

**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. 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 by noon on the last business day before the meeting.

Tuesday, October 5, 2021

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

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- 3. COMMUNICATIONS**
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INCLUDING MEMBERS RESOLUTION(S)**

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

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Committee of the Whole (1) Report

DATE: Tuesday, October 05, 2021

WARD: 2

TITLE: AVALEE (VAUGHAN) INC.

OFFICIAL PLAN AMENDMENT FILE OP.19.007

ZONING BY-LAW AMEDNMENT FILE Z.19.019

SITE DEVELOPMENT APPLICATION DA.19.069

2 LANSDOWNE AVENUE

VICINITY OF REGIONAL ROAD 7 AND LANSDOWNE AVENUE

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for applications to amend the Official Plan and Zoning By-law and for site plan approval on the subject lands shown on Attachment 2, to permit a 12-storey apartment with 72 residential dwelling units and 385 m² of at-grade commercial uses having a Floor Space Index of 5.1 times the area of the lot, as shown on Attachments 4 to 7.

Report Highlights

- The Owner seeks approval to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 and for site plan approval to permit a 12-storey apartment with 72 residential dwelling units and 385 m² of at-grade commercial uses.
- Official Plan and Zoning By-law Amendments and Site Development applications are required to permit the development.
- The Development Planning Department supports the approval of the applications as they are consistent with the Provincial Policy Statement, 2020, conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the York Region 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.19.007 (Avalee (Vaughan) Inc.) BE APPROVED, to amend the City of Vaughan Official Plan 2010, Volume 2, Section 12.15 - Northeast Quadrant of Kipling Avenue and Highway 7, to increase the maximum permitted Floor Space Index from 4 to 5.1 times the area of the lot;
2. THAT the implementing Zoning By-law Amendment include the provision for a monetary contribution of \$458,000 pursuant to Section 37 of the *Planning Act* towards the following potential community benefits, to be finalized and implemented through a Section 37 Density Bonusing Agreement executed between the Owner and the City of Vaughan in return for the increase in the maximum permitted FSI, to the satisfaction of the City:
 - a. Public Art and Privately Owned Public Space Upgrades – located within the quadrant in accordance with the City-wide Public Art Program and the policies of VOP 2010; and
 - b. Woodbridge Library - improvements to include new entrance addition and interior work;
3. THAT prior to the enactment of the implementing Zoning By-law, the Owner shall enter into and execute a Section 37 Bonusing Agreement with the City to secure the contribution and pay to the City the Section 37 Agreement surcharge fee in accordance with the in-effect Tariff of Fees for Planning Applications;
4. THAT Zoning By-law Amendment File Z.19.019 (Avalee (Vaughan) Inc.) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject lands from R3 Residential Zone to RA3 Residential Apartment Zone, as shown on Attachment 4, together with the site-specific zoning exceptions identified in Table 1 of this report;
5. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City of 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;
6. THAT Site Development File DA.19.069 (Avalee (Vaughan) Inc.) 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 12-storey apartment with 72 residential dwelling units and 385 m² of at-grade commercial uses having a Floor Space Index of 5.1 times the area of the lot; and

7. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“THAT Site Development File DA.19.069 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 72 residential apartment units (159 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months”.

Background

The subject lands (the ‘Subject Lands’) are municipally known as 2 Lansdowne Avenue and are located on the northwest corner of Regional Road 7 and Lansdowne Avenue, east of Kipling Avenue. The Subject Lands are 0.26 ha in area and consist of 5 amalgamated properties previously known as 4, 8, 14, 20 and 24 Lansdowne Avenue that were each developed with a single detached dwelling that have since been demolished, except for 4 Lansdowne Avenue which was developed with a single-detached dwelling occupied by a chiropractic clinic and a residential unit that has also been demolished. The Subject Lands and surrounding land uses are shown on Attachment 2.

Official Plan and Zoning By-law Amendment and Site Development Applications have been submitted to permit a 12-storey mixed-use apartment building

Avalee (Vaughan) Inc. (the ‘Owner’) has submitted the following applications (the ‘Applications’) to permit a 12-storey apartment with 72 residential dwelling units and 385 m² of at-grade commercial uses having an FSI of 5.1 times the area of the lot and 149 underground parking spaces (the ‘Development’), as shown on Attachments 4 to 7:

1. Official Plan Amendment File OP.19.007 to amend the “Mid-Rise Mixed-Use” designation of Vaughan Official Plan 2010 (‘VOP 2010’), specifically Section 12.15, Volume 2: “Northeast Quadrant of Kipling Avenue and Highway 7”, to increase the maximum permitted FSI on the Subject Lands from 4 to 5.1 times the area of the lot.
2. Zoning By-law Amendment File Z.19.019 to amend Zoning By-law 1-88 to rezone the Subject Lands from “R3 Residential Zone” (‘R3 Zone’), subject to site-specific Exception 9(163) to “RA3 Residential Apartment Zone” (‘RA3 Zone’) in the manner shown on Attachment 4, together with the site-specific zoning exceptions identified in Table 1 of this report.
3. Site Development File DA.19.069 to facilitate the Development.

