lifestyle and reduce carbon emissions is a central objective for LEA. We embrace that people are looking to choose healthy travel options to replace the traditional automobile. LEA has been very active in this transformation, working with architects, planners, and urban designers to plan and design accessible multi-modal pathways, corridors and public spaces in accordance with Complete Streets guidelines. LEA approaches this transformation understanding there are several factors that contribute to the success of active transportation solutions including strategic parking supply, availability of infrastructure, and different expectations of the infrastructure from a wide user base.

**Traffic Modelling and Operations Analysis:** LEA has extensive experience in developing and calibrating traffic models for travel demand forecasting. Macro-, Meso- and micro-simulation of travel demands are modelled using the latest software such as EMME, TransCAD, VISSUM and AIMSUN, allowing a dynamic assignment of trips through a network to identify operational impacts and determine infrastructure requirements. Some examples of our successfully completed projects include the Pan/Parapan AM Games Transportation Micro Modelling Study, St. Clair West Railway Underpass and Road Improvements Functional Planning Study, and the Mayfield West Phase 2 Secondary Plan.

**Integrating Multi-Modal Analysis in Transportation Planning:** Designing transportation corridors for multi-modal transportation encourages a healthy lifestyle and reduces carbon emissions. LEA's Transportation Master Plan (TMP) studies have included multi-modal analyses to evaluate existing and proposed street networks. For the Scarborough Centre Transportation Master Plan (SCTMP), LEA conducted a quantitative multi-modal assessment to evaluate the existing performance of all transportation facilities within the study area. This included quantifying the demand, utilization, comfort, convenience, conditions, and level of service (LOS) for pedestrians, cyclists, transit riders,



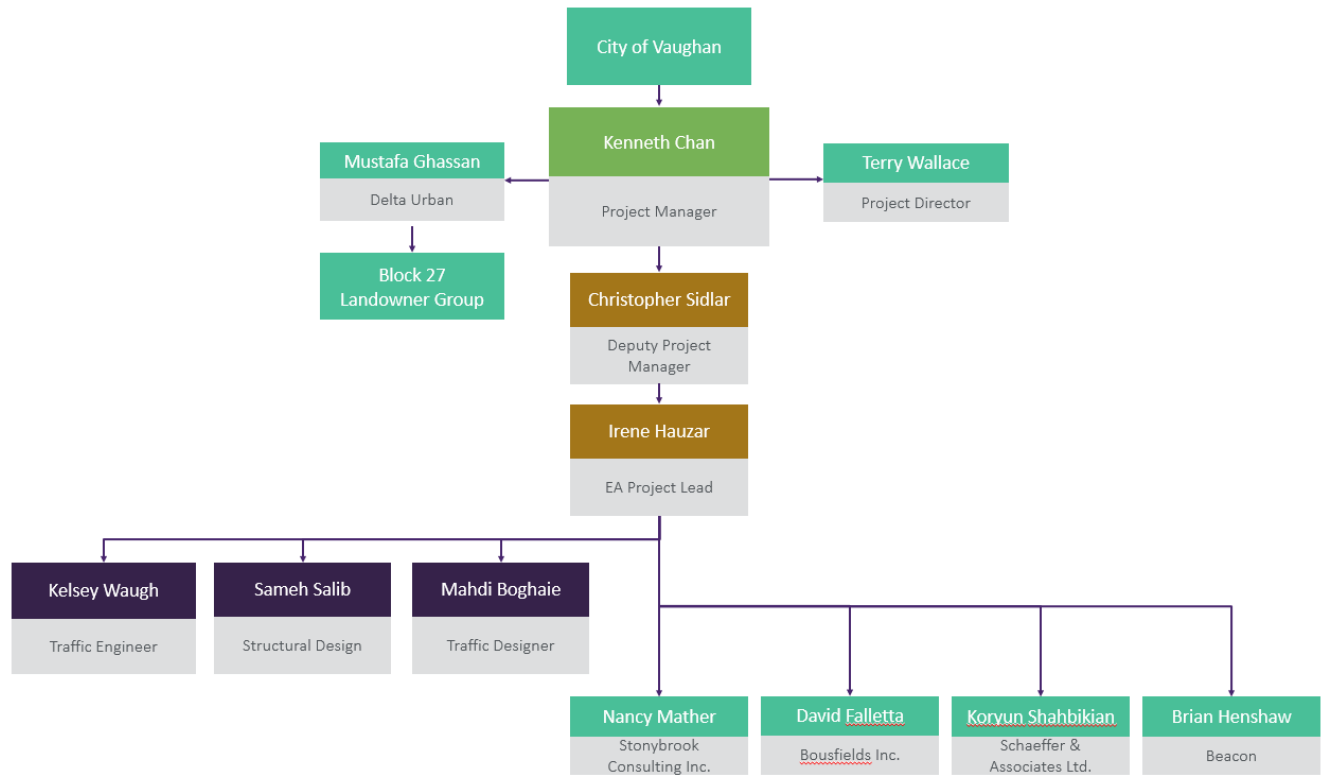
and automobile drivers within Scarborough Centre. This assessment provided a comprehensive understanding of the transportation needs and challenges in the study area and was used to plan Scarborough Centre as a multi-modal urban centre. Having conducted multi-modal analyses in the past, LEA is well equipped to provide recommendations for incorporating multi-modal analysis into road projects and decision-making for the Block 27 EA.

**Structural Design:** LEA's structural team has been providing engineering and design services in the transportation industry since 1953. We have established ourselves as leaders in the industry, both locally and overseas, by offering a broad range of structural design, rehabilitation and construction services, including: bridge design and construction, highway and rail tunnels, transit guideways and terminal design, earth and water retaining structures, structural condition assessment and predesign evaluation, rehabilitation for both bridge and underground transit facilities, and structural BIM modelling. Locally, our team has experience on a diverse range of projects including detail design of the Labelle Tunnel and Underpass at Hwy 3 South Service Road as part of the Herb Gray Parkway project.

### 3.2 PROPOSED PROJECT TEAM

LEA has assembled a team of experts in transportation planning, engineering, environmental assessments, and design to undertake this proposed study. The below organizational chart identifies the key individuals on the project team and the proposed reporting structure, while brief descriptions of the qualifications for each individual are presented in the following sections.

In addition to LEA's wealth of experience, LEA will also call on the expertise and knowledge of multi-disciplinary leaders in the fields of natural heritage support to be provided by Beacon Environmental, hydrogeological services will be provided by RJ Burnside, civil engineering and stormwater expertise to be provided by Stonybrook and Schaeffers, and geotechnical support TBD. LEA has teamed with many of these specialists on other similar EA studies, and are comfortable working together for this assignment. Subconsultants that will be required but are not currently identified will be arranged, and retained, by the Landowners group based on scope outlined by LEA. This scope will be reviewed and agreed upon by the project team.

**LEA Organizational Chart**

### 3.3 PROJECT MANAGER – KENNETH CHAN, P.ENG., PTOE, PMP



**18+ years of experience** – Kenneth Chan is a Senior Transportation Engineer and Vice President of Transportation at LEA Consulting Ltd. As a managing senior associate in the firm, Kenneth has daily experience in managing and working with multi-disciplinary staff on a variety of transportation and design related projects. Kenneth is also a certified Project Management Professional (PMP) and has a proven ability to manage transportation project teams on complex, multi-disciplinary

projects. Kenneth's project management approach is proactive, and he is capable of demanding high-quality deliverables while also providing staff the freedom and flexibility to excel at their work. He is a certified Professional Traffic Operations Engineer (PTOE) with the Transportation Professional Certification Board Inc., a licensed professional engineer (P.Eng.) with Professional Engineers Ontario (PEO), and a member of the Institute of Transportation Engineers (ITE).

Kenneth's project management and engineering experience includes project managing the Downtown Richmond Hill Transportation and Parking Study, and the Red Maple and High Tech Road Operations Review, leading traffic engineering efforts on the Toronto Transit Commission Eglinton Crosstown Light Rail Transit, and Toronto Transit Commission Finch West Subway Station. Kenneth also possesses significant EA experience on a range of transportation projects and overseeing roadway construction projects throughout the GTA. Kenneth's traffic engineering work includes future traffic projection, intersections operations analysis and optimization, traffic safety review, integration of active transportation modes, traffic signal warrant analysis, and coordination of traffic signal design and installation.

Kenneth has extensive experience in overseeing transportation design and has been involved with operational studies concerning transit signal phasing, traffic calming as well as construction management. Utilizing his in-depth knowledge of the planning process, environmental assessment process, design standards, construction, as well as municipal approval permit processes. Kenneth has demonstrated his outstanding leadership and management skills by collaborating with multi-disciplinary teams and providing solutions that meets his clients' needs and interests.

Kenneth has also implemented various strategies to engage constructive and effective communication with stakeholders to gain their inputs and obtain their support.

#### Key Related Projects:

- |   |  |
|---|--|
| ▶ Downtown Richmond Hill Transportation and Parking Master Plan | ▶ Front Street Reconfiguration EA                              |
| ▶ Red Maple & High Tech Road Operations Review                  | ▶ Dufferin Bridges EA  |
|   | ▶ Algonquin Island Bridge MCEA                                 |
|   | ▶ Steeles Ave. E. Grade Separation Technical Advisory Services |



### 3.4 PROJECT DIRECTOR – TERRY WALLACE, P.ENG.



**30+ years of experience** – Terry Wallace is the President of LEA Consulting Ltd. Over the past 30+ years, Terry has been involved in projects requiring extensive transportation planning, traffic operations engineering, functional and detailed design for EA studies, civil and municipal engineering design, Official Plan reviews, Secondary Plans, corridor/traffic impact studies, major utility relocations and feasibility and cost: benefit studies. He has been extensively involved in the Civil design aspect of major rail and transit infrastructure projects, including conceptual design, planning and public consultation, environmental assessments, detailed design of road and transit infrastructure, utility relocations, traffic/construction management plans, traffic/transit operations analysis, pedestrian and cycling studies and travel demand forecasting.

#### Key Related Projects:

- ▶ Liberty Village New Collector Road Schedule “C” MCEA
- ▶ Steeles Avenue East Grade Separation Schedule “C” MCEA

- ▶ McNicoll Avenue Extension Schedule “B” Class EA
- ▶ North Yonge Street Corridor EA Transit Peer Review

### 3.5 DEPUTY PROJECT MANAGER AND ACTIVE TRANSPORTATION SPECIALIST – CHRISTOPHER SIDLAR, M.SC.PL., MCIP, RPP



**14+ years of experience** – Christopher Sidlar is an Associate and the Manager of Transportation Planning at LEA Consulting Ltd. Christopher has a wealth of experience in carrying out municipal class environmental assessments (MCEAs) and leading consultation efforts of public, community, and special interest groups. Specifically, Christopher’s experience focuses on environmental assessment (EA) processes, multi-modal transportation planning and modelling, road design, and municipal engineering projects. Christopher is regularly engaged in a project management role, requiring him to coordinate

multi-disciplinary teams while ensuring that project services and deliverables are completed according to pre-determined schedules and budgets.

Christopher is perceptive and thoughtful and has developed a specialized understanding of multi-modal transportation planning in urban settings, particularly within the City of Toronto. He is accomplished in developing effective policies and implementation plans and is often called upon to assess the needs of pedestrians and cyclists and promoting mode shifts to non-auto uses.

Christopher’s personable approach to public engagement – built around ensuring both a relatable message and the fostering of two-way communication – has proven to be a critical element to the success of his projects. Christopher is well-versed in the MCEA requirements for public consultation and has demonstrated experience in developing public consultation plans that exceed these requirements to foster meaningful input from the public on municipal transportation and infrastructure projects.

Christopher has been extensively involved in the management of multiple EAs and transportation projects, including projects located within an urban context and at varying scales and complexities, such as the Steeles Avenue East Grade Separation EA and Algonquin Island Bridge EA. Through this



experience, Christopher has demonstrated strong communication skills and a keen ability to coordinate with multi-disciplinary teams to develop reports and design solutions that address the needs of municipalities, agencies, public and private stakeholders, and end users.

Chris brings extensive experience in urban transportation projects, MCEAs, and facilitation among a complex combination of interests of internal departments, external agencies, and stakeholder groups. He will be responsible for attending project meetings, the completion of each deliverable, and ensuring project timelines are met.

**Key Related Projects:**

- ▶ **Steeles Avenue East Grade Separation MCEA**
- ▶ **Brooklin North Major Roads MCEA**

- ▶ **Algonquin Island Bridge MCEA**

- ▶ **Steeles Avenue East Grade Separation Technical Advisory Services**

### 3.6 EA PROJECT LEAD - IRENE HAUZAR, MCIP, RPP, AICP



**20+ years of experience** – Irene Hauzar is a Senior Project Manager at LEA Consulting Ltd. Irene has a wealth of experience in carrying out municipal class environmental assessments (MCEAs), feasibility studies, and managing multi-disciplinary teams. Irene has been the Lead Environmental Planner for numerous environmental assessments, both in Ontario and throughout the New England states. Irene has planned for and participated in over 300 different consultation events that were held with various stakeholders. Irene has extensive experience in the

consultation, evaluation, and documentation of the Municipal Class Environmental Assessments, individual environmental assessments, MTO Class Environmental Assessments, and transit project assessment process (TPAP) environmental assessments.

Irene has been involved in the management of numerous transportation EA studies. Through this experience, Irene has demonstrated strong organizational and communication skills that help to foster meaningful input from the public on various municipal transportation and infrastructure projects. Irene is well-versed in the MCEA requirements with regards to the documentation and public consultation requirements and has successfully delivered dozens of EAs at both the municipal and federal levels, in addition to completing federal EAs while working in the United States.

Irene will be the EA Lead and contact at LEA for liaison with the City of Vaughan and the Block 27 Landowners Group, Inc., along with various external agencies. She brings extensive experience in facilitation among complex combination of interests from internal departments, external agencies, and stakeholder groups. She will be responsible for attending project meetings, the completion of each deliverable, and ensuring project timelines are met.

**Key Related Projects:**

- ▶ **Detroit River International Crossing EA**

- ▶ **Don Mills Crossing MCEA**

- ▶ **Heart Lake Road Feasibility Study**

### 3.7 STRUCTURAL DESIGN - SAMEH SALIB, PH.D., P.ENG., BDS, P.E.



**25+ years of experience** – Sameh Salib is a Project Manager and Structural Engineer with over 25 years of extensive experience in the design of new transportation structures, bridges, tunnels, and subway stations, as well as the evaluation and rehabilitation of existing structures. His structural engineering experience includes the construction and design of award-winning highway bridges, and transportation structures such as tunnels and subway stations for rail, vehicles and LRT traffic. A selection of the structures he has designed include, New Burgoyne Bridge in St. Catharines, TTC's Runnymede, Sheppard, and Bay Subway Stations, Metrolinx's New Oriole Station to accommodate RER, Ottawa LRT Extension, West Toronto Diamond, Sea to Sky Project in Vancouver, Turcot Interchange in Montreal, and New Quito International Airport.

#### Key Related Projects:

- ▶ New Burgoyne Bridge, St. Catharines, ON
- ▶ Main Street Bridge, Cambridge, ON
- ▶ New Burgoyne Bridge, St. Catharines, ON
- ▶ Main Street Bridge, Cambridge, ON

### 3.8 TRAFFIC DESIGNER – MAHDI BOGHAIE



**12+ years of experience** – Mahdi Boghaie is a Transportation Designer at LEA Consulting Ltd. Mahdi has over 12 years of experience in transportation planning and engineering and has been involved in preliminary and functional designs, rehabilitation, and Environmental Assessment studies for local and regional municipalities. Mahdi is proficient in the use of AutoCAD Civil 3D, MicroStation V8i, and Power InRoads.

#### Key Related Projects:

- ▶ Centennial Drive and Front Street Reconstruction EA, City of Orillia
- ▶ Mayfield Road EA, Peel Region
- ▶ Edward Street Extension Schedule "C" EA, Town of Whitchurch-Stouffville
- ▶ Leslie Street EA, York Region

### 3.9 TRANSPORTATION ANALYST – KELSEY WAUGH, P.ENG., RSP1



**6+ years of experience** – Kelsey Waugh is a Transportation Engineer at LEA Consulting Ltd. with over 6 years of experience, and a road safety and engineering professional with experience in Master Plans and Environmental Assessments. She has gained experience in both large-scale public-sector project coordination and private sector transportation planning studies. Her duties have included the preparation of Environmental Assessment study reports, transportation demand management studies and multi-modal analysis and report writing. Her

active transportation experience includes the development and evaluation of pedestrian and cycling facilities in both urban and suburban areas.

#### Key Related Projects:

- ▶ **Steeles Avenue East Grade Separation MCEA**
- ▶ **Brooklin North Major Roads MCEA**

- ▶ **Keele-Finch Plus Transportation Study**
- ▶ **Richmond Hill Residential Parking Permit Program**

### 3.10 STAFF REPLACEMENT STRATEGIES

The proposed staff members are committed to, and will be present throughout, the project. However, should any unforeseen events occur, LEA will inform the Block 27 Landowners Group Inc immediately and will propose at least two (2) replacement staff members with equivalent or greater experience and qualifications. The Proponent can then review the CV's of the staff members, meet and interview them if preferred, and choose their preferred replacement.

## 4 DETAILED TASKS, MILESTONES & PROJECT SCHEDULE

### 4.1 GUIDING PRINCIPLES

A series of key guiding principles has been developed that LEA will use to lead the Municipal Class Environmental Assessment (MCEA) process through Phases 3-4 to ensure a high level of quality control. These guiding principles are as follows:

- ▶ Provide a traceable, defensible, and quantifiable design that includes the involvement of public, stakeholder, and agency in a way that supports the development a **strong and diverse community**;
- ▶ Focus on providing designs and reports that address concerns about sensitive environments that support a **green and sustainable city**;
- ▶ Ensuring that the designs developed accommodate users of all ages and abilities for all modes of transportation facilitating residents **moving around without a car**;
- ▶ Build upon knowledge gained from previous studies in the area, updated to existing conditions, and current studies including the Kirby Street Widening EA; and
- ▶ Submit a preliminary design that is in compliance with the Region's and City's Design Criteria and Standards for Design Submissions and exhibits the highest degree of **design excellence**.

### 4.2 PUBLIC, STAKEHOLDER AND INDIGENOUS COMMUNITIES CONSULTATION

The public consultation process for this study will be undertaken by LEA, in coordination with the City of Vaughan and the Block 27 Landowners Group Inc. While Public Communications and Stakeholder Engagement Plans will be developed at the outset of the project, the below section summarizes the key components for the overall Consultation Plan.

**Stakeholder Engagement** Extensive public and stakeholder consultation efforts have been undertaken during the Block 27 Secondary Plan process. A Technical Advisory Committee (TAC) was created that comprised of members of the public sector, provincial and regional governments, technical agencies and authorities, and utilities participated in the Secondary Plan process. In addition, Landowners and Landowners' Representatives participated in the Block 27 public consultation process. Broader public consultation has also occurred through a general consultation program for surrounding communities, including ratepayer groups, and non-governmental groups. Through this study, the stakeholders that previously participated in past will be included as part of the consultation effort for this study. In addition, new public and private stakeholders will be invited to participate. LEA has significant experience developing consultation plans and engaging multiple stakeholders and will ensure that all voices are heard and participate in a meaningful manner. In addition to issue specific consultation with the stakeholders, LEA is proposing three (3) stakeholder meetings and four (4) Technical Advisory Committee meetings to occur at strategic decision points throughout the study.



Key participants in the consultation process will include, but are not limited to:

- City Council
- Relevant Provincial Agencies, including the Ministry of Environment, Conservation, and Parks, and Ministry of Natural Resources and Forestry
- The Block 27 Technical Advisory Committee (TAC)
- The Block 27 Participating Landowners Group (LOG)
- Residents/landowners in the surrounding communities, and those who registered for communications as part of the NVNCTMP, Block 27 and/or Kirby Road EA
- Metrolinx
- Utilities
- TransCanada Pipeline
- York Region District School Board
- York Catholic District School Board
- Conseil scolaire catholique Mon Avenir

**Study Webpage** – LEA will ensure that all necessary information is provided in Word and PDF formats to be uploaded to the project website maintained on the City’s website. The materials will be accessible as per the City’s standards. LEA has experience in preparing public consultation materials that meet WCAG 2.0 Compliance, including the Steeles Avenue East Bridge EA and the Scarborough Centre Transportation Master Plan.

**Project Team Meetings (7)** – LEA expects at least 7 Project Team meetings, along with 36 bi-weekly Skype/MS Teams/phone meetings over the duration of the study

**Technical Review Coordination** – LEA will submit all submissions to both the City of Vaughan and the Block 27 Landowners Group Inc, and provide review periods of at least 2 weeks. Additional review agencies and stakeholders will be involved when required, including Technical Advisory Group members. Communications and any comments received will be logged to maintain records.

**Indigenous Communities Engagement** – LEA will work alongside the City of Vaughan and the Block 27 Landowners Group Inc, to ensure that Indigenous Communities consultation will be appropriately conducted, through a meaningful role in the consultation process. The study team will work with the city of Vaughan staff to coordinate the Indigenous Communities Engagement. The city is in the process of developing an Indigenous Communities Engagement protocol, and the study team will work with the city in implementing the protocol once it has been approved. The project team will notify MECP about this project, and will engage with the list of Indigenous Communities that MECP provides.



### 4.3 WORK PLAN AND DELIVERABLES

To support the development of Block 27, LEA has developed the below work plan to develop and select preferred alternative designs for the required street network. The proposed work plan is discussed below and includes all requirements of the MCEA process, plus the preliminary preferred design of the preferred design alternative solution, including:

- ▶ Review of the existing conditions studies and satisfying any gaps in knowledge identified;
- ▶ Identification and assessment of alternative design concepts;
- ▶ Selection of the preferred design alternative ;
- ▶ Engagement of the public;
- ▶ Final documentation (ESR); and
- ▶ Development of the preliminary preferred designs and preliminary capital and life cycle cost estimates.

In describing the proposed work plan, it should be noted that the MCEA process has recently been subject to major amendments, however the full replacement of the MCEA will take some time. Considering the uncertainty of the timing of these changes, the roadways are being proposed to proceed under the current Schedule C EA process. Should the process change during the course of the EA, the potential to change schedule will be considered at that time.

The EA process will determine the horizontal and vertical alignment of the road including, watercourse and natural heritage network crossing infrastructure, active transportation infrastructure and consider spacing between intersections, connections with adjacent blocks and minimizing impacts to natural features. The EA process as part of the identification of reasonable range of alternatives and will also include comprehensive evaluation of the natural heritage features.

#### 4.3.1 Task #1: Study Design

Upon initiation of the project key members of the project team will attend a virtual kick-off meeting with City of Vaughan Staff and members of the Block 27 Landowners Group Inc, (Block 27 LOG). Prior to the project kick-off meeting, LEA will obtain the stakeholder list from the City of Vaughan (previously utilized by the City of Vaughan for the Block 27 Secondary Plan and NVNCTMP). LEA will prepare a Consultation Plan and detailed workplan to confirm the project deliverables, which concludes with one ESR prepared for the entire study, including an updated project schedule. These can be discussed at the project team meeting and will be finalized subject to comments from the project team and the co-proponents.

#### Consultation Plan

During the initial stage of the project, one of the key deliverables will be the project's Consultation Plan. This plan will be continually reviewed and updated throughout the project but is intended to guide how and when the stakeholder groups and the general public are engaged.



The Consultation Plan is proposed to include at least 3 points of public contact as specified in the Municipal Class Environmental Assessment Process, specifically with:

- First mandatory public contact being issued after introducing the project (Notice of Commencement).
- Second mandatory public contact being the notice for the Public Information Centre. As noted previously due to the ongoing COVID-19 situation, LEA anticipates delivering a virtual PIC that will satisfy the Municipal Class EA requirements. Virtual PIC can be customized to include a presentation and a facilitated question and answer session. One potential virtual online engagement platform that the City of Vaughan may engage with is Bang the Table. This online engagement platform may be part of the consultation process for this study. The virtual PIC will give members of the public the opportunity to learn more about the alternatives under consideration. PIC #1 will primarily focus on the Identification of Project and Alignments, evaluation of alternatives, and preliminary preferred alternative.
- Third mandatory public contact being the completion of the Environmental Study Report (ESR), when the document is placed on public record by publishing the Notice of Completion of the Environmental Study Report. While the minimum requirement is 30 days, given the ESR will be made available in digital format only, LEA would propose to extend this period to provide for a more thorough review in account of the COVID disruptions. During this time, the public and other stakeholders will be invited to review the ESR and provide their comments.

In addition to the mandatory public contact, LEA will develop content to be made available on the City's website. This is expected to include background materials, stakeholder communications, and regular general project updates. The Consultation Plan will also identify when meetings with of the Technical Advisory Committee (TAC) (comprised of technical experts from various City departments in the City of Vaughan, and various external agencies, as agreed to by City Staff) should be scheduled. To document the outcomes of the consultation activities, LEA will collect all comments made by the public, stakeholders, and agencies regarding the study and will prepare responses to all key issues and comments made. The consultation components of this study will be documented into a consultation record and will become part of the Environmental Study Report (ESR) at the conclusion of the study.

*\*COVID-19 Considerations: As previously noted with communities continuing to practice social distancing, project related meetings, team meetings, stakeholder meetings, TAC meetings, etc. may be hosted using online meeting software (e.g. Microsoft Teams, Zoom, WebEx). Our team would schedule, facilitate, and provide notetaking during these sessions.*

### **Indigenous Communities Engagement Plan**

Also critical at the outset of the project is the development of a list of Indigenous Communities that will be engaged as part of the study. This list will be verified through correspondence with MECP and City of Vaughan staff. Aside from the list, the Indigenous Communities Engagement Plan will include details of how and when the communities will be contacted. This is expected to include a variety of forms of contact including but not limited to email communications, phone calls, register mailings, and meetings.



*Project Team Meeting #1: Study Kick-off*

Project Team Meeting #1 will focus on the goals and objectives of the project, refine the project scope and proposed schedule, develop a key stakeholder list and obtain all relevant background data that pertains to the study. The meeting is expected to discuss the immediate next steps, and to confirm or discuss project management, public consultation plan and risk management and mediation strategies moving forward.

**Deliverables:**

- Study Design (with updated schedule)
- Consultation Plan
- Indigenous Communities Engagement Plan

**4.3.2 Task #2: Background and Phase 1 and 2 (NVNCTMP) Review**

The success of the EA Study will be contingent on the completion of various site investigations and field reviews to understand the study area conditions and potential impacts of the alternatives. It is known that several background reports have been prepared within the study area, either by the City's or the Block 27 Landowner Group Inc consultants. The project team will conduct comprehensive reviews of these studies and identify if there are any gaps in the knowledge of existing conditions. The following studies will be reviewed, summarized as part of Technical Memo #1, and included in the Final ESR as documentation (as required, some will be updated through the study process).

**North Vaughan and New Communities TMP (NVNCTMP)** – provides a long- range plan that supports policies, programs and infrastructure required to meet existing and future mobility needs for transportation decisions within North Vaughan, including conducting a review of the roadway functions and jurisdictional transfer opportunities for the Block 27 Secondary Plan area. The NVNCTMP establishes the need and justification for proposed collector roads, as well as the framework for the street network. With respect to the content of the NVNCTMP, LEA will review the following:

**Phase 1 (Problem or Opportunity)** – the Problem and Opportunity Statement will be reviewed and confirmed to ensure that it satisfies the MCEA requirements and continues to be applicable to the Schedule C projects being reviewed. If modifications are required to better relate to the proposed undertaking, these will be clearly documented and justified.

**Phase 2 (Alternative Solutions) Review** – LEA will review the NVNCTMP Appendix A: Block 27 Transportation Network, including the evaluation of the Block 27 street network to ensure that it satisfies the MCEA requirements by completing the following:

- Review the evaluation process and criteria (transportation, natural environment, socio- economic, and cost and implementation)
- Review all background studies and supporting study documentation
- Conduct a high-level summary of site investigations, reviews and reports completed as part of the NVNCTMP and identify any missing investigations or investigations





that will need to be updated.

**Stage 2 Archaeological Assessment (AA)** – The Archaeological Assessment must meet the standards as per the Ministry of Heritage, Sport, Tourism and Culture Industries and Guidelines for Consulting Archaeologists. Stage 1 Archaeological Assessment was prepared as part of the background documentation for the Block 27 Secondary Plan. As documented within the Secondary Plan, Block 27 has the potential for the presence of significant pre-contact or Euro-Canadian archaeological resources. Any further developments, beyond those areas that have already been assessed and cleared of any further archaeological concern, will be proceeded by a Stage 2 archaeological assessment. To inform the development of the alternative designs, LEA will work with the City of Vaughan to arrange for an archaeological consultant, to review the areas subject to a Stage 2 AA and identify any further studies that may be required to identify potential impact. In addition, the City of Vaughan will help facilitate the coordination with Indigenous Groups to participate in fieldwork. This study will be coordinated with the Master Environmental and Servicing Plan (MESP) archaeological investigations.

**Natural Heritage Investigation** – The natural heritage investigations completed as part of the NVNCTMP are intended to be updated by the Block 27 Landowners Group Inc as part of the Master Environmental and Servicing Plan. This will include updated field surveys, including identifications of ecological communities (flora, fauna, and wildlife) and updates to the regulatory area.

**Subsurface Utility Engineering Assessments** – The Study Area is crossed by a major utility corridor, the east- west TransCanada Pipeline. LEA foresees the need to expand on the utility corridor work done as part of the NVNCTMP, to at least the completion of a Subsurface Utility Engineering Quality Level C, which involves contacting utility providers, and consolidating all utility information into a single drawing for reference during the design phase of this EA study.

**Multi-modal Transportation Study** – LEA will review the NVNCTMP and the existing conditions traffic study prepared as part of the Block Plan report. This will form the basis of the Transportation Report for the EA and will be expanded to incorporate newly developed traffic forecasts. The traffic modelling will be undertaken using the NVNCTMP EMME model, and updated to reflect the current Block Plan development. The future constraints will be used to identify and confirm the multi-modal needs and justifications for the collector roads under study. A detailed scope of work for the multi-modal transportation study has been provided in the Block Plan Terms of Reference.

**Air Quality Impact Assessment** – LEA will consider the existing available air quality reports prepared as part of previous assessments. Given that the development of the Study Area will significantly alter existing uses, increasing negative impacts on local air quality, it is likely additional, detailed work will be needed to support the collector roads that comprise this EA. This will involve conducting an Air Quality Assessment for the study area to assess the potential for air quality impacts on sensitive land uses such as residences due to changes in vehicular traffic volumes. Should additional assessments be required, LEA will advise the Proponents to retain a qualified air quality consultant at that time.



**Socio-Economic Environment Review** – The Socio-Economic review will consider the existing social, economic, and policy review of the area to inform the project of any areas of potential impact. This will form the basis for the evaluation of the alternatives and impacts to the socio-economic status of the study area.

**Noise Impact Assessment** – A Noise and Vibration Background Study was completed as part of the Block 27 Secondary Plan. LEA will review its contents, and ensure that it adheres to the latest Ministry of the Environment, Conservation and Parks (MECP) requirements, as well as all appropriate and applicable noise policies. The noise assessment will include a qualitative review to assist the project team in identifying the preferred design from a noise perspective. In addition, the Noise and Vibration Study that will be conducted for the MESP will be reviewed to ensure that there is consistency in the approach undertaken to determine noise impacts and mitigation measures.

**Drainage and Stormwater Management Assessment** – LEA will oversee the development of a draft Stormwater Management Memorandum in coordination with the design team, including hydrological, hydrogeological and geotechnical specialists. Stormwater Management will be further coordinated with the work conducted as part of the MESP, including ensuring that the road crossing designs are consistent between the two studies. Reference will be made to the TRCA's Valley & Stream Corridor Crossing Guide for crossing designs. All applicable design criteria set forth by the City of Vaughan, Region of York, and the Toronto and Region Conservation Authority will be adhered to.

**Geotechnical Investigation** – LEA will consider all existing available geotechnical and hydrogeological investigation reports prepared by the Block 27 Landowner Group, Inc., including the Geotechnical Assessment prepared as part of the MESP. This will involve identifying geotechnical considerations applicable to the roadway design, if there is any additional work needed for the EA Study, LEA will advise the Proponent to retain a geotechnical consultant at the onset of the study.

**Cultural/Built Heritage Assessment** – A preliminary cultural heritage resource assessment was undertaken as part of the Secondary Plan Study process, which identified a number of cultural heritage resources and landscapes that warrant the potential for conservation. Additional cultural heritage studies were recommended as part of the Block Plan study and will be coordinated as part of this EA and also with the MESP as part of this study.

**Source Water Protection** – It is understood that Class EAs are subject to a Source Water Protection review as they may have potential to impact sources of drinking water in vulnerable areas. As a result, this review will include an identification of the source protection area, proximity to the sources of drinking water, and any vulnerable areas. If there are activities that pose a risk to the source water protection area, then the appropriate Source Protection Authority will be contacted.

#### *Project Team Meeting #2: Existing Conditions and Background Review*

Project Team Meeting #2 will review the findings of the existing conditions reports and background review. Through this exercise any modifications necessary to the conclusions of the NVNCTMP will be identified and discussed.

**Deliverables:**

- Technical Memo #1: Existing Conditions and Background Review
- Stage 2 Archaeological Assessment (as required)
- Natural Heritage Investigation
- Subsurface Utility Engineering Assessment
- Existing and Future Background Multi-modal Transportation Study
- Air Quality Impact Assessment
- Socio-Economic Assessment
- Source Water Protection review;
- Noise Impact Assessment
- Existing Drainage and Stormwater Assessment
- Geotechnical Investigation
- Cultural/Built Heritage Assessment

**4.3.3 Task #3: Development of Alternative Design Concepts**

Following the review of Phases 1 and 2, screening criteria will be developed based on the alternative impacts with respect to the natural environment, design perspectives (e.g. cyclist/pedestrian, motorist, overall neighbourhood), technical (e.g. feasibility of space, accessibility for maintenance and operation, construction requirements), and economic considerations (e.g. high-level capital and lifecycle cost). As required by Phase 3 of the MCEA process, a detailed inventory of natural, socio-economic and environmental factors will be conducted, in addition to identifying the impact of alternative designs on the environment and identifying mitigation measures. As previously discussed, alternative design concepts for the following major collector and collector roadways within Block 27 will be considered:

- Street 1 (E-W Collector) - between Jane Street and Street 6
- Street 2 (E-W Major Collector) - between Jane Street and Keele Street (incl. grade separation with Barrie rail corridor)
- Street 3 (E-W Collector) - between Jane Street and Street 7
- Street 4 (N-S Collector) - between Kirby Road and Street 3
- Street 5 (N-S Major Collector) - between Kirby Road and Teston Road
- Street 6 (N-S Collector) - between Kirby Road and Teston Road
- Street 7 (N-S Collector) - between Street 6 and Teston Road
- Street 8 (N-S Major Collector) - between Vista Gate and Keele Street

While the north project limit for Street 8 is Vista Gate as, the alignment and preliminary preferred design will protect and not preclude a future extension north to intersect with Kirby Road and inherently opportunity for access, connectivity and mobility to the Transit Hub and Kirby GO Station.

As part of the work to be completed for Task 3, and where required, additional field data will be collected, which includes the following:

- Documentation of the natural heritage, hydrological features and open space features necessary to identify the impact of the proposed alignments. This includes the delineation of the natural heritage and hydrological features and establish Natural Heritage System (i.e., delineation of physical and stable top-of-bank areas regulated by Toronto and Region Conservation Authority



(TRCA) and/or limits of elements of the Natural Heritage Network). Finally, evaluate the impacts the roadway development on the Natural Heritage Network and identify mitigation measures where appropriate.

- Conduct a Cultural Heritage review, including cultural heritage landscapes within the study area. If any existing or potential Cultural Heritage Landscapes within the study area exist, a Cultural Heritage Impact Assessment will be completed, including mitigation options, should any of the cultural heritage features be impacted by the proposed roadways. Any proposed works as part of this study will require Cultural Heritage review and applications, as per Section 42 of the *Ontario Heritage Act*. The Cultural Heritage Assessment report will recommend an appropriate intervention approach to the heritage resources as per policy 6.3.3.2 of the VOP 2010.
- Conduct a grading assessment (to ensure grading will not adversely affect adjacent land uses) to ensure proper drainage. Grading plan will illustrate proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements.

The EA will propose crossing designs at the rail corridor, waterbodies, drainage features (streams) and the TransCanada pipeline corridor. Opportunities where crossings may be co-located with other infrastructure structures, including active transportation linkages or utility crossings, will be explored and the requirements incorporated into the proposed design concepts.

In developing the alignment and design alternatives for the collector road network, LEA will consider the planned land use context (ie. Parks, schools locations, etc), including the location of park blocks consistent with the provisions of the Block 27 Secondary Plan, including the provision of appropriate frontage, servicing, access, parking, and programming elements to the satisfaction of the Park and Forestry Operations.

This task will also include the preparation of screening criteria to assess connections between the physically separated in-boulevard cycling/pedestrian infrastructure and the adjacent open space multi-use recreational trail system as identified in the NVNCTMP, Vaughan Super Trail concept, the 2020 Pedestrian and Cycling Master Plan, and the provisions of the Block 27 Secondary Plan.

Pedestrian and cycling options will be included in all scenarios of the road cross-sections. Proposed cycling infrastructure will incorporate design measures geared to improving the safety of all road users, provide connectivity and appropriate and convenient crossings to the local multiuse recreational trail network, and will work in concert with the complimentary Community Design Guidelines and Landscape Master Plan documents for the Block 27 Planning area. Proposed pedestrian and cycling infrastructure designs will account for Vaughan's all ages and abilities framework, which requires physically separated infrastructure to be included on all collector and arterial roadways.

LEA will develop alternative designs to establish potential physical and operational impacts, and develop suitable mitigation measures, including the preparation of a comprehensive cost estimate.

The alternative design development will be structured to address (at a minimum):

- Alignment (including horizontal and vertical alignment)
- Right-of-way
- Cross-sections (mid-block and intersection)
- Intersection designs



- Property impact
- Utility impact
- Soil management impact
- Traffic impact
- Grade Separation Design for the proposed Barrie corridor rail crossing (e.g. foundation type, substructure type, girder size, deck size, retaining wall requirement)
- Pedestrian and cyclist infrastructure for all ages and abilities
- Transit infrastructure (as applicable)

A plan and profile for the preliminary preferred design for all 8 road projects that sets the horizontal, vertical alignment and cross section for the establishment of collector road right-of-way. Please note that the general locations of the roadways in the NVNCTMP will be followed, however the team will determine through this MCEA study what the final alignment and preliminary preferred design will be for all roads examined in this study.

### *Project Team Meeting #3: Design Development and Evaluation*

Project Team Meeting #3 will review the development of the alternative designs for each roadway under consideration and proposed evaluation criteria. The evaluation criteria and methodology to be used in the evaluation will then be circulated to the TAC for input and comment.

### *TAC Meeting #1- Design Development and Evaluation*

The initial TAC meeting will, summarize the design development and review the evaluation procedure of the alternative designs. The goal of the initial TAC meeting is to obtain input from members regarding the following:

- Existing conditions review
- Problem/Opportunity Statement Review
- Proposed Evaluation Criteria
- Other information or considerations

### *Stakeholder Meeting #1*

Stakeholder Meeting #1 will provide a summary of the development of the alternative designs. In addition, stakeholders will be informed of the evaluation process and the development of evaluation criteria. The goal of this stakeholder meeting is to obtain input pertaining to the development of the alternative designs, the evaluation criteria proposed, and any other information that would be useful to the team as they proceed with the design of alternative alignments. Given that the duration of COVID-19 restrictions remains unknown, LEA will ensure there is a contingency plan in place to conduct relevant public and stakeholder meetings virtually. This will include conducting meetings through applications such as Skype, MS Project, WebEx or another agreed upon software package.



#### 4.3.4 Task #4: Evaluation of Alternative Designs

Based on the evaluation criteria confirmed by the TAC and Stakeholders, LEA will undertake a detailed evaluation and assessment of each alternative design. That being said, the evaluation criteria is expected to include:

- Transportation
  - Connectivity, Mobility and Accessibility for all modes
  - Active Transportation
  - Transit
- Natural Environment
  - Natural Areas
  - Environmentally Significant Areas
  - Habitat Areas
  - Surface Water and Groundwater
- Socio-Economic Environment
  - Cultural and Archaeological Resources
  - Support for Employment Areas
  - Active and Healthy Community
- Implementation
  - Capital Costs
  - Maintenance/Operational Costs

The evaluation criteria suggested above contains similar criteria from that developed in the NVNCTMP evaluation. The detailed review of alternative design concepts will be summarized in an evaluation matrix for inclusion in the project documentation. The evaluation matrix will include a comparative assessment of each of the alternative design concepts, as well as identifying the magnitude of each alternative's impact.

#### **Deliverables:**

- Evaluation Matrix for the Alternative Designs

#### 4.3.5 Task #5: Identification and Assessment of the Preferred Alternative Design

Following the evaluation of alternative design concepts, the preferred alternative design concepts will be identified for each of the streets and all crossings (under consideration to ensure that negative environmental impacts are minimized. The Preliminary Preferred Design will be refined through the development of potential mitigation measures to address impacts identified in Task #3, including property requirements, utilities, stormwater management facilities, rail operations, and the overall existing conditions.

LEA will also consider any environmental factors that have been identified and will refine the Preliminary Preferred Design to ensure that negative environmental impacts are minimized where unavoidable. An impact study will be developed to identify impacts to environmental factors and mitigation measures that can be implemented throughout the projects' phases, including detailed design, construction and operation. The final report will include an itemized list of identified impacts, which will be categorized in to short-term and long-term horizons corresponding with their respective mitigation measures.



As part of the preferred alternative design evaluation, LEA will circulate a plan and profile of the preliminary preferred alternative to utility agencies (e.g. TransCanada, Bell, Hydro, etc) for detailed mark-up and coordination. LEA will obtain plan, cross-section and profile drawings for the identified above and below grade utility plants. The preferred alternative will be developed to a 30% preliminary design level, in accordance with the City's standards for 30% design submissions, for the bridge structures, while the streets will be prepared to a 10% level of design. Following the completion of the EA process the 30% detailed design process will be initiated and circulated to the City for review.

LEA will oversee the design engineer for Block 27 in preparing plan, profile, and cross-section drawings showing details on property and grading impacts, intersection controls, mid-block and intersection cross-sections, utility relocations, pavement marking, access modifications and proposed structures associated with the preferred design. The design will incorporate proposed urban design/landscape, road drainage and stormwater features into the drawings. The evaluation will identify affected properties and LEA will coordinate with the City to contact individual property owners about property impacts associated with the preferred design.

#### **Technical Memo #2: Preferred Alternative Design**

Technical Memo #2 will summarize the alternative designs proposed, describe the selection of criteria developed, evaluation of the alternative designs, and selection of the preliminary preferred design. A summary of the findings of Stakeholder Meeting #1 will be included. A description of the methodology used to evaluate the alternative designs proposed will also be included.

#### *Project Team Meeting #4: Alternative Designs and Mitigation*

Project Team Meeting #4 will include a review of the selection of the preferred alternative design and potential requirements for mitigation.

#### *TAC Meeting #2- Design Development and Evaluation*

TAC Meeting #2 will include a review of the evaluation of alternatives, and the selection of the preferred alternative design.

#### *Stakeholder Meeting #2*

Stakeholder Meeting #2 will focus will include a review of the evaluation of alternatives, and the selection of the preferred alternative design. Feedback gathered will be incorporated into any refinements to the preferred alternative design.

#### **Deliverables:**

- Technical Memo #2: Preferred Alternative Design
- Multi-modal Transportation and Traffic Analysis Report;
- Safety Assessment Report;
- Stormwater Management Report (including sub-watershed modelling);
- Geotechnical Report;
- Hydrogeological Report, including Surface and Hydrogeological Environment Mapping (watercourses, valleys, and wetlands);
- Environmental Impact Study Report (Natural Environment Report);





- Surface and Hydrogeological Environment Mapping (watercourses, valleys, wetlands)
  - Aquatic Environment Conditions;
  - Terrestrial Environment Conditions
- Fluvial Geomorphological Report;
- Arborist Report (if required);
- Air Quality Impact Assessment;
- Indigenous Engagement Plan;
- Stage 2 Archaeological Assessment;
- Socio-Economic Environment Assessment Report
- Subsurface Utility Investigation-Level C;
- Proposed Watermain System Requirements
- Preliminary Preferred Design Package (10% Detailed Design);
  - Design Brief(s);
  - Plan and Profile Drawings (including street lighting design, grading, etc.);
  - Drainage Plans;
  - Utility Conflicts and Relocation Plan;
  - General Arrangement Drawings for Structures;
  - Property Report and Plans;
  - Construction Cost Estimate;
  - Life Cycle Strategy.
- Consultation Plan and Report
- Project Management and Quality Control (QC)

#### 4.3.6 Task #6: Implementation and Construction Phasing Plan

LEA will assess the time required to design, construct, and recommend infrastructure (including property acquisition), relocate utilities, and conduct any site remediation deemed necessary. The construction phasing plan will also illustrate traffic detour plans for road and rail traffic, maintaining acceptable levels during each stage of construction, as required. Phasing of construction will consider traffic improvements, including current or planned capital works in the study area undertaken by the City of Vaughan, York Region, Metrolinx, or other governments or third parties. Traffic performance will be assessed during the implementation of the infrastructure elements to ensure that all transportation modes are maintained. LEA will design and propose construction techniques for both temporary and permanent relocation/modification of interfering private utilities and public services. The staging for the construction of the rail crossing will be determined in consultation with Metrolinx. The design for all affected City of Vaughan/York Region infrastructure (e.g. watermain servicing, sanitary servicing, and storm water conveyance) will be part of the construction phasing plan. The Implementation and Construction Phasing Plan will include a preliminary streetscape plan including conceptual renderings.

It should be noted that the Block Plan study is not expected to be finalized until the completion of Collector Roads EA. Construction phasing of the collector roads may be further refined during the Block Plan process to reflect development phasing and the anticipated full buildout of the study area.



*Project Team Meeting #5: Construction Staging*

Project Team Meeting #5 will include a review of the construction staging alternatives and estimated construction costs, with the outcome including the selection of a preferred construction staging plan.

**4.3.7 Task #7: Public Information Centre (PIC) #1**

A Public Information Centre (PIC) will be held at the conclusion of Phase 3 to solicit feedback on the Preliminary Preferred Design. LEA will prepare draft notices, related handout materials, and PIC displays for review by the City, along with related web site content for the PIC #1. The notice for the PIC #1 may be submitted at the same time as the Notice of Commencement (to be determined by study team at time of first Project Team meeting). Input received from Project Team Meeting #6 and TAC Meeting #3 will be used to refine the PIC presentation materials as required.

*Project Team Meeting #6: PIC #1*

Project Team Meeting #6 will involve reviewing and finalizing PIC #1 materials including incorporation of comments on the PIC #1 displays and any social media advertisement.

*TAC Meeting #3 - PIC #1*

The goal of TAC Meeting #3 will be to present the presentation and displays that will be used at the public information centre. Preliminary feedback will be received, and any final changes made prior to the PIC.

*Public Information Centre #1*

PIC #1 will be a virtual public meeting with presentation, combined with web-accessed panels posted via the City's website. The content of the PIC display panels will include an explanation of the development of the alternative design concepts, the evaluation matrix, and the preferred design. Any potential impacts associated with each of the alternatives will be identified, along with the proposed mitigation measures. The virtual PIC panels will also present the initial construction phasing plan for the preferred alternative design.

Project team members from both LEA and the City will be available following the presentation for an online Question and Answer period, should any members of the public wish to ask questions or make comments at that time. Any questions that were not addressed during the session will be included as part of the Consultation Record, and answers presented on the City's website.

**Deliverables:**

- Notice of Commencement and Public Information Centre
- Public Meeting Materials (Displays and Presentation)
- Public Consultation Summary



#### 4.3.8 Task #8: Functional Design Report

The Functional Design Report summarizes the development and evaluation of the alternative design concepts and describes the Preliminary Preferred Design (at 10% design) for all roadway segments under evaluation. The report will document the property, building, and utility impacts associated with the preferred design and include the identification of the alignments and municipal right-of-way property requirements including at crossing structures, overlayed on parcel fabric. It should be noted that all drawings will include a qualifying note indicating the findings are subject to detailed design and engineering. It will also document the proposed construction staging requirements. The report will be included as a subcomponent of the draft ESR discussed in Task #9. Following the circulation to the TAC and Affected Agencies, the Functional Design Report will be made available for all landowners to review and comment.

##### *Project Team Meeting #7: Functional Design*

Project Team Meeting #7 will include reviewing all the components of the functional design, to ensure all aspects of it are covered.

##### *TAC Meeting #4- Summary and Functional Design*

TAC Meeting #4 will include a discussion and summary of all the comments received at PIC #1. In addition, a review of the functional design will be discussed for TAC members comment.

##### *Stakeholder Meeting #3: Affected Agencies*

Stakeholder Meeting #3 will include agency stakeholders that represent major utilities such as pipeline, hydro, water and communications, in addition to Metrolinx. The affected agencies will receive a summary of the preliminary construction phasing plan at the meeting and will be provided with a summary of the proposed functional design and potential impacts.

#### **Deliverables:**

- Functional Design Report

#### 4.3.9 Task #9: Draft Environmental Study Report

To complete Phase 4 of the MCEA process, LEA will prepare an Environmental Study Report (ESR) documenting all components of the study, including background and existing conditions reviews, a description of the alternative solutions developed and evaluated as part of the Phases 1 and 2 stages of the MCEA, and the evaluation of alternative design concepts during Phase 3 of the MCEA process. The ESR will also include a detailed cost estimate of the preferred design solution along with capital and lifecycle cost analysis. The ESR will also contain the Consultation Record, which includes copies of all notices and summaries of all interactions with the public. Finally, the ESR will identify an implementation and mitigation plan including identifying required permits and approvals, and present all collected technical data and analysis results. A single ESR report will be prepared for all Schedule C collector street projects within Block 27.



The draft ESR Table of Contents will be circulated to the Project Team and TAC prior to ESR documentation to ensure it covers all aspects of the study. A draft ESR will be circulated to the Project Team, TAC and Stakeholders for review.

**Deliverables:**

- One (1) Draft Environmental Study Report

**4.3.10 Task #10: Final Environmental Study Report**

Based on the comments received from Project Team and TAC, comments will be incorporated into the ESR documentation. The final ESR will then be circulated to the Project Team for final review. Once the ESR is final, LEA will assist City Staff to develop a staff report and presentation detailing the recommendations of the EA to be made to Council. LEA staff will be available to either make the presentation to Council or answer any questions from the Council or public at that time. Following the Council meeting and receipt of a positive direction from Council, the final ESR will be made available for public review in accordance with the MCEA process. It should be noted that due to releasing the ESR online, it would be recommended that the review period be increased from the typical 30 days to a review period of 60 days.

**Deliverables:**

- One (1) Final Environmental Study Report
- One (1) Presentation to Council

**4.3.11 Task #11: Part II Orders**

During the public review period, LEA will review any comments provided by interested parties and facilitate the discussions between the interested parties and the project team. Should through this process a reasonable solution not be achievable, and the interested party issue a Part II Order, LEA will prepare all required responses to the MCEP. This includes the preparation for and attendance at any meetings requested by the MCEP.

**Deliverables:**

- Responses to Part II Orders, as required

**4.3.12 Task #12: 30% Design**

Following the completion of the EA and acknowledgement from the Ministry that there are no Part II orders the Landowners group will initiate the 30% design for the streets subject to this EA. This design will be based on the 10% preliminary design drawings for the streets and 30% detailed design drawings for the structures



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prepared as part of the EA. The 30% design drawings will be prepared in accordance with the City of Vaughan's Engineering Design Criteria and Standard Drawings.

The 30% detailed design drawings will be submitted to the City for review and approval prior to proceeding to further levels of design.

**Deliverables:**

- 30% Detailed Design Drawings

## 5 PROJECT REFERENCES

LEA Reference #1 - Steeles Avenue Grade Separation at Stouffville GO Transit EA Study			
CLIENT	City of Toronto/ Metrolinx/York Region	NUMBER OF YEARS WORKING TOGETHER	Over 20 years
LOCATION	Toronto and Markham	DURATION OF INVOLVEMENT	2015-2017
<p><b>Project Summary:</b> LEA was retained as the lead consultant to conduct a Municipal Class Environmental Assessment to investigate the grade separation of Steeles Avenue East at the Stouffville GO Rail Corridor. Following the evaluation of alternatives, a 6-lane underpass option was identified as the preferred solution as it was determined to provide the greatest benefit in terms of traffic and transit operations. Preliminary design for the selected alternative was conducted by LEA, which incorporated pedestrian bridges and elevator/stair enclosures to enhance accessibility at all four quadrants of the rail corridor and Steeles Avenue East. Throughout the project, the public was consulted with on numerous occasions to identify key considerations relating to the relationship of the grade separation to the surrounding land uses. The project was initiated in September 2015 and was completed in March 2017.</p>			
Relevant Services Provided: Project Management, Environmental Assessment, Site Investigation, Transportation Planning, Structural Design, Municipal Servicing, Preliminary Design, Public Consultation			
PROJECT CONTACT	ANSON YUEN, Project Manager Anson.yuen@toronto.ca, 416-338-0667		
ADDRESS	CITY HALL, 100 QUEEN STREET WEST, TORONTO, ON, M5H 2N2		
CLIENT'S URL ADDRESS	WWW.TORONTO.CA/COMMUNITY-PEOPLE/GET-INVOLVED/PUBLIC-CONSULTATIONS/INFRASTRUCTURE-PROJECTS/STEELES-AVENUE-EAST-BRIDGE-ENVIRONMENTAL-ASSESSMENT/		

**LEA Reference #2 - North Queen Street Extension MCEA**

<b>CLIENT</b>	City of Toronto	<b>NUMBER OF YEARS WORKING TOGETHER</b>	Over 20 years
<b>LOCATION</b>	Toronto	<b>DURATION OF INVOLVEMENT</b>	2009 – 2014

**Project Summary:** LEA was retained to undertake a MCEA for the planned extensions of North Queen Street to The West Mall and The Queensway. The problem addressed in this study was the lack of continuous east/west or north/south public roads west of North Queen Street. This situation was further challenged by the intersection of multiple hydro transmission lines intersecting within the study area. In addressing the need to provide improved connectivity and accessibility of the study area, LEA surmised it was critical to accommodate all modes of transportation. Specifically, improving cycling and pedestrian environments. Lastly, the study also highlighted the need for changes to develop a transportation environment that fulfills the urban design objectives of creating vibrant public spaces that are not only attractive from a design perspective, but also to foster a sense of community and neighborhood character.



**Relevant Services Provided: Multi-Modal Transportation Planning, Environmental Assessment, Structural Assessment, Functional Planning, Project Management**

**PROJECT CONTACT** **UWE MADER**, Senior Engineer, City of Toronto

umader@toronto.ca, 416-396-5151

**ADDRESS** NORTH YORK CIVIC CENTRE, 5100 YONGE STREET, TORONTO, ON, M2N 5V7

**CLIENT'S URL** WWW.TORONTO.CA

**ADDRESS**

**LEA Reference #3 – Liberty Village New Collector Road Schedule “C” MCEA**

<b>CLIENT</b>	City of Toronto	<b>NUMBER OF YEARS WORKING TOGETHER</b>	Over 20 years
<b>LOCATION</b>	Toronto	<b>DURATION OF INVOLVEMENT</b>	2010 – 2017

**Project Summary:** LEA was retained by the City of Toronto to study the potential for a new east-west connection between Dufferin Street and Strachan Avenue. LEA considered improvements to the entire transportation network, exploring options that include connecting sidewalks, providing improved streetscapes, and connecting dead-end streets for improved vehicular movements. All of the resulting urban design concepts and functional roadway designs reflect the unique context of the King-Liberty Village area. LEA considered community engagement to be paramount for this study, and so designed an extensive public consultation process exceeding the base requirements. LEA used an introductory workshop to identify key issues before the commencement of the study, and several Public Open House sessions to address comments, design reviews, and community concerns. In the course of the study, LEA coordinated with key stakeholders, including Metrolinx/GO Transit, TELUS, City of Toronto planning, urban design, and public works departments, various cyclist and pedestrian groups, Toronto Police Services, and local landowners.



LEA developed a variety of solutions for implementing the required road right-of-way between heritage features and a rail corridor, while accommodating a multi-use path and improved connectivity to the Exhibition GO Station and reconstruction of the Dufferin Street Bridges. Study included the development of a macro-level transportation model and an extensive public consultation process that in addition to a series of stakeholder meetings included pre-EA workshop, two public meetings and a design review panel presentation.

**Relevant Services Provided: Transportation Planning, Environmental Assessment, Functional Planning, Preliminary Design, Project Management**

**PROJECT CONTACT** LORNA ZAPPONE, Project Manager, Infrastructure Planning, City of Toronto

Lorna.zappone@toronto.ca, 416-392-8650

**ADDRESS** 100 QUEEN STREET WEST, 24<sup>TH</sup> FLOOR EAST, TORONTO, ON, M5H 2N2

**CLIENT'S URL** WWW.TORONTO.CA

**ADDRESS**



**LEA Reference #4 – Algonquin Island Bridge Schedule “C” MCEA**

<b>CLIENT</b>	City of Toronto	<b>NUMBER OF YEARS WORKING TOGETHER</b>	Over 20 years
<b>LOCATION</b>	Toronto	<b>DURATION OF INVOLVEMENT</b>	2013 – 2014

**Project Summary:** LEA completed a Schedule ‘C’ MCEA for the Algonquin Island Bridge, which was originally built as a timber bridge and was showing signs of deterioration as a result of age and exposure to its surrounding environment. A number of potential solutions were explored, ranging from minor rehabilitation of the existing bridge to construction of a new bridge structure. The EA Study involved a particularly substantial natural heritage component given the bridge’s location in close proximity to habitats and within a Provincially Significant



Wetland. An extensive public consultation process, where the community was strongly involved, also took place and aided in the selection of the preferred alternative solution. Recognizing that the Bridge enjoys an iconic location on the Toronto Islands, LEA developed a robust public stakeholder program that included a Public Information Centre. Communicative graphics were developed to help visualize the deteriorating elements of the bridge and the options with regards to materials and structural design that were being considered for each bridge design element in relation to the engineering drawings provided. In addition to leading the public consultation plan for the study, LEA assisted the City of Toronto through their Indigenous consultation program. The Algonquin Island, and Toronto Islands in general, were noted to be frequented by many Indigenous groups and being used for both hunting as well as communal activities. As a result, the area was noted to hold both archaeological potential and spiritual significance for the Nation Huronne-Wendat and the Mississaugas of the New Credit First Nation.

**Project Challenges and Efficiencies:** The Algonquin Bridge’s prominent location connecting Algonquin and Ward’s Islands within the larger Toronto Islands area presented both an opportunity to deliver an iconic and culturally sensitive design as well as challenges with respect to the bridge’s importance in the local and broader Toronto community and its proximity to environmentally sensitive features.

**Specifically:** The bridge is located in an environmentally sensitive area close to natural habitats and within a Provincially Significant wetlands; and,

The timber structure is prominent within the community and provides a connection between Algonquin Island and Ward’s Island for both visitors and residents of the island. The ability to effectively translate technical elements of the structural and material design of the bridge was key to ensuring effective public engagement and reducing the possibility of intense opposition as a result of misinformation.

To address these challenges, the LEA team developed a robust public consultation strategy to address the public’s concerns and ensure the public felt effectively and adequately engaged throughout the process. Communicative graphics were a key consultation component to help bridge the gap between technical engineering design and public understanding for a culturally and environmentally sensitive project.





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**Relevant Services Provided: Environmental Assessment, Transportation Planning, Functional Planning, Structural Design, Project Management**

**PROJECT CONTACT** **DAVID KUPERMAN**, Program Manager, Transportation Planning, City of Toronto

dkuperm@toronto.ca, 416-894-0823

**ADDRESS** YORK CIVIC CENTRE, 5100 YONGE STREET TORONTO, ON, M2N 5V7

**CLIENT'S URL** WWW.TORONTO.CA

**ADDRESS**

enclosed: Attachment 1: Team Member Resumes  
Attachment 2: Organizational Chart  
Attachment 3: Schedule



# ATTACHMENT 1

## Team Member Resumes

# Kenneth Chan, P.Eng., PTOE, PMP

## Vice President, Transportation Engineering and Planning

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Kenneth Chan is a Transportation Engineer and Vice President of Transportation Engineering and Planning at LEA Consulting Ltd. He is a certified Professional Traffic Operations Engineer (PTOE) with the Transportation Professional Certification Board Inc., a licensed professional engineer (P.Eng.) with Professional Engineers Ontario (PEO), a member of the Institute of Transportation Engineers (ITE) and a certified Project Management Professional (PMP).

Kenneth has managed various types of projects from traffic operation analysis, transportation master plans, traffic modelling and simulation, Class Environmental Assessments, detail design, and construction management. Specifically, Kenneth has managed over 700 transportation projects for both private and public sector clients, providing transportation consulting services at various stages of planning, designing, as well as construction stages of the projects. Utilizing his in-depth knowledge in planning process, environmental assessment process, design standards, construction, as well as municipal approval permit processes, Ken has demonstrated his outstanding leadership and management skills by collaborating with the multi-disciplinary team and providing solutions that would meet clients' needs and interests.

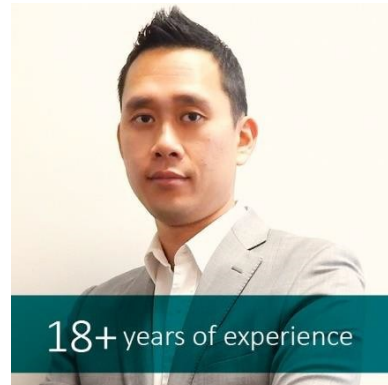
Through his involvement in stakeholder consultation/engagement, Ken has implemented various strategies to engage constructive and effective communication with stakeholders to gain their inputs while get their buy-ins.

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### Transportation & Master Plans | Key Project Experience

#### **Downtown Transportation and Parking Study, Town of Richmond Hill**

Building upon the Town's TMP EMME model, Kenneth led a team to expand the Downtown transportation model and focus on the implementation of the Town's vision for a comprehensive network of linkages and mews. Kenneth was responsible for managing and facilitating a variety of workshops and technical advisory meetings with Staff and key stakeholders. Under Kenneth's direction, the study established a wide range of linkage topologies for a linked system of courtyards and mews that complimented a range of active pedestrian focused design that would accommodate parking and loading needs to support the Town's vision for the Downtown.



### Expertise

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- ▶ Transportation planning and engineering
- ▶ Traffic forecast, modelling, and simulations
- ▶ Transportation operations analysis and optimization
- ▶ Transportation functional plan, preliminary design, and detail design
- ▶ Construction and traffic management
- ▶ Traffic safety review, flows analysis, and traffic signal warrant analysis
- ▶ Transportation demand management and parking studies
- ▶ Public Transit Infrastructure Projects

### Education

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- ▶ Bachelor of Applied Science, Department of Civil Eng., University of Waterloo, 2003

### Certifications & Memberships

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- ▶ Professional Engineers Ontario, PEO
- ▶ Institute of Transportation Engineers
- ▶ Professional Traffic Operations Engineer
- ▶ Project Management Professional (PMP)

### Background

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#### **2002 – Present | LEA Consulting Ltd.**

VP of Transportation Engineering and Planning

Previous roles:

- ▶ Senior Transportation Engineer/Project Manager
- ▶ Transportation Engineer
- ▶ Transportation Analyst/Designer
- ▶ Junior Transportation Engineer

# Kenneth Chan, P.Eng., PTOE, PMP

## Vice President, Transportation Engineering and Planning

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### **Hewitt Secondary Plan Study, City of Barrie**

Kenneth led a LEA team that was retained by the Secondary Plan Area Landowner Group to prepare a comprehensive traffic study in support of the Phase 1 of the Hewitt

**2000 – 2001 | Marshall Macklin Monaghan Ltd.**  
Junior Transportation Engineering Designer and Contract Administrator

**2000 | Ministry of Transportation (MTO)**  
Traffic Manager Assistant

Secondary Plan area by building upon the City of Barrie Aimsum Traffic Model. The entire secondary plan area consists of 12,000 residential units and LEA prepared a traffic model that would allow the landowner group to test various level of development and determine the resultant traffic impacts throughout the City of Barrie. This level of traffic analysis flexibility permitted the landowner group to apply for the initial phase of development due to traffic capacity constraints. This traffic model platform would be beneficial as additional phases of development proceeds, a determination of infrastructure improvement trigger can be provided.

### **Class Environmental Assessment | Key Project Experience**

#### **Front Street Reconfiguration Municipal Class Environmental Assessment**

Ken led the transportation operational analysis, alternative development, and preliminary design component of the Class Environmental Assessment to create safe and vibrant pedestrian spaces within the constrained road allowance along Front Street in front of Union Station. As part of the exercise, Ken undertook extensive traffic data collection that provided unique characteristics of activities in and around the major mobility hub, a gateway to the prestige employment area, as well as the tourist attraction area. Based on these traffic data, Ken provided engineering design principles to materialize the urban design through his assessment of pedestrian desire lines and interactions between various road users in relation to building entrances as well as intersections. Through the exercise and intensive collation with stakeholders, Ken provided a preliminary design which integrates vibrant, functional, yet safe pedestrian focused design while accommodating the needed vehicular cycling circulations in and around the Union Station.

#### **North Queen Street Extension Municipal Class Environmental Assessment**

Ken led the transportation assessment as well as the design for this Schedule 'C' Municipal Class Environmental Assessment study to increase transportation connectivity for all transportation modes at the west end of City of Toronto. As part of the exercise, Ken assessed the transportation needs for all modes of transportation users including cyclists and pedestrians in this area. Through this exercise, Ken created a strong linkage to integrate urban design to the transportation design as creating vibrant public spaces would foster a sense of community and neighbour character that would invite and encourage active transportation users.

### **Municipality-Wide Projects | Key Project Experience**

#### **Peel Region Cordon Count Study, Region of Peel**

Kenneth oversaw the region-wide collection of traffic data across almost 250 stations within a limited window from April to June. A variety of data collection included heavy vehicle type and occupancy, Kenneth was responsible for the deployment of over 70 surveyors, which collected data constantly from 5:30AM to 8:30PM. Kenneth was also responsible for the quality assurance and data reduction phases. This included the inspection of data from all count stations against the field sheets, raw data, and historical surveys.

#### **Residential and Commercial On-Street Parking Study, Town of Whitchurch-Stouffville**

Under Kenneth's direction, LEA undertook a review of the residential and commercial on-street parking conditions within the Town of Whitchurch-Stouffville. This review included an extensive consultation process with Town staff and key stakeholders, detailed policy review, gap analysis and development of policy recommendations. Through this study, the Town initiated a parking permit program for visitors alleviating the concerns of a number of neighbourhoods throughout the Town.



# Kenneth Chan, P.Eng., PTOE, PMP

## Vice President, Transportation Engineering and Planning

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### **Neighbourhood Traffic Calming Study, City of Brampton**

Kenneth managed the examination of the existing traffic conditions and identifying concerns to neighbourhood in particular cut-through traffic on Worthington Avenue, Brisdale Drive, Conestoga Drive and Wexford Road in the City of Brampton. Kenneth was responsible for the review of existing turning movement counts, ATR data, collision data, and O-D license plate trace survey data. Through this process, Kenneth made a recommendation on the type and design of traffic calming devices required to mitigate the identified impacts. Kenneth was also responsible for the development of functional and detailed design drawings, cost estimates and tender document packages for the implementation of the recommended measures.

### **Public Transit Infrastructure Improvements | Key Project Experience**

#### **Hurontario-Main Light Rail Transit – City of Mississauga, City of Vaughan**

Ken managed the LEA team responsible for conducting the off-line capacity analysis for all parallel routes to determine the impacts of reducing through traffic lanes along Hurontario Street and Main Street. Kenneth's responsibilities included being the liaison with project team and the municipalities, coordinating the use of the regional traffic model, overseeing traffic diversion adjustments and operational analysis that was undertaken for a variety of analysis scenarios.

#### **Eglinton Crosstown Light Rail Transit, Toronto Transit Commission**

Ken managed the traffic operations analysis using the EMME output to determine general traffic pattern and assimilation of City traffic counts and determine traffic impacts associated with the reduction of through traffic lanes along the Eglinton Avenue corridor during the construction stage. As part of this project, Kenneth was responsible for preparing a Synchro model examining traffic impacts along 87 intersections from Black Creek Drive to Boulevard to Laird Drive.

### **Transportation Safety, Operations Assessment & Data Collection | Key Project Experience**

#### **Traffic Operations Analysis, Finch Station West, Toronto – York-Spadina Subway Extension**

Responsibilities included the preparation of a detailed traffic impact study that examined the traffic impacts associated with the Finch West station construction. LEA prepared traffic projection and traffic impacts associated with the lane reduction in the area and prepared documentation for the TTC in discussion with the City of Toronto on roadway geometry designs. Furthermore, technical analysis and designs were provided for negotiations with affected land owners to incorporate existing development access onto the new proposed roadways.

#### **PanAm Games Event Site Microsimulation, Ministry of Transportation, Ontario**

Retained as part of a broader planning and design team, Kenneth managed the development, validation, and calibration of a microsimulation model around two event venues for the Pan/Parapan Am Games being held in the Toronto Region in 2015. The transportation analysis included the evaluation of background, spectator and games traffic to identify and test potential mitigation measures. Measures tested included regulatory, physical, transit signal priority. The models utilized both VISSIM and VISUM packages. In addition to the microsimulation, Kenneth managed the project wide data collection, collecting a variety of different types of data including Bluetooth, travel times, and turning movement counts.

#### **Red Maple Road and High-Tech Road Operations Study, Town of Richmond Hill**

Kenneth was responsible for conducting an operations review for two segments of Red Maple Road and High-Tech Road in the Town of Richmond Hill. As part of this study, Kenneth developed a project plan that included an extensive policy review, data collection process, traffic analysis, and functional design. Critical to the success of this project was Kenneth's recognition of the variety of user groups of this corridor to ensure the recommended improvement best served the required purpose of these roads.



# Terry Wallace, P.Eng.

## Director & President

Terry has worked in the fields of transportation planning, traffic operations engineering, environmental assessment, civil design and construction. He has also managed numerous multi-disciplinary transportation infrastructure projects from the planning stage to implementation.

Over the past 30 years, Terry has been involved in projects requiring extensive transportation planning, traffic operations engineering, functional and detailed design for EA studies, civil and municipal engineering design, Official Plan reviews, Secondary Plans, corridor/traffic impact studies, major utility relocations and feasibility and cost: benefit studies. He has been extensively involved in the Civil design aspect of major rail and transit infrastructure projects, including conceptual design, planning and public consultation, environmental assessments, detailed design of road and transit infrastructure, utility relocations, traffic/construction management plans, traffic/transit operations analysis, pedestrian and cycling studies and travel demand forecasting.

On transportation matters, Mr. Wallace has provided expert testimony to the Ontario Municipal Board on many occasions. Throughout his career, he has utilized and analyzed transportation-related operations and computer modelling techniques with specific reference to traffic engineering and transportation planning.