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

On January 10, 2020, the City circulated a Notice of Public Hearing (the 'Notice') to all property owners within 150 m of the Subject Lands and to the Village of Woodbridge Ratepayer's Association and West Woodbridge Homeowners Ratepayer's Association. A copy of the Notice was also posted on the City's website at www.vaughan.ca and two notice signs were installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council on February 11, 2020, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of February 4, 2020, and to forward a comprehensive technical report to a future Committee of the Whole meeting. The following deputations and written submissions were received by the Development Planning Department and at the Public Hearing:

Deputations:

- Eldon Theodore, MHBC Planning, Weston Road, representing the Owner
- Paul Cucci, Hawman Avenue
- Sylvia Sajdyk, Hawman Avenue
- Michael Horner, McKenzie Street
- Ron Moro, Tasha Court
- Julie Lovatsis, Ellerby Square
- Pasquale Aieloo, Ellerby Square
- David Arkell, Hawman Avenue
- Dean Velk, Angelina Avenue

Written Submissions:

- Debbie Vorich, Cheltenham Avenue, email dated January 20, 2020
- House of Styles Hair Salon, Kipling Avenue, letter dated January 30, 2020
- Rosemarie L. Humphries, Pippin Road, letter dated January 30, 2020
- Cathy Lovett, Cheltenham Avenue, email dated February 4, 2020
- Gord Linkletter, Cheltenham Avenue, email dated February 4, 2020
- Augustus Theodorou, Lansdowne Avenue, email dated July 20, 2020
- Gianna Di Lorio, Graceview Court, letter dated September 8, 2020

The following is a summary of the comments provided in the deputations and written submissions to the Public Hearing of February 4, 2020, and written submissions received by the Development Planning Department:

Privacy, Shadow, and View

- The Development will shadow and impact the privacy and view of adjacent properties

Access, Traffic and Safety

- The proposed rear laneway access to the Development will negatively impact existing adjacent properties
- Existing traffic congestion in the area will worsen with Development
- It is difficult to make left turns onto Regional Road 7 and Kipling Avenue from the side streets
- There is no right-hand turn lane southbound on Kipling Avenue turning onto Regional Road 7
- Delay in widening of Regional Road 7 due to the railway bridge to the east needing to be widened first
- Concern with the safety of students travelling to the Woodbridge Public School at Lansdown Avenue and Burwick Avenue
- Kipling Avenue does not continue south to Steeles Avenue West

Density, Built Form and Building Design

- The Development is too tall and will introduce too many residents to the area

Construction

- Construction of the Development will impact the operations of adjacent businesses and will be unsightly

Limited Community/Pedestrian Space in Area

- There are not enough community spaces in the area
- Existing sidewalks are not pedestrian friendly

The Development Planning Department on September 16, 2021 emailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the application.

Previous Reports/Authority

Previous reports relating to the Subject Lands and these Applications are available at the following link:

[Avalee \(Vaughan\) Inc. Public Hearing Report:](#)

[February 4, 2020 Committee of the Whole \(Public Hearing\) Report, Item 4, Report No. 6, ratified by Council on February 11, 2020](#)

Analysis and Options

The Applications are 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 Applications are consistent with the PPS, specifically Sections 1.1.3.1 to 1.1.3.4, 1.2.1 a), 1.4.3, 1.5.1 and 1.6.6.2 regarding: focusing development to settlement areas; efficient land use patterns; coordination of infrastructure; appropriate development standards to facilitate transit-supportive intensification; promoting publicly accessible and walkable spaces; utilizing municipal services to support intensification; redevelopment and compact form.

The Subject Lands are located within a Settlement Area as defined by the PPS. The Development is consistent with the policies of the PPS as it makes more efficient use of the Subject Lands by minimizing land consumption and providing a range and mix of housing options and commercial uses, and contemplates the future build out and infrastructure requirements of the north-east quadrant of Regional Road 7 and Kipling Avenue. The Subject Lands abut Regional Road 7, identified as a Regional Rapid Transit Corridor on Schedule 10 – Major Transit Network by VOP 2010, and serviced by York Region Transit (‘YRT’) (route 77) and Brampton Transit (route 501 ZUM).

The Applications conform 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 Development conforms to the policy framework of the Growth Plan as the built form would efficiently intensify the Subject Lands. The Applications will facilitate housing at a density supportive of the Growth Plan objectives, specifically Sections 1.2.1, 2.2.1(2)(a) and 2.2.2(2) regarding the achievement of complete communities, supporting a range and mix of housing options and directing the majority of growth to settlement areas.

The Subject Lands are located within a Settlement Area and a Delineated Built-up area as defined by the Growth Plan, where intensification and the establishment of complete communities is encouraged.

The Applications conform 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 by the YROP which permits a range of residential, industrial, commercial, and institutional uses. 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 5.3 of the YROP encourages intensification within built-up areas that maximizes efficiencies in infrastructure delivery and supports active and public transportation use.

The Subject Lands abut Regional Road 7 with a planned 22.5 metre right-of-way and is identified as a Regional Rapid Transit Corridor on Schedule 10 – Major Transit Network by VOP 2010 and are serviced by the YRT and Brampton Transit.

The Development would offer additional housing types in the form of 1, 2 and 3-bedroom residential apartments, mixed-use development at a transit-supportive density and is located on an existing public transit network supported by the YROP.

York Region on October 30, 2019, exempted Official Plan Amendment File OP.19.007 from approval by the Regional Planning Committee of the Whole and Council, and considers the application a matter of local significance.