### Transit Studies & Environmental Assessments | Key Project Experience

The following studies have involved transportation planning, traffic operational analyses, environmental assessments, preliminary and detailed design in relation to planned transit and road infrastructure:

- ▶ Liberty Village New Collector Road Schedule 'C' Municipal Class Environmental Assessment – City of Toronto
- ▶ Steeles Avenue East Grade Separation Schedule 'C' Municipal Class Environmental Assessment – City of Toronto
- ▶ McNicoll Avenue Extension, Schedule B Class EA *Environmental Assessment* – City of Toronto
- ▶ North Yonge Street Corridor Environmental Assessment *Transit Peer Review*
- ▶ Extension of LRT service between Dufferin Street and Roncesvalles Avenue – TTC *Environmental Assessment*
- ▶ Extension of LRT service from Exhibition Place Loop to Dufferin Street – TTC *Environmental Assessment Modification*
- ▶ Bremner/Fort York Boulevard LRT Service, Union Station to Exhibition Place – TTC *Transit Environmental Assessment*



### Expertise

- ▶ Municipal & Civil Engineering
- ▶ Development Engineering
- ▶ Utility Coordination
- ▶ MTO Highways
- ▶ Transit Infrastructure

### Education

- ▶ B.Eng., Department of Civil Engineering, Ryerson Polytechnic Institute, 1989
- ▶ Advanced Intersection Analysis with Computer Models, University of Florida, 1994
- ▶ Geometric Design, Northwestern University Traffic Institute, 1999

### Certifications & Memberships

- ▶ Professional Engineers Ontario, PEO
- ▶ Institute of Transportation Engineers
- ▶ Designated Consulting Engineer

### Background

#### **2017 – Present | LEA Consulting Ltd.**

President, LEA Consulting Ltd.  
Director, LEA Group

#### **2003 – 2016 | LEA Consulting Ltd.**

Director, LEA Group  
Vice President, LEA Consulting Ltd.

#### **1995 – 2002 | LEA Consulting Ltd.**

Project Manager

#### **1989 – 1995 | LEA Consulting Ltd.**

Transportation Engineer

#### **1988 – 1989 | Terraprobe Geotechnical Engineering Consultants**

Field Engineer

# Terry Wallace, P.Eng.

## Director & President

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- ▶ Lake Shore Boulevard West Dedicated LRT Right-of-Way – TTC *Preliminary Planning Report for Environmental Assessment*
- ▶ Relocation of Lake Shore LRT Station and Loop from Legion Road to Park Lawn Road – TTC *Environmental Assessment Modification and Detailed Design*
- ▶ Finch West and Sheppard East LRT Feasibility Studies – TTC
- ▶ Transit in a Dedicated R.O.W. along Lakeshore Boulevard West – TTC *Traffic Operations Study and Parking Analysis*
- ▶ Steeles West Subway Station (incl. two bus terminals, PPUDO, Roads, Commuter Parking Lot) – TTC
- ▶ Dufferin Station Design, ESC-LRT – Metrolinx/TTC
- ▶ ESC-LRT – Metrolinx/TTC *Conceptual Stations Design and Functional Analysis*
- ▶ ESC-LRT – Metrolinx/TTC *Corridor Transportation Study*
- ▶ Eglinton Avenue Subway Expansion, Allen Road Station, Rapid Transit Expansion Program – TTC *Traffic Management Plan*
- ▶ Gardiner/Highway 427/QEW/Brown's Line Interchange Modifications Class C (Group B) *Environmental Assessment Study*

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### Traffic Operations Analysis | Key Project Experience

The following projects involve the use of computerized modelling techniques to assess the traffic operations along road corridors.

- ▶ Eglinton Avenue Subway Expansion, Allen Road Station, Rapid Transit Expansion Program – TTC *Traffic Management Plan*
- ▶ Trafalgar Road Corridor – Regional Municipality of Halton *Transportation Study*
- ▶ Bank of Montreal, City of Scarborough, ON – Bank of Montreal *Master Plan Transportation Study*
- ▶ Yonge Street, Town of Newmarket, ON – Loblaw Properties Ltd. *Traffic Signal Relocation*
- ▶ Main Street/Nipissing Road, Milton, ON – Adason Properties Ltd. *Traffic Signal Design*
- ▶ Sheppard/Allen Area, Toronto, ON – Idomo International *Traffic Impact Assessment*
- ▶ Parkway Place Corporate Centre, North York, ON – TD Investment Real Estate *Transportation Study*

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### Travel Demand Forecasting | Key Project Experience

The following representative projects have involved the use of computerized modelling techniques for travel demand forecasting and traffic operations assessment. Projects include transportation studies for Official Plans, Secondary Plans and Development Site Impact Assessment.

- ▶ Town of Innisfil *Official Plan Review and Growth Management Study*
- ▶ North Oakville, Oakville, ON – North Oakville Landowners Group *Secondary Plan*
- ▶ North Leslie, Richmond Hill, ON – Bayview East Landowners Group *Secondary Plan Transportation Assessment*
- ▶ Gardiner/Hwy 427/QEW Interchange Modifications Class, Toronto, ON – City of Toronto *Environmental Assessment Study*
- ▶ Waterfront-West LRT Extension EA, Toronto, ON – TTC *Transportation Planning*
- ▶ Concord Adex Developments, Blocks 24, 25, 26E, 26W and 29/ Railway Lands, Toronto, ON
- ▶ North York City Centre, North York, ON – Yonge Street Developers Group *Transportation Analysis*
- ▶ Sherway Centre – City of Etobicoke *Secondary Plan Transportation Assessment*
- ▶ Carlingwood Mall Shopping Centre, Ottawa, ON – Trileia Centres *Traffic Impact Study*



### Special Studies and Peer Reviews for Pubic Agencies and Institutions | Key Project Experience

- ▶ Markham Traffic Calming Strategy, Markham, ON – Town of Markham
- ▶ Halton Recycling Transportation Study, Newmarket, ON – Halton Recycling
- ▶ Warwick Landfill Site EA, Lambton County, ON – County of Lambton Works Dept. *Transportation Peer Review*
- ▶ Transportation Peer Reviews for Developments in the Town of Innisfil, ON – Town of Innisfil
- ▶ Mayfield West Community Transportation Plan, Caledon, ON – Town of Caledon Planning Dept. *Peer Review*
- ▶ Trump Plaza Development, Toronto, ON – National Club of Toronto *Peer Review*
- ▶ Highway Reconstructions in Northern Ontario – MTO *Transportation and Traffic Safety Assessments*
- ▶ Financial Drive School, Brampton, ON – Le Conseil Scolaire de District du Centre-sud-ouest *Transportation Study*
- ▶ Enterprise Drive Environmental Assessment, Markham, ON – York Region School Board *Peer Review*
- ▶ Hanlon Business Park, Guelph, ON – Cox Construction *Peer Review*

### Transportation Planning – Site Development, Traffic Impact Studies | Key Project Experience

The following projects have involved traffic engineering/planning and operations assessment for the creation and development of new land uses, including commercial, industrial, retail and residential locations.

Projects include traffic impact studies for new developments, traffic signal operations assessment, traffic management plans, and some projects involved the preparation of transportation-related evidence for the Ontario Municipal Board.

- ▶ Redevelopment of the Don Mills Shopping Centre, Toronto, ON – Cadillac Fairview Corporation
- ▶ Yonge-Dundas Redevelopment Project, City of Toronto, ON – City Works Services.
- ▶ Melrose Industrial Park Transportation Study, Oakville, ON – Melrose Investments Inc.
- ▶ Tapscott Industrial Lands Transportation Study, Toronto, ON – Tapscott Industrial Landowners Group.
- ▶ Transportation Study for Redevelopment of the TSTT Lands, Toronto, ON – Canderel Stoneridge Equity Group.
- ▶ Morningside Heights Transportation Review, Scarborough, ON – Morningside Heights Landowners Group.
- ▶ New Province Homes Residential Development, Oakville, ON – Metrus Development Inc.
- ▶ Transportation and Parking Studies for OMNI South Residential Development, Toronto, ON – Tridel
- ▶ Warehouse Distribution Centre, Mississauga, ON – Metrus Development Inc.
- ▶ Bronte Transportation Update, Oakville, ON – Regional Municipality of Halton.
- ▶ 85 Bloor Street East Residential Development Traffic Impact Study; City of Toronto, ON – Lakeburn Land Capital Corporation.
- ▶ Traffic Impact and Parking Study for the First Euro-Pacific Centre, Hotel and Commercial Development, Town of Markham, ON – Kyser-Pacific Group.
- ▶ Traffic Impact Study for Yonge/Spring Garden Development, North York, ON – Bramalea Ltd.
- ▶ South Winston Park Industrial Development, Site Access Study, Mississauga, ON – The Goldman Group.
- ▶ Traffic Impact Statement for the Skypoint Business Centre, Dixie Road, Mississauga, ON – The Georgian Group.
- ▶ Traffic Impact Study for the Clearview Shopping Centre, Oakville, ON – Kaneff Properties Ltd.
- ▶ Traffic and Parking Studies for Carlingwood Mall Shopping Centre, Ottawa – Trileia Centres.
- ▶ Traffic Impact Study for shopping plaza at 2094 Brimley Road, Scarborough, ON.
- ▶ Lawrence/Port Union Residential Development Traffic Impact Study, Scarborough, ON – Bramalea Limited.
- ▶ Traffic Impact Study for Elaine Plaza Development, Eglinton Avenue East, Scarborough, ON – Lamvid Inc.
- ▶ Transportation Analysis for the Kennedy/Progress Industrial Area; Scarborough, ON.
- ▶ Traffic Impact and Access Study for Old Mill Mixed- Use Development, Etobicoke, ON.
- ▶ Traffic Impact and Access Study for Princess Gardens Residential Development, Etobicoke, ON.



# Terry Wallace, P.Eng.

## Director & President

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- ▶ Traffic Impact Assessment for the Heath Park Mixed-Use Development; Toronto, ON – Bedford Green Estates Ltd.
- ▶ Traffic Impact Study for Monogram Office Park; Etobicoke, ON – IPCF Properties Inc.
- ▶ Traffic Impact Study for Rebecca Hills Mixed-Use Development; Town of Orangeville, ON – Goldfan Holdings Ltd.
- ▶ Traffic Impact Studies of Retail Warehouse Applications – Consortium of Major Ontario Food Retailers.
- ▶ Traffic Impact and Parking Study for Redevelopment of Weston Bakery Site, Toronto, ON – IPCF Properties Inc.
- ▶ Zooview Development Traffic Impact Study; Scarborough, ON – Bratty and Partners.
- ▶ Traffic Impact Assessment for the Proposed Residential /Commercial Development, 1749 Dundas Street East, Mississauga, ON – Ontario Landtrust.
- ▶ Transportation Assessment for the Blue Mountain Mall, Collingwood, ON – The Citation Group Inc.
- ▶ Transportation Assessment for a Development Consisting of 1,500 Residential Dwelling Units, Richmond Hill, ON – H & R Developments.
- ▶ Functional Planning of Road Infrastructure Improvements for a Foodstore Development, Barrie, ON – IPCF Properties Inc.
- ▶ Traffic Impact Study for a Parking lot in Downtown Toronto, 85 Bloor Street East, Toronto, ON – Lakeburn Land Capital Corporation.
- ▶ Secondary Plan Traffic Report - Meadowvale Village, City of Mississauga, ON – Bramalea Ltd.
- ▶ Traffic Impact Study for a Loblaws Foodstore, Oakville, ON – IPCF Properties Inc.
- ▶ Traffic Impact and Parking Study for Commercial Development, Gibb Street, City of Oshawa, ON – IPCF Properties
- ▶ Traffic Impact Study for Sheppard/Easton Residential Development, City of North York, ON – G&S Regal.
- ▶ Traffic Certification for Empress Gate Residential Development, City of North York, ON – Grubner Krauss, Barristers & Solicitors.
- ▶ Transportation Improvements, Loblaws Development, Town of Milton, ON – Adason Properties Ltd.
- ▶ Traffic Assessment and Functional Design for Expansion of Loblaws Foodstore, Newmarket, ON – Loblaw Properties Ltd.

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### Functional Planning and Design | Key Project Experience

The following projects involved functional planning and design, and/or preparation of contract drawings, for transportation infrastructure.

- ▶ St. Clair Avenue West Underpass Functional Planning Study
- ▶ Park Lawn Streetcar Loop – Detailed Design and Contract Drawings, Toronto, ON – Toronto Transit Commission.
- ▶ Bathurst Street Bridge Closure Traffic Management Plan, Toronto, ON – Metro Transportation.
- ▶ Loblaws Food Store Expansion and Driveway Improvements, Newmarket, ON – Loblaw Properties Ltd.
- ▶ Main Street/Nipissing Road Traffic Signal Design and Road Improvements, Milton, ON – Adason Properties Ltd.
- ▶ West Toronto Railway Connection, Toronto, ON – Canadian Pacific Railway.
- ▶ Traffic Signal Improvements, Bolton Zehrs Foodstore, Caledon, ON – Loblaw Properties Ltd.
- ▶ Gardiner/Highway 427/QEW/Brown's Line Interchange Modifications, Toronto, ON – City of Toronto.
- ▶ Morningside Heights Transportation Improvements, Toronto, ON – Morningside Heights Landowners Group.
- ▶ Rotherglen School Driveway Improvements, Oakville, ON – Rotherglen School.
- ▶ Tapscott Industrial Lands Road Improvements, Toronto, ON – Tapscott Industrial Landowners.

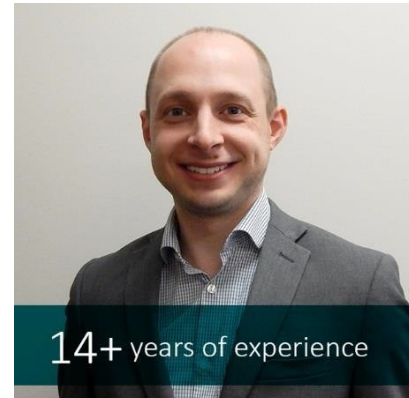
# Christopher Sidlar, M.Sc.Pl., MCIP, RPP

## Manager, Transportation Planning

As the Manager of Transportation Planning at LEA Consulting Ltd., Christopher has a wealth of experience coordinating and managing master plans, environmental assessments, transportation operations studies, public meetings and stakeholder engagement.

Christopher has been instrumental in the project management for a number of major transportation projects and has developed a comprehensive understanding of multi-modal transportation planning and the interconnectedness of land use planning and transportation planning. This experience has provided him with a balanced understanding of travel behavior and traffic operations, particularly how it is affected by land use planning, urban design, heritage preservation and the environment.

He also has extensive experience working closely with municipal and agency staff on consultation activities, and enjoys the development of solutions that, through a combination of complex interests, can meet the needs of a wide number of residents, agencies, and other stakeholders.



### Expertise

- ▶ Transportation Planning
- ▶ Environmental Assessment
- ▶ Master Planning
- ▶ Public Consultation

### Education

- ▶ Master of Science in Planning, University of Toronto, 2009
- ▶ Honours Bachelor of Arts, (Specialist) Urban, Economic and Social Geography, (Major) Urban Studies, and (Minor) Geographic Information Systems, University of Toronto, 2006

### Certifications & Memberships

- ▶ Registered Professional Planner
- ▶ Full Member of the Canadian Institute of Planners

### Background

**2016 – Present | LEA Consulting Ltd.**  
Manager, Transportation Planning

**2015 – 2016 | LEA Consulting Ltd.**  
Associate, Senior Transportation Planner

**2010 – 2015 | LEA Consulting Ltd.**  
Associate, Transportation Planner

**2008 – 2010 | LEA Consulting Ltd.**  
Transportation Planner

**2006, 2007 – 2008 | LEA Consulting Ltd.**  
Junior Transportation Planner

**2006 | University of Toronto**  
Teaching Assistant, Transportation Geography

### Transportation Planning and Environmental Assessments | Key Project Experience

#### **Yonge Street North Transportation Master Plan Update – City of Toronto** (*ongoing*)

- ▶ As the **Project Manager**, lead a multi-disciplinary team to prepare a Transportation Master Plan in accordance with the Municipal Class Environmental Assessment process Approach #2.
- ▶ The focus of the Master Plan was critically review the transportation system in response to the planned subway extension from Finch Station to York Region. This review includes establishing new linkages to support future Transit-Oriented Developments, address any safety concerns in the study area, improve the planned active transportation network in the area, and provide a full suite of Transportation Demand Management strategies including shared mobility, mobility as a service, emerging technologies, and parking management strategies.
- ▶ The exercise included the preparation of a mesoscopic transportation model to test the effectiveness and utilization of the proposed links.
- ▶ Provided strategic guidance for all deliverables and solutions developed. Directly oversaw the development of the evaluation and assessment of the alternative solutions.

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- ▶ Public engagement plan included two public meetings that were integrated with the planning study that was ongoing in the area and series of specific stakeholder meetings.
- ▶ Scope included providing City Staff additional support services during the conceptualizing and drafting of the amendments to Secondary Plan, development of an implementation plan, and prioritization of the recommended projects and initiatives.

### Scarborough Centre Transportation Master Plan – City of Toronto

- ▶ As **Project Manager**, lead a multi-disciplinary team including transportation engineers/planners, urban designers, structural engineers, heritage specialists, archaeologists, and geotechnical engineers, oversaw the development of a transformational multimodal transportation vision for Scarborough Centre focused around capitalizing on the subway extension investment in the area.
- ▶ Championed the establishing of an urban grid for the area and the removal of auto-oriented features including ramps and overpasses which are barriers to walking and cycling in the area.
- ▶ Oversaw the development of a multi-modal transportation model, inclusive of a macro-level network model and a micro-level Synchro model for intersection analysis to assess the impacts of the preferred alternative
- ▶ Was responsible for all project documentation and ensured it was developed to be clear, concise and engaging
- ▶ Managed a public engagement process included 16 PiPS events, chairing 3 Local Advisory Committee meetings, 41 interviews through a Roving Information Station, and presenting at 3 Public Consultation Meetings
- ▶ Provided City Staff additional support services during the conceptualizing and drafting of the amendments to Secondary Plan

### University of Toronto St. George Campus Master Plan and Secondary Plan Update – University of Toronto

- ▶ As **Project Manager**, was responsible for the development of the Transportation Study as part of the Master Plan and Secondary Plan Update for the St. George Campus
- ▶ Building upon a new land use and urban design scheme for the campus, developed a revisioning of the campus streets to balance the needs of the users including recommendations for road closures, lane reductions, conversions to one-way roads, establishing of shared streets and traffic calming measures
- ▶ Oversaw the modelling and evaluation of a number of alternative network solutions, their evaluation, and the selection of a preferred transportation network plan for the campus
- ▶ The study also included an extensive parking supply review, including recommendations for the overall supply and types of permits
- ▶ Collaborated closely with urban designers, planners, University Staff and City officials in preparation for and participation at stakeholder and Governing Council Meetings, in addition to 4 Public Consultation Meetings

### Richmond Hill Downtown Transportation and Parking Study

- ▶ As the **Deputy Project Manager** was responsible for the resource and schedule management of planning and engineering staff assigned to the project
- ▶ Facilitated internal stakeholder workshops to establish a unified vision of the redevelopment of the Downtown
- ▶ Envisioned the process in which the Town could establish a secondary laneway system for its Downtown Core, inclusive of developing a hierarchy of laneway typologies and criteria for their appropriate use
- ▶ Developed a comprehensive parking and loading strategy to ensure the areas demands would be accommodated but while maximizing the amount of property that would be available for redevelopment including consolidated loading areas, use of cash in-lieu parking policies, and structured parking lots
- ▶ Managed traffic modelling for the Downtown Study area including the development of a future demand that accommodated the planned mode splits that reflect future increased ridership along the Yonge Street VIVA line
- ▶ Responsible for the authoring of the final report and the preparation of presentations to the Executive Management Committee, Downtown Area Task Force, and Town Council

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### Don Mills Crossing Municipal Class Environmental Assessment – City of Toronto

- ▶ As the **Project Manager**, was responsible for the development of the project scope, monitoring of the project schedule, stakeholder engagement, and quality management plan.
- ▶ Fulfilling Phases 3 and 4 of the Municipal Class Environmental Assessment process, developed alternative designs for the crossing of the CPR rail corridor to connect with the Don Mills trail.
- ▶ Design developed included an active transportation bridge considering the ease of use by a variety of different users and abilities. The design focused on exceeding AODA specifications, providing context-sensitive connections with the adjacent development and trail system, and provide a gateway element for the development community.

### Wynford Drive Detailed Design Technical Advisory Services – City of Toronto

- ▶ As the **Project Manager**, provided review and management services for the City of Toronto during the detail design process of the Wynford Drive extension as part of the Crosstown development.
- ▶ The technical review included facilitating a multi-disciplinary review of the detailed design drawings, coordination between various internal departments within the City, formulating the City's position in response to the design submissions, preparation and implementation of a clear comment compliance tracking method, and was the main point of contact for the City with the developer.

### Broadview Avenue Extension Municipal Class Environmental Assessment – City of Toronto

- ▶ As the **Deputy Project Manager**, was responsible for the design development of the Broadview Avenue Extension from Eastern Avenue to Lake Shore Boulevard East, the main east-west collector road within the Unilever Precinct, and a new ramp connection for westbound traffic along Eastern Avenue to the Don Valley Parkway.
- ▶ As part of the project, Christopher was also responsible for overseeing and coordinating the development of a microsimulation transportation model for the broader study area in order to test the provision of a number of connectivity elements including new on-ramps to the Don Valley Parkway and specific intersection turning provisions.
- ▶ The design included integrating the requirements of a grade separation at the proposed integrated East Harbour GO Transit and Ontario Line Station, a dedicated streetcar lanes, cycling track, and signature green street elements including a variety of bioswales, rain gardens, irrigation filterstrips, permeable pavement lay-bys, green roof transit shelters, and a variety of planting.
- ▶ The design also capitalized on the opportunity to improve the geometry of Broadview Avenue, Eastern Avenue and the local roads within the Unilever precinct to achieve Vision Zero objectives.

### Brooklin North Major Roads Municipal Class Environmental Assessment – City of Toronto

- ▶ As the **Deputy Project Manager**, was responsible for the coordination of a variety of project deliverables including a multi-disciplinary team of subconsultants and internal civil, traffic and structural engineers. This included the development of an evaluation matrix and assessment of the proposed alternative designs as well as the preparation of all project documentation.
- ▶ The recommended designs established a major collector road network to support the future development in the Brooklin North area. This included managing a number of environmentally sensitive areas, active watercourses, and a desire to provide a connected network that would support active transportation and emerging technologies.
- ▶ To ensure that the project continued to progress despite the global COVID-19 pandemic, Christopher was integral in developing a virtual public engagement process that satisfied the Municipal Class Environmental Assessment process.

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### Liberty New Street 30% Detailed Design – City of Toronto

- ▶ As the **Project Manager**, oversaw a multi-disciplinary design team to further the recommended design from the EA in order to facilitate the property acquisition and implementation process. This included overseeing the collection of updated topographic, geotechnical, and soil contaminant surveys.
- ▶ The design integrated the designs of sections of the roadway that were being provided by private developers, as well as coordinated with other City and Metrolinx projects.
- ▶ The implementation phasing was also reviewed to ensure that the design provided optimal flexibility for the proposed phasing given the unknowns associated with the adjacent Metrolinx improvements including electrification of the Lakeshore West corridor and the Ontario Line.

### Castlefield Avenue and Ingram Drive Grade Separation Feasibility Study – City of Toronto

- ▶ As the **Project Principal**, responsible for reviewing the potential grade separation options available for the Barrie GO Rail Corridor in the Castlefield-Caledonia area.
- ▶ The project included the development and evaluation of over and underpass options for both Castlefield Avenue and Ingram Drive. The options were reviewed from a number of critical elements including constructability, cost, property impact, business continuity, property acquisition requirements, and traffic operations.

### Steeles Avenue East Grade Separation Detailed Design Technical Advisory Services – City of Toronto

- ▶ As the **Project Manager**, provided review and management services for the City of Toronto during the detail design process of a rail over road grade separation along Steeles Avenue East integrating the project with the reconstruction of the Milliken GO Station.
- ▶ Beyond being responsible for overall project delivery, Chris was responsible for the establishing and monitoring project scope, schedule, stakeholder, and quality management plans.
- ▶ Facilitated the development of the Project Specific Output Specifications for the Project Agreement, as the project was to be implemented through infrastructure Ontario's Alternative Financing Procurement process as a Design-Build-Finance project.
- ▶ Developed and managed a multi-disciplinary team of experts to review a wide range of aspects of the detailed design including of the sidewalk, cycling facilities, roadway, bridges, retaining walls, traffic control signals, electrical/lighting, streetscaping/urban design, utility conflicts and pumping station, security/communications systems.
- ▶ Advanced the property acquisition requirements in coordination City and Project Sponsor.

### Steeles Avenue East Grade Separation Schedule 'C' Municipal Class Environmental Assessment – City of Toronto

- ▶ Was the **Deputy Project Manager**, responsible for the development and execution of the project management plan for the planning and design of Steeles Avenue Grade Separation in accordance with Municipal Class EA Schedule 'C' process.
- ▶ Devised a preferred alternative solution that balanced all users within the right of way, including providing protected cycling facilities, while protecting for long-term plans of rapid transit along Steeles Avenue and its direct integration with the Milliken GO Station.
- ▶ Secured agreement for the integration of pedestrian bridges across Steeles Avenue East facilitating a community desire line and ensuring the grade separation would not be a barrier for the development of a community node.
- ▶ Orchestrated a public engagement process that included two Public Information Centres, two group stakeholder meetings, 14 stakeholder meetings in addition to correspondence with 12 community associations and over 125 businesses.
- ▶ Managed the documentation process and development of a comprehensive Environmental Study Report.
- ▶ Proactively engaged with the Ministry of the Environment regarding the Part II Orders to ensure an accelerated review.
- ▶ Successfully represented the City of Toronto during the Hearing of Necessity as part of the Expropriation Process.

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### University of Toronto Mississauga Campus Traffic Flow Study – University of Toronto

- ▶ As **Project Manager**, executed the preparation of a campus traffic flow study to accommodate the consolidation and increase in parking supply with the construction of a structured parking garage.
- ▶ Identified conflict and congestion points on campus including issues with vehicle queuing, sight lines, and pedestrian crossings.
- ▶ Evaluated alternative access routes to the new parking structure from a capacity and environmental impact perspective.
- ▶ Authored a summary traffic study, and facilitated discussions with the City and Region as part of the Site Plan Application process.

### Liberty Village New Collector Road Schedule 'C' Municipal Class Environmental Assessment – City of Toronto

- ▶ As **Deputy Project Manager**, was responsible for coordinating a multidisciplinary team, including transportation engineers and modellers, environmental planners, urban designers, heritage specialists, and archaeologists to develop a new collector road within Liberty Village.
- ▶ Developed a variety of solutions for implementing the required road right-of-way between heritage features and a rail corridor, while accommodating a multi-use path and improved connectivity to the Exhibition GO Station and reconstruction of the Dufferin Street Bridges.
- ▶ Oversaw the preparation of a macro-level traffic model to evaluate the anticipated changes in travel behaviour as a result of the new road link.
- ▶ Responsible for the preparation of consultation materials and undertaking the consultation events which included a pre-EA Introductory Workshop, two Public Information Centres, presentation to the Design Review Panel, and a series of stakeholder and property owner meetings.
- ▶ Prepared the Environmental Study Report for the project as well as additional requests as part of the reviews undertaken by the Ministry of the Environment and development of the Official Plan amendment.
- ▶ Supported City Officials through preliminary property acquisition discussions with area stakeholders, including property owners, Toronto Police Services, Telus and Metrolinx.

### Front Street Reconfiguration between York Street and Bay Street Schedule 'C' Municipal Class Environmental Assessment – City of Toronto

- ▶ As the role of **Transportation Planning Lead and Project Coordinator**, orchestrated the reconfiguration of Front Street in front of Union Station balancing the large number of pedestrians, private pick-up/drop-offs, taxis, and buses.
- ▶ Justified establishing of a pedestrian priority zone and traffic calmed area in the centre of the segment with flush curbs that can be transformed into an entertainment space, as required.
- ▶ Undertook the macro-level traffic modelling of an area within the downtown which included approximately 70 intersections.
- ▶ Pioneered the use of a pedestrian simulation software to illustrate how the roadway would be used by upwards of 24,000 pedestrians in the peak hour, this was then integrated into the microsimulation analysis conducted at for the study area intersections.
- ▶ Oversaw the coordination of the Urban Designers, Engineers, and City Staff for the selection of a materials palette for the road and sidewalk that was consistent with the adjacent heritage elements, while meeting objectives for cost efficiency and maintenance.
- ▶ Prepared the Environmental Study Report for the project as well as additional requests as part of the detailed design.



# Christopher Sidlar, M.Sc.Pl., MCIP, RPP

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### Market and Economic Development Opportunity Study for the Peel Memorial Centre – City of Brampton

- ▶ As **Transportation Planning Lead**, was responsible for the development of a precinct level transportation study to identify constraints and opportunities for the redevelopment of the area surrounding the Peel Memorial Centre.
- ▶ This included working collaboratively with land use planners and economic development experts to determine the areas potential.
- ▶ Established a realistic development plan with ‘quick-win’ transportation projects that could help foster development of the Peel Memorial Precinct into a specialized Health Care node.
- ▶ Was responsible for the preparation of the transportation study as well as related presentations made to the steering committee, executive committee and area stakeholders.

### Dufferin Street Bridges Schedule ‘C’ Municipal Class Environmental Assessment – City of Toronto

- ▶ Served as the **Transportation Planner and Project Coordinator** responsible for liaison between the City Staff and Project Manager and the subconsultants.
- ▶ Facilitated the development of a bridge design solution that from a vertical profile perspective would accommodate the required changes in the vertical clearance over the GO Transit corridor and proximity between adjacent structures, while mitigating property impacts, and from a plan perspective would provide for the accommodation of the future Waterfront West LRT line.
- ▶ Responsible for the preparation of consultation materials and undertaking the consultation events, including a presentation at the Design Review Panel.
- ▶ Documented the project recommendations as part of the Environmental Study Report.

### North Queen Street Extension Schedule ‘C’ Municipal Class Environmental Assessment – City of Toronto

- ▶ As **Transportation Planning Lead and Project Coordinator**, was responsible for the identification of transportation solution for the traffic congestion identified around Sherway Gardens Mall.
- ▶ Developed a preferred solution that established a new east-west road connection between North Queen Street and the West Mall improving the accessibility for the adjacent properties and facilitating their potential future redevelopment.
- ▶ Formulated a macro-level traffic model for the weekday PM and Saturday peak periods to model travel behavior around the shopping centre and the impact of implementing a new road link.
- ▶ Created materials for the public information centres and was responsible for the overall project documentation and authoring of the Environmental Study Report.

### Algonquin Island Bridge Schedule ‘C’ Municipal Class Environmental Assessment – City of Toronto

- ▶ As **Transportation Planning Lead and Project Coordinator**, organized the resource management of a multi-disciplinary team of experts focused on developing a context sensitive solution that would be cost-effective considering the overall life cycle costs.
- ▶ Was instrumental in the development of a composite bridge incorporating a modern-day substructure with a timber superstructure that reflected the original structure while meeting accessibility design standards.
- ▶ Was responsible for the stakeholder management of the key agencies and approval authorities including First Nations, Toronto Region Conservation Authority, and Transport Canada.
- ▶ Organized two public information centres in a Town Hall format, in addition to the preparation the Environmental Study Report, in a manner that was clear and concise, to better engage to the Toronto Islands community.

# Christopher Sidlar, M.Sc.Pl., MCIP, RPP

## Manager, Transportation Planning

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### Other Project Experiences include:

- ▶ **Transportation Lead:** Toronto-Gore Area Secondary Plan Density Policy Review – *City of Brampton*
  - ▶ **Deputy Project Manager:** On-Street Residential and Commercial Parking Master Plan – *Town of Whitchurch-Stouffville*
  - ▶ **Project Manager:** Employee Travel Time Study – *Royal Bank of Canada*
  - ▶ **Project Manager:** GO Transit Bus User Survey Data Analysis and Summary – *GO Transit*
  - ▶ **Senior Transportation Planner:** Yonge Street North Planning Study (Transportation Master Plan) – *City of Toronto*
  - ▶ **Project Manager:** Slots at Ajax Downs Traffic Infiltration Study – *Town of Ajax*
  - ▶ **Transportation Planning Lead:** Belleville City Centre Revitalization – *City of Belleville*
  - ▶ **Project Coordinator:** St. Clair Avenue at the Georgetown GO Underpass Functional Infrastructure Planning Study – *City of Toronto*
  - ▶ **Transportation Planner:** North Leslie MESP, Richmond Hill, ON – *North Leslie Secondary Plan Landowners Group*
  - ▶ **Transportation Planner:** Regional Carpool Lot Site Selection Study – *Region of Peel*
  - ▶ **Transportation Planner:** Central Peninsula Parking and Snow Removal Study – *City of Saint John*
  - ▶ **Transportation Planner:** Toronto West-Central Area Strategic Transportation Network Review – *City of Toronto*
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### Publications

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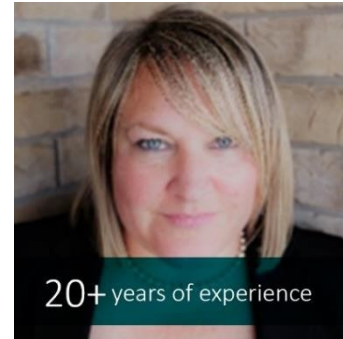
- ▶ Sidlar, C. and C. Rinner (2009). Utility Assessment of a Map-Based Online Geo-Collaboration Tool. *Journal of Environmental Management*. 90 (6): 2020-2026.
- ▶ Sidlar, C. and C. Rinner (2007). "Analyzing the Usability of an Argumentation Map as a Participatory Spatial Decision Support Tool." *Urban and Regional Information Systems Association (URISA) Journal*. 19 (1): 47-55.



# Irene Hauzar, MCIP, RPP, AICP

## Senior Project Manager

Irene is a Senior Project Manager specializing in stakeholder and community engagement, urban transportation and transit planning, land use planning and environmental planning including environmental assessments (NEPA, MCEA, CEAA). Irene has experience working across multiple disciplines, synthesizing technical work into various forms of communication for both public and regulatory agencies. Irene has experience developing, implementing and incorporating both qualitative and quantitative evaluation processes into decision making, and helping both the community and other stakeholders come up with the most feasible alternative or development scenario.



### Environmental Assessments | Key Project Experience

#### **Brooklin North Major Roads Environmental Assessment - Whitby, Ontario** *Ongoing*

**Senior Environmental Planner** responsible for evaluation of alternatives, review of existing conditions, review of public consultation materials, and overall ensuring consistency with the Municipal Class Environmental Assessment process.

#### **Don Mills Crossing EA - Toronto, Ontario** *Ongoing*

**Senior Project Manager** responsible for proceeding with Phases 3 and 4 of the MCEA for the Don Mills Crossing active transportation crossing of the CP Rail corridor. Conducted an evaluation of crossing alternatives including new bridge structure and associated ramps and stairs and documented results in an Environmental Study Report. Coordinated urban design and active transportation elements of the new crossing design. Prepared materials for Technical Advisory Committee meeting, Design Review Panel, and Public Information Centre.

#### **Commercial Vehicle Inspection Facility (CVIF) Relocation – Wellington County, Ontario**

**Lead Environmental Planner** for the relocation of the Truck Inspection Station along Highway 401 in Halton Region. Conducted an evaluation of different site alternatives to determine the preferred alternative, presented evaluation and study alternatives to various stakeholders including the public. Responsible for documentation of the environmental assessment according to the Ministry of Transportation Environmental Study Report (TESR) guidelines.

#### **Detroit River International Crossing Study – Windsor, Ontario**

**Lead Environmental Planner** for the Detroit River International Crossing Project, a bi-national study between

### Expertise

- ▶ Stakeholder and Community Engagement
- ▶ Urban Transportation and Transit Planning
- ▶ Land Use Planning
- ▶ Environmental Planning

### Education

- ▶ Graduate Certificate in Sustainable Community Planning and Design, Boston Architectural College, 2013.
- ▶ Master of City Planning, Boston University, 2000.
- ▶ B.A., Urban and Regional Planning, Ryerson University, 1994.

### Certifications & Memberships

- ▶ Canadian Institute of Planners (RPP)
- ▶ American Institute of Certified Planners (AICP)
- ▶ Member, Women's Transportation Seminar
- ▶ Member, Ontario Professional Planners Institute
- ▶ Member, Canadian Institute of Planners

### Background

**2019 – Present | LEA Consulting Ltd.**  
Senior Project Manager

**2016– 2019 | Stantec Consulting, Ltd.**  
Senior Planner

**2013 – 2016 | Parsons Brinckerhoff (acquired by WSP in 2014)**  
Senior Transportation Planner

**2011 – 2013 | HATCH**  
Senior Environmental Planner

**2009 – 2011 | MMM Group (acquired by WSP in 2013)**  
Senior Planner



# Irene Hauzar, MCIP, RPP, AICP

## Senior Project Manager

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Windsor, ON and Detroit, MI. Responsible for managing a multi-disciplinary consultant team. Responsible for the development and implementation of context sensitive solutions concepts and land use analysis pertaining to the development of a new freeway, customs and inspection plaza and international crossing between Windsor, ON, and Detroit, MI. Conducted land use analysis to site a customs plaza adjacent residential and sensitive environmental areas. Developed content for two dozen context sensitive design workshops and incorporated public input into the design of the freeway, plaza and new crossing. Presented findings in Individual Environmental Assessment and public meetings and workshops.

**2005 – 2009 | URS (acquired by AECOM in 2014)**  
Senior Environmental Planner

**1999 – 2005 | HNTB**  
Environmental Planner

### **Bath U.S. Route 1 Feasibility Study – Bath, Maine**

**Environmental Planner** for a feasibility study of multi-modal improvements in the U.S. Route 1 Corridor in Bath, Maine. Study involved examining various design options for the improvement or replacement of a two-lane viaduct, including widening the viaduct, modifying at-grade options, tunnel options, restoring passenger rail on new or existing alignments, and studying highway bypasses. Conducted land use, environmental, GIS analysis for the study. Moderated public workshops, aimed to generate ideas on what the roadway should look like, using context sensitive design approaches. Communicated workshop results to Steering Committee and incorporated comments into the final study report.

### **Niagara Escarpment Crossing Environmental Assessment – Niagara Region, Ontario**

**Senior Environmental Planner** responsible for updating and reevaluated the 1997 Environmental Assessment study for the need of a new or improved crossing of the Niagara Escarpment. Conducted stakeholder consultation with Municipal, Provincial, agency advisory groups, and stakeholder groups. Conducted the land use, zoning and socioeconomic evaluation for the study, as part of the evaluation of alternatives.

### **Gorham Bypass Study and Environmental Assessment – Gorham, Maine**

**Land Use Planner** responsible for the technical documentation and public consultation components of a two-lane, arterial bypass road of Gorham Town Centre. Vehicular and truck traffic congestion and pedestrian safety concerns required the development of a bypass of the town centre. Responsible for the land use, community facilities, environmental resources and the Geographic Information Systems (GIS) mapping and analysis of the study. Coordinated consultation events with the town of Gorham and with regional planning agency. Presented study results to the public and recorded study process and evaluation assessment in the Environmental Assessment.

### **Notre Dame Roundabout Environmental Assessment – Lakeshore, Ontario**

**Senior Environmental Planner** responsible for the environmental documentation according to the Municipal Class Environmental Assessment Schedule 'B' process for the development and evaluation of alternatives for the roundabout design for the intersection of Notre Dame and West River Street in Lakeshore, ON. Coordinated and developed the evaluation matrix for the natural environment, archaeology, built heritage, air and noise studies, in order to determine which alternative had the least impact. Coordinated documentation of archaeological findings for a Stage 4 archaeological assessment.

### **Baudette-Rainy River International Bridge Replacement – Baudette, Minnesota**

**Senior Environmental Planner** responsible for conducting a CEAA screening and Ministry of Transportation Environmental Study Report (TESR) for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in Rainy River, Ontario and on Highway 72 in Baudette, Minnesota. The bridge provides access between the U.S. and Canada with 24-hour Port of Entry facilities. The recommended plan includes a new 5-span steel I-girder

# Irene Hauzar, MCIP, RPP, AICP

## Senior Project Manager

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structure located south and adjacent to the existing bridge. The study was carried out in accordance with the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) process for Group 'B' projects. Coordinated the *Project Description* with the Canadian Environmental Assessment agency to determine whether a federal environmental assessment would be required.

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### Transportation Master Plans | Key Project Experience

#### **Yonge Street North Transportation Master Plan – Toronto, Ontario Ongoing**

**Senior Project Manager** - Updated 2012 Transportation Master Plan to reflect existing transportation conditions, including two new subway station stops within the study area.

#### **City of Orillia Multi-Modal Transportation Master Plan - Orillia, Ontario 2019**

**Environmental Advisor** responsible for ensuring that the Municipal Class Environmental Assessment (MCEA) process was followed; provided QA/QC on the draft and final report.

#### **Town of Midland Multi-Modal Transportation Master Plan - Midland, Ontario 2019**

**Environmental Advisor** responsible for ensuring that the Municipal Class Environmental Assessment (MCEA) process was followed; provided QA/QC on the draft and final report.

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### Active Transportation Studies | Key Project Experience

#### **Mid-Town in Focus – Toronto, Ontario**

**Senior Transportation Planner** responsible for developing transportation strategies and initiatives, including proposed midblock connections, improving circulation patterns, rebalancing streets, and examining pedestrian and cycling opportunities for the Yonge and Eglinton (Midtown) area of Toronto. The recent growth in the Midtown area of Toronto has created the need for improved public realm facilities, with the goal of striking a balance between high-rises and open space to create a desirable place to live and visit. Created a blueprint for improving the public realm to meet diverse needs of residents, visitors and workers, in anticipation of continued residential growth in the mid-town area.

#### **South of Eastern Strategic Direction – Toronto, Ontario**

**Senior Transportation Planner** responsible for developing transportation solutions for the area South of Eastern Avenue in the city of Toronto. Developed a strategic direction for the South of Eastern area that focused on the economic development, urban design, and transportation policy for this under-utilized part of the city. Role included supporting the project team in all aspects of transportation planning to address the economic plan and public realm objectives and the recommended initiatives ensuring an integrated and sustainable Complete Streets approach, and ensuring that active transportation options are included into the overall transportation plan. Assisted in the identification of future roads/bridge, transit, trails and bike paths throughout the study area.

#### **Function and Design of Heart Lake Road Corridor – Brampton, Ontario**

**Senior Transportation Planner** for the Function and Design of Heart Lake Road corridor in the City of Brampton. The study looked to assess the current roadway structure and long-term function of Heart Lake Road with the intent of identifying opportunities to safely accommodate active transportation, while meeting other transportation demands. Developed screening evaluation process to help identify feasible alternatives, based on multi-modal transportation opportunities, social and cultural environment, and natural environment. Participated in stakeholder meetings where evaluation results and preferred alternative were recommended to the public.

# Irene Hauzar, MCIP, RPP, AICP

## Senior Project Manager

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### Transit | Key Project Experience

#### **Stage 2 ION LRT Transit Project Assessment Process (TPAP) – Cambridge, Ontario**

**Senior Environmental Planner** for the Stage 2 Light Rapid Transit (LRT) Transit Project Environmental Process (TPAP) study connecting the City of Kitchener to the City of Cambridge. Strategically examined the previous alignment and developed screening evaluation process to help determine alternative alignments. Coordinated consultation with key stakeholders and technical advisors to determine alternative route alignments. Prepared key components of the background studies related to the environmental assessment. Developed written and graphic content for the Public Consultation Centres, social media messaging, and regulatory notices for the Region of Waterloo.

#### **Hamilton B-Line Spur Line and Maintenance and Storage Facility Transit Project Assessment Process (TPAP) – Hamilton, Ontario**

**Lead Environmental Planning** for the addendum to the Hamilton B-Line Spur Line and Maintenance and Storage Facility TPAP. Managed an integrated study team that included the City of Hamilton Rapid Transit staff to complete a Transit Project Assessment Process (TPAP) on the B-Line LRT spur line and maintenance and storage facility within the city of Hamilton. Responsible for the development of evaluation criteria, and the evaluation of the preferred alternative. Coordinated the specialist subconsultants technical reports.

### Guidelines | Key Project Experience

#### **Ontario Ministry of Transportation Land Use Planning Freight Guidelines**

**Senior Land Use Planner** responsible for authoring the land use component of the Ministry of Transportation Provincial Freight Guidelines, a policy document aimed to assist municipal planners across the province in planning and preserving employment lands and freight-oriented land uses, a first of its kind in Ontario. Prepared freight guideline context for a number of land use issues, and developed planning strategies aimed to solve potential land use conflicts. Coordinated the urban design sections of the guidelines that are aimed to decrease the negative impact of freight-oriented land uses and transportation design issues.

### High Speed Rail | Key Project Experience

#### **Updated Feasibility Study of High-Speed Rail Service in the Quebec City-Windsor Corridor; Analysis of Environmental and Social Impacts, Quebec City – Windsor, Ontario**

**Senior Planner** responsible for authoring the environmental and socioeconomic impacts for a high-speed rail (HSR) feasibility study aimed to assess the environmental feasibility of implementing a high speed rail line along the Quebec City to Windsor corridor. Reviewed relevant federal and provincial legislation related to railways and the environment; conducted a review of potential environmental and social issues that may interact with the HSR representative routes; evaluated potential sources of noise and vibration. Coordinated technical work of multi-disciplinary team. Presented study results and recommendations to Transport Canada representatives.

#### **High Speed Rail Feasibility Study - Boston to Montreal – Boston, Massachusetts**

**Senior Planner** responsible for documenting national environmental laws and regulations, security considerations of providing high speed rail service across an international border. Conducted a review of state and provincial (Quebec) environmental laws and regulations. Developed public meeting material explaining the challenges of minimizing delays at the border, and establishing high speed rail service in a corridor that has topographic challenges. Attended public meetings in the three participating states (Massachusetts, New Hampshire, Vermont), and in Montreal.

# Irene Hauzar, MCIP, RPP, AICP

## Senior Project Manager

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### Sustainability | Key Project Experience

#### **Canadian Green Building Council's Sustainable Communities Toolkit**

**Senior Environmental Planner** responsible for providing peer review of the Canadian Green Building Council's Sustainable Communities Toolkit. Involved in developing a toolbox of programs in which municipalities across Canada could use to promote sustainability in targeted areas in their jurisdiction. The toolkit outlines methods for improving energy, water, natural environment, infrastructure, community planning, buildings and transportation sustainable planning.

#### **Municipal Climate Change Action Plan, Annapolis County – Annapolis County, Nova Scotia**

**Senior Environmental Planner** responsible for preparing the Municipal Climate Change Action Plan document. The Municipal Climate Change Action Plan examined ways to reduce greenhouse gas emissions and identify priorities for climate change adaption throughout Annapolis County, NS. Goals of the action plan included reviewing options for mitigation versus adaption, identifying risks and effectively manage risks on a municipal level. Focus of the plan was on half a dozen main issues that can be effectively mitigated.

# Amy (Ahsun) Lee, P.Eng.

## Manager, Standards and Compliance

Amy (Ahsun) is a Transportation & Development Engineer and Manager, Standards and Compliance at LEA Consulting Ltd. with over 17 years of experience working in a wide range of transportation industries for both the public and private sectors.

During Amy's eight years of employment at the Town of Richmond Hill, she was the Manager of Transportation and Site Plans, responsible for transportation and site plan specific development engineering matters. Her primary responsibilities included:

- ▶ Transportation planning studies such as transportation master plans, environmental assessments;
- ▶ Transportation policies and associated traffic and parking By-Laws;
- ▶ Transportation operational assessment and safety assessment;
- ▶ Development of approval processes for road occupancy permits/road closures;
- ▶ Transportation standards in zoning by-laws;
- ▶ Agreements such as servicing agreements, license agreements, third-party agreements, access agreements that are related to transportation and/or development activities with developers, landowners, other municipalities and/or agencies;
- ▶ Approval of various permits as per municipal by-laws in accordance with Municipal Act;
- ▶ Approval of transportation design and development engineering designs;
- ▶ Release of Letter of Credits and infrastructure assumption process; and,
- ▶ Traffic operations, safety issues, and traffic/parking complaints.

Combined with her many years of experience, she also served as Chairperson for the Transportation and Road Works Committee for Richmond Hill's Standards and Specifications Manual, transportation expert for special projects such as the Waste Management Design Standards, and expert witness at the Local Planning Appeal Tribunal hearings for Richmond Hill.

Prior to that, Amy worked in LEA Consulting Ltd. for both private and public sector clients. She was involved in transportation planning studies, traffic impact assessments, parking studies, preliminary design, traffic signal design, construction coordination and inspection.



### Expertise

- ▶ Transportation engineering design solutions
- ▶ Municipal by-laws and permits
- ▶ Transportation planning
- ▶ Community/Residents communications
- ▶ Traffic control signal design

### Education

- ▶ Honours B. A.Sc., Civil Engineering, University of Waterloo, 2004

### Certifications & Memberships

- ▶ Professional Engineers Ontario, PEO

### Background

#### **2018 – Present | LEA Consulting Ltd.**

Transportation & Development Engineer,  
Manager, Standards and Compliance

#### **2010 – 2018 | Town of Richmond Hill**

Manager – Transportation and Site Plans,  
Transportation Engineer, Development  
Coordinator

#### **2003 – 2009 | LEA Consulting Ltd.**

Transportation Analyst, Planner, Engineer

#### **2003 | McCormick Rankin Corporation (WSP)**

Transportation Engineering Junior Designer

#### **2002 | Marshall Macklin Monaghan Ltd. (WSP)**

Transportation Engineering Junior Designer

#### **2001 | LEA Consulting Ltd.**

Transportation Analyst

#### **2000 | County of Peterborough**

Survey Crew



# Amy (Ahsun) Lee, P.Eng.

## Manager, Standards and Compliance

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### Master Plan / Policy Studies - Key Project Experience

#### **Richmond Hill Transportation Master Plan – Technical Update 2014**

Responsibilities included project management including the consulting team as well as Town's steering committee; population/employment forecast confirmation; modelling output review; transportation policies; infrastructure planning review; development charge background study review; cost estimates for all capital projects; report write-up; attending Council meetings for approval.

#### **Downtown Transportation and Parking Study**

Responsibilities included project management including the consulting team as well as Town's steering committee; attending various meetings such as Council meetings, BIA meeting, and public meetings; traffic and parking forecast review; transportation standards in zoning by-law; developing design criteria for Downtown Linked System of Mews and Courtyards.

#### **Region of Peel – Carpool Parking Lot Study**

As a deputy project manager as well as a technical lead, delivered a living document that recommended strategies that provide guidelines how to initiate and implement the carpool parking lots in the Region of Peel. Responsibilities included coordination of various stakeholder meetings, preparation of meeting minutes, collection of data including traffic volumes, land use, and population density, development of strategies, analysis of region-wide data to select carpool lot locations, presentation to stakeholders, and report writing.

### Transit Infrastructure Design-Build Projects – Key Project Experience

#### **Yonge Street Bus Rapid Transit Project – Technical Advisory and Construction Oversight Services**

As a project manager and lead for the transportation design and safety for Technical Advisory and Construction Oversight Services, responsible for technical advice to the Owner on matters related to intersection layout, safety, traffic operations, traffic control signal design, and traffic management for a 9 km section of Yonge Street. Through the project, tasks expanded to oversee non-conforming works, collision assessments, traffic operations assessment, legal drawing review, traffic signal activation, traffic by-law requirement, and construction cost review.

#### **Woodbine GO Station (AFP) – Due Diligence, Design Development, and Approval Process**

Working for both the design-build team and the financing team, developed the project requirement for the station design that would satisfy the agreement for the project through the development of station facility design for bus facility, pick-up/drop-off area, parking lots. To reduce the risk associated with the AFP project, presented various design options to Clients; identified required approval processes, turnaround times, and potential risks; developed the project design and construction schedule along with key milestone dates and deliverable; any property acquisition requirements; constructability; construction staging requirement; and project constraints and strategy to manage/reduce the risks.

#### **Steeles/Stouffville GO Rail Grade Separation – Detail Design and Permit Application Review for Third Party**

As a technical advisor to the road authority, responsible for reviewing the road design including the construction management plan and traffic management plan prepared by Metrolinx' contractor on behalf of the City. Through the process, provides advice to ensure that applicable standards and legislations are met. As a technical advisor, provided a guidance so that City can engage required divisions to process and approve the required permits in a timely manner. As part of the project, the primary focus is to minimize traffic impacts during the construction while complying with the project agreement and applicable design standards which will construct a grade separation bridge for the railway while making the provision for the future LRT. Where requirements in the project agreement were not implementable, context sensitive design solutions were provided based on consideration for constructability, cost benefits, safety, and operations.

# Amy (Ahsun) Lee, P.Eng.

## Manager, Standards and Compliance

### Design Standard Development Project Experience

#### Richmond Hill Waste Management Collection Standards

Responsible for transportation components of the standards, her involvement included developing terms of reference for engineering works; providing directions for the engineering works; establishing waste management standards such as loading space sizes, pavement structural requirements, and driveway width requirements; providing recommendations to risk managements; providing recommendations to executive committee members of Materials, Standards, and Specifications for approval.

#### Standards and Specifications for Town of Richmond Hill – Transportation and Road Works

During her term as Chairperson of Transportation and Road Works Committee for Town's Standards and Specifications Manual, created a section on on-road bicycle facilities and multi-use facilities. These standards provide details on the geometric requirements, pavement structural requirements, pavement marking and signage requirements.

### Development Project Experience

**The following involved the studies of the impact of traffic and the effects and changes of transportation routes and methods in the designated areas:**

- ▶ Markham YMCA – Traffic Impact Study;
- ▶ Commercial Development in Wasaga Beach – Traffic Impact Study and Preliminary Design
- ▶ Mixed-Use Development at Markham/Denison – Traffic Impact Study;
- ▶ Markham/Steeles Commercial Development, Toronto – Traffic Impact Studies for site plan applications and Transportation Study for Master Environmental Servicing Plan;
- ▶ Markham/Steeles Commercial Development, Markham – Traffic Impact Study, Preliminary and Detail Design for Improvements and Contract Administration
- ▶ The Metropolitan, Toronto – Traffic Impact Study;
- ▶ Leslie/John Birchall, Richmond Hill – Traffic Impact Study, Parking Study, Functional Design, Traffic Control Signal Design, Contract Administration;
- ▶ Dundas/Oak Park, Oakville – Traffic Impact Study, Access Operations Review, Functional Design
- ▶ Queensway/Donly, Norfolk County – Traffic Impact Study, Access Operations Review, Functional and Detail Design, Traffic Control Signal Design
- ▶ Redevelopment of Don Mills Centre, Toronto – Transportation Study;
- ▶ Neighbourhoods of Castlemore Crossing, Brampton – Transportation Study;
- ▶ North Leslie Secondary Plan, Richmond Hill – Transportation Study;
- ▶ Wilson Avenue Revitalization Study, Toronto;
- ▶ Toronto-York Spadina Subway Extension Project - Steeles and Finch Station Design;
- ▶ Yonge/Dundas Parking Study Update, Toronto;
- ▶ Traffic Control Signal Design and Contract Administration for private entrances, York Region;
- ▶ Woodside Square Mall Redevelopment
- ▶ 5590 Tenth Line, Mississauga, Traffic Study, Functional Plan, Detail Design;
- ▶ 2705 Elgin Mills Road East, Markham, Transportation Impact Study, Parking Study, Functional Plan, Detail Design
- ▶ 55 Eastern Avenue, Toronto, Transportation and Parking Study
- ▶ 65 Silver Springs Blvd., Toronto, Transportation and Parking Study



# Kelsey A. Waugh, P.Eng., RSP1

## Transportation Engineer

Kelsey Waugh is a Transportation Engineer with the Transportation Planning and Engineering Department at LEA Consulting Ltd. In addition to being a registered Professional Engineer (P.Eng.) with the Province of Ontario and a certified Road Safety Professional Level 1, she is the current President of the Institute of Transportation Engineers Toronto Section.

Since joining LEA in 2014 she has gained experience in both large-scale public sector project coordination and private sector transportation planning studies. Her duties have included the preparation of Environmental Assessment study reports, transportation demand management studies and multi-modal analysis and report writing. Her active transportation experience includes the development and evaluation of pedestrian and cycling facilities in both urban and suburban areas.

Kelsey was heavily involved with the Steeles Avenue East Grade Separation Environmental Assessment, Peel Region Cordon Count Study and is currently the deputy project manager for the Ingram Grade Separation Feasibility Study.

Kelsey has also been involved with the preparation and management of several Transportation Impact Studies for both urban and rural settings. Through these studies, she has been responsible for the supervision of the data collection and coordination with municipal and regional staff, in addition to the traffic, transit and active transportation analysis and report writing.

### Key Project Experience

#### **Ingram & Castlefield Grade Separation Feasibility Study – Toronto, ON 2019-Ongoing**

Responsible for development of feasibility study for grade separations, including assessment and evaluation of multiple locations and design options.

#### **Keele Finch Plus Transportation Study Phase 2 – Toronto, ON 2017-2020**

Responsibilities included project coordination, review of multi-modal and Vision Zero application, and development of the refined network in support of new higher order transit.

#### **Steeles Avenue East Grade Separation Environmental Assessment – Toronto, ON 2015 – 2017**

Responsible for project coordination and management of sub-consultants, review of traffic analysis and existing conditions. Conducted the development and evaluation of alternative solutions, alternative design options, and the preferred design for the EA.



### Expertise

- ▶ Public & Private Transportation Planning
- ▶ Grade Separation Studies
- ▶ Safety Analysis
- ▶ Transportation Impact Studies
- ▶ Report Writing
- ▶ Traffic Analysis (Synchro 9.0)

### Education

- ▶ B.A.Sc., Civil Engineering, University of Waterloo, 2015

### Certifications & Memberships

- ▶ Professional Engineer, Professional Engineers Ontario (PEO)
- ▶ Road Safety Professional Level 1
- ▶ Institute of Transportation Engineers - Toronto Section President
- ▶ Young Professionals in Transportation (YPT) Toronto Chapter
- ▶ Municipal Class Environmental Assessment Workshop, May 2017

### Background

**Apr. 2019 – Present | LEA Consulting Ltd.**  
Transportation Engineer

**2015 – 2019 | LEA Consulting Ltd.**  
Transportation Analyst

**Sept. – Dec. 2014 | LEA Consulting Ltd.**  
Transportation Engineering Assistant

**Jan. – Apr. 2014 | City of Toronto**  
Urban Design / Streetscape Assistant, Pedestrian Projects, Transportation Services

**Apr. – Aug. 2014 | City of Burlington**  
Infrastructure Technologist, Transportation Services

# Kelsey A. Waugh, P.Eng., RSP1

## Transportation Engineer

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### **Steeles Avenue East Grade Separation Detailed Design Review – Toronto, ON 2017 -2020**

**Project Coordinator** in continuation of the 2017 Environmental Assessment for the City of Toronto. As part of the Owner's Engineer team, responsibilities included detailed design review, construction management plan review and permit coordination. Also responsible for the coordination and submission of design review comments on 30%, 60%, 90% and 100% designs.

### **Richmond Hill Residential Parking Permit Study – Town of Richmond Hill 2017 – Ongoing**

Responsible for project coordination and policy development, including preparation of surveys for public engagement, jurisdictional best practice review, report and presentation preparation.

### **Dufferin Street Bridges Construction Management Plan – City of Toronto 2018 - Ongoing**

**Transportation Analyst** responsible for data collection and analysis. Analysis included reviewing traffic impacts of the closure of Dufferin Bridge for construction, and sensitivity analysis of 3 lane closure options.

### **Peel Region Cordon Count Study – Regional Municipality of Peel 2016**

**Project Lead** responsible for project coordination and management of 3 supervisors and a team of over 70 surveyors in addition to data analysis and quality review of the collected data. Was also responsible for report writing.

### **3000 Dufferin Avenue, Residential Development – Toronto, ON 2016 – 2020**

Responsible for coordination of the transportation impact study, transportation demand management plan and avenue study including: review of parking requirements, site circulation, traffic and parking surveys, procurement of existing transit information, future traffic and transit forecast, and preparing reports for the proposed development.

### **Courtice Town Centre, Multi Use Development – Region of Durham 2016 – 2019**

Responsible for coordination of transportation impact study including: review of parking requirements, site circulation, traffic and parking surveys, procurement of existing transit information, future traffic and transit forecast, and preparing reports for the proposed development.

### **GTHA Wide Cordon Count Report – Region of York 2017**

Responsible for compiling and analyzing large volumes of traffic and truck cordon count data, GTHA wide. The report provides context and long-term travel trends throughout the Greater Toronto and Hamilton Area.

### **203 College Street, Residential and Retail Development – Toronto, ON 2015 – Present**

Responsible for coordinating transportation impact study including: review of parking requirements, site circulation, procurement of existing traffic and transit information, future traffic and transit forecast, and preparing reports for the proposed development. Also responsible for review of a Construction Management Plan.

### **850 Elgin Mills, Residential Development – Richmond Hill, ON 2016**

Responsible for coordinating traffic impact study including: review of parking requirements, procurement of existing traffic information, future traffic forecast, transportation demand management and preparing reports for the proposed development.

# Kelsey A. Waugh, P.Eng., RSP1

## Transportation Engineer

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### **Following is a list of other representative projects that Kelsey has undertaken:**

- ▶ 2100 Lakeshore Road, Multi-Use TIS and TDM Plan – Burlington, Ontario
- ▶ 701-508 Winston Churchill Boulevard, TIS and Functional Planning – Mississauga, Ontario
- ▶ 1182 & 1221 King Street West, Mixed Use Development TIS and TDM – Toronto, Ontario
- ▶ TRCA New LEED Office Building, TIS, Parking and TDM Plan – Toronto, Ontario
- ▶ 200 John Street, Hotel and Residential Development, TIS - Niagara-on-the-Lake, Ontario
- ▶ 14 Duncan Street, Multi-Use Development TIS – Toronto, Ontario
- ▶ 100 Simcoe Street, Multi-Use Development TIS – Toronto, Ontario
- ▶ 4800 Yonge Street, Multi Use Development – Toronto, ON
- ▶ 1435 Cornwall Road Office Development – Oakville, Ontario
- ▶ Parkview Property Residential Development TIS – Markham, Ontario
- ▶ Mount Forest Canadian Tire Retail Development TIS – Mount Forest, Ontario
- ▶ Brampton - Toronto Gore Density Review, - Brampton, Ontario
- ▶ 1000 Elgin Mills, Residential Development TIS – Richmond Hill, Ontario
- ▶ 3237 Bayview Avenue TIS - Toronto, Ontario
- ▶ IKEA Burlington Transportation Density Review - Burlington, Ontario
- ▶ Memorial Avenue Superstore Traffic Review - Thunder Bay, Ontario
- ▶ Branksome Hall Independent School for Girls Traffic Operations Review – Toronto, Ontario

# Sameh Salib, Ph.D., P.Eng., BDS, PE

## Project Lead, Bridges and Transit Structures

Dr. Salib has over 25 years of experience in project leadership, business development, structural analysis / design and contract administration along with university research / teaching. He is also involved in project management, proposal preparation, and engineers' mentorship. He acquired significant expertise in the design of new highway bridges and transportation structures such as tunnels and subway stations for Rail, Auto and LRT traffic as well as the evaluation and rehabilitation of existing structures. Also, he is experienced in structural collaboration for transportation planning, environmental assessment and grade separation studies.

Sameh is knowledgeable about various standards / design codes (Canadian, American and European) and both conventional and innovative construction materials. He assumed the role of a Technical Director of the structural applications of Advanced Composite Materials (ACM) throughout his career. With his experience, he has led the structural design of many high-profile projects, in Canada and abroad, that received national and international awards for their innovation and excellence in structural design.

Dr. Salib is also an adjunct professor, industrial advisor and guest speaker at various universities and educational organizations in Canada and abroad. He published several technical papers through international journals and conferences. Further, he is a member of various standards/ design codes technical subcommittees in Canada and USA.

### Transportation Planning / EA Study Projects

#### North Brooklin MCEA, City of Toronto, ON 2020-Ongoing

Transportation planning / Environmental Assessment (EA) study for multi-square kilometers of land development. Carried out **Structural Lead** duties and performed the following:

- ▶ Perception of viable structure options at roads and water crossings
- ▶ Coordination with other disciplines
- ▶ Developing high level comparison / evaluation matrix for viable structure options
- ▶ Providing constructability/feasibility comments, optimum structure configuration and construction cost estimate

#### Castlefield Avenue/Ingram Extension – Grade Separation Feasibility Study, City of Toronto, ON

Investigation of grade separation options between existing railway traffic and vehicular/pedestrian traffic of Castlefield Avenue and proposed Ingram Extension.



### Expertise

- ▶ Project Leadership
- ▶ Business Development
- ▶ Structural Analysis / Design
- ▶ Contract Administration
- ▶ Rail and Auto: Bridges, Tunnels, Subway Stations

### Education

- ▶ Ph.D., Civil Engineering, University of Windsor, 2001
- ▶ M.Sc., Civil Engineering, 1996
- ▶ B.Sc., Civil Engineering with Honours, 1991

### Certifications & Memberships

- ▶ Professional Engineer, Professional Engineers Ontario (PEO)
- ▶ Building Design Specialist (BDS), Professional Engineers Ontario (PEO)
- ▶ Professional Engineer (P.Eng.), Association of Professional Engineers and Geoscientists of Alberta (APEGA)
- ▶ Professional Engineer (P.E.), Board of Professional Engineers of Michigan, USA
- ▶ Member, American Society of Civil Engineers (ASCE), USA
- ▶ Professional Engineer, The Egyptian Engineering Syndicate, Egypt
- ▶ Member, American Society of Civil Engineers (ASCE) technical subcommittee for Retrofit of Structures under Dynamic Loads
- ▶ Member, Canadian Highway Bridge Design Code (CHBDC) technical sub-committees for Fibre Reinforced Structures (section 16) and for Buried Structures (section 7)

### Background

**2019 – Present | LEA Consulting Ltd.**  
Project Lead

# Sameh Salib, Ph.D., P.Eng., BDS, PE

## Project Lead, Bridges and Transit Structures

Carried out **Structural Lead** duties and performed the following:

- ▶ Perception of viable structure options including passover (bridges) and underpass (tunnels)
- ▶ Investigation of structure alternatives (steel, precast concrete, post-tensioned systems...)
- ▶ Developing high level comparison / evaluation matrix for viable structure options
- ▶ Providing constructability/feasibility comments, optimum structure configuration and construction cost estimate

### 6<sup>th</sup> Line Grade Separation and New GO Station, Innisfil, ON

Investigation of grade separation options between existing railway traffic and vehicular/pedestrian traffic of Castlefield Avenue and proposed Ingram Extension.

Carried out **Structural Lead** duties and performed the following:

- ▶ Perception of viable structure options including passover (bridges) and underpass (tunnels)
- ▶ Investigation of structure alternatives (steel, precast concrete, post-tensioned systems...)
- ▶ Developing high level comparison / evaluation matrix for viable structure options
- ▶ Providing constructability/feasibility comments, optimum structure configuration and construction cost estimate

### Don Mills Crossing MCEA, City of Toronto, ON

Transportation planning / Environmental Assessment (EA) study for connecting city trail on each side of a multi-track CN railway route via an approach ramp on each side and a bridge crossing over the railway. Carried out **Structural Lead** duties and performed the following:

- ▶ Supervising the project bridge team
- ▶ Coordination with the City, CN Rail authority and the project planner/ architect
- ▶ Investigation of bridge alternatives (steel, precast concrete, post-tensioned systems...)
- ▶ Investigation of approach ramps alternatives (steel, concrete, RSS walls...)
- ▶ Providing constructability/feasibility comments, optimum structure configuration and construction cost estimate
- ▶ Developing high level comparison / evaluation matrix for bridge and ramp alternatives

## MTO Projects | Key Project Experience

### MTO Pioneer and Complex Projects

#### Groundhog River Bridge, Northeastern Region 2019-Ongoing

Design-Build contract for New continuous 4 Spans (40m ~ 50m) semi-integral abutment bridge; precast concrete deck panels over steel girders; HP steel piles foundations for abutments and concrete caissons socketed in bedrock for piers.

Carried out design lead/ QC duties; including

- ▶ Providing guidance and supervision for LEA's bridge team during design phase
- ▶ Performing full independent analysis and design
  - Developing 3D-FEM for the purpose of general structural analysis and staged construction analysis
  - Performing structural design checks
  - Reviewing drawings and developing new details



**2009 – 2019 | Delcan (Parsons)**  
Principal Engineer

**2006 – 2009 | MMM Group (WSP)**  
Senior Structural Engineer

**2004 – 2006 | Trow Associates (exp.)**  
Senior Structural Engineer

**2001 – 2004 | HMA Consultant**  
Structural Engineer

**1997 – 2001 | University of Windsor**  
Research Associate

**1996 – 1997 | BESIX Construction**  
Structural Engineer

**1992 – 1996 | WDO International Consultants**  
Structural Engineer

- Optimizing the design of the precast concrete panels
- ▶ Preparing conceptual design for temporary shoring of caissons during construction
- ▶ Developing project specifications
- ▶ Proposing the implementation of High Strength/Durability Steel Bars (ChromX Bars; 600+ MPa yield strength) for the **First Highway Bridge in Ontario**
  - Review of related literature review and case studies
  - Coordination with bars manufacturer, USA consultants used these bars recently and the project contractor
  - Developing a design criterion based on principals of reinforced concrete design/ strain compatibility theories to maximize utilization of bars while complying with Canadian standards (CHBDC)
  - Providing comparison between conventional reinforcing bars and proposed bars regarding both structural capacity and cost

### Duchesnay Creek Bridge, Northeastern Region 2019-Ongoing

**First Highway Bridge in Ontario** to introduce Glulam girders; New continuous 3 Spans (20m ~ 39m) semi-integral abutment bridge; concrete deck over arched Glulam girders; to be supported by steel tubes filled with reinforced concrete socketed in bedrock.

Carried out design QC duties; including

- ▶ Providing guidance and supervision for LEA's bridge team during design phase
- ▶ Performing full independent analysis and design for the substructure/ foundations

*"In a project which interweaves economic opportunities for First Nations, nurtures the enhanced use of timber, and pays tribute to this province's bridge history" (quoted from the Daily Commercial News by ConstructConnect)*

### Highway 401 –Speed River Bridges, West Region 2016-2018

**First Highway Bridge in Canada** with stainless steel ASTM A1010 alloy girders and First Highway Bridge in Ontario utilizing new steel in girders in about 40 years. The bridge is 3-continuous spans (18~28m) semi-integral abutment structure with composite concrete-A1010 steel girders superstructure.