An amendment is required to VOP 2010 to permit the Development. The Development Planning Department supports the proposed amendment

The Subject Lands are located within a "Community Area" by Schedule 1 - Urban Structure of VOP 2010 and are designated "Mid-Rise Mixed-Use" by VOP 2010, specifically Section 12.15, Volume 2: "Northeast Quadrant of Kipling Avenue and Highway 7" (the 'Area Specific Plan'), with a maximum permitted building height of 12-storeys and a maximum permitted FSI of 4 times the area of the lot. This designation permits residential and a range of commercial and community uses in mid-rise or institutional building types where the ground floor frontage facing arterial and collector streets are predominantly retail uses. The Area Specific Plan promotes compact transit-oriented development that is also sensitive to the scale of adjacent Low-Rise Residential areas, provides a mix of uses and range of unit types.

An amendment to VOP 2010 is required to increase the permitted FSI from 4 to 5.1 times the area of the lot. The Development Planning Department can support the proposed amendment for the following reasons:

- The Development conforms with the maximum building height of 12-storeys permitted by VOP 2010 and would include ground floor commercial uses to animate the Regional Road 7 street frontage
- The Development would facilitate an appropriate built form by applying building setbacks in accordance with Policies 12.15.3.2 e. and 12.15.3.3 b. of the Area Specific Plan which require the Development to be oriented towards Regional Road 7 and Lansdowne Avenue, and provides an appropriate 7.5 m separation from existing and future adjacent low-rise residential uses
- The Development substantially complies with the 45-degree angular plane from the rear lot line under Policy 12.15.3.2 e. of the Area Specific Plan, with the exception of projections from the proposed balconies and terraces. Section 10.2.1.7 of VOP 2010 permits minor variations from the numerical standards of the Plan. The Owner submitted an Urban Design Brief, prepared by MHBC Planning dated September 2019, in support of the Development which has been reviewed and accepted by the Development Planning Department
- The Development would provide appropriate, transit-supportive intensification along a Regional Rapid Transit Corridor
- The Development Engineering Department has reviewed the submitted Transportation Impact Assessment ('TIS'), prepared by GHD Limited dated March 18, 2021, and agree that the Development is supported by the existing road and transit networks, subject to the resolution of comments pertaining to the proposed site access on Lansdowne Avenue.

In addition, consistent with Section 37 of the *Planning Act* and the policies of VOP 2010, Section 10.1.2.9, the Owner will be required to enter into a Section 37 Bonusing Agreement for the increase to the maximum FSI, as discussed later in this report, should the Applications be approved.

The Owner is required to enter into a Section 37 Bonusing Agreement for the proposed increase in FSI in exchange for community benefits

Vaughan Council has the authority under Section 37(1) of the *Planning Act*, in a By-law enacted under Section 34 of the *Planning Act*, to authorize an increase to the building height and/or FSI of the Development above what is otherwise permitted in return for the provision of community benefits.

To determine the uplift value and Section 37 contribution, the Owner retained Schaufler Realty Advisors Ltd. who provided an appraisal report for the uplift value of the Subject

Lands resulting from the proposed increase in density (FSI). The Owner on January 15, 2021 submitted an appraisal and on April 23, 2021 an addendum to the City for review and approval. The appraisal report identifies the uplift value of the Subject Lands as of the effective date of December 14, 2020 to be \$2,285,880. The Infrastructure Development Department, Real Estate Division, reviewed and accepted the appraisal report.

Based on the policies of VOP 2010 and the City's Guidelines for the Implementation of Section 37 Benefits, the Owner and the City have agreed to a monetary contribution of \$458,000. This contribution will be included in the implementing Zoning By-law and secured through an amended Section 37 Density Bonusing Agreement executed between the Owner and the City prior to the enactment of the Zoning By-law, to the satisfaction of the City. The contribution will be directed towards one or a combination of the following potential benefits, to be finalized prior to the execution of the Density Bonusing Agreement:

- Public Art and Privately Owned Public Space ('POPS') Upgrades - located within the quadrant in accordance with the City-wide Public Art Program and the policies of VOP 2010
- Woodbridge Library - improvements to include new entrance addition and interior work

The Owner will be required to pay the Section 37 Bonusing Agreement Surcharge Fee in accordance with the "Tariff of Fees By-law for Planning Applications", in effect at the time of the execution of the Agreement to prepare the Section 37 Agreement, should the Applications be approved. Conditions to this effect are included in the Recommendations of this report.

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

The Subject Lands are zoned R3 Zone and a portion of the Subject Lands are subject to site-specific Exception 9(163), as shown on Attachment 2. This zoning permits single detached dwellings, and through site-specific Exception 9(163) a home occupation consisting of a chiropractic office and one dwelling unit is also permitted.

The Owner is proposing to rezone the Subject Lands to the RA3 Zone, together with the following site-specific zoning exceptions:

Table 1:

	Zoning By-law 1-88 Standards	RA3 Zone Requirements	Proposed Exceptions to the RA3 Zone Requirements
	Permitted Uses in an RA3 Zone	<ul style="list-style-type: none"> • Apartment Dwelling • Day Nursery 	<p>Permit the following additional uses on the ground-floor only:</p> <ul style="list-style-type: none"> • Business and Professional Office • Retail Store • Personal Service Shop • Bank or Financial Institution • Eating Establishment, Convenience and Take-Out (max. 10% of the commercial floor area) • Print Shop • Post Office
	Minimum Yard Setbacks in an RA3 Zone	<p>Front Yard (Regional Road 7) - 7.5 m</p> <p>Interior Side Yard - 3.1 m</p> <p>Exterior Side Yard (to Building) (Lansdowne Avenue) - 7.5 m</p> <p>Exterior Side Yard (to Underground Parking Garage) - 1.8 m</p>	<p>Front Yard (Regional Road 7) - 2 m</p> <p>Interior Side Yard - 21.72 m (based on a building height of 43.5 m)</p> <p>Exterior Side Yard (to Building) (Lansdowne Avenue) - 0.8 m</p> <p>Exterior Side Yard (to Underground Parking Garage) - 1 m</p>
	Maximum Canopy Encroachment into	0.5 m	1 m

	Zoning By-law 1-88 Standards	RA3 Zone Requirements	Proposed Exceptions to the RA3 Zone Requirements
	Required Front, Exterior and Interior Side Yards		
	Minimum Lot Area Per Unit	67 m ²	36 m ²
	Minimum Parking Requirements	Retail/Commercial (Blended Rate) - 385 m ² GFA at 6 spaces/100 m ² = 24 spaces	Provide a total Retail/Commercial parking supply of 23 spaces
	Minimum Parking Space Dimensions	2.7 m x 6 m	2.6 m x 5.6 m (for 4 spaces only)
	Minimum Setback to an Exhaust Shaft Enclosure (Interior Side Yard)	3 m	0 m

Minor modifications may be made to the zoning exceptions identified in Table 1 prior to the enactment of an implementing Zoning By-law, as required through the final review of Site Development File DA.19.069.

The Development Planning Department can support the site-specific zoning exceptions in Table 1 to implement the Development as follows:

- The proposed additional retail and commercial uses would animate the ground floor of the building along Regional Road 7 in accordance with VOP 2010 and the Area Specific Plan
- The proposed building setbacks conform to the build-within zone from Regional Road 7 and orient the building towards pedestrian focused areas, allowing a 7.5 m rear yard setback that maintains an appropriate transition to the surrounding existing development, as required by Policy 12.15.3.3.b. and Zoning By-law 1-88

- The proposed interior side yard (west) setback of 3.1 m is to a portion of the building which will not contain residential balconies, with the majority of the building providing an interior side yard setback of 10.4 m
- The commercial parking deficiency of 1 space is considered minor and has been reviewed by the Development Engineering Department
- The reduced parking space dimensions apply to 4 residential spaces only, where there is already a surplus of 13 residential spaces and therefore this exception will not impact any parking spaces required by Zoning By-law 1-88
- The zoning exceptions will facilitate a Development with a mix of uses and built-form to animate the street and appropriately intensifies the Subject Lands in accordance with the land use and built-form vision and Policies of VOP 2010 and the Area Specific Plan

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 Zoning By-law Amendment File Z.19.019, the Development Planning Department has included a Recommendation to permit the Owner to apply for 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 and construction of the Development.

Should the Applications be approved, the Owner will be required to submit and receive approval for a Draft Plan of Condominium Application

Should the Applications be approved, the Owner will be required to submit a Draft Plan of Condominium Application and receive approval from Council to establish the condominium tenure for the Development.

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

Block Plan

Policy 12.15.7.2 of the Area Specific Plan requires that a Block Plan be submitted to support the first development proposal within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations shown on Map 12.15.A. of the Plan. The Applications represent the first development within the Area Specific Plan; however, given the relatively small scale of the block, the requirements for a Block Plan have been addressed through the Applications. The Landscape Master Plan for the Block Plan is shown on Attachment 3.

The Block Plan review is intended to facilitate appropriate phasing and interconnectivity of each development block by coordinating access driveways, creating mid-block connections for pedestrian and vehicle circulation and establishment of a POPS located central to the block which provides additional open space and recreational opportunities for both the expected new population within the Block Plan area and existing residents in the community.

Being the first development within the Block, the Applications represent Phase 1, and a framework for future phases has been provided. Policy 12.15.3.4.a. of the Area Specific Plan requires landowners to consolidate driveways and provide interconnected rear laneways where appropriate to service multiple developments within the Block. The Landscape Master Plan identifies an east west laneway running central through the block, connecting Kipling Avenue to Lansdowne Avenue, as shown on Attachment 3. The Development will provide the east portion of the laneway contained within the Subject Lands, which shall be extended to connect to Kipling Avenue as future phases develop. All owners/condominium corporations of the lands required for the future laneway shall agree in their respective Site Plan Agreements to grant reciprocal easements for access in favour of each other which conform to the final Block Plan drawings reviewed through the Applications.

Policy 12.15.7.1 of the Area Specific Plan requires that lots be assembled to facilitate development blocks that support the creation of common amenity areas and minimize access points, to the satisfaction of the City. The Subject Lands represent an assembly of 5 lots that make up the full depth of the Mid-Rise Mixed-Use designation from Regional Road 7 to the Low-Rise Mixed-Use designation at the rear, as shown on Map 12.15.A. This would facilitate an appropriate development supported by the Mid-Rise Mixed-Use designation and optimally locates the private rear laneway central to the block, allowing efficient coordination with future phases.