- ▶ Led the project regarding research / developed design guidelines
- ▶ Performed a literature review (standards, design guidelines, papers, etc.) for the structural applications of stainless steel, in general, and of the recently developed ASTM A1010 alloy, in particular
- ▶ Contacted the US transportation jurisdictions recently utilized A1010 steel girders in bridges (such as Oregon DOT) to exchange experience and background
- ▶ Concluded the uncertainties regarding the A1010 structural behavior / missing design guidelines for the subject application
- ▶ Developed an experimental program plan to verify the expected performance of the girders
- ▶ Coordinated with Canadian universities / Professors with related experience to perform the subject experimental program
- ▶ Guest speaker at different engineering organizations / transportation jurisdictions to present the bridge / subject A1010 application (such as MTO-Head office, St. Catharines and Canadian Institute of Steel Construction, CISC-Ontario);
- ▶ Prepared, published and presented technical papers regarding the subject project at different international conferences.

### Project Awards:

- ▶ *Award of Merit, Canadian Institute of Steel Construction - Ontario, 2017*

### Highway 24 - Whitemans Creek Bridge, West Region 2010-2011

**First project in the region** that utilized Accelerated Bridge Construction (ABC) methodologies along with innovative materials such as Fibre-Reinforced Polymers (FRP) and Ultra High-Performance Concrete (UHPC). The bridge has a single span (40m) with the superstructure of steel girders and full depth precast concrete deck panels reinforced with GFRP bars and joined with UHPC.

- ▶ Led the project regarding research / developed design guidelines





# Sameh Salib, Ph.D., P.Eng., BDS, PE

## Project Lead, Bridges and Transit Structures

- ▶ Performed a literature review (standards, design guidelines, papers, etc.) for the bridge applications of GFRP bars / UHPC
- ▶ Developed 3D-FEM for the purpose of general structural analysis, and staged construction analysis
- ▶ Prepared design calculations, details and specifications of the GFRP-Reinforced concrete panels
- ▶ Reviewed the results of the experimental program conducted to evaluate the performance of short spliced GFRP bars in UHPC joints
- ▶ Prepared, published and presented technical papers regarding the subject project at different international conferences.

### Project Awards:

- ▶ *Innovative Structural Design Award, the Ontario / Canada Concrete Association (OCA / CCA), 2012*

### Highway 403 at Aberdeen Road Bridge, West Region 2010

**The first multi-span highway bridge** in North America that was replaced using rapid bridge replacement technology. The project involved an existing 4 spans bridge (16~26 m, each) of steel girders and concrete slab to be replaced with new spans through entire spans moving (using Self-Propelled Modular Transporters; SPMT) for middle spans and jacking / sliding of the entire exterior spans (using temporary jacks and frames adjacent to existing spans);

- ▶ Worked as a collaborator engineer with the heavy lift subcontractor to review / co-stamp
  - Structural analysis, design calculations and details prepared by the design engineer
  - Shop drawings and proposed movement / sliding phases

*Described by the journal of the Ministry of Transportation Ontario (MTO), Road Talk, Spring 2011, Vol. 17, Issue 2 as "Aberdeen Avenue in Hamilton serves as a major access to Highway 403 and its replacement marks a new milestone for MTO – the first multi-span highway bridge to be replaced in North America using rapid bridge replacement technology."*

## MTO Prestressed Concrete Bridges

### Lily River Bridge, Ontario, Canada 2019

New single span (30m) integral abutment bridge (to replace existing bridge); concrete deck over CPCI box girders; HP steel piles for foundations.

Carried out design QC duties; including

- ▶ Providing guidance and supervision for LEA's bridge team during design phase
- ▶ Performing full independent analysis and design
  - Developing 3D-FEM for the purpose of general structural analysis and staged construction analysis
  - Performing structural design checks
  - Reviewing drawings and developing new details

### Nagagamis Narrows Bridge, Ontario, Canada 2019

New single span (32m) integral abutment bridge (to replace existing bridge); concrete deck over CPCI box girders; HP steel piles for foundations.

Carried out design QC duties; including

- ▶ Providing guidance and supervision for LEA's bridge team during design phase
- ▶ Performing full independent analysis and design
  - Developing 3D-FEM for the purpose of general structural analysis and staged construction analysis
  - Performing structural design checks
  - Reviewing drawings and developing new details

## Post-Tensioned Bridges

### Highway 11-Katrine and Burk's Falls, Ontario, Canada (Seismic Zone):



# Mahdi Boghaie

## Transportation Designer

Mahdi Boghaie is a Transportation Designer with LEA. Mahdi has over 12 years of experience in transportation planning and engineering. He has been involved in preliminary and functional designs, rehabilitation, and Environmental Assessment studies for local and regional municipalities. Mahdi is proficient in the use of AutoCAD Civil 3D, MicroStation V8i, and Power InRoads.

### Key Project Experience

#### Lakeview Boulevard Road Reconstruction – Town of Ajax 2019 - 2020

**Road Designer** for the detailed design of Lakeview Boulevard from Pickering Beach Road to Poplar Avenue and from Maple Avenue to Shoal Point Road including off-road bike path.

#### Church Street Drainage Improvements – City of Richmond Hill 2019 - 2020

**Municipal Designer** for the detailed design of Church Street road improvements from Major Mackenzie Drive to Center Street.

#### MMS Sidewalk Inspection – City of Richmond Hill 2019

**Project Manager** for the inspection of sidewalks in the City of Richmond Hill, to record and report all the deficiencies to the City for maintenance purposes.

#### Lakeside Crescent Drainage Improvements – City of Richmond Hill 2019 - 2020

**Municipal Designer** to improve Lakeside Crescent drainage by proposing temporary subdrain and swale.

#### Bass Pro Mills Drive Extension – City of Vaughan 2017 - 2018

**Road Designer** for the detailed design of the Bass Pro Mills Drive extension from Romina Drive to Jane Street to support future development intensification in the area. Bass Pro Mills Drive is a major collector road that currently extends from

Highway 400 to Romina Drive. The functional design for the proposed road extension included a four-lane urban cross-section; multi-use asphalt trail to accommodate pedestrian, cyclist, and wheelchair usage; landscaped boulevards; new storm sewers to accommodate proposed road drainage and receiving areas from development; new watermain and sanitary sewers along the corridor including connections to existing services at Romina Drive and the east side of Jane Street; installation of future traffic signal provisions at Romina Drive intersection; and traffic signal modifications at the Jane Street intersection. The project required extensive coordination with impacted stakeholders, including area developers and York Region, to ensure adjacent works were seamlessly incorporated into the final design.

#### King Street East Bridge Rehabilitation – Peel Region 2019

**Designer** responsible for the road staging design component associated with the bridge rehabilitation of two road structures over the Humber River in the Town of Caledon. The scope of rehabilitation works included removal of existing asphalt (bridge deck and approaches) and waterproofing (bridge deck); removal and replacement of barriers



### Expertise

- ▶ Transportation Design
- ▶ Rehabilitation
- ▶ Environmental Assessments

### Education

- ▶ Civil Engineering Technology, Seneca College, 2007.

### Certifications & Memberships

- ▶ Ontario Association of Certified Engineering Technicians and Technologists (C.E.T) - *Working*

### Background

#### 2020 – Present | LEA Consulting Ltd.

Transportation Designer

#### 2019 – 2020 | TMIG

Transportation Designer

#### 2017 – 2019 | Ainley Group

Transportation Designer

#### 2007 – 2017 | WSP

Transportation Designer



# Mahdi Boghaie

## Transportation Designer

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and deck drains; concrete removal and patching of sidewalks, bridge deck (top and soffit), and girders; replacement of bearings; elimination of vertical expansion joints through conversion to semi-integral abutment (requiring full depth removal and replacement of ends of bridge deck and portions of ballast walls and wingwalls); concrete removal, patching, and crack injection of abutments and wingwalls; addition of approach slabs at both ends of the bridge; tree removal and brush clearing adjacent to bridge; replacement of steel beam guide rail on approaches; and waterproofing of bridge deck and pave bridge deck / approaches.

### **Centennial Drive and Front Street Reconstruction EA – City of Orillia 2017 - 2018**

**Designer** responsible for coordinating utility stakeholders and existing infrastructure services that were impacted by the design of various works in the Centennial Drive Area and Front Street corridors. Although issued as two separate assignments, these projects were carried out in parallel as to complete a Schedule 'C' EA along both road corridors. The project included detailed design to meet the City's expectations for improvements to roadway operations, parking facilities, trails, active transportation, and enhanced landscape and streetscape features. The projects also involved modifications to the existing municipal services (i.e., water and sanitary sewer) to address current deficiencies and conflicts with the proposed area improvements. Mahdi also assisted with finalizing the contract design drawings.

### **Edward Street Extension Schedule 'C' EA – Town of Whitchurch-Stouffville 2017**

**Designer** responsible for developing options and design alternatives for the completion of the Schedule 'C' Municipal Class EA of the Edward Street extension from Harold Avenue to Millard Avenue for an approximate distance of 270m. The project involved extensive stakeholder consultation and engagement with area residents, businesses, school board, and a major GO Transit hub. Key factors that were evaluated included mitigating environmental impacts, improvements to connectivity for pedestrians and cyclists to the downtown area and extending the life cycle of the existing pavement condition to the south.

### **Steeles Avenue / Finch Avenue, Steeles Avenue / Kennedy Road, and Dixie Road / Mid-Way Boulevard Intersection Improvements – Peel Region 2013 - 2015**

**Designer** for the EA and detailed design of intersection improvements and installation of bus bays and shelters. Responsibilities included DTM creation and road cross-section design using InRoads software, geometric design, construction staging / detours, drafting, traffic signing, and quantity calculations.

### **Mayfield Road EA – Peel Region 2010**

**Designer** for the Mayfield Road EA from Chinguacousy Road to Heart Lake Road, which consisted of road widening and intersection improvements. Responsibilities included DTM creation and road cross-section design using InRoads software, drafting various alternatives, geometric design, and quantity calculations.

### **Leslie Street EA – York Region 2008**

**Designer** for the Leslie Street EA from Wellington Road to Mulock Drive, which consisted of road widening and intersections improvements. Responsibilities included DTM creation and road cross-section design using LDD software, geometric design, drafting, and quantity calculations.

### **Steeles Avenue EA – Peel Region 2009**

**Designer** for the Steeles Avenue EA at Finch Avenue and Highway 50, which consisted of intersection improvements, and bus bay and shelter design. Responsibilities included DTM creation and road cross-section design using LDD software, geometric design, construction staging / detours, drafting, and quantity calculations.

### **QEW EA Study from Mountain Road to Central Avenue – Fort Erie 2007**

**Designer** for the QEW EA study, which consisted of highway widening, redesign of ramps and interchanges, and steel beam guiderail replacement. Responsibilities included DTM creation and highway cross-section design using LDD software, geometric design, drafting, quantity sheets and quantity calculations.

# Mahdi Boghaie

## Transportation Designer

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### **Bethesda Road Reconstruction – Town of Whitchurch-Stouffville 2010**

**Designer** responsible for coordinating with the utility companies to identify conflict areas and develop relocation strategies and assisting in the preparation of the final contract drawings. The project involved reconstruction of approximately 10km of Bethesda Side Road, from east of Highway 404 to Highway 48 and from Tenth Line to York-Durham Line (Regional Road 30), to improve the pavement ride quality to an acceptable standard, increase the pavement strength, treat / eliminate frost heaves and distortions, improve drainage, and reduce maintenance demands. The project involved a public consultation process by holding a Public Information Centre to gather public comments on the alternative solutions for improving the road corridor.

### **Countryside Drive Widening – City of Brampton 2011 - 2013**

**Designer** responsible for DTM creation and grading design using InRoads software, geometric design, construction staging / detours, drafting, traffic signing, and quantity calculations. The project consisted of widening and intersection improvements.

### **Main Street and Highway 48 – Town of Whitchurch-Stouffville 2007**

**Designer** for the detailed design of intersection improvements for Main Street and Highway 48, responsible for DTM creation and road cross-section design using LDD software, geometric design, construction staging / detours, drafting, traffic signing, quantity sheet, and quantity calculations.

### **Highway 11 Bridge Rehabilitation at White Clay, North Wicklow and Kendall Creeks – City of Temiskaming Shores 2009**

**Designer** on the Highway 11 bridge rehabilitation at White Clay, North Wicklow, and Kendall Creeks. This project involved a bridge relocation plan, road staging, and realignment. Responsibilities included highway cross-section design using LDD software, construction staging / detours, and drafting.

### **James Snow Parkway Detail Design – Halton Region 2008 - 2009**

**Designer** for the detailed design of James Snow Parkway, including the draft and design of new road connection and intersection improvements. Responsibilities included DTM creation and road cross-section design using LDD software, geometric design, drafting, and quantity calculations.

### **Lakeridge Road and Goodwood Road Detail Design – Durham Region 2008 - 2009**

**Designer** for the detailed design of Lakeridge Road and Goodwood Road, including intersection and road improvements. Responsibilities included DTM creation and road cross-section design using LDD software geometric design, drafting, and quantity calculations.

### **Rapid Transit EA Design – City of London 2016 - 2017**

**Transit Designer** for this project involving LRT and BRT design, including road and intersection improvements and an underpass transit tunnel. Responsibilities included DTM creation and road grading cross-section design using InRoads software, developing various design alternatives, and quantity calculations.

### **Queen Street, Steeles Avenue, and Bovaird Drive Zum AcceleRide Installation Detailed Design – City of Brampton 2014 - 2017**

**Designer** for the detailed design of this project which consisted of the construction of major station stops, incorporation of transit signal priority (TSP), emergency vehicle pre-emption (EVP), public service network (PSN) fibre optic, and WiFi technology between station stops. Extensive coordination between local utility companies, City of Brampton IT, and Peel Traffic staff was required to achieve the successful delivery of this transit expansion. Responsibilities included DTM creation and grading cross-section design using InRoads software, geometric design, construction staging / detours, drafting, traffic signing, and quantity calculations.

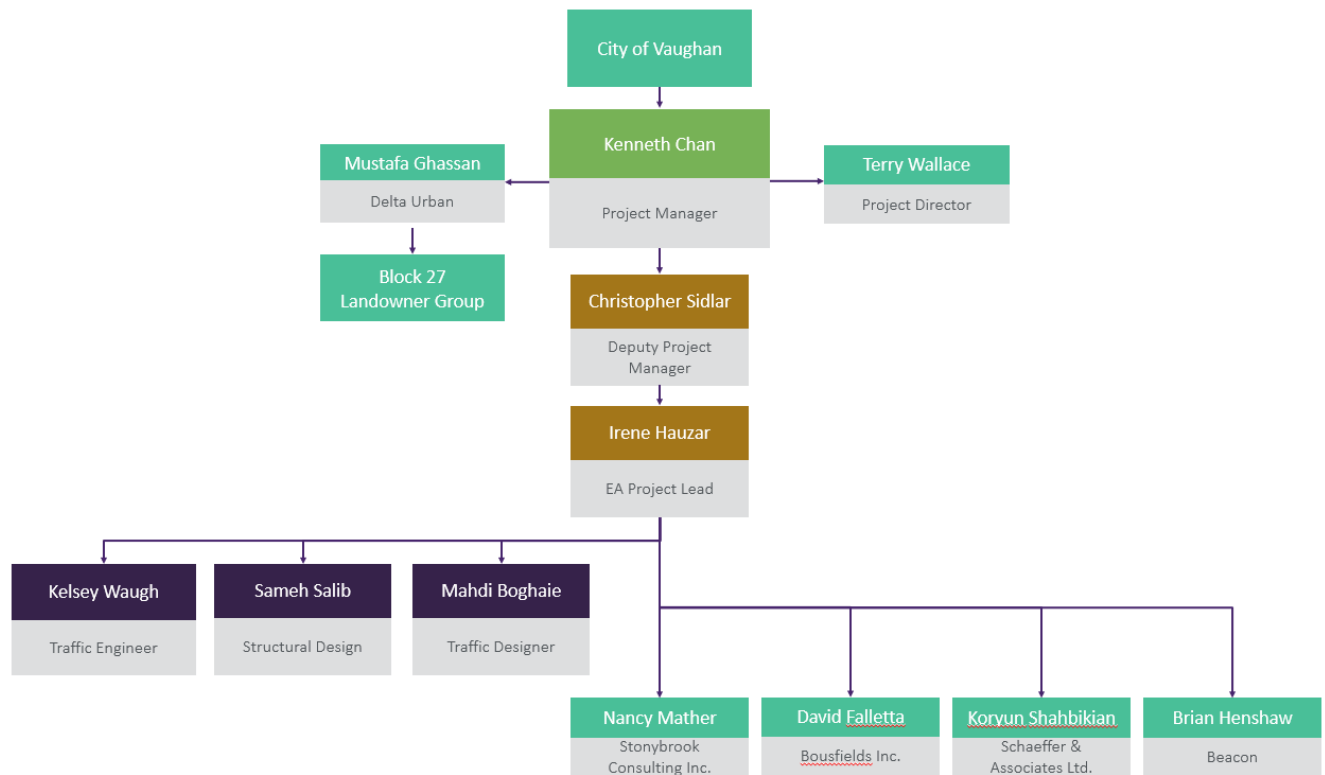
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Miranda Liu is a Transportation Analyst in the Transportation Planning and Engineering Group with LEA Consulting Ltd. She



# ATTACHMENT 2

## Organizational Chart





# ATTACHMENT 3

## Schedule

## Block 27 Collector Roads EA Schedule

	Q2 2021				Q3 2021				Q4 2021				Q1 2022				Q2 2022																															
Month	Jun				Jul				Aug				Sept				Oct				Nov				Dec				Jan				Feb				Mar				Apr				May			
Week#	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
<b>Task #1: Study Design</b>																																																
Study Design																																																
Consultation Plan																																																
Indigenous Consultation Plan																																																
Project Team Meeting #1: Start-up																																																
<b>Task 2: NVNCTMP Phase 1 and 2 Review</b>																																																
Phase 1 (Problem or Opportunity Statement) Review																																																
Phase 2 (Alternative Solutions) Review																																																
<b>Deliverable: Technical Memo #1 - Phase 1 and 2 Review</b>																																																
Draft Tech Memo #1																																																
City Review																																																
Final Tech Memo #1																																																
Stakeholder Circulation (Indigenous Communities and TRCA)																																																
Project Team Meeting #2: Existing Conditions and Background Review																																																
<b>Task #3: Design Concept Development</b>																																																
Evaluation Criteria Development																																																
Design Concept Development																																																
City Review																																																
Project Team Meeting #3: Design Development and Evaluation Criteria																																																
TAC Meeting #1- Design Development and Evaluation Criteria																																																
Stakeholder Meeting #1																																																
<b>Task #4: Evaluation of Alternative Designs</b>																																																
Calculate Measures for Evaluation																																																
Prepare Evaluation Matrix and Select Preliminary Preferred Solution																																																
<b>Task #5: Identification and Assessment of the Preferred Alternative Design</b>																																																
Design Development																																																
Identification of Mitigation Measures and Site Investigations																																																
<b>Deliverable: Technical Memo #2: Preferred Alternative Design</b>																																																
Draft Tech Memo #2																																																
City Review																																																
Final Tech Memo #2																																																
Project Team Meeting #4: Alternative Designs and Mitigation																																																
TAC Meeting #2- Identification and Assessment of the Preferred Alternative																																																
TRCA Circulation																																																
<b>Task #6: Implementation and Construction Phasing Plan</b>																																																
Phasing Plan Development																																																
Project Team Meeting #5: Implementation and Construction Phasing																																																
<b>Task #7: Public and Stakeholder Consultation: Public Information Centre (PIC) #1</b>																																																
Preparation for PIC #1																																																
Project Team Meeting #6: PIC #1																																																
TAC Meeting #3: PIC #1																																																

NOTE: the included schedule is preliminary and subject to confirmation during the Study Design phase

## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 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:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To address York Region Council's request to consider Major Transit Station Areas (MTSAs) along the Jane Street corridor and amendments to the Rutherford GO Station MTSA. Policy Planning and Environmental Sustainability prepared recommendations for consideration by the April 7, 2021 Committee of the Whole. As a follow-up to the comments received from the Committee of the Whole, Policy Planning and Environmental Sustainability staff recommend the boundaries for the MTSAs along the Jane Street corridor be considered to be preliminary until there is a funding commitment for the Jane Street Bus Rapid Transit (BRT) and with respect to the Rutherford GO MTSA, consider a limited expansion of the MTSA boundary including a lower minimum density.

## **Report Highlights**

- York Region Council's decision on MTSAs included two recommendations that requires input from Vaughan as follows:
  - Consider new MTSAs along the future Bus Rapid Transit (BRT) Jane Street corridor; and
  - Consider amendments to the Rutherford GO Station MTSA
- In response to York Region's Council direction, Vaughan Policy Planning and Environmental Sustainability (PPES) staff prepared draft MTSA boundaries for consideration by the Committee of the Whole on April 7, 2021
- Members of the Committee of the Whole made comments regarding the draft MTSA boundaries and Council referred the report to a future Committee of the Whole meeting to allow for further consultation
- In response to the Committee of the Whole comments and in consultation with York Region planning staff, PPES staff have prepared alternatives for consideration as follows:
  - The future BRT stations along the Jane Street corridor be considered for preliminary MTSAs and not seek Provincial approval of these MTSAs until appropriate funding has been allocated for the design and construction of the BRT
  - To consider a minor expansion for the Rutherford GO MTSA to the southeast corner of Rutherford Road and Keele Street and seek Provincial approval for an alternative minimum density of 100 persons and jobs per hectare

## **Recommendations**

1. That Council advise York Region Council that in response to the York Region Council recommendation of September 24, 2020 regarding the Jane Street corridor MTSAs, that the future bus rapid transit stations along the Jane Street corridor be considered for preliminary MTSAs until appropriate funding has been allocated for the design and construction of the Jane Street bus rapid transit corridor.
2. That Council advises York Region Council that regarding the Rutherford GO Major Transit Station Area (MTSA), that it supports a minor expansion of the MTSA up to the southeast corner of Rutherford Road and Keele Street and a revised lower minimum density of approximately 100 persons and jobs per hectare that recognizes the limited development potential for the MTSA area and the traffic congestion anticipated with the expansion of the Rutherford GO parking lot to accommodate 2,300 vehicles.



3. That the City Clerk be directed to forward a copy of this report to York Region.

## **Background**

The Committee of the Whole (the 'Committee') on April 7, 2021 considered a report (Item 6 , Report No. 8 – File 27.3) regarding York Region's request to consider new MTSAs along Jane Street and to expand the Rutherford GO Station MTSA. The report included recommendations to address York Region Council's request to consider MTSAs along the Jane Street Corridor and the expansion of the Rutherford GO Station MTSA.

The Committee on April 7, 2021 made comments regarding the proposed Jane Street corridor MTSAs due to the lack of funding commitment for the future BRT route and the extent of the proposed expansion for the Rutherford GO MTSA. The April 20, 2021 Council adopted a recommendation that the matter be deferred to a future Committee of the Whole meeting to allow further consultation with staff and Members of Council. Following the discussions at the Committee meeting and in consultation with York Region planning staff, alternative recommendations have been prepared for the consideration by the Committee.

## **Previous Reports/Authority**

The following is a link to the previous reports considered by Vaughan Committee of the Whole regarding MTSAs.

[Item 8, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 20, 2021](#)

## **Analysis and Options**

### ***Consider the MTSAs along Jane Street as preliminary until funding is approved for the Jane Street BRT***

York Region Council on September 24, 2020 adopted the following recommendation for the Jane Street MTSAs:

“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.”

PPES and York Region Planning staff did not previously put forward MTSAs along the Jane Street corridor because this corridor was not identified within the Provincial Growth Plan for the Greater Horseshoe 2020 (Growth Plan) as a provincial priority transit

corridor. Furthermore, there is uncertainty with the six proposed BRT station locations and funding commitment for the BRT.

As noted, the PPES Department prepared a report in response to York Region Council's motion regarding the preliminary MTSA's for the Jane Street, that was considered by the Committee of the Whole on April 7, 2021. At that meeting, members of the Committee made comments respecting the number of MTSA's on Jane Street and the Jane Street MTSA's being premature due to a lack of funding at this time.

In consideration of the comments from the Committee, PPES staff, in consultation with York Region planning staff, are recommending preliminary MTSA's be identified as an alternative to formal Jane Street MTSA. The MTSA's (number, location, and boundaries) would be formalized once funding commitments have been made on the design and construction of the BRT. The preliminary MTSA boundaries would be introduced within the upcoming Vaughan Official Plan update.

The current Vaughan Official Plan 2010 (VOP 2010) land use designations along the Jane Street corridor support intensification including permissions for medium and high-rise development. The inclusion of MTSA boundaries will not have an effect on this position.

With respect to comments made regarding the number of stations along the Jane Street corridor, the preliminary concept for the Jane Street BRT as illustrated by York Region Transit (VivaNext) includes 6 BRT stations near the following intersections:

- Pennsylvania Avenue
- Langstaff Road
- Rutherford Road
- Springside Road
- Norwood Avenue
- Major Mackenzie Drive

As required by the Province, along a major transit corridor, MTSA's are to be established at every transit station stop. The City and York Region do not have the ability to exclude an MTSA boundary for certain transit stations. Concerns regarding the number and locations of future BRT transit station stops would be addressed by York Region Transit (VivaNext) at the design stage of the Jane Street BRT corridor. The MTSA process is a supplementary requirement, following the decision on a BRT station location.

***Proposed minor expansion of the Rutherford GO MTSA to the southeast corner of Rutherford Road and Keele Street, including a revised minimum density***

York Region Council on September 24, 2020 adopted the following recommendation for the Rutherford GO Station MTSA:

“That MTSA 57 (Rutherford GO station) be referred to the City of Vaughan for additional consideration of the boundaries and density and requested a report back to the Region in Q1 2021.”

PPES staff outlined in the April 7, 2021 report that the minimum density target of 150 persons and jobs per hectare (PJH) for the Rutherford GO Station MTSA (Rutherford MTSA) area would not likely be achieved. Two options were provided in the April 7, 2021 for consideration by the Committee to respond to the York Region Council motion:

Option 1: York Region can request the Province to support a lower minimum density for the Rutherford GO MTSA.

Option 2: Consider expanding the MTSA beyond the 800 metre walking distance and include additional lands that are currently designated for intensification within VOP 2010.

PPES staff recommended Option 2, and proposed a boundary extension that included all four corners at Rutherford Road and Keele Street.

Members of the Committee made comments regarding the extent of the proposed boundary expansion and that the boundary included lands adjacent to existing established residential communities. The Committee suggested PPES staff review an alternative MTSA boundary that does not include the lands at the west and north corners of Rutherford Road and Keele Street.

PPES staff acknowledge that extending the boundaries to all four corners is beyond the objective of an 800 metre walking distance. PPES staff, in consultation with York Region Planning staff, recommend and support a third Option which combines Options 1 and 2 which includes:

- a minor Rutherford GO MTSA boundary extension to include only the lands on the southeast corner of Rutherford Road and Keele Street as shown on Attachment 1
- requesting a lower minimum density of 100 persons and jobs per hectare for the Rutherford GO MTSA

The Province has recently constructed a new parking structure on the Rutherford GO Station land that expands the GO parking capacity to 2,300 vehicles. The area is considered a high traffic area and the Rutherford GO Station site is a well-used transit station. PPES staff support recommending an alternative minimum density for the MTSA based on the existing VOP 2010 development permissions and the proposed population for the Draft Plan of Subdivision File19T-20V008 being 790 persons representing a density of 84 persons per hectare (this a correction from the April 7, 2021 report).

***If a stable residential area is included within a MTSA, the Vaughan Official Plan 2010 Designation will not change in the future to allow for more density***

The Committee on April 7, 2021 also made comments regarding the inclusion of existing developed lands, specifically detached and semi-detached lots on the east side of the GO rail line (Royal Appian Crescent and Agostino Crescent) being included within an Rutherford GO MTSA boundary.

The establishment of all MTSA boundaries in the City followed a consisted approach. If residential lands were developed for apartments or townhouses, these lands were considered intensified uses and included within the MTSA boundary, where appropriate. However, it is not intended that any change or further intensification of these existing developed properties will occur.

Existing detached and semi-detached lots were not usually included within the MTSA boundary unless they were designated for higher density. In some circumstances detached and semi-detached lots were included within an MTSA boundary, typically to establish a logical boundary line or if the detached/semi-detached lots were mixed within an area containing townhouses.

If existing detached and semi-detached lots are within a stable area and included within a MTSA boundary, there is no intent to amend the future land-use designation for these lands to permit intensification or a change in land-use.

**Financial Impact**

There are no financial impacts resulting from this report. The MTSA policies applicable to Vaughan will be implemented through the Official Plan Review.

**Broader Regional Impacts/Considerations**

York Region has requested a response from Vaughan on the Jane Street and Rutherford MTSA's as discussed in this report. York Region planning staff have been consulted and support the recommendations in this report.

## **Conclusion**

York Region Council requested the City of Vaughan's input into the establishment of MTSA's along the Jane Street BRT corridor and to consider the expansion of the Rutherford GO MTSA. The Council on April 20, 2021 deferred a report to a future Committee of the Whole meeting to consider comments made by the Committee regarding the number and location of MTSA's on Jane Street and the boundary of the Rutherford MTSA.

Vaughan PPES staff have considered the comments of the Committee of the Whole and consulted with York Region planning staff and provided recommendations to respond to the Committee's comments. Specifically, staff recommend that the Jane Street corridor future BRT locations be considered preliminary MTSA's until there is a funding commitment for the Jane Street BRT. PPES staff also recommend a minor expanded boundary for the Rutherford GO Station MTSA and includes an alternative minimum density for Council's consideration.

For more information, please contact: Fausto Filipetto, Manager of Long-Range Planning at Fausto.Filipetto@vaughan.ca or at 905-832-8585, extension 8699.

## **Attachments**

1. Draft Rutherford GO MTSA

## **Prepared by**

David Marcucci, Senior Planner, Extension 8410

Fausto Filipetto, Manager of Long-Range Planning, Extension 8699

Christina Bruce, Director Policy Planning & Environmental Sustainability, Extension 8231

## **Approved by**



Haiqing Xu, Deputy City Manager, Planning and Growth Management

## **Reviewed by**



Jim Harnum, City Manager





# Rutherford GO Station

Attachment 1

MTSA 57

Near Rutherford Road at Westburne Drive

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:  
33.92 ha**



0 100 200 m

**York Region**

The Regional Municipality of York  
Corporate Services,  
Planning and Economic Development  
May 2021

Data: © Queen's Printer for  
Ontario 2003-2021

See York.ca for disclaimer information.





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** ALL

**TITLE:** AFFORDABLE HOUSING STRATEGY – WORK PROGRAM UPDATE

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** FOR INFORMATION

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**Purpose**

To provide an update respecting the delivery of the City's Affordable Housing Strategy including an overview of the phased work program and key deliverables.

**Report Highlights**

- The City is developing an Implementation Strategy for Affordable Housing. The Strategy will include who would manage/be responsible for the implementation of affordable units, the process required to achieve implementation, required resources and monitoring tools to measure success
- Each phase of the work program described in this report will form an integral part of the City's Affordable Housing Strategy
- An Affordable Housing Strategy provides an opportunity to understand the current state of housing in the City, and to strive for innovative solutions through the consideration of a variety of planning policy and financial tools, partnerships, collaboration and advocacy opportunities, strategies, and initiatives
- The City of Vaughan is actively reviewing options to address housing affordability; part of this work program includes evaluating the potential City-building benefits of Inclusionary Zoning ('IZ')
- York Region as the upper tier municipality is the designated Service Manager (York Housing Inc.) and is responsible for the funding, planning, delivery and administering of government assisted housing programs and services

**Recommendation**

1. THAT this report be received for information.

## **Background**

This report provides an update respecting the City of Vaughan's Affordable Housing Strategy work program. This report will outline a phased work program including critical deliverables at each phase. The Canada Mortgage and Housing Corporation ('CMHC') defines the housing market as a continuum or system where housing supply responds to a range of housing needs. Due to demographic, social, economic, and geographic factors which impact housing need and demand, the private housing market does not always meet the full range of housing need in a community. This is particularly true for individuals and families with low incomes or for persons with unique housing and support service needs.

People can move back and forth through different phases of home affordability within their lifetime. For example, a senior homeowner may choose to sell their home and move to the private rental market. There may also be households who were in subsidized rental housing who are able to move to affordable ownership. As such, it is important for each community to have an adequate supply of housing options within the housing system. As well, it is important that an implementation strategy recognize this, while ensuring units remaining affordable over time and tenure.

This work program provides an opportunity to understand the current state of housing in the City, and to look for innovative solutions through the consideration of a variety of planning policy and financial tools, partnerships, collaboration and advocacy opportunities, strategies, and initiatives. The Affordable Housing Strategy will include all lands within the City of Vaughan, with a focus on the Urban Area, where the majority of growth is planned.

### ***Who Does What? There are many stakeholders involved in providing affordable housing and related support services***

All levels of government and non-profit organizations and cooperatives, the private sector and individuals play an essential role in the delivery of housing to address local housing challenges. The Federal Government, through the CMHC, provides mortgage insurance to homeowners and funds and implements various housing programs, including programs to support and deliver Canada's National Housing Strategy.

The Provincial Government has legislated responsibility for housing and offers both legislative tools and financial support. The Provincial Government is responsible for land use planning legislation and associated strategies and plans that provide direction on growth management and the development of complete communities to provide a range and mix of housing options. The Provincial Government also provides a framework for housing and homelessness services in Ontario, through the *Housing Services Act*. In some cases, funding support from the Provincial Government is provided to Service Managers to manage local housing needs.

***The Planning Act (Section 2) identifies the adequate provision of a full range of housing, including affordable housing, as a provincial interest***

The *Planning Act* (the 'Act') also directs that municipal Official Plans contain policies and measures to ensure the adequate provision of affordable housing. The Provincial planning policy framework establishes the importance of providing a full range of housing and identifies affordable housing as a matter of Provincial interest. The PPS directs that planning authorities shall provide an appropriate range of housing types and affordability to meet projected requirements of current and future residents. Many of the key changes introduced in the updated PPS 2020 fall under the auspices of the government's broader "More Homes, More Choice: Ontario's Housing Supply Action Plan", the Province's overarching framework for a series of legislative and policy changes aimed at promoting affordable housing and increased housing supply.

The PPS 2020 also clarified the requirement for planning authorities to provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (1.4.3): (a) establishing and implementing minimum affordable housing targets which align with applicable housing and homelessness plans; and (b) permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements and needs arising from demographic changes and employment opportunities and all types of residential intensification, including additional residential units.

The PPS 2020 added a new definition for "Housing Options," clarifying the range of housing forms and tenures to be accounted for: A range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings and uses such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.

The private sector which is comprised of landowners, developers, builders, investors, and landlords respond to market demands and deliver ownership and for-profit rental housing. Individuals may purchase investment properties that provide rental accommodation at market rates. Some homeowners create additional residential units within their homes or on their property which can be a source of affordable rental housing. Non-Profit Organizations and Cooperatives provide subsidized housing as well as emergency shelters and transition housing. It often supports social justice causes and may target particular groups such as seniors or those with physical or developmental challenges.

The City of Vaughan Official Plan recognizes that housing is fundamental to the social, economic, and physical well-being of the city's residents, and promotes a land use pattern that supports a full range and mix of housing options across the city. The identification of an urban structure and the establishment of a growth framework in the Official Plan identifies areas in the city where growth is expected. These areas identified as the most appropriate locations for intensification will support the provision of a wider range of housing options in addition to jobs and more mobility choices. The on-going Official Plan Review ('OPR') will update a policy framework that considers number of elements, including strategies, financial incentives, and tools such as an inclusionary zoning by-law program. It is expected that the Implementation Strategy work, described in this report will inform the OPR review process.

### **Previous Reports/Authority**

No previous reports associated with this report.

### **Analysis and Options**

A multi-phased work program is recommended to create, monitor, and update the City's affordable housing strategy:

#### ***Phase I – Affordable Housing Implementation Strategy (Q2 2021 to Q1 2022):***

The Implementation Strategy should include who would manage/be responsible for the implementation of affordable units, the process required to achieve implementation, the required resources and monitoring tools to measure success.