Policies 12.15.3.2.k. and 12.15.6.f. of the Area Specific Plan requires that private open space elements of the Block and the Development be pedestrian permeable and provide for public access easements in favour of the City to maximize opportunities to

create new pedestrian routes. The Owner shall register a public access easement over the private walkway/amenity area on the west side of the Development in favour of the City. A condition to this effect is included in Attachment 1.

Policy 12.15.3.4.I. of the Area Specific Plan supports the incorporation of POPS that contributes to the open space network, as additional developments will increase pressure on existing parks and open spaces in the area. The POPS is planned central to the Block, north of the east-west private laneway, and will connect to the public access easement proposed over the west private amenity area of the Development, enabling safer pedestrian movement and connectivity within the Block. Detailed programming of the POPS will be considered in future phases of the Block. If approved, a portion of the Section 37 contribution will be allocated towards upgrading the POPS and the potential inclusion of Public Art into its design.

Parking

The Development includes 122 residential, 21 visitor and 23 retail/commercial parking spaces, inclusive of 6 accessible parking spaces, and 38 long term bicycle parking spaces contained in 3 levels of underground parking. Eight (8) short term bicycle parking spaces will be provided at grade.

Amenity Areas

The Development will include various indoor amenities, outdoor amenity and landscaped areas, terraces and balconies totaling 3,300 m². The public access easement along the west of the Subject Lands will also provide access to the future POPS to be located north of the private service lane, as shown on Attachment 3.

Waste Storage and Pick-Up

Waste storage will be located internal to the building in a designated room, which is accessed from garage doors at the rear of the building via the private service lane, separate from the garage doors accessing the underground parking. A waste staging area is also provided internal to the building and adjacent to the waste storage room for temporary storage on collection days.

Snow Storage

Snow storage is located to the rear of the building adjacent to the private servicing lane, as shown on Attachment 4.

Landscape Plan

The proposed landscape plan is shown on Attachment 5. The Development Planning Department has reviewed the landscape plan and provided a comment memo dated April 13, 2021 detailing required changes to the landscape plan including the relocation of planters and design of outdoor amenity areas. Street furniture, benches, waste

receptacles and bike racks are to be placed on private property and maintained by the future condominium corporation. Additional temporary landscape screening is also recommended along the north property line to buffer existing adjacent residential development until such time these lands develop as part of a consolidated development block and future phase of the Block Plan. The Owner shall address all comments provided in the memo dated April 13, 2021 to the satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1.

Arborist Report and Tree Protection

The Owner has submitted an Arborist Report and Tree Preservation Plan, prepared by North-South Environmental Inc. dated April 4, 2019, which recommends the removal of 24 trees and 4 hedges with a replacement value of 38 trees. 7 of the trees proposed to be removed are located on the adjacent properties 7777 and 7787 Kipling Avenue, and 2 of the trees are owned by the City. Prior to the execution of the Site Plan Agreement, the Owner must provide written consent from the adjacent property owners of 7777 and 7787 Kipling Avenue for the removal of 7 trees and enter into a Tree Protection Agreement for the City trees to be removed. If written consent cannot be obtained, upgraded tree protection measures may be required to retain said trees. Conditions to this effect are included in Attachment 1.

Building Elevations

The proposed building elevations are shown on Attachments 6 and 7. The Development substantially complies with the 45-degree angular plane to the rear lot line and provides a minim rear yard setback of 7.5 m to the existing adjacent low-rise residential uses to minimize potential shadow impacts of the Development. The Owner submitted a Sun/Shadow Study, prepared by Diamond Schmitt Architects dated September 12, 2019, which has been reviewed and accepted by the Development Planning Department as the shadow impacts on adjacent properties will be minimal. The Owner is advised to include bird friendly window treatments in the final building elevations. treatment. A condition to this effect is included in Attachment 1.

Sustainability Performance Metrics

The Development achieves an overall Sustainability Performance Metrics application score of 60 points (silver level) which exceeds the City's minimum threshold requirement.

Prior to the execution of the Site Plan Agreement, the Development Planning Department shall approve the final site plan, landscape plan, details and cost estimate and building elevations.

The Development Engineering ('DE') Department supports the Development, subject to conditions of Site Development Approval

The DE Department has provided a comment matrix dated May 15, 2021 to be addressed by the Owner to the satisfaction of the DE Department through the resubmission of plans and reports, specifically the Functional Servicing Report ('FSR'), Stormwater Management Report ('SWM'), servicing, grading and storm drainage plans.

Water Servicing

The Subject Lands are located within the City of Vaughan Pressure District 4 ('PD4') and are proposed to be serviced via a connection to the existing municipal watermain on Lansdowne Avenue.

Sanitary Servicing

The Subject Lands are proposed to be serviced via a connection to the existing municipal sanitary sewer on Lansdowne Avenue flowing west along the north side of Regional Road 7 to the municipal sanitary sewer on Kipling Avenue, and ultimately to the municipal sanitary sewer on Hawman Avenue. Based on the provided analysis, the Development will increase the capacity of the existing sanitary sewer system to a surcharge state.

The City's sanitary sewer model and City's Focus Area Core Servicing Strategy (December 2017) identifies minimal surcharging in the sanitary sewer downstream of the Development which shall be permitted in the interim until local infrastructure improvements are completed. The Owner is required to make a financial contribution in the amount of \$78,690 towards these improvements. A condition to this effect is included in Attachment 1.

Functional Servicing and Stormwater Management Report

The Owner has submitted a FSR and SWM, prepared by Valdor Engineering Inc. dated March 12, 2021, in support of the Applications. The FSR and SWM identifies the proposed water, sanitary and stormwater servicing schedules. The DE Department has provided comments on the FSR to be addressed by the Owner.

Servicing 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 the Development is available and unrestricted. Servicing capacity shall be reserved for 72 residential apartment units (159 persons equivalent). A resolution to allocate servicing capacity is included in the Recommendations of this report.

Road Network

Access to the Subject Lands is proposed via Lansdowne Avenue, which currently has a rural cross section requiring urbanization, including the installation of a new storm sewer and road to accommodate the Development. Improvements to Lansdowne Avenue shall be in accordance with the City and York Region standards. The Owner shall enter into a Development Agreement with the City for the urbanization of Lansdowne Avenue. A condition to this effect is included in Attachment 1. A reduced driveway access width of 6 m is also proposed as an interim condition from Lansdowne Avenue to reduce turning radius conflicts with the adjacent lands to the north. The driveway will be revised in the future upon redevelopment of the lands to the north which may share this access. The DE Department has reviewed the site plan and TIS and agree that the Development is supported by the existing road and transit network; however, the outstanding comments identified on Attachment 1 are to be addressed by the Owner as a condition of Site Development Approval.

Environmental

The Owner submitted a Phase One Environmental Site Assessment ('ESA'), prepared by Edward Wong & Associates Inc. dated June 28, 2018, in support of the Applications. The findings of the Phase One ESA report identified no potential contaminating activities on the Subject Lands and recommend no further environmental investigations. The Owner is required to file for a Ministry of the Environment, Conservation and Parks (MECP) Record of Site Condition (RSC) for the Subject Lands as a result of the change from commercial to a more sensitive residential land use. The Owner shall provide a copy of the RSC filed on the MECP Environmental Site Registry prior to the execution of a site plan agreement. A condition to this effect is included in Attachment 1.

Noise Impact Study

The Owner submitted a Noise Impact Study ('NIS'), prepared by J. E. Coulter Associates Limited dated September 19, 2019, in support of the Applications. The NIS demonstrates the sound levels generated by Regional Road 7 and the CP MacTier railway located approximately 250 m to the east of the Subject Lands will have a moderate acoustical impact on the future residential development. Noise control measures such as ventilation upgrades, and upgrades to façade elements, along with warning clauses have been recommended to address the transportation noise issues.

In consideration of the distance between the Subject Lands and the CP MacTier railway, vibration from the railway does not need to be considered. There are no nearby sources of stationary noise that need to be considered for their potential impact on the Subject Lands. The Owner shall provide a certification from an acoustical consultant confirming that the recommendations provided in the NIS have been implemented, such as equipping all units with air conditioning and provision of upgraded windows. The

warning clauses included in Attachment 1 shall be included in the Site Plan Agreement and all Offers of Purchase and Sale or Lease.

Prior to execution of the Site Plan Agreement, the DE Department shall approve the final site servicing, erosion sediment control and site grading drawings to the satisfaction of the DE Department. A condition to this effect is included in Attachment 1.

The Financial Planning and Development Finance Department have no objection to the Development, subject to development charges being paid

The Financial Planning and Development Finance Department have no objection to the Development, subject to the Owner paying 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, prior to the issuance of a building permit. A standard condition to this effect will be included in the Site Plan Agreement.

Fire and Rescue Services has no objection to the Development

Vaughan Fire and Rescue Service has no objection to 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 Environmental Services Department, Solid Waste Management Division, has no objection to the Development, subject to conditions

The Solid Waste Management division has no objection to the Development subject to the submission of a revised truck maneuvering plan reflecting the reduced access width from Lansdowne Avenue from 7.5 m to 6 m. A condition to this effect is included in Attachment 1.

The Policy Planning and Environmental Sustainability Department have no objection to the Development

The Policy Planning and Environmental Sustainability Department have no objection to the Development as the Subject Lands are not located in proximity to any natural features and/or hazards.

The Parks Planning Department and Office of Infrastructure Development Real Estate Services have no objection to the Development, subject to cash-in-lieu of parkland being satisfied

The Parks Planning Department and the Office of Infrastructure Development, Real Estate Services have no objection to the Development, providing the Owner pay to Vaughan by way of a certified cheque(s), cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units or at a fixed unit rate, prior to the issuance of a building permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland

Item 1

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Policy. A condition to this effect will be included in the Site Plan Agreement, as identified on Attachment 1.

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. No comments were received from the Conseil Scolaire de District Catholique Centre Sud.

Canada Post has no objection to the Development, subject to the Owner providing a centralized mail receiving facility

Canada Post has no objection to the Development, subject to the Owner providing the building with its own centralized mail receiving facility. Conditions capturing Canada Post's requirements are included in Attachment 1.