In addition, a best practice scan of the following will further inform the strategy:

- Financial Tools – e.g. property tax reductions, waiving or reduction of application fees
- Cost analysis of incentives
- Affordability in perpetuity and range of affordability periods (agreements)
- Licensing/Registration, Monitoring/Tracking

Phase I will include substantial consultation with potential partners, York Housing Inc, Non-for-profits capable of entering into an agreement with the City respecting the administration of affordable housing units. The first phase will culminate in the approval of an implementation strategy which will form a major component of the broader Affordable Housing Strategy.

#### ***Phase II – Housing Assessment Report (Q1-Q4 2022)***

**On April 11, 2018, Ontario Regulation 232/18 was enacted under the *Planning Act* to enable municipalities to implement inclusionary zoning**

The City of Vaughan is actively developing strategies to address housing affordability. Part of this work program includes evaluating the potential City-building benefits of Inclusionary Zoning (“IZ”). As part of this review, the Provincial Regulations require that municipalities evaluate the potential impacts of an IZ policy on development viability.

Most of the policy experience with IZ has been in the United States. In most jurisdictions where IZ has been successfully implemented, the central principal is that development density is traded to offset the costs of delivering affordable housing. As such, the use of this tool would generally be more appropriate within areas planned for broader intensification. Whereas the Province was initially allowing municipalities to identify areas to which IZ would apply, changes from the *More Homes More, Choice Act* have restricted IZ to two types of areas: areas subject to a Development Permit System (DPS) and Major Transit Station Areas (MTSAs), which will be established through the City’s Official Plan Review process. Aspects of this phase are anticipated to be completed in close coordination with the City’s Official Plan Review (‘OPR’).

O. Reg. 232/18 requires that prior to adopting inclusionary zoning policies, municipalities develop an assessment report that will be considered as part of the development of official plan policies. The assessment report must include analysis of housing need and demand, current average market prices and rents, and potential impacts on the housing market and on the financial viability of development. The minimum requirements of the assessment report are outlined by the *Planning Act* and must be undertaken, and peer reviewed by a third-party consultant.

The City’s draft Assessment Report will be prepared in two main components:

1. Housing Need and Demand Analysis
2. Financial Impact Analysis

O. Reg 232/18 further outlines that Official Plan policies include an approach for how proceeds from the sale of an affordable unit will be determined. The provincial regulation permits municipalities to receive up to 50% of the net proceeds of that sale. Where affordable ownership units will be provided, it is proposed that the units would be conveyed to a non-profit housing provider who would assume responsibility for administration and ensuring the ongoing affordability of the units. As part of this process, the City may enter into an agreement with the non-profit housing provider to ensure that any proceeds from the sale of the units be reinvested in other affordable housing projects. Phase I intends to delve further into these details and provide a comprehensive implementation strategy for future Council endorsement, which positions the City to effectively administer affordable housing units, as they are secured through the development approval process.

The findings from the comprehensive analysis undertaken will be used to inform the development of an inclusionary zoning policy framework. Of note however, the analysis

described above should consider post-COVID housing data as this data is still emerging.

This report will continue to be supplemented throughout the policy development process. In particular, the City will continue to monitor the impacts of COVID to the housing market and will include any relevant impacts in the final version of this report that will be used to inform the recommended final Inclusionary Zoning policies.

### ***Phase III – Inclusionary Zoning Impact Analysis (Q3 2022)***

#### **The third phase of the broader work program will analyze the financial impacts of a range of inclusionary zoning requirements on the housing market**

A final Assessment Report will be considered by Council following public and stakeholder consultations. This analysis will consider existing development charge and parkland acquisition policies in place today and any adjustment to soft costs which might occur through the potential implementation of a CBC by-law.

This phase will provide a quantitative and fiscal analysis supporting the feasibility and potential limits of IZ and provide at minimum:

- The percentage of affordable housing required, including different requirements for condominium ownership and purpose-built rental projects
- Where IZ would apply and the minimum size of development projects that IZ could be applied to
- How long the units must remain affordable for
- As part of consultations on inclusionary zoning, we will seek feedback on a proposed new definition for “affordable” specific to the diverse needs of the City of Vaughan.

While available data on the impact of inclusionary zoning varies by jurisdiction, inclusionary zoning is generally understood to have created at least 100,000 affordable rental units, and nearly 50,000 affordable ownership units across the United States, including over \$1.7 billion in cash-in-lieu payments for affordable housing over the past 20+ years. Policy approaches vary across different jurisdictions. Affordability periods generally range from 30-99 years, with about a quarter of jurisdictions securing affordability in perpetuity. Geographic coverage of the policy ranges from the entire municipal boundary to only applying in specific zones. However, it should be noted that for large cities such as New York and San Francisco, the policy applies only to specific areas of the city. The IZ Impact analysis will provide a quantitative analysis further informing policy recommendations and the review of the City’s Official Plan policies.

#### ***Phase IV – Vaughan Affordable Housing Strategy & Policy Updates (Q4 2022 to Q2 2023)***

The final Affordable Housing Strategy will provide an holistic overview of the tools, policies, and resources available to position the development of complete communities. The key outcomes of the City's Affordable Housing Strategy will include:

- Understanding the key players and their respective roles in housing
- A detailed Implementation Plan respecting the administration of affordable units
- Assess opportunities for partnerships to deliver affordable housing opportunities
- A set of housing objectives
- Establishing where the City wants to focus or prioritize efforts (i.e. MTSA's) to address housing issues in the City
- Understanding the current state of housing in Vaughan and identifying current and future housing needs
- Action-oriented housing objectives and an associated toolbox of best practices in housing, focusing on innovative practices and new, pioneering ideas
- The establishment of minimum targets for affordable, assisted and or special needs housing within mid-rise and tall buildings
- Understanding all tools available to support the delivery of affordable housing;
- Establish minimum targets for two and three bedroom units for development applications, including minimum targets for three or more bedroom units to promote complete communities
- Examination of potential strategies including but not limited to Seniors Housing and Long-Term Care Facilities
- A series of recommendations on policy directions, programs, initiatives, partnerships, advocacy opportunities, tools, and strategies to achieve the housing objectives

#### ***Phase V – Monitoring (2023-2024)***

##### **Based on the outcome and recommendations of each earlier phase, Vaughan Council may be subject to additional reporting requirements**

The *Planning Act* requires that the underlying assessment work be reviewed and updated every five years to be reflective of changing market drivers and policy evolution. A detailed report respecting the monitoring of the affordable housing strategy will be brought forward as part of the work program.

If a council of a municipality passes an IZ By-law, the council shall ensure that a report is prepared and made publicly available at least every two years. The council shall ensure that each report describes the status of the affordable housing units required in the by-law, including the following information for each year that is the subject of the report:

- The number of affordable housing units
- The types of affordable housing units
- The location of the affordable housing units
- The range of household incomes for which the affordable housing units were provided
- The number of affordable housing units that were converted to units at market value
- The proceeds that were received by the municipality from the sale of affordable housing units

All monitoring considerations will be developed as part of the Affordable Housing Strategy. Staff will develop a comprehensive Engagement Plan and coordinate, prepare for, facilitate, and present at public and stakeholder meetings and consultation events with supporting presentations. The basis of the final engagement plan will be based on the following guiding principles:

- Provide relevant information about the project, decision-making process, and how the public can provide input and feedback;
- Work with consultants (as required) to provide a coordinated approach to engagement, communication, and evaluation of the Affordable Housing Strategy.
- Provide multiple channels for people to provide meaningful input virtually at appropriate decision points;
- Create an ongoing record of what is said during engagement opportunities and make it available to the public throughout the process, so they can track the progress of the project, including reports back to the community that highlight how feedback was or was not incorporated into the final recommendations to Council;
- Gather meaningful input from members of the community whose voices are historically underrepresented in conversations about city issues;
- Establish a project page on Vaughan.ca as the main online platform for up-to-date information about the project and upcoming engagement opportunities;
- Use clear, plain language in the delivery of the Engagement Plan to inform the public about what can and cannot be influenced throughout the Housing Strategy work program.

***The More Homes More, Choice Act provides municipalities with the authority to charge for community benefits with respect to land to be developed or redeveloped***

Community Benefits Charges (CBCs) are intended to fund municipal infrastructure for community services, such as land for parks, affordable housing, and childcare facilities, that are needed to support new residents and businesses associated with new development. The CBC is meant to complement development charges and parkland dedication requirements. The new regulation pertaining to the community benefits authority under the *Planning Act* was passed on September 18, 2020 and municipalities are required to pass a CBC By-law by September 18, 2022. As part of this strategy, the



City will examine opportunities for using some revenue from the CBC to fund some of the potential incentives to support affordable housing.

A key update to the Growth Plan 2020 was the new Schedule 3, establishing population forecasts to the 2051 planning horizon. The intermediate years (e.g. 2031, 2041) that were included in the prior Schedule 3 are deleted. York Region will have to allocate its population to the lower-tier municipalities. The Affordable Housing Strategy will benefit from the implementation of the 2051 planning horizon through Municipal Comprehensive Review and OPR processes.

### **Financial Impact**

It is expected that external consultant resources will be required to assist the City with various phases of delivering the Affordable Housing Strategy work program. Consulting fees will be funded through the approved Growth Management Strategy capital budget.

### **Broader Regional Impacts/Considerations**

The Region of York as the upper tier municipality is the designated Service Manager (Housing York Inc.) and is responsible for the funding, planning, delivery and administering of government assisted housing programs and services. On February 25, 2021 York Regional Council adopted the following motion:

1. That in order to support the acceleration of Affordable Housing in York Region, York Regional Council asks all lower tier municipalities to pass a resolution in support, in principle, of the provision by each municipality either directly or through partnership, of 2 acres of land over the next 5 years for Housing York Inc. or a not-for profit or for profit site dedicated to support affordable housing as deemed appropriate by the municipality, and provide a decision to York Region by May 30, 2021.

The City of Vaughan will consult with Housing York Inc. throughout the development of an Affordable Housing Strategy, seeking opportunities for partnership, including the analysis of opportunities respecting land supply, while identifying clearly defined roles between the Region and the City of Vaughan in the implementation of the Strategy.

### **Conclusion**

The principal objective of this work program is to develop an innovative Affordable Housing Strategy for the City of Vaughan in manageable phases which sets out policies, tools, and actions to address housing needs now and in the future. The Strategy will focus on the development of local solutions to housing issues in the City of Vaughan. The Strategy will provide an opportunity to look for creative and innovative solutions to address local housing issues through the consideration of a variety of planning policy and financial tools, partnership, collaboration and advocacy

opportunities, strategies, and initiatives. The first phase encompasses the delivery of an Implementation Strategy.

**For more information**, please contact: Brandon Correia, Manager of Special Projects, Planning and Growth Management Portfolio, ext. 8227

**Attachments**

NA

**Prepared by**

Brandon Correia, Manager of Special Projects, ext. 8227

Christina Bruce, Director of Policy Planning & Environmental Sustainability, ext. 8630

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

**Approved by**



Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**



Jim Harnum, City Manager

## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** ALL

**TITLE:** DIVERSITY, EQUITY AND INCLUSION STRATEGIC PLAN AND  
COMMUNITY CONSULTATION

**FROM:**

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

**ACTION:** FOR INFORMATION

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**Purpose**

To advise of the forthcoming Diversity, Equity and Inclusion Strategic Plan, which aims to foster an inclusive and respectful culture, where all citizens, employees, businesses, and visitors are provided with accessible opportunities to engage and participate. Staff will initiate a community consultation process to inform the development of part of the larger Diversity, Equity and Inclusion Strategic Plan to address racism, particularly anti-Black racism.

**Report Highlights**

- Diversity is the representation or the make-up of individuals. Inclusion is an organizational effort and practices whereby groups or individuals of diverse backgrounds are culturally and socially accepted and welcomed. Equity is a process that ensures everyone has access to the same opportunities.
- Having a diverse and inclusive workforce in an equitable environment where employees bring different perspectives, backgrounds, skills, experiences and knowledge leads to increase in innovative and creative ideas leading to better service to residents and visitors.
- The forthcoming Diversity, Equity and Inclusion Strategic Plan aims to address how diversity, equity and inclusion can be achieved at the organizational and community levels.
- Community consultations is critical to understanding community stakeholders, the unique needs of diverse communities and ensuring their voices are represented in strategic planning, action planning and policy development.

## **Recommendations**

1. That this report be received for information.

## **Background**

The City places a great deal of importance on diversity, inclusion and the condemnation of racism in all its forms. The City continues to forge connections and pursue opportunities that demonstrate a commitment to fostering an inclusive community and truly appreciate the diversity that enriches it.

## **Milestone Moments**

- In 2018, Vaughan Council endorsed the United Nations' proclamation to designate the years 2015 to 2024 as the International Decade for People of African Descent.
- In March 2019, the City of Vaughan became the first municipality in Canada to endorse the Leadership Accord on Gender Diversity.
- In June 2019, Council endorsed and adopted the Vaughan Inclusion Charter in support of the Inclusion Charter for York Region, a community initiative to create a fair and equal environment for all.
- In 2019, launched the Annual Accessibility Champion Awards.
- In February 2021, Council endorsed the 2019-2022 Multi-Year Accessibility Plan and Inclusive Design Standards.
- The Accessibility and Diversity Coordinator continues to work to advance inclusive and accessible spaces.
- Mayor Maurizio Bevilacqua issued statements on June 3, 2020 and June 16, 2020 in solidarity against racial injustice.
- In July 2020, Council unanimously endorsed Ward 4 City Councillor Sandra Yeung Racco's Member's Resolution that reinforced Council's efforts to "unanimously and vigorously denounce acts of hatred, discrimination and violence directed against people of various Asian origins."
- In the summer of 2020, the City established the position of a Diversity and Inclusion Officer to provide leadership in fostering diversity, inclusion and accessibility. The Officer will attend meetings of the City's Senior Leadership Team as an advisor on diversity and inclusion matters.
- In late 2020, the City convened the Diversity and Inclusion Task Force to provide guidance to the City in developing policies that promote fairness, mutual respect and an undoubted sense of inclusion among the diverse individuals, communities and stakeholder groups that compose its population.
- A Member's Resolution was also passed by Mayor Bevilacqua and Members of Council proclaiming July 18 Nelson Mandela International Day in Vaughan.

- In October 2019, the Diversity and Inclusion Task Force was established through a Member's Resolution of Mayor Maurizio Bevilacqua.
- Mayor Bevilacqua and Members of Council unanimously proclaimed August 1 as Emancipation Day in the City of Vaughan during a meeting of Committee of the Whole (2) on June 16, 2020.
- In October 2020, the Honourable Jean Augustine, Canada's first female African Canadian Member of Parliament and Cabinet Minister, was bestowed with the Key to the City by Mayor Bevilacqua.
- In July 2020, Council supported a Member's Resolution to proclaim January 21 as Lincoln Alexander Day in Vaughan as a meaningful way to recognize this formidable individual who was the first Black Canadian to be elected as Member of Parliament in the House of Commons, to be appointed as a Cabinet Minister and, later, as Lieutenant-Governor of Ontario.
- The City of Vaughan continues to champion a positive culture of diversity and inclusion through community gatherings such as our Black History Month celebration every February at Vaughan City Hall.

### **Previous Reports/Authority**

N/A

### **Analysis and Options**

#### **Diversity and Inclusion**

The City values the diversity of the people and communities it serves and recognizes and respects human differences and similarities. The commitment to diversity includes all groups protected by the Ontario Human Rights Code. The City recognizes that an individual's needs and experiences may reflect intersecting membership in more than one of those groups. The City also recognizes that inclusion is an active, intentional, and continuous process to address inequities in power and privilege and build a respectful and diverse community that ensures welcoming spaces and opportunities to flourish for all.

The City recognizes the barriers presented by discrimination and the disadvantages faced by equity-seeking groups and vulnerable populations. For example, unconscious bias and conscious stereotypes, including sexism, ableism, ageism, racism, and homophobia, have proven to impact whether a candidate obtains a job or an employee is promoted. Longitudinal research shows that systemic and structural barriers mean that it can be difficult for people from Indigenous and equity-seeking groups to be hired and advance in the workplace. Furthermore, employees who do not feel comfortable

and included in their workplaces are more likely to become disengaged, take unnecessary absent days, or leave their jobs, translating to high organizational costs.

Robust measures, including diversity and inclusion policies and strategies, are necessary to actively promote diversity and inclusion to meet human rights, equity, and social justice standards and critical for attracting, retaining, and engaging employees.

### **Benefits of Diverse Workforce**

A diverse workforce is able to think outside the box leading to innovative program development and creative service delivery. Current research around workforce diversity highlights the following benefits<sup>1</sup>:

- Better able to attract high-performing talent
- Increased customer service satisfaction
- Higher employee satisfaction
- Improved decision-making in the organization
- Reduced costs associated with employee turnover

### **Diversity, Equity and Inclusion**

Diversity, Equity, and Inclusion (DEI) efforts are complementary to each other. One cannot thrive and flourish without the other. Equity is an approach that ensures everyone has access to the same opportunities. Equity recognizes that advantages and barriers exist; therefore, we do not all start from the same place, nor do we have the same access to all opportunities. Equity recognizes that unfair disadvantages and advantages exist and commit to identifying and addressing barriers to reduce disparity. Therefore, while diversity and inclusion can be considered an outcome, equity is not. Equity refers to the process to ensure that equity-seeking groups have the opportunity to grow, contribute, and develop. Achieving equity is only possible if the conditions for diverse and inclusive system exist.

The City recognizes that the impact of systemic, structural and institutional barriers must be addressed for Indigenous and equity-seeking groups to reach their fullest potential and achieve civic engagement.

The City's longitudinal commitment with respect to Diversity, Equity and Inclusion (DEI) are:

- Identify and address forms of discrimination that create barriers to equity and inclusion in the workplace

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<sup>1</sup> Hunt, V., Layton, D., & Prince, S. (2015, January). Why diversity matters. McKinsey and Company. <https://www.mckinsey.com/business-functions/organization/our-insights/why-diversity-matters>  
Deloitte. (2017). Outcomes over optics: Building inclusive organizations. <https://www2.deloitte.com/ca/en/pages/press-releases/articles/deloitte-says-canadas-future-prosperity-demands-we-get-inclusion-right-and-we-cant-afford-to-wait.html>

- Identity and address inequities in access to service, community and civic engagement
- Work with Indigenous and equity-seeking groups to counter historical, attitudinal, structural, systemic, and institutional practices that inhibit inclusivity
  - Develop a strategic plan to foster a meaningful relationship with Indigenous communities and advance reconciliation
  - Develop a strategy to address all forms of racism, discrimination, and bigotry, including anti-Indigenous racism, anti-Black racism, and religious intolerance, including anti-Semitism and Islamophobia
  - Embed strategies toward achieving gender parity in management and senior leadership levels
- Implement programs, initiatives and services that recognize the diversity of the City of Vaughan
- Work towards fairness, social justice and nondiscrimination

The City of Vaughan recognizes that it carries a responsibility to address all forms of racism, particularly anti-Black and anti-Indigenous racism, and has an invested interest in fostering a diverse, inclusive, equitable and safe community for all people.

## **Community Input**

Community input is critical to frame and help develop the City's forthcoming Addressing Racism strategy, which is part of the larger Diversity, Equity and Inclusion Strategic Plan. Community input recognizes that all people are entitled to say in the decisions that affect their lives. It is important that the work to address racism does not inadvertently reinforce existing power imbalances and create inequity. Community input is rooted in the idea that people should have voice in the strategies, policies and action plans that address the issues they face.

## **Community-Centered, City Driven**

Community-led consultations are an effective way to ensure that as many people as possible have meaningful opportunities to share their thoughts and ideas.

## **Benefits of Community Consultations**

- Create a constructive space for a healthy dialogue
- Use an intersectional approach
- Highlight the voices of equity-seeking people and honour their experiences
- Respond to the diverse needs and experiences of equity-seeking communities in Vaughan
- Promote clear communication so that everyone can understand and participate
- Provide opportunities for those who experience extreme marginalization to actively participate

- Encourage sensitive behaviours from those who carry power (institutional and community)
- Allow new voices and new leadership to emerge, including youth leadership

### **Data Collection and Reporting Back**

All feedback from community consultation will be collected and shared with the community once it has been thematically coded and summarized. It is critical to ensure that community voice has been captured appropriately.

### **Anti-Black Racism Strategy and Action Plan Development**

A strategy to address anti-Black racism is a critical component of diversity, equity and inclusion. By partnering with residents, community leaders, community organizations, the City can center the voices of Black community members in collaboratively addressing anti-Black racism. Members of diverse Black communities can meaningfully share their ideas on addressing anti-Black racism in partnership with residents and community groups. A strategy to address the racism that centers the expertise of lived experiences can lead to meaningful and productive relationships with communities.

Over the next several months, the City will develop the necessary plans to conduct community consultations. Communications support to engage community will also be critical to successful community consultation process. The community consultation will inform the development of a strategy and action plan to address racism, particularly anti-Black racism.

### **Financial Impact**

N/A

### **Broader Regional Impacts/Considerations**

N/A

### **Conclusion**

The Diversity, Equity and Inclusion Strategic Plan is a critical part of building a more inclusive and equitable City, supporting a diverse workforce and fostering an equitable and inclusive workplace culture.

Community consultations will ensure that as many people as possible have meaningful opportunities to share their thoughts and ideas. Community consultation is critical to and will inform the development of a strategy and action plan to address racism, particularly anti-Black racism.



**For more information,** please contact: Zincia Francis, Diversity & Inclusion Officer, ext. 8159, [zincia.francis@vaughan.ca](mailto:zincia.francis@vaughan.ca)

**Attachments**

N/A

**Prepared by**

Zincia Francis  
Diversity & Inclusion Officer

**Approved by**



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

**Reviewed by**



Jim Harnum, City Manager



## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** ALL

**TITLE:** INDIGENOUS LAND ACKNOWLEDGEMENT

**FROM:**

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

**ACTION:** DECISION

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**Purpose**

To amend Item 10, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 5, 2017.

**Report Highlights**

- Rationale for changes to existing Aboriginal Territorial Acknowledgement
- Amended Indigenous Land Acknowledgement

**Recommendations**

1. That the existing title “Aboriginal Territorial Acknowledgement” be amended to “Indigenous Land Acknowledgement”; and
2. That the following statement as the revised Indigenous Land Acknowledgement be adopted:

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

## **Background**

The Canadian Constitution recognizes three groups of Indigenous peoples: First Nations, Inuit and Métis. These are three distinct peoples with unique histories, languages, cultural practices and spiritual beliefs.

'First Nations people' include Status and non-Status Indians. There are more than 630 First Nation communities in Canada, which represent more than 50 Nations and 50 Indigenous languages.

Inuit are the Indigenous peoples of the Arctic. The word Inuit means "the people" in the Inuit language of Inuktitut. The singular of Inuit is Inuk.

The Métis people emerged as a distinct Indigenous people and nation in the historic Northwest during the late 18th century. The historic Métis Nation Homeland encompasses the Prairie Provinces of Manitoba, Saskatchewan and Alberta and extends into contiguous parts of Ontario, British Columbia, the Northwest Territories and the northern United States.

## **Land Acknowledgement**

Land acknowledgement statements are used in Canada by governments, schools, post-secondary institutions, non-governmental organizations, and other civil institutions as a practice of reconciliation aimed at recognizing the traditional or treaty territories of Indigenous peoples. Land acknowledgement statements are avenues for recognizing what is known of past Indigenous usage and occupancy of land. The statements are typically made at the introduction of meetings, gatherings, events, or presentations.

## **Treaties**

According to the Government of Ontario, treaties are legally binding agreements that set out the rights, responsibilities and relationships of First Nations and the federal and provincial governments. They form the basis of the relationship between Indigenous and non-Indigenous people. Although many treaties were signed more than a century ago, treaty commitments are just as valid today as they were then.

First Nations were the original occupants of this land we call Ontario. The British Crown (government) and First Nations negotiated and signed treaties with the intent of delivering mutual benefits. First Nations signed as independent, self-governing nations.

Ontario is covered by 46 treaties and other agreements.

Treaty rights:

- are the specific rights embodied in the treaties that were entered into with the British government, and later Canada
- often address the creation of reserves for the exclusive use of First Nations, and their rights to hunt, fish and trap on provincial Crown lands
- are protected by subsection 35(1) of the Constitution Act, 1982

Source Reference:

Government of Ontario, Treaties, <https://www.ontario.ca/page/treaties>

Government of Canada, Indigenous Peoples and Communities, <https://www.rcaanc-cirnac.gc.ca/eng/1100100013785/1529102490303>

Métis National Council, <https://www2.metisnation.ca/about/>

### **City of Vaughan Aboriginal Territorial Acknowledgement**

The existing “Aboriginal Territorial Acknowledgement” is part of the recognition of National Aboriginal Day (now known as National Indigenous Peoples Day) submitted to Council as item 10, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 5, 2017. The statement is read at the beginning of the Council meeting, beginning on June 27, 2017, acknowledging traditional Indigenous territories. The existing Aboriginal Territorial Acknowledgement is as follows:

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

The City has been made aware that Mississaugas of the Credit First Nation has made formal changes to their name from Mississaugas of the New Credit First Nation and have requested that changes be reflected in City business. Furthermore, the City has been made aware of some errors in the existing “Aboriginal Territorial Acknowledgement.”

### **Previous Reports/Authority**

Item 10, Report No. 21, of the Committee of the Whole

### **Analysis and Options**

In collaboration with Darin P. Wybenga of Mississaugas of the Credit First Nation, Traditional Knowledge and Land Use Coordinator, the following changes are necessary

to address existing inaccuracies within the existing Aboriginal Territorial Acknowledgement:

1. Mississaugas of the Credit First Nation are the only treaty holders in the City of Vaughan.
2. Refer to 'Toronto Purchase Treaty 13' to reflect the name of the specific treaty.
3. Remove reference to Williams Treaty First Nations. Chief R. Stacey Laforme of Mississaugas of the Credit First Nation confirms that Williams Treaty Boundary does not extend to any portion of the City of Vaughan.
4. Remove reference to "Anishinaabeg." Anishinaabe refers to a group of culturally related Indigenous peoples residing in Canada and the United States of America.
5. The Huron-Wendat and Six Nations of the Grand River, who identify as Haudenosaunee, have traditional territories in Vaughan.
6. Métis Nation and people do not hold traditional land rights; however, the City will honour and recognize Métis people as residents using the land.

### **Financial Impact**

N/A

### **Broader Regional Impacts/Considerations**

N/A

### **Conclusion**

Adopting the following collaboratively developed Land Acknowledgements is a small yet significant way to show respect and acknowledge the presence of Indigenous peoples past and present:

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

**For more information**, please contact: Zincia Francis, Diversity and Inclusion Officer, Ext. 8159

## **Attachments**

1. Extract from Council Meeting Minutes Of June 5, 2017
2. Mississaugas of the Credit First Nation Treaty Map
3. E-mail, Councillor Erma Ferrell of Mississaugas of the Credit First Nation, May 7, 2021
4. E-mail, Councillor Erma Ferrell of Mississaugas of the Credit First Nation, May 10, 2021
5. Treaties in Ontario
6. Treaties in Ontario by the Numbers

## **Prepared by**

Zincia Francis, Diversity and Inclusion Officer, Ext. 8159

## **Approved by**



Michael Coroneos,  
Deputy City Manager, Chief Financial  
Officer & Treasurer

## **Reviewed by**



Jim Harnum, City Manager





## CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 5, 2017**

Item 10, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 5, 2017.

10

**NATIONAL ABORIGINAL DAY  
ABORIGINAL TERRITORIAL ACKNOWLEDGEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk and the Deputy City Manager, Community Services, dated May 23, 2017:

**Recommendation**

The City Clerk and the Deputy City Manager, Community Services, recommend:

1. That Council, as part of the recognition of National Aboriginal Day, offer a statement at the beginning of the Council meeting of June 27, 2017, as set out in Attachment 1 to this report, that acknowledges Vaughan's traditional Aboriginal territories; and
2. That Council include this territorial acknowledgement as a standing item to be read at the beginning of subsequent Council meetings, until such a time as the City's Procedural By-Law is amended to formally include the acknowledgement.

**Contribution to Sustainability**

By acknowledging the Aboriginal peoples who lived on the territories now known as the City of Vaughan, this report supports Objective 4.1 of *Green Directions Vaughan*: "To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage."

**Economic Impact**

There is no economic impact associated with this report.

**Communications Plan**

Notice of the offering of a territorial acknowledgement, along with a copy of the statement, will be available in materials related to the City's celebration of National Aboriginal Day.

**Purpose**

This report responds to a recommendation approved by Council on April 19, 2017 [Item 14, Report No. 13 of the Committee of the Whole], to provide a draft statement of recognition and thanks to the appropriate Aboriginal groups to be read at the Council meeting of June 27, 2017, in recognition of National Aboriginal Day, and address considerations for developing a statement of recognition that could be used on an ongoing basis at future Council meetings.

**Background - Analysis and Options**

Since the release of the Truth and Reconciliation Commission report in 2015, many public institutions across Canada have made commitments to reconciliation based on a mutually respectful relationship with Aboriginal peoples. In the spirit of reconciliation, many municipal governments across Canada have adopted territorial acknowledgments to precede Council meetings and other gatherings.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 5, 2017**

#### Item 10, CW Report No. 21 – Page 2

Territorial acknowledgments honour the relationship between the lands on which settler communities now live and the many generations of Aboriginal communities that lived on those lands before settlers arrived. Territorial acknowledgments also recognize and pay respect to the present-day Aboriginal groups whose ancestors lived on the lands. Where appropriate, territorial acknowledgments may refer to specific treaties, land transfers, or historical agreements.

According to the Aboriginal history expert consulted by staff, the lands on which are now known as the City of Vaughan are the traditional territories of the Mississaugas of the New Credit First Nation in particular, as well as the Anishinaabeg of the Williams Treaty First Nations, the Huron-Wendat, and the Métis Nation.

The recommended statement of acknowledgement, developed by staff in consultation with the Aboriginal history expert consulted by staff, is set out in Attachment 1.

In order for the statement to be formally included in the Order of Business for subsequent Council meetings, an amendment to the City's Procedural By-Law would be required. Staff anticipate reporting later in the year with proposed updates to the Procedural By-law arising out of proposed amendments to the *Municipal Act*, and the territorial acknowledgement can be included as a formal amendment to the Procedural By-law at that time. In the interim, it is recommended that the territorial acknowledgment be included as a standing item to be read at the beginning of Council meetings.

#### **Relationship to Term of Council Service Excellence Strategy Map (2014-2018)**

This report supports the priority to "Support and promote arts, culture, heritage, and sports in the community," as identified in the Term of Council Service Excellence Strategy Map (2014-2018).

#### **Regional Implications**

N/A

#### **Conclusion**

Territorial acknowledgments demonstrate a commitment to the ongoing process of reconciliation between Aboriginal and non-Aboriginal peoples. As June 21 is National Aboriginal Day, the closest Council meeting of June 27, 2017 would be an appropriate time for Council to make its first Aboriginal territorial acknowledgment. It is recommended that Council use the statement provided in this support, which was drafted by staff in consultation with an Aboriginal history consultant.

#### **Attachment**

1. Aboriginal Territorial Acknowledgement

#### **Report prepared by:**

Angela Palermo, Recreation Manager, Community Development and Planning, ext. 8139  
Gareth Savage, Municipal Management Intern, ext. 8974

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

**NATIONAL ABORIGINAL DAY  
ABORIGINAL TERRITORIAL ACKNOWLEDGEMENT**

**Recommendation**

The City Clerk and the Deputy City Manager, Community Services, recommend:

1. That Council, as part of the recognition of National Aboriginal Day, offer a statement at the beginning of the Council meeting of June 27, 2017, as set out in Attachment 1 to this report, that acknowledges Vaughan's traditional Aboriginal territories; and
2. That Council include this territorial acknowledgement as a standing item to be read at the beginning of subsequent Council meetings, until such a time as the City's Procedural By-Law is amended to formally include the acknowledgement.

**Contribution to Sustainability**

By acknowledging the Aboriginal peoples who lived on the territories now known as the City of Vaughan, this report supports Objective 4.1 of *Green Directions Vaughan*: "To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage."

**Economic Impact**

There is no economic impact associated with this report.

**Communications Plan**

Notice of the offering of a territorial acknowledgement, along with a copy of the statement, will be available in materials related to the City's celebration of National Aboriginal Day.

**Purpose**

This report responds to a recommendation approved by Council on April 19, 2017 [Item 14, Report No. 13 of the Committee of the Whole], to provide a draft statement of recognition and thanks to the appropriate Aboriginal groups to be read at the Council meeting of June 27, 2017, in recognition of National Aboriginal Day, and address considerations for developing a statement of recognition that could be used on an ongoing basis at future Council meetings.

**Background - Analysis and Options**

Since the release of the Truth and Reconciliation Commission report in 2015, many public institutions across Canada have made commitments to reconciliation based on a mutually respectful relationship with Aboriginal peoples. In the spirit of reconciliation, many municipal governments across Canada have adopted territorial acknowledgments to precede Council meetings and other gatherings.

Territorial acknowledgments honour the relationship between the lands on which settler communities now live and the many generations of Aboriginal communities that lived on those lands before settlers arrived. Territorial acknowledgments also recognize and pay respect to the present-day Aboriginal groups whose ancestors lived on the lands. Where appropriate, territorial acknowledgments may refer to specific treaties, land transfers, or historical agreements.

According to the Aboriginal history expert consulted by staff, the lands on which are now known as the City of Vaughan are the traditional territories of the Mississaugas of the New Credit First Nation in particular, as well as the Anishinaabeg of the Williams Treaty First Nations, the Huron-Wendat, and the Métis Nation.

The recommended statement of acknowledgement, developed by staff in consultation with the Aboriginal history expert consulted by staff, is set out in Attachment 1.

In order for the statement to be formally included in the Order of Business for subsequent Council meetings, an amendment to the City's Procedural By-Law would be required. Staff anticipate reporting later in the year with proposed updates to the Procedural By-law arising out of proposed amendments to the *Municipal Act*, and the territorial acknowledgement can be included as a formal amendment to the Procedural By-law at that time. In the interim, it is recommended that the territorial acknowledgement be included as a standing item to be read at the beginning of Council meetings.

#### **Relationship to Term of Council Service Excellence Strategy Map (2014-2018)**

This report supports the priority to "Support and promote arts, culture, heritage, and sports in the community," as identified in the Term of Council Service Excellence Strategy Map (2014-2018).

#### **Regional Implications**

N/A

#### **Conclusion**

Territorial acknowledgments demonstrate a commitment to the ongoing process of reconciliation between Aboriginal and non-Aboriginal peoples. As June 21 is National Aboriginal Day, the closest Council meeting of June 27, 2017 would be an appropriate time for Council to make its first Aboriginal territorial acknowledgment. It is recommended that Council use the statement provided in this support, which was drafted by staff in consultation with an Aboriginal history consultant.