The utility providers have no objection to the Development

The utility providers including HydroOne, Bell Canada, Rogers Communication Inc., Enbridge Gas Distribution and Alectra Utilities Corporation have no objection to the Development, subject to the Owner providing any easements for the Development at no cost to the utility provider, if required. A condition to this will be included in the Site Plan Agreement and in Attachment 1.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has advised the Official Plan Amendment Application is a matter of local significance and does not adversely affect Regional planning policies or interests. York Region on October 30, 2019 exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

The Owner is required to convey sufficient lands to provide for a right-of-way of 22.5 m and a 7.5 m by 7.5 m site triangle at the corner of Regional Road 7 and Lansdowne Avenue. York Region has provided the Owner technical comments to be satisfied prior to final Site Development Approval, including redline comments on various plans and reports and the requirement of an updated Phase One ESA. A condition to this effect is included in Attachment 1.

Conclusion

The Development Planning Department is satisfied the Applications are consistent with the PPS, conforms to the Growth Plan and the York Region Official Plan. The proposed amendments to VOP 2010 and Zoning By-law 1-88 are appropriate for the development

of the Subject Lands. The Development utilizes an intensified compact built form, is compatible with the surrounding area, adds a mix of unit types to the community and is in close proximity to existing and planned public transit facilities. The Applications also include a framework for coordinated future development within the quadrant to consolidate access points and improve recreational opportunities.

On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations of this report and Conditions of Site Plan Approval identified in Attachment 1.

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

Attachments

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

Prepared by

Chris Cosentino, Planner, ext. 8215

Mark Antoine, Senior Planner, ext. 8212

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

Approved by



Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

Attachment 1 – Conditions of Site Plan Approval

Site Development File DA.19.069 (Avalee (Vaughan) Inc.)

Conditions of Approval:

1. THAT prior to the execution of the Site Plan Agreement:
 - a. The Owner shall enter into an agreement with the City regarding the lands identified on the Site Plan as “private outdoor amenity space” in order to permit use by the City for general maintenance access and the general public as a pedestrian walkway connection, and an easement shall be registered on title for these lands without disturbance in perpetuity and its form and substance shall be to the satisfaction of the Parks Infrastructure Planning and the Development Planning Department. An associated clause shall be included in the Site Plan Agreement pertaining to its maintenance and use;
 - b. The Owner shall obtain written consent from the property owners of 7777 and 7787 Kipling Avenue for the removal of 7 trees as identified in the Arborist Report prepared by North-South Environmental Inc. dated April 4, 2019. If written consent cannot be obtained, upgraded tree protection measures may be required to retain said trees;
 - c. The Owner shall enter into a Tree Protection Agreement in accordance with the Tree Protection Protocol By-law 052-2018 and submit a final planting plan to the satisfaction of the Development Planning Department and the Forestry Operations Division of Transportation Services Parks and Forestry Operations;
 - d. The Owner shall satisfy all comments contained within the Development Planning comment memo dated April 13, 2021 and future comments as required;
 - e. The final building elevations shall include notes pertaining to the installation of bird friendly treatment to the satisfaction of the Development Planning Department;
 - f. The Development Planning Department shall approve the final site plan, landscape plan and details, landscape cost estimate, arborist report, tree preservation plan and building elevations;

- g. The Owner shall satisfy all comments provided by the Development Engineering Department;
- h. The Development Engineering Department shall approve the final Functional Servicing Report, Stormwater Management Report, servicing, grading and storm drainage plans;
- i. The Owner shall enter into a Development Agreement to satisfy all conditions of the City, financial or otherwise, with regard to such matters the municipality may consider necessary including payment of the development levies, the provision of roads, parks, walkways, and municipal services, including required improvements of Lansdowne Avenue right of way, proposed storm sewer on Lansdowne Avenue, installation of new services, landscaping, and fencing. The said agreement shall be registered against the lands to which it applies and to the satisfaction of the City;
- j. The Development Agreement shall be registered with the City and the construction drawings approved;
- k. The Owner shall provide a copy of the Record of Site Condition;
- l. The Owner shall provide the City a one-time financial contribution in the amount of \$78,690. This represents the Owner's proportionate share of the required sanitary sewer system improvements along Kipling Avenue;
- m. The Owner shall revise the irregular sidewalk proposed along Lansdowne Avenue to meet City standards;
- n. The Owner shall submit a revised truck maneuvering plan reflecting the reduced access width from Lansdowne Avenue from 7.5 m to 6 m to the satisfaction of the Environmental Services Department, Solid Waste Management Division; and
- o. The Owner shall satisfy all comments of York Region.

2. THAT the Site Plan Agreement include the following conditions:

- a. "The Owner and/or future Condominium Corporation agrees to grant access easements over the private rear laneway in favour of adjacent property owners within the north-east quadrant of Kipling Avenue and Regional Road 7, and that the requirement to grant the easement be

included in the Condominium Agreement, Condominium Declaration and all Offers of Purchase and Sale or Lease to ensure that the Condominium Corporation and all future Owners are aware of this requirement. The Owner and/or future Condominium Corporation also agrees that further and other related conditions and clauses shall also be included in the site plan agreement and above noted condominium and purchase and sale documents to detail the Owner's obligations in respect of this grant of easement, including a reasonable best efforts clause to negotiate with adjacent landowner(s) and an indemnification in favour of the City";