#### **Attachment**

1. Aboriginal Territorial Acknowledgement

#### **Report prepared by:**

Angela Palermo, Recreation Manager, Community Development and Planning, ext. 8139  
Gareth Savage, Municipal Management Intern, ext. 8974

Respectfully submitted,

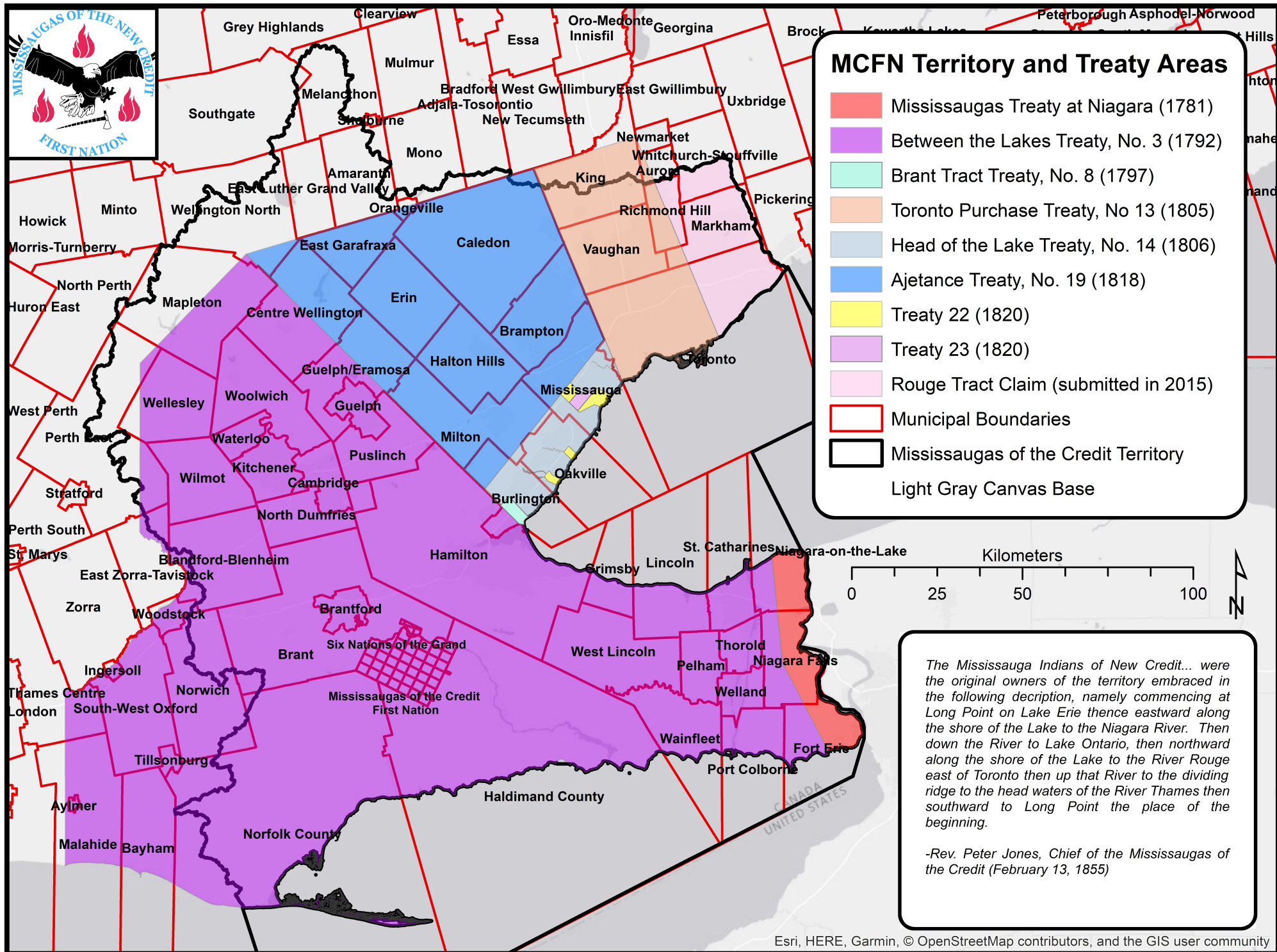
Barbara A. McEwan  
City Clerk

Mary Reali  
Deputy City Manager, Community Services

### **Aboriginal Territorial Acknowledgement**

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









**Francis, Zincia**

---

**From:** Councillor, Erma Ferrell <ErmaF@mncfn.ca>  
**Sent:** Monday, May 10, 2021 8:08 AM  
**To:** Francis, Zincia; Tersigni, Mirella  
**Cc:** Caitlin LaForme; Darin Wybenga; Mark LaForme; ward laforme jr.  
[REDACTED]  
**Subject:** [External] City of Vaughan

Good morning:

This past weekend Chief R. Stacey Laforme (Mississaugas of the Credit First Nation), contacted Chief Emily Whetung, from the Mississaugas of Curve Lake First Nation. Chief Laforme asked Chief Whetung about the boundaries of the Williams Treaty and does the Treaty extend to any part of the City of Vaughan.

Chief Whetung has shared with Chief Laforme, the Williams Treaty Boundary does not extend to any portion of the City of Vaughan.

If you require any further clarification on our Treaty area boundaries, please let me know.

Thank you.  
Erma

Councillor Erma Ferrell  
Lead for Pillar 5: Cultural Awareness, Communications and Outreach



Mississaugas of the Credit First Nation  
2789 Mississauga Road, RR#6 Hagersville, ON, N0A1H0  
Web: [www.mncfn.ca](http://www.mncfn.ca)  
Facebook: Mississaugas of the Credit First Nation  
Ph: 905-768-1133 Cell: 905-869-5760  
Fax: 905-768-1225



## Francis, Zincia

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**From:** Councillor, Erma Ferrell <ErmaF@mncfn.ca>  
**Sent:** Friday, May 7, 2021 10:04 AM  
**To:** Francis, Zincia; Mark LaForme; Tersigni, Mirella  
**Subject:** [External] RE: Meeting minutes

Good morning:

Our Chief & Council confirmed what both Darin & Mark explained to you last week; our Treaty covers all of the City of Vaughn.

Please note I did not provide your names in the discussion with Chief & Council.

Also, our Chief will be following up on the issue of other claiming part of the City of Vaughn belonging to another First Nation.

I hope this helps you with your land acknowledgement. If you require a copy of the Council Motion, just email me and I will forward it to you for your records.

Have a good day.

Erma Ferrell

**Councillor Erma Ferrell**

**Lead for Pillar 5: Cultural Awareness, Communications and Outreach**



**Mississaugas of the Credit First Nation**

**2789 Mississauga Road, RR#6 Hagersville, ON, N0A1H0**

**Web: [www.mncfn.ca](http://www.mncfn.ca)**

**Facebook: Mississaugas of the Credit First Nation**

**Ph: 905-768-1133 Cell: 905-869-5760**

**Fax: 905-768-1225**

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**From:** Francis, Zincia <Zincia.Francis@vaughan.ca>  
**Sent:** Thursday, April 29, 2021 3:58 PM  
**To:** Mark LaForme <Mark.LaForme@mncfn.ca>; Tersigni, Mirella <Mirella.Tersigni@vaughan.ca>  
**Cc:** Councillor, Erma Ferrell <ErmaF@mncfn.ca>  
**Subject:** RE: Meeting minutes

Hello Councillor Erma and Mark,

Thank you for taking the time to meet with Mirella and me yesterday. Thank you also for the guidance and the resources that you have provided. I am working on the meeting minutes and will send them to you early next week. Have a wonderful weekend.

**Zincia Francis**  
**Diversity & Inclusion Officer**  
Cell: 416-459-6908 | [zincia.francis@vaughan.ca](mailto:zincia.francis@vaughan.ca)

---

**From:** Mark LaForme <[Mark.LaForme@mncfn.ca](mailto:Mark.LaForme@mncfn.ca)>  
**Sent:** Wednesday, April 28, 2021 4:21 PM  
**To:** Francis, Zincia <[Zincia.Francis@vaughan.ca](mailto:Zincia.Francis@vaughan.ca)>; Tersigni, Mirella <[Mirella.Tersigni@vaughan.ca](mailto:Mirella.Tersigni@vaughan.ca)>  
**Cc:** Councillor, Erma Ferrell <[ErmaF@mncfn.ca](mailto:ErmaF@mncfn.ca)>  
**Subject:** [External] Meeting minutes

Hello again,

Attached are the meeting referenced during our discussion today.

If you have any questions, please feel to contact me directly.

Thank you.

Sincerely,

Mark LaForme  
Director, Department of Consultation and Accommodation (DOCA)  
Mississaugas of the Credit First Nation  
4065 Hwy. 6, Hagersville, ON N0A 1H0  
905-768-4260



<http://mncfn.ca/doca>

**Google Maps:** <https://www.google.ca/maps/place/MNCFN-DOCA/@42.9718566,-80.0429177,15z/data=!4m5!3m4!1s0x0:0xd52b4642633e9aa2!8m2!3d42.9718566!4d-80.0429177>

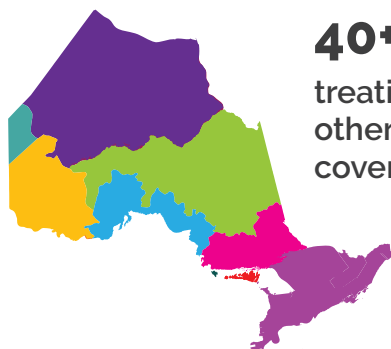
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# TREATIES IN ONTARIO

## BY THE NUMBERS

### ONTARIO



**40+**  
treaties and  
other agreements  
cover Ontario



**92%**  
of people live in  
the Upper Canada  
treaties area

**500K+**  
people live in the  
six treaty areas of  
Northern Ontario

### POPULATION



**374,395**  
was the population  
of Indigenous  
people in 2016



**3.7M**  
people live in  
the Toronto  
Purchase area



**130+**  
First Nations  
and Métis  
communities

### SIGNED TREATIES

Treaties were signed in Ontario before and after Confederation.  
These treaties include:



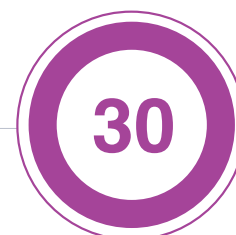
**Numbered  
Treaties**  
(1870-1930)



**Robinson  
Treaties**  
(1850)



**Williams  
Treaties**  
(1923)



**Upper Canada  
Treaties**  
(1781-1862)

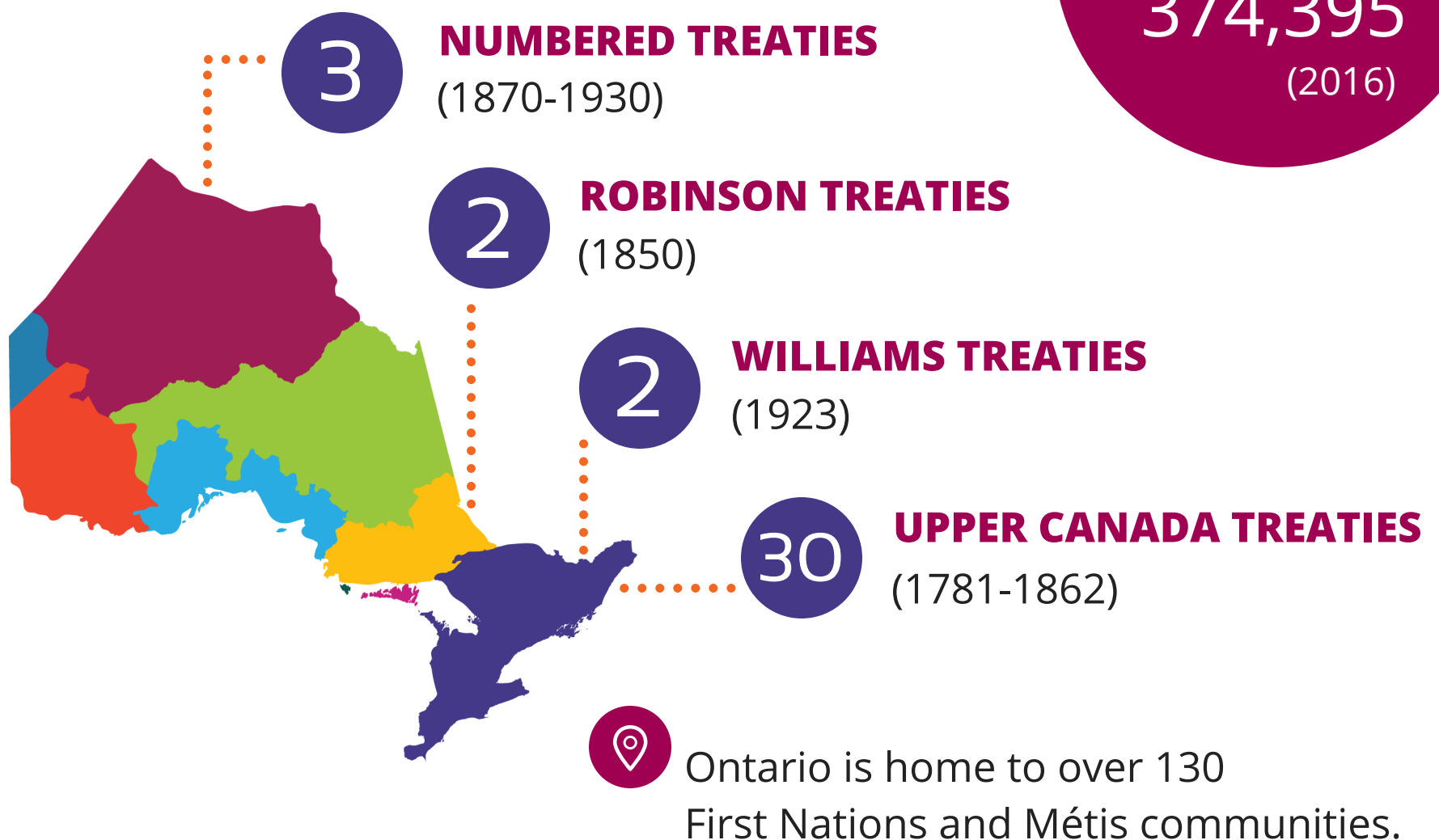


# TREATIES IN ONTARIO

Ontario is covered by more than 40 treaties, purchases, and land surrenders.

Treaties were signed in Ontario before and after Confederation. These treaties include:

Indigenous  
population in  
Ontario  
**374,395**  
(2016)



ABOUT  
**92 PERCENT**  
of people in Ontario  
live in the Upper  
Canada treaties area  
(2011).

OVER  
**HALF A MILLION**  
people live in  
the six treaty  
areas in Northern  
Ontario.

ABOUT  
**3.7 MILLION**  
people live in  
the area covered by  
the Toronto  
Purchase.

Ontario is committed to revitalizing the treaty relationship.  
Learn more at [ontario.ca/treaties](https://ontario.ca/treaties)





## Committee of the Whole (1) Report

---

**DATE:** Tuesday, June 1, 2021

**WARD(S):** ALL

**TITLE: CITY OF VAUGHAN CORTELLUCCI VAUGHAN HOSPITAL  
PRECINCT ADVISORY TASKFORCE**

**FROM:**

Jim Harnum, City Manager

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

**ACTION:** DECISION

---

**Purpose**

To seek approval of the Terms of Reference for the Hospital Precinct Advisory Task Force.

**Report Highlights**

- Staff have worked with the Chair and Vice-Chair to compile a draft Terms of Reference for the Hospital Precinct Advisory Task Force as contained in Attachment 1 of this report.
- The Hospital Precinct Advisory Task Force will set the direction and priorities to realize the Cortellucci Vaughan Hospital Precinct as a destination for health and healthcare delivery, education, research, innovation, and commercialization.
- The term of this taskforce shall be from July 2021 – June 2022.

**Recommendations**

1. That Council approve the Terms of Reference for the Hospital Precinct Advisory Task Force (Attachment 1).
2. That the Mayor be appointed as Chair and Ward 1 Councillor be appointed as Vice Chair of the Hospital Precinct Advisory Task Force.

## **Background**

In early 2021, the Cortellucci Vaughan Hospital began operations. To leverage the Cortellucci Vaughan Hospital and advance Vaughan's community and economy, the City, along with Mackenzie Health, York University, and ventureLAB have partnered to transform the overall Cortellucci Vaughan Hospital Precinct into a destination for the provision of health and healthcare delivery, education, research, innovation, and commercialization.

Considering the assets and services each partner can contribute, the Precinct (not including the existing hospital) could represent a one-time impact of more than \$600 million to the Canadian economy, upwards of \$235 million in government revenues, and ongoing contributions of more than \$350 million annually supported by an on-site employment base of 1,800 jobs.

## **Previous Reports/Authority**

[City of Vaughan news release, announcing the signing of the Memorandum of Understanding by the healthcare precinct partners, dated October 2<sup>nd</sup>, 2019](#)

## **Analysis and Options**

In consultation with the Chair and Vice-Chair, it is proposed that the Hospital Precinct Advisory Task Force set the direction and priorities to realize the Cortellucci Vaughan Hospital Precinct as a destination for health and healthcare delivery, education, research, innovation, and commercialization.

The task force shall support the work of the partners in the following areas:

1. Preparing the healthcare workforce of the future
2. Translating research and data into policy and practice in healthcare
3. Commercializing innovation in healthcare

Members shall include members of Council and stakeholders, as follows:

- a. Two (2) members of Council selected by the Mayor will represent Council as Chair and Vice-Chair of the Task Force.
- b. The President of Mackenzie Health, or designate
- c. The President of York University, or designate
- d. The President and CEO of ventureLAB, or designate
- e. The City Manager of the City of Vaughan, or designate

Following the conclusion of the eleven-month mandate of the Task Force, a report of recommendations will be brought to Council for further discussion.

## **Financial Impact**

There is no financial impact associated with the report.

## **Broader Regional Impacts/Considerations**

Mackenzie Health is a regional organization spanning two municipalities in York Region.

The Vaughan Healthcare Precinct will become an important regional asset and major employment node that will create economic opportunity and attract skilled labour from across York Region.

## **Conclusion**

It is appropriate that Council approve the Terms of Reference and appoint Mayor as the Chair and Councillor Iafate as the Vice Chair of the Hospital Precinct Advisory Task Force.

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

## **Attachments**

1. Hospital Precinct Advisory Task Force Terms of Reference

## **Prepared by**

Julie Flesch, Economic Development Officer, extension 8893

## **Approved by**



Wendy Law, Deputy City Manager,  
Administrative Services & City Solicitor

## **Reviewed by**



Jim Harnum, City Manager



## **CITY OF VAUGHAN CORTELLUCCI VAUGHAN HOSPITAL PRECINCT ADVISORY TASKFORCE**

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### **TERMS OF REFERENCE**

#### **Mandate / Objectives**

In 2021, the Cortellucci Vaughan Hospital began operations. The near \$2billion investment in the Vaughan community is a significant example of the transformative investments realized in Vaughan since 2010. These include the advancement of the Vaughan Metropolitan Centre (VMC), the extension of highway 427, the opening of the Toronto Transit Commission's (TTC) subway into both the VMC and along Yonge St., and the 900-acre North Maple Regional Park (NMRP). These investments are helping Vaughan's community and economy grow beyond a regional leader into a provincial and national leader.

To leverage the Cortellucci Vaughan Hospital and advance Vaughan's community and economy, the City, along with Mackenzie Health, York University, and ventureLAB have partnered to transform the overall Cortellucci Vaughan Hospital Precinct into a destination for the provision of health and healthcare delivery, education, research, innovation, and commercialization. Considering the assets and services each partner can contribute, the Precinct (not including the existing hospital) could represent a one time impact of more than \$600 million to the Canadian economy, upwards of \$235 million in government revenues, and ongoing contributions of more than \$350 million annually supported by an on-site employment base of 1,800 jobs.

***The Hospital Precinct Advisory Task Force will set the direction and priorities to realize the Cortellucci Vaughan Hospital Precinct as a destination for health and healthcare delivery, education, research, innovation, and commercialization.***

The partners are working in the following areas:

1. Preparing the healthcare workforce of the future
2. Translating research and data into policy and practice in healthcare
3. Commercializing innovation in healthcare

#### **Term**

The term of this taskforce shall be from July, 2021 – June, 2022

#### **Membership**

Members shall include members of Council and stakeholders, as follows:

- a. The Mayor will serve as Chair
- b. A member of Council selected by the Mayor will serve as Vice-Chair of the Task Force.
- b. The President of Mackenzie Health, or designate
- c. The President of York University, or designate
- d. The President and CEO of ventureLAB, or designate
- e. The City Manager of the City of Vaughan, or designate

Support staff from partner organizations in communications, government relations, economic development, and other relevant stakeholders will attend as needed.

## **Meeting Procedures**

Task Force meetings are intended to be informal, and structured to encourage maximum flexibility and open, honest debate.

The proceedings of the Task Force are to be governed by the City's Procedure By-law.

## **Agendas and Reporting**

Agendas shall be prepared by the Office of the City Clerk in consultation with the Task Force Chair.

Agendas shall be posted on the City's website one week prior to the scheduled date of the meeting or as soon as practicable.

After each meeting of the Task Force, the City Clerk shall submit a report in the City's committee report format to the Committee of the Whole.

Following the conclusion of the eleven-month mandate of the Task Force, a report of recommendations will be brought to Council for further discussion.

## **Meetings**

Meeting dates will be determined at the first meeting of the Task Force. The Task Force may meet on the schedule determined, or at the call of the Chair.

Meetings will be held every other month or as needed throughout the course of the Task Force term, except for July and August where no meetings will be scheduled.

The Chair of the Task Force may call special meetings.

Meetings are to be open to the public in accordance with the *Municipal Act, 2001*.

## **Notice of Meetings**

Meetings will be noted on the Schedule of Meetings calendar posted on the City's website.

## **Quorum**

Quorum shall be calculated as a majority of the total number of persons appointed to the Task Force. Ex-officio members will not be counted for the purpose of calculating the total number of persons appointed to the Task Force but will be counted as a member present when in attendance.

## **Staff Resources**

The role of staff is to act as a resource to the Task Force, but not to be members of the Task Force, or to deliberate or draft the findings of the Task Force. The following staff will provide advisory and technical support specific to the mandate and objectives of the Task Force:

- The Office of the City Clerk will assign one staff person responsible for agenda and report production and distribution, the giving of procedural advice, the recording of proceedings of the Task Force and distribution of reports.
- The Corporate and Strategic Communications department will assign one staff person to provide communications advisory services, prepare information, communications and assist in the development of the Task Force report.
- An additional two (2) staff with subject matter expertise will be assigned to support the work of the Task Force.
- The Task Force can be provided with additional administrative and/or technical support at the discretion of the appropriate Corporate Management Team portfolio(s).

### **Authority**

The Task Force may not exercise decision-making powers, or commit expenditures save for those specifically delegated by Council.

The Task Force may not direct staff to undertake activities without authority from Council.

### **Amendment I Expansion of Terms of Reference**

Council can initiate any amendment and/or expansion of the Terms of Reference.





## Committee of the Whole (1) Report

---

**DATE:** Tuesday, June 1, 2021

**WARD(S):** ALL

**TITLE:** CEMETERY SERVICES REVIEW

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

**ACTION:** DECISION

---

### **Purpose**

To provide an overview of the City's cemetery services and recommendations to ensure the long-term sustainability of service to citizens.

### **Report Highlights**

- The City provides basic cemetery services that are compliant with Ontario's Funeral, Burial and Cremation Services Act (FBCSA).
- The City's cemeteries have sufficient inventory to service expected demand for the next 30 years.
- Site assessments identified a prioritized list of assets for rehabilitation to ensure continued compliance with the FBCSA.
- There is opportunity to improve long term financial sustainability while still meeting best practices for contributions to the cemetery Care & Maintenance Fund (C&MF).
- The existing cemetery by-law was implemented in 1993 and should be revised to reflect legislative updates and to improve ease of use.

### **Recommendations**

1. That Council endorse the recommendations as substantially provided in this report.

## **Background**

**The City operates twenty (20) cemeteries and offers basic interment services, with casket burials as the primary mode of interment.**

The City operates seven (7) active and (13) thirteen inactive cemeteries (Attachment 1). There are also seven (7) privately held cemeteries that operate in the City. The City's active cemeteries offer services for casket and cremation burial and plot marking.

The City's cemeteries serviced 3.4% of resident casket burials and 5.7% of resident cremations from 2015 through 2019. Residents' preferred interment mode is casket burial, which is driven by the City's ethnic and religious profile. The City's cremation rate of 23.4% contrasts with the national average of 73%, the provincial average of 64% and the York Region average of 63%.

Maintenance services include grass cutting, headstone repairs and spring and fall clean up. Administrative services include plot sales, payment processing, and records management. Demand for interment services is expected to increase as the City's death rate over the next 25 years is expected to increase from 4.6 per 1,000 residents to 5.1 per 1,000 residents.

**The City is in compliance with its obligations under the Funeral, Burial and Cremation Services Act (FBCSA), which includes a Care and Maintenance Fund (C&MF) to generate income for the care and maintenance of cemeteries.**

Bereavement sector services within Ontario are governed by the FBCSA. The act requires all cemetery operators to ensure that the interments of human remains are carried out in a decent and orderly manner; that quiet and good order are maintained in the cemetery at all times; that all cemetery grounds are maintained to ensure the safety of the public and to preserve the dignity of the cemetery; and that every person has reasonable access.

The provisions of the FBCSA are administered by the Bereavement Authority of Ontario (BAO), a government delegated administrative authority (DAA). The act also decrees that a local municipality is responsible for the maintenance of abandoned cemeteries, which are those cemeteries where an owner or operator is unknown or cannot be found, is unable to maintain it, or is not licensed. A cemetery contributes a percentage of annual sales revenue to the C&MF with payments made after the installation of plot markers. Income generated through investment can be retained in the fund to compound growth or withdrawn to support site care and maintenance expenses.

**The City's Cemetery By-Law 180-92, "A By-law to Provide for the Regulation and Operation of Cemeteries Owned by the City of Vaughan", was introduced in 1993.**

The City's cemetery by-law, 180-92, provides rules and regulations that govern the operation of cemeteries owned by the City of Vaughan. The by-law includes information related to cemetery administration, business hours, a list of active and inactive cemeteries, and a fee schedule as well as providing direction to City staff and citizens regarding the use of cemetery services. The FBCSA and its subsequent revisions were enacted after the introduction of the City's by-law.

**A Public Work's operational review identified the need for a cemetery services review to recommend steps to ensure long term sustainability.**

The City's cemetery services have not had a formal review since the introduction of the by-law. Legislative changes and an evolving marketplace make it important to conduct a review to ensure legislative requirements are met and that the resulting strategy will provide long-term financial sustainability.

**Previous Reports/Authority**

Not Applicable

**Analysis and Options**

**The City retained Lees & Associates to conduct a Cemetery Services Review.**

Lees & Associates conducted a comprehensive review of the City's cemetery services (Attachment 2). The review included the following components:

- site visits and asset condition analysis
- supply and demand analysis with a review of the existing plot inventory
- stakeholder consultation
- service level and delivery review
- peer municipality scan focusing on operations, administration, and fee structure
- asset management analysis
- financial analysis

**The City's active cemeteries have 30 years of inventory, which can be increased through an in-fill strategy.**

Based on current trends, the City has approximately 30 years of lot inventory available. This equates to 1,100 casket lots and 70 cremation lots. An analysis shows that the City has 0.8 acres of undeveloped lands on its active cemetery sites, which could provide an additional 12 years of cemetery lot sales through the implementation of an in-fill strategy.

Aligned with report findings, staff recommend that the City convert low-traffic paths, roads, and other amenities to interment space. It is also recommended that a study be conducted to determine the most cost-effective approach to implement the in-fill options. The in-fill strategy is a cost-effective alternative to the acquisition of new lands to meet future interment demands.

**The condition assessment of cemetery assets produced a list of rehabilitation and replacement requirements, prioritizing safety and accessibility needs first.**

Site visits of City cemetery assets were conducted to assess existing asset conditions to ensure efficient service delivery and the City's compliance with the FBCSA. The visits identified that conditions encountered by cemetery visitors generally align with the FBCSA. However, site improvements are recommended to ensure the City's continued compliance with the FBCSA with a focus on public safety, accessibility, and aesthetic quality to preserve the dignity of cemetery sites. Staff have developed cost estimates for the asset rehabilitation identified in Attachment 3 and endorse the phased implementation of these improvements. The asset condition information collected will be incorporated into an asset management plan.

**Asset management recommendations will be addressed in collaboration with the City's Infrastructure Planning and Corporate Asset Management (IPCAM) department.**

The review included the City's current initiatives to identify and track the condition of its assets, as well as the asset management tools and current asset care and maintenance practices. The review identified some gaps in asset management. The review has also concluded that the City has historically addressed cemetery asset care on an as needed basis. Benchmarking results indicate that several municipalities in York Region and within the GTHA have cemetery asset management systems in place.

In accordance with report findings, staff recommend that a cemetery asset management plan be developed to ensure that cemetery infrastructure is maintained in good working condition and in accordance with the FBCSA. The asset management plan will be implemented in phases with the collaboration of the Infrastructure Planning and Corporate Asset Management (IPCAM) department. The plan is to include data collection, on-going condition assessment and lifecycle costing, rehabilitation, and replacement. It will be beneficial in managing cemetery assets and ensuring long term sustainability of the assets.

**Development of Standard Operating Procedures, cross training and the addition of a dedicated resource are recommended to ensure effective service delivery.**

The City maintains more active cemeteries than any other municipality in York Region.

A benchmarking study of operational resource allocation found that the City's cemetery services have less staffing on a per acre basis than its peers. This will have an impact on service delivery if not addressed.

Cemetery services require specialized skills such as plot marking and the opening and closing of graves. These activities may also be required beyond regular business hours, including evenings, weekends, and holidays. Staff recommend cross training and the addition of a trained resource for oversight and delivery of cemetery services.

The review identified the need for the development of Standard Operating Procedures (SOPs). SOPs are a key element in quality control that ensure activities are conducted in a consistent, efficient, and safe manner.

Staff recommend the development of a comprehensive SOP to provide clear direction in operations and administration of cemetery service delivery and to ensure staff health and safety.

**Though the City meets best practices for BAO reporting and annual contributions to its C&MF, there is an opportunity to improve financial sustainability through service price adjustments.**

Financial statements submitted to the BAO delineate the City's annual contributions, interest earned, and withdrawals to fund current maintenance needs. The City contributes 50% of its lot sales to its C&MF, which exceeds the legislated minimum of a 40% contribution. The C&MF is 60% funded for the City's current level of site care.

Most municipalities support cemeteries as a community service to their residents while striving to decrease the demand on the tax base and move toward breakeven. A benchmarking study amongst peer municipalities reveals opportunities for the City to increase fees for certain services offered.

Staff recommend fee increases including: raising the cremation burial fee to \$500, the introduction of a 25% premium for non-Vaughan residents, an increase to other cemetery service rates by 5% in 2021 and 2022, and an increase in rates of 3% per annum from 2023 onward. The proposed increases will enable the City to accelerate fiscal sustainability and reduce the burden on taxpayers. With these adjustments, the City's cemeteries are expected to consistently achieve operating breakeven in three years.

**A cemetery by-law update is recommended to ensure consistency with the most recent revisions of the FBCSA.**

Staff concur with the recommended revamp of the current by-law. The report identified two themes: expanding and strengthening by-law content; and improving ease of use.

The expansion and strengthening of content include ensuring consistency with the FBCSA legislation, improving definitions, and replacing outdated terminology.

Regarding ease of use, key elements include a logical flow of sections in the by-law and consistent use of terms, descriptions, and details.

**The review provides recommendations to address gaps and to ensure long term sustainability of service delivery to citizens.**

The review categorizes recommendations in terms of near-term (one to three years), medium-term (four to seven years), and long-term (seven years and beyond). Staff have reviewed the recommendations and provided the following implementation summary to ensure long term sustainability of the cemetery business unit. There are recommendations that have implementation components that are near, medium, and long-term.

Recommendations	Near-Term	Medium-Term	Long-Term
Implement an in-fill strategy to increase lot sales capacity		✓	
Perform asset rehabilitation to ensure public safety, accessibility, and continued compliance with the FBCSA	✓	✓	
Develop an Asset Management Plan to ensure the longevity of cemetery assets	✓	✓	✓
Provide additional resources to ensure efficient service delivery	✓		
Develop a consolidated Standard Operating Procedure (SOP) to provide clear guidelines for consistent service delivery	✓		
Increase services fees to ensure long term financial sustainability of the cemetery business unit	✓	✓	
Amend Cemetery By-law 180-92 to ensure consistency with legislative changes and alignment with the FBCSA	✓		

**Financial Impact**

The impact on revenues of the proposed fee changes will be estimated as part of a more detailed analysis to be undertaken and any increase in revenue will be included in future year operating budgets. The asset rehabilitation program will cost approximately \$180,000 and the additional FTE to support cemetery services is estimated to cost \$90,000 annually. Any capital or operating funding requirements will be considered as part of the annual budgeting process and evaluated against other City priorities.

**Broader Regional Impacts/Considerations**

There are no broader regional impacts.

## **Conclusion**

It is recommended the City implement an in-fill strategy to increase lot inventory as a cost-effective means to address demand and to execute prioritized asset repairs to ensure public safety, accessibility, and continued compliance with the FBCSA. The phased implementation of an asset management plan will ensure long term sustainability of assets and cross training of existing resources combined with an additional operational resource and SOP development will ensure efficient service delivery to citizens. An adjustment in service fees will improve financial sustainability and an update of the by-law will ensure its alignment with current legislation.

**For more information**, please contact Nadia Paladino, Director of Parks Forestry and Horticulture Operations.

## **Attachments**

1. Cemetery Location Map
2. Cemetery Services Review; LEES + ASSOCIATES
3. Rehabilitation Cost Estimate

## **Prepared by**

Deepak Panjwani, Project Manager, BSSE, PFHO x6110  
Maurice Battistuzzi, Manager, BSSE, PFHO x 6149

## **Approved by**

Insert Digital Signature here  
(DCM)



Zoran Postic, Deputy City Manager  
Public Works

## **Reviewed by**

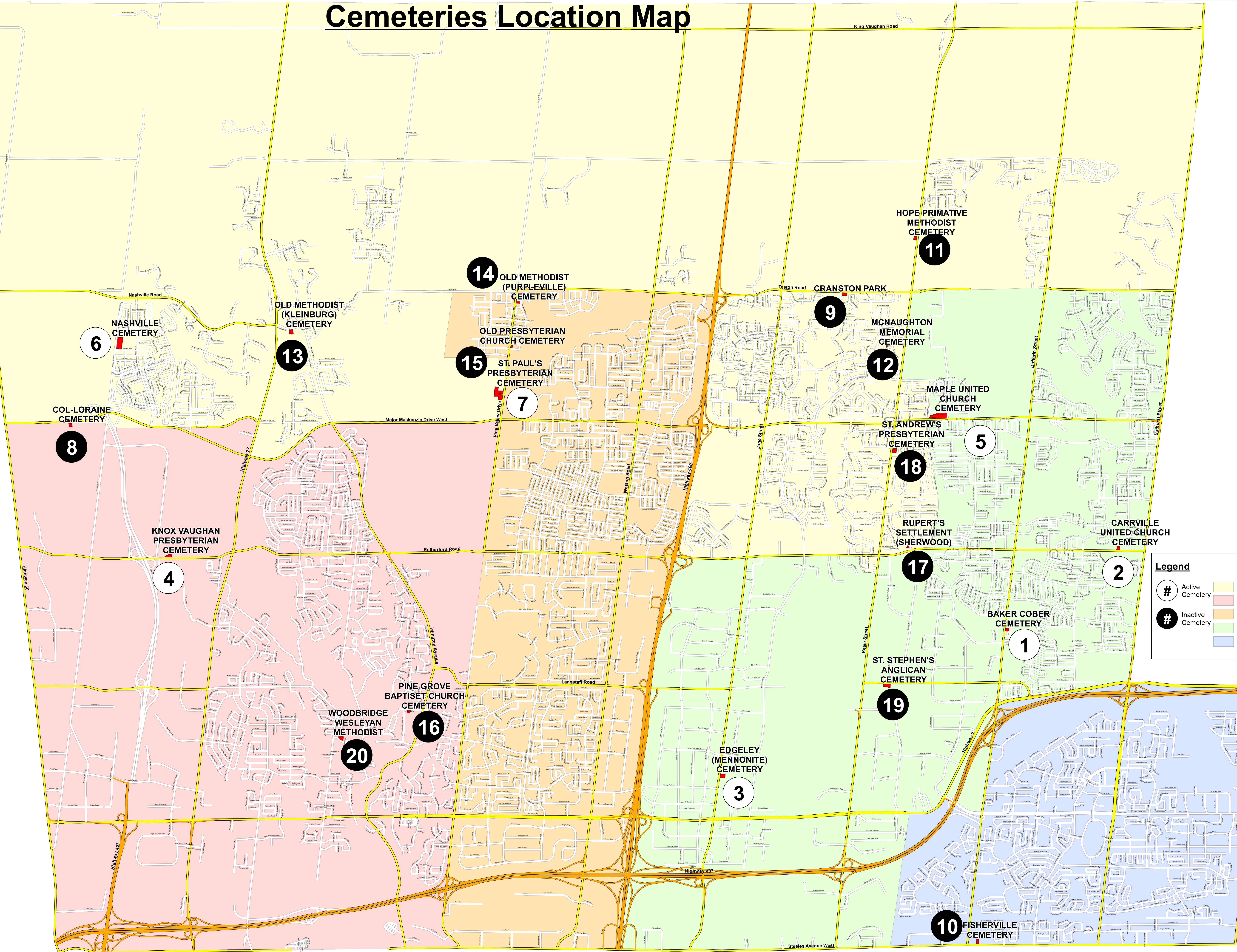


Jim Harnum, City Manager





# Cemeteries Location Map







1

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# City of Vaughan Cemetery Services Review

LEFS  
ASSOCIATES

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City of Vaughan  
Cemetery Services Review Report

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Date: March 25, 2021

## EXECUTIVE SUMMARY

The City of Vaughan (the City) commissioned LEES+Associates in July 2020 to prepare a Cemetery Services Review (CSR). This CSR provided recommendations for the City cemeteries' service level and delivery that considers efficiency and cost-effectiveness to ensure the City meets Provincial regulations and addresses the needs of Vaughan's citizens. This CSR includes a community needs assessment, market trends, operations, and financial analysis for the City's cemeteries. It also includes an asset database review that examines the City's historic initiatives to develop a system to manage its cemetery assets, summarizes the software tools available, and provides a framework for the City to build on in the future.

The cemetery market's current momentum is moving in City's favour. If the City continues with its current model and level of service, it can expect to eventually achieve financial sustainability, as it is forecast to exceed operating breakeven and fully fund its Care and Maintenance Fund in foreseeable future.

The Bereavement Authority of Ontario (BAO) and the public have the expectation that municipalities will provide for the dignified care of their dead. The Funeral, Burial, and Cremation Services Act (FBCSA) mandates that municipalities will always retain some responsibility for their cemetery sites' care.

The City cemetery system's level of service is currently above the Basic Level expected to meet the minimum standard required by Provincial regulations, but below the Average Level expected by the common standard of care implemented by the City's peer municipalities to meet Provincial regulations. This plan recommends the City elevates its level of service, at minimum, to Average levels in the short term, and strive toward more Optimal practices in the long term. Initiatives that increase its level of service may provide the City with cost savings and other benefits, from the improved efficiency and effectiveness of its cemetery operations.

The following section summarizes the key findings from the City's Cemetery Services Review.

### Projected Demand and Current Supply

- At its current rate of activity, the City can expect approximately 1,300 casket and 840 cremation interments, as well as, 1,100 casket and 70 cremation lot sales, over the next 25 years;
- The City's cemeteries have 25 - 35 years of developed casket lot sales and 80 - 100 years of developed cremation lot sales remaining, and
- The City has 0.80 acres of undeveloped, infill capacity on its cemetery lands, which is expected to provide another 9 - 16 years of cemetery sales.

### Site Observations

- City cemetery fences and vaults require restoration. City sites also need new wayfinding signage, lot markers and smaller cremation lots, and
- Site conditions encountered by the cemetery visitors generally align well with the standards established by the Funeral, Burial, and Cremation Services Act, 2002 (FBCSA). However, there are improvements needed at a few City sites to:
  - Ensure continued compliance with the FBCSA, remove any existing threats to public safety, enhance the aesthetic quality of the cemeteries, and provide consistent signage and wayfinding at all cemetery sites.

## Cemetery Operations

- The City meets best practices by increasing its cemetery rates annually, by 2% to 3% per year. Its cemetery fees are on par with most cemeteries in peer municipalities. The City does not charge a non-resident premium. Peer municipalities do apply a non-resident premium on their sales;
- The City offers fewer interment options (casket and cremation lots), than peer municipality cemeteries, which offer an average of 4 in-ground and above-ground interment options;
- The City's staff provide good and efficient service with the resources available, however, cemetery operations are under-resourced. Staff often draw upon other department resources to complete tasks. There is a significant risk of service disruption if key staff are unavailable;
- The City meets best practices for its interment service delivery. The City could improve its level of service for site care, customer service, administration, and community engagement, gaining efficiencies and improving available data for decision making while doing so, and
- The City's operations would benefit from a refined maintenance schedule, expanded records management system, and clear procedural documentation. The Cemetery bylaw and regulations are old, out of date, and have significant gaps in content.

## Asset Database Management

- The City currently has several software systems in place that are capable of tracking and reporting assets, which may be adapted for its cemetery system's management needs;
- The City has a data collection and database structural precedent to build upon from Asset Management's 2016 data collection initiative with the Parks Operations department, and
- The City's limited resourcing and the number of cemetery staff have constrained progress on creating a cemetery asset database, management plan, and annual budget for asset repair and replacement. This introduces time and cost inefficiencies in staff workflow.

## Financial Plan

- The City's cemeteries averaged an annual net loss of \$34,200, 2015-2019. However, financial performance is on an upward trend. City cemeteries' earned a net income of \$14,200 in 2019.
- The City will reach its Operating Breakeven point in the next 4 years in a Status Quo scenario, and fully fund its Care & Maintenance Fund (C&MF) for minimum, basic level care in 17 years;
- The City will reach its Operating Breakeven point in the next 3 years in an Alternate scenario, and fully fund its C&MF at a basic level of care in 8 years and its current level care in 28 years, if:
  - It adds a 25% non-resident premium, increases the cremation burial rate to \$500 and other rates 5% per year in 2021 and 2022, maintains annual increases of 3% from 2023 forward, adds a marketing budget of 5% of revenue, and ceases to withdraw C&MF interest income.
- The City's cemeteries meet best practices for annual contributions to its C&MF. For the past five years, its rate of return (1.5%) has been below average compared with other municipalities (2% to 5%). Though City's returns have been improving – the C&MF earned 2.3% in 2019, and
- The City's cemetery system is 100% funded by C&MF income for minimum, basic site care (50% of estimated site care costs) and 60% funded for its current levels of active site care.

The following **recommendations** will move the City towards a higher level of service and ensure the long-term sustainability of its cemetery operations.

- Expand interment capacity by introducing above-ground options, change the bylaw to expand the number of interments per lot, develop in-fill and introduce a reclamation strategy;
- Introduce new interment options (columbaria niches, scattering gardens, green burial, family estates, and vessels), memorial options, and support service fees to increase offering diversity;
- Prioritize addressing asset improvements whose physical conditions compromise public safety (first), accessibility (second), and/or the aesthetic quality (third) of the City's cemeteries;
- Allocate additional resourcing to address the gaps in cemetery operations, improvements necessary to enhance the level of service and develop an asset database management system;
- Facilitate customer feedback and ongoing, collaborative communication between cemetery staff, City staff from connected departments, and key community members;
- Enhance the City's financial systems to provide improved reporting and data by interment form, time of sale, residency, and key function. Ensure all staff costs for cemeteries is accounted for;
- Pursue an Alternate financial strategy that will ensure the City reliably achieves operating breakeven in three years and fully funds the C&MF for the current level of care in 30 years;
- Allocate the cemeteries future income to the repurposed Cemetery Reserve Fund, which should be dedicated to site development and infrastructure enhancement projects;
- Create a sales and marketing plan with the support of a professional specializing in cemeteries promotion to accelerate revenue growth and train cemetery staff in this skill-set;
- Compile a set of Standard Operating Procedures, refine the schedule of care to align with seasonal conditions and site activity, and pursue a Comprehensive Update of the Bylaw;
- Expand the use of the City's existing software systems to achieve improved data reporting and maximize its capability to manage the City's cemetery assets, with links to GPS maps;
- Assign a leader to the asset database initiative. In 2021, the City should complete:
  - Phase 1 - Data Collection + Phase 2 - Short Term Asset Care Plan to gather spatial, image, and other data needed to create a guide for asset care for the next five years, by 2021-2023;
  - Phase 3 - Tool Selection + Phase 4 - Database Consolidation to determine the asset data's final destination and import the data into the tool selected by 2024-2026, and
  - Phase 5 - Long Term Asset Care Plan to guide the City's asset repair and replacement for the next ten years, from 2027 forward. Update the asset data every 5 to 10 years.
- Revisit this plan in five years. Evaluate the response to the changes in operations. Prepare a long-term strategy to identify new sites for the acquisition or conversion with the intent to expand the cemetery lands, assuming the City continues to offer active cemetery services, and
- In the future, if the City chooses to further explore the potential benefits of an alternate governance model, it will need to define its goals for potential partnerships or further outsourcing agreements, and then plan to undertake a "Governance Feasibility Study."
  - This is proposed as a long-term option because the other recommendations in this report are expected to provide the City with greater returns more quickly.

**Rehabilitation Cost Estimate**

<b>Number of Cemetery Sites</b>	<b>Type of Repair</b>	<b>Repair Cost</b>
20	Fence, entry gates and bollards	\$35,500
	Historical plaque, steps, unit pavers, painting, corner stone marker, memorial wall cladding, etc.	\$100,000
	Cemetery Signage	\$4,500
	Dead Tree Removal	\$2,500
	Sod work	\$ 7,500
	Maintenance of building roofs, wall cladding, etc.	\$30,000
	<b>Total Repair Cost</b>	<b>\$180,000</b>





## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 1, 2021

**WARD(S):** 1

**TITLE:** KING VAUGHAN BRIDGE - ROAD CLOSURE

**FROM:**

Nick Spensieri, Deputy City Manager, Infrastructure Development

**ACTION:** DECISION

---

**Purpose**

To seek Council's approval for the temporary closure of King Vaughan Road from Hwy 27 to Kipling Avenue to facilitate the reconstruction of the King Vaughan Bridge.

**Report Highlights**

- The temporary closure of King Vaughan Road, from Hwy 27 to Kipling Avenue, is required to facilitate the reconstruction of the King Vaughan Bridge.
- King Vaughan Road is a minor arterial road with minimal through traffic and no transit routes. It provides access to three existing residential properties.
- The road closure is tentatively scheduled from June 15 to November 30, 2021.
- A comprehensive communication plan will be implemented in collaboration with all stakeholders to notify the public of the upcoming temporary road closure and alternative access.

**Recommendations**

1. That Council approve the proposed temporary road closure of King Vaughan Road from Hwy 27 to Kipling Avenue to facilitate the timely and efficient reconstruction of King Vaughan Bridge; and

2. That the necessary bylaw be enacted authorizing the temporary road closure of King Vaughan Road for the period from June 15, 2021 to November 30, 2021.

## **Background**

King Vaughan Road is a minor arterial road extending south from Hwy 27 to Kipling Avenue. The roadway provides access to three separate residences at the municipal addresses known as 5511, 5730/5750 and 5800 King Vaughan Road. There are no transit routes operating on this road.

The King Vaughan Bridge was originally constructed in 1920 as an arch bridge that accommodates a single lane of traffic. The location of the King Vaughan Road bridge is illustrated on Attachment 1. In 2015, as a result of advanced deterioration, it was subsequently reinforced with a temporary steel modular bridge over top of the existing bridge. Detailed design was initiated, and a permanent solution has been developed.

The associated construction activities at the King Vaughan Bridge will include removal of both the temporary steel modular bridge and the remaining elements of the original bridge. A new single span, two lane concrete bridge will be constructed in its place.

To safely facilitate the proposed construction work in a timely manner and considering the extent of works (based on the geographical constraints), King Vaughan Road will be required to be temporarily closed from Hwy 27 to Kipling Avenue.

## **Previous Reports/Authority**

There are no prior reports.

## **Analysis and Options**

Due to the extent of the proposed construction works, King Vaughan Road will be required to be temporarily closed with only local traffic access being provided from Hwy 27 or Kipling Avenue during this time. There are three properties that will be directly affected by the temporary road closure and require access. The owners of the properties will be contacted directly, and local access will be maintained at all times during the road closure period.

During construction, local and emergency access will be provided at all times for the residences at 5730/5750 and 5800 King Vaughan Road from Highway 27, whereas local and emergency access will be provided at all times to 5511 King Vaughan Road from Kipling Avenue.

A communication plan will be in place and written notification of the temporary road closure will be prepared and circulated to the area property owners and project

stakeholders, including emergency public service agencies (police, fire, and ambulance) and the Region of York.

Access Vaughan will be provided with information regarding the temporary road closure and associated contact information to effectively respond to enquiries from the general public. The General Contractor, Esposito Bros. Construction Ltd., will be responsible for the installation and maintenance of all barricades and construction signage to safely guide vehicular, pedestrian and cyclist traffic around the construction area.

The temporary road closure is tentatively scheduled from June 15, 2021 to November 30, 2021. Appropriate roadside signage will be installed on King Vaughan Road a minimum of two weeks prior to the temporary road closure as a means of informing the public of the temporary road closure. The placement of the roadside construction and detour signage will be in accordance with the Ontario Traffic Manual, Book 7 and as shown on Attachment No. 2.

### **Financial Impact**

There is no financial impact to the City as all costs associated with the proposed road closure have been included as part of Tender T20-164.

### **Broader Regional Impacts/Considerations**

The proposed road closure, traffic management and detour plan has been coordinated with York Region.

### **Conclusion**

To safely facilitate the reconstruction of the King Vaughan Bridge, it is recommended that a temporary road closure of King Vaughan Road from Hwy 27 to Kipling Avenue be in place, which is tentatively scheduled for the period from June 15, 2021 to November 30, 2021, inclusive.

A comprehensive communication plan will be implemented to inform all stakeholders of this temporary road closure as set out in this report. Local access to the existing residences on King Vaughan Road will be maintained at all times during the closure. In addition, Infrastructure Delivery staff will monitor construction activities to ensure the works are completed in a timely and appropriate manner.

**For more information**, please contact: Jack Graziosi, Director, Infrastructure Delivery, Ext. 8201

## **Attachments**

1. Key Plan
2. Traffic Control Plan, Planmac Engineering Inc., July 30, 2020

## **Prepared by**

John Thompson, Project Manager, Ext. 8193

Salima Jivraj, Manager, Design and Construction, Ext. 8446

Jack Graziosi, Director, Infrastructure Delivery, Ext. 8201

## **Approved by**

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

## **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

# ATTACHMENT No. 1



## PROPOSED KING VAUGHAN ROAD BRIDGE REPLACEMENT

### LEGEND



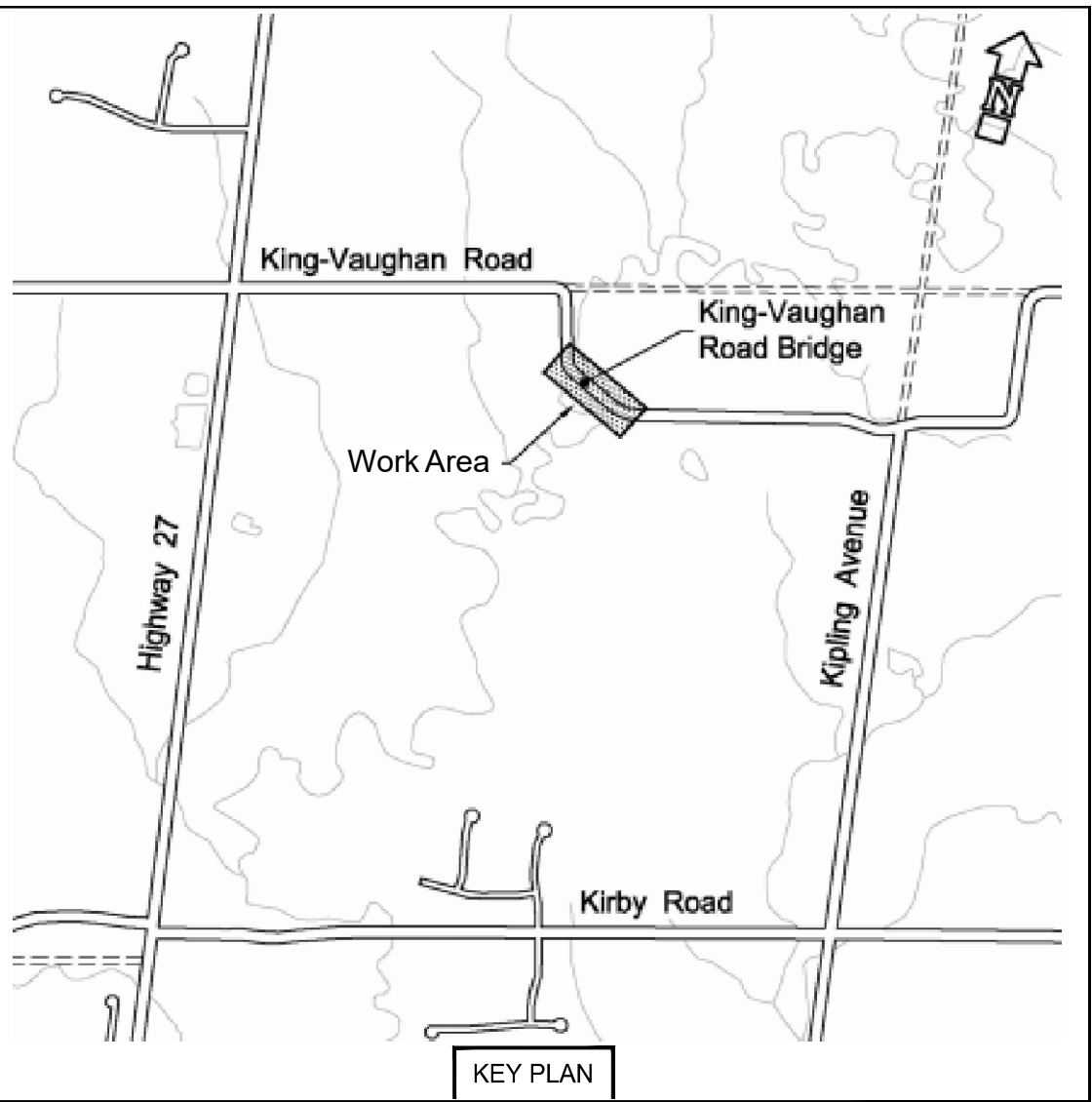
Proposed Bridge Replacement



NOT TO SCALE







- CONTRACTOR'S NOTES:
1. ALL DIMENSIONS ARE IN METRES AND / OR MILLIMETRES UNLESS OTHERWISE INDICATED.
  2. DRAWINGS ARE NOT TO BE SCALED.
  3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY UPON FINDING.
  4. THE EXACT LOCATION OF UTILITIES SHALL BE DETERMINED BY CONSULTING THE UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL PROVE THE LOCATION OF UTILITIES AND SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM DAMAGE.
  5. BENCHMARKS FOR LAYOUT ARE TO BE OBTAINED FROM THE CITY OF VAUGHAN ENGINEERING DEPARTMENT.

NOTE:  
BM E=609,682.6738 N=4,859,901.2580 ELV.=212.636 REBAR IN BRIDGE

BENCHMARK SHOULD BE TRANSFERRED TO A NEW LOCATION DUE TO BRIDGE REMOVAL

EVERY REASONABLE EFFORT HAS BEEN MADE TO ENSURE THAT THE INFORMATION APPEARING ON THIS PLAN IS ACCURATE AND CURRENT. WE BELIEVE THE INFORMATION TO BE RELIABLE. HOWEVER, THE CITY OF VAUGHAN ASSUMES NO RESPONSIBILITY OR LIABILITY DUE TO ERRORS OR OMISSIONS.

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1	ISSUED FOR CONSTRUCTION	A.B.	30.07.2020
NO.	DESCRIPTION	BY	DATE

UPDATES & REVISIONS

ENGINEERING COMPANY NAME:

**PLANMAC**  
ENGINEERING INC.

ENGINEER'S STAMP:

APPROVED AS TO FORM IN RELIANCE, UPON THE PROFESSIONAL SKILL AND ABILITY OF THE CONSULTING ENGINEERS AS TO DESIGN AND SPECIFICATIONS.  
  
JACK GRAZIOSI, P.Eng., M.Eng.  
DIRECTOR OF INFRASTRUCTURE DELIVERY  
DATE  
May 4, 2020

TRAFFIC DETOUR

KING-VAUGHAN ROAD  
EAST HUMBER RIVER  
BRIDGE REPLACEMENT



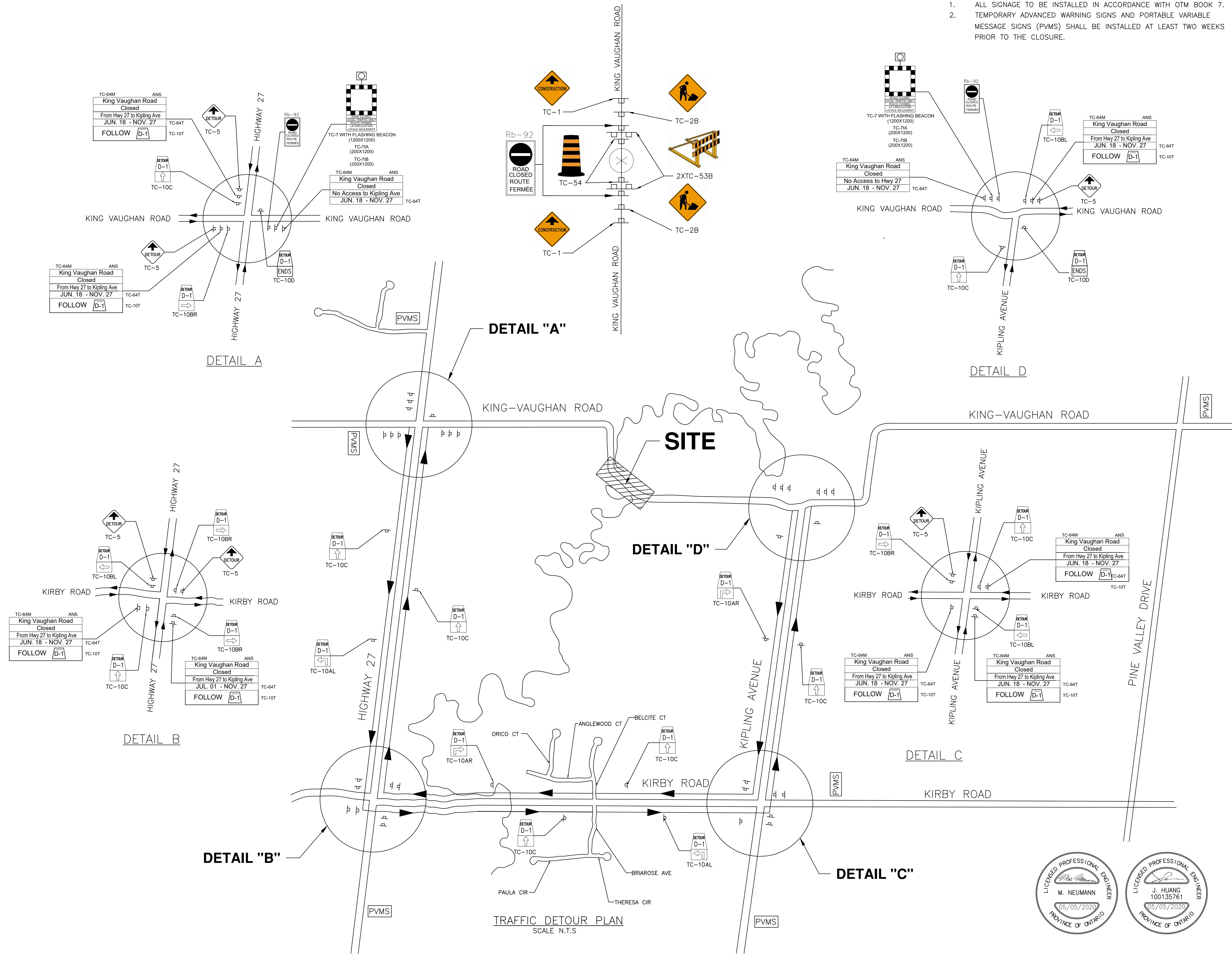
DESIGNED & DRAWN BY: S.M.	CHECKED BY: C.C.	TENDER No.
SURVEYED BY: S.C.	APPROVED BY: J.H.	T20-164
SCALE:	PROJ. No.	DWG. No.
	19-09BR	20 OF 24

LEGEND

DETOUR ROUTE

DETOUR ROUTE 1

- NOTES:
1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH OTM BOOK 7.
  2. TEMPORARY ADVANCED WARNING SIGNS AND PORTABLE VARIABLE MESSAGE SIGNS (PVMS) SHALL BE INSTALLED AT LEAST TWO WEEKS PRIOR TO THE CLOSURE.







## **MEMBER'S RESOLUTION**

### **Committee of the Whole (1) Report**

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**DATE:** Tuesday, June 01, 2021

**TITLE: HOSPICE VAUGHAN – MARIO AND NICK CORTELLUCCI  
HOSPICE PALLIATIVE CARE CENTRE OF EXCELLENCE**

**FROM:**

Mayor Maurizio Bevilacqua

---

**Whereas**, the opening of the new Hospice Vaughan – Mario and Nick Cortellucci Hospice Palliative Care Centre of Excellence marks a significant milestone for the citizens of Vaughan, front-line health professionals and the expansion of hospice palliative care delivery and service in our growing city; and

**Whereas**, the Mario and Nick Cortellucci Hospice Palliative Care Centre of Excellence is the first hospice palliative care facility in the city of Vaughan; and

**Whereas**, in 2015, I joined Hospice Vaughan's Steering Committee as Honorary Chair to work alongside a group of dedicated committee members, volunteers, staff and community leaders to actualize our shared vision to bring palliative and end-of-life care to Vaughan; and

**Whereas**, in my role as Chair of the Hospice Vaughan Capital Campaign, I want to express my sincerest gratitude and appreciation for the spirit of generosity manifested by the volunteers, donors and community partners in our city. Their dedication and support have helped bring this community-building project to fruition and will improve the quality of life of Vaughan residents; and

**Whereas**, the new, up to 27,000-square-foot facility includes a 10-bed hospice residence, family support and bereavement services, and community hospice services at home. It will serve as a community hub that supports interdisciplinary work, research, education and knowledge transfer of palliative care best practices; and

**Whereas,** since 1995, Hospice Vaughan has provided compassionate support to individuals facing a life-limiting illness or the loss of a loved one. The organization provides in-home visiting, day programs, mental health services and grief and bereavement support. Their services extend to caregivers, family members and friends who need support throughout the grieving process – at no charge to the community; and

**Whereas,** investing in healthcare is fundamental to city-building and is in perfect alignment with our priority to provide accessible, world-class care for all. This milestone is a testament to the dedication, compassion and spirit of generosity our community shows each day to support and care for their neighbours.

**It is therefore recommended:**

1. **THAT** the City of Vaughan partners with Hospice Vaughan to raise awareness and support the official opening of the Mario and Nick Cortellucci Hospice Palliative Care Centre of Excellence; and
2. **THAT** the City of Vaughan promotes initiatives, events and services led by Hospice Vaughan, leveraging the City's corporate communications channels and through the Access Vaughan Contact Centre; and
3. **THAT** this resolution is shared with York Region Council.

## **MEMBER'S RESOLUTION**

### **Committee of the Whole (1) Report**

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**DATE:** Tuesday, June 01, 2021

**TITLE:** Raising the Legal Age for a Licensed Driver from 16 to 18

**FROM:**

Councillor Sandra Yeung Racco

---

**Whereas,** City of Vaughan Council is concerned about the continued occurrence of serious motor vehicle collisions involving drivers under the age of 18; and

**Whereas,** a shocking and tragic collision involving a 16-year old driver occurred on May 16<sup>th</sup>, 2021 on Athabasca Avenue in the City of Vaughan, resulting in the death of two young children; and

**Whereas,** City of Vaughan Council is deeply saddened and concerned by the Athabasca Avenue accident and wishes to see change effected to Ontario's driving laws.

**It is therefore recommended:**

1. That the Provincial Government consider raising the current minimum driving age for licensed G1 operators of motor vehicles in Ontario from 16 to 18 years old; and
2. That the City Clerk forward a copy of this resolution to the Premier, the Minister of Transportation, the Minister of Municipal Affairs and Housing, and to all municipalities in Ontario.

**Attachments**

None



## **MEMBER'S RESOLUTION**

### **Committee of the Whole (1) Report**

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**DATE:** Tuesday, June 01, 2021

**TITLE: TRAFFIC STUDY FOR ATHABASCA COMMUNITY**

**FROM:**

Councillor Marilyn Iafrate & Deputy Mayor/Regional Councillor Mario Ferri

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**Whereas**, improving road safety along the City's road network resonates strongly with Vaughan citizens; and

**Whereas**, the City has developed a MoveSmart Mobility Management Strategy, which sets the direction to provide a transportation system that is safer, more efficient, and sustainable; and

**Whereas**, the City is in the process of developing a Speed Limit Policy that will help to further ensure the safety of our most vulnerable road users and the establishment of appropriate speed limits throughout the City's road network; and

**Whereas**, some subdivisions were designed decades ago without built-in traffic calming measures; and

**Whereas**, with population and employment growth, the number of daily trips made by Vaughan citizens has increased, and traffic patterns have changed, there is a need to review traffic control measures on the primary roads, including stops to pause flow of traffic and to restore streets to their intended road function and to improve the neighbourhood environments; and

**Whereas**, speeding in residential neighbourhoods has become a chronic issue throughout the city; and

**Whereas**, the recent accident that has taken the lives of two young children on Athabasca has been attributed to speeding.

**It is therefore recommended:**

1. That Staff be directed to commence a full Neighbourhood traffic and speed management study for the entire area aligning with the directions, programs and plans set forward as outlined in the MoveSmart Mobility Management Strategy and proposed Speed Limit Policy; and
2. That any improvements recommended be deemed a pilot project that could potentially benefit other subdivisions in the future; and
3. That staff bring back all options with short, medium, and long-term solutions; and
4. That this study move forward as expeditiously as possible; and
5. That a request be made to the Region of York asking that a temporary photo radar unit be installed this year in this subdivision and/or surrounding vicinity and allowing for it to be moved every 3+/- months as a pilot project and, if necessary to accommodate this request, that Athabasca be deemed a "Community Safety Zone" for this purpose.

**CITY OF VAUGHAN**  
**REPORT NO. 3 OF THE**  
**ECONOMIC PROSPERITY TASK FORCE**  
*For consideration by the Committee of the Whole  
of the City of Vaughan  
on June 1, 2021*

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The Economic Prosperity Task Force met at 8:05 a.m., on May 17, 2021.

**ELECTRONIC PARTICIPATION**

**MEMBERS PRESENT**

*Council Members:* Councillor Sandra Yeung Racco, Chair  
Regional Councillor Mario Ferri, Vice-Chair

*Members from the Public:* Diana Nuredini

*Industry Members:* Paula Bustard  
Melissa Chee  
Chuck Thibeault  
Susan Niczowski  
Brian Shifman  
Mike Yorke

Also Present: Rose Magnifico, Council / Committee Administrator  
Raphael Costa, Director, Economic and Cultural Development  
Kitty Yung, Project Manager, Smart City Business Program  
Felicia Coniglio, Communications and Engagement Advisor  
Nadia Vidiri, Information and Administrative Representative  
Mirella Tersigni, Creative and Cultural Officer  
Christina Prinzo, Acting Manager, Municipal Partnerships  
Ashley Travassos, Manager, Tourism, Arts and Cultural Development  
Sharon Gaum-Kuchar, Senior Art Planner/ Curator

**REPORT NO. 3 OF THE ECONOMIC PROSPERITY TASK FORCE  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE  
OF THE CITY OF VAUGHAN ON JUNE 1, 2021**

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The following items were dealt with:

**1. VAUGHAN'S TALENT OPPORTUNITY STATEMENT REVIEW AND DISCUSSION**

The Economic Prosperity Task Force advises Council:

- 1) That the discussion with respect to the above was received.

**2. EPTF EXTENSION**

The Economic Prosperity Task Force advises Council:

- 1) That the verbal report of the Director, Economic and Cultural Development was received.

**3. VAUGHAN'S ART, CULTURE AND TOURISM PLACEMAKING**

The Economic Prosperity Task Force advises Council:

- 1) That the presentation and 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



# CITY OF VAUGHAN

## REPORT NO. 3 OF THE

### TRANSPORTATION AND INFRASTRUCTURE TASK FORCE

*For consideration by the Committee of the Whole  
of the City of Vaughan  
on June 1, 2021*

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The Transportation and Infrastructure Task Force met at 9:30 a.m., on May 19, 2021.

#### **Members Present**

#### **Electronic Participation**

Councillor Rosanna DeFrancesca, Chair	X
Regional Councillor Gino Rosati, Vice-Chair	X
Alexander Bonadiman	X
Jillian Britto	X
Daniel Henrique	X
Margaret Mikolajczak, Senior Project Manager, Ministry of Transportation (MTO)	X
Lucio Polsinelli	X
Brian Titherington, Director, Transportation & Infrastructure Planning, York Region	X

#### **Staff Present**

Vince Musacchio, Director of Infrastructure Planning & Corporate Asset Management	X
Peter Pilateris, Director, Transportation and Fleet Management Services	X
Selma Hubjer, Transportation Engineering Manager	X
Margie Chung, Manager of Traffic	X
Christopher Tam, Transportation Project Manager/Transportation Engineer	X
Dorothy Kowpak, Project Manager, Active & Sustainable Transportation	X
Winnie Lai, Transportation Project Manager/Transportation Engineer	X
Catherine Vettese, Communication Advisor Partner, Communication Engagement	X
Adelina Bellisario, Council / Committee Administrator	X

The following items were dealt with:

#### **1. PEDESTRIAN AND BICYCLE PLAN**

**The Transportation and Infrastructure Task Force advises Council:**

- 1) That the presentation by the Project Manager, Active & Sustainable Transportation and Communication C1, entitled, "Active Transportation Update", was received; and**

**REPORT NO. OF THE TRANSPORTATION AND INFRASTRUCTURE TASK FORCE  
FOR CONSIDERATION BY COMMITTEE OF THE WHOLE OF THE CITY OF  
VAUGHAN ON JUNE 1, 2021**

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- 2) That the comments by Mr. Victor Lacaria, Polo Crescent, Woodbridge, be received.

**2. MICRO-MOBILITY FRAMEWORK**

The Transportation and Infrastructure Task Force advises Council:

- 1) That the presentation by the Transportation Project Manager/Transportation Engineer, and Communication C2, entitled, “Micro-Mobility Framework”, was received; and
- 2) That the comments by Mr. Victor Lacaria, Polo Crescent, Woodbridge, be received.

**3. NEW BUSINESS – ATTENDANCE AT TASK FORCE AND SUB-COMMITTEES MEETINGS**

The Transportation and Infrastructure Task Force advises Council:

Due to the lack of attendance at the Task Force and Sub-Committees meetings, Councillor DeFrancesca, Chair of the Transportation and Infrastructure requested that an email be sent out to all members to re-affirm their commitment to the Task Force mandate, including attending all meetings on a regular basis.

*The foregoing matter was brought to the attention of the Task Force by Councillor DeFrancesca.*

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The meeting adjourned at 11:30 a.m.

Respectfully submitted,

Councillor Rosanna DeFrancesca, Chair