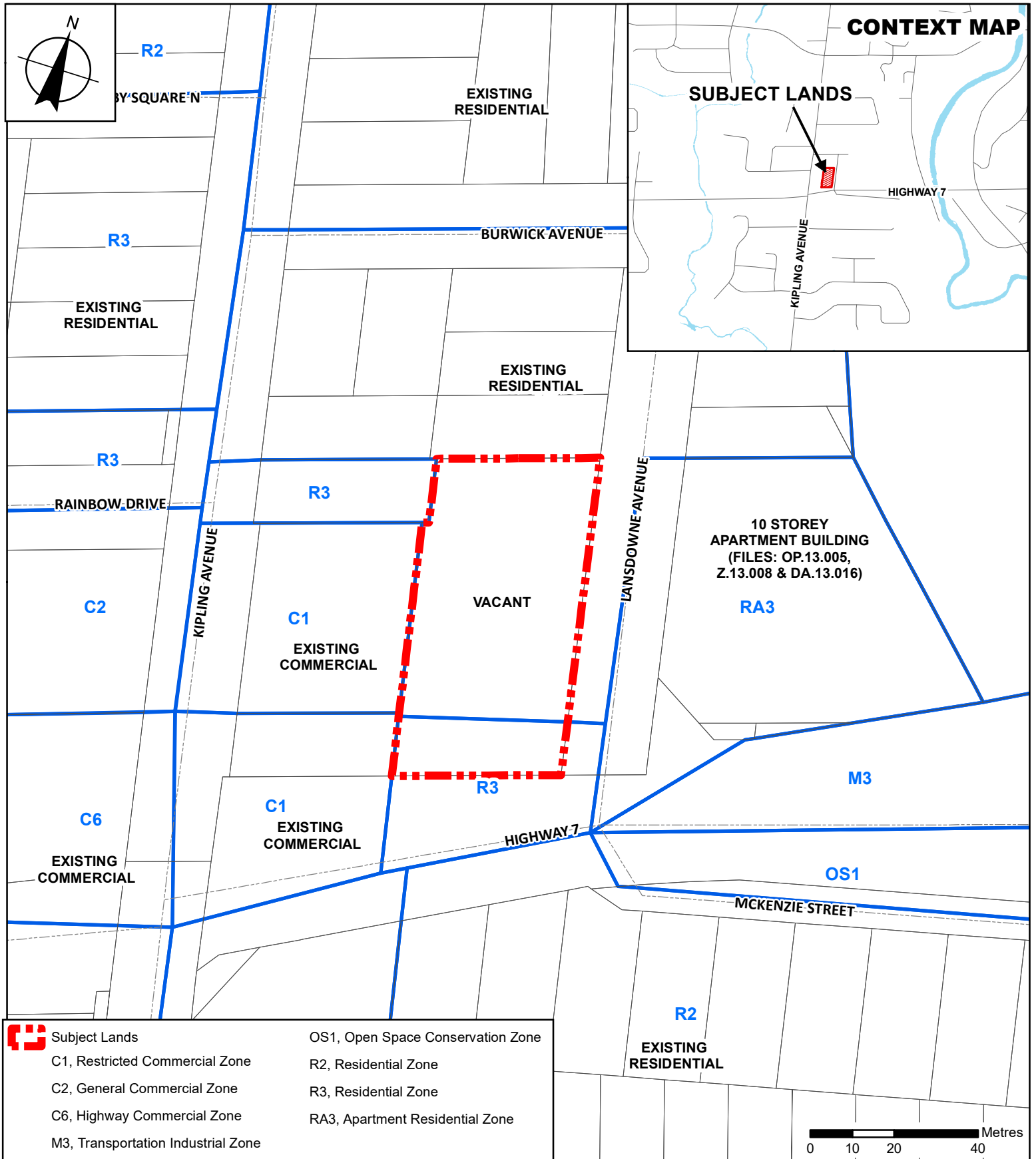
- b. "The Owner agrees to register an easement on title for the lands identified on the Site Plan as "private outdoor amenity space" without disturbance in perpetuity and its form and substance shall be to the satisfaction of the Parks Infrastructure Planning and the Development Planning Department. The Owner and/or future Condominium Corporation shall be responsible for all required maintenance works, operations and associated capital improvements, which may include but not be limited to site furnishing, pedestrian lighting, hardscape and softscape works. The Owner and/or future Condominium Corporation shall ensure that the pedestrian path of travel is accessible and safe for public use to the satisfaction of the City. The Owner shall indemnify and save harmless the City and its employees from all actions, causes of actions, suits, claims and demands whatsoever which may arise directly or indirectly in respect of this public access easement and any related services";
- c. "The Owner and/or future Condominium Corporation agrees to reconstruct the service lane one the adjacent development block to the north of the Subject Lands develops to provide a standard curb return as per the ultimate Site Plan scenario":
- d. "The Owner acknowledges that the Environmental Services Department, Solid Waste Management Division has the right to conduct a trial garbage maneuvering exercise, and in the case where there are concerns identified with the truck maneuvering, a private garbage collection service must be arranged by the Owner and/or future Condominium Corporation to service the Subject Lands";
- e. "The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc. and Bell Canada";
- f. "The Owner shall convey land at a rate of 1 ha per 300 units and/or pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha per unit 500 units, or at a fixed unit rate, prior to

the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy”;

- g. “The Owner shall pay applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board”;
- h. “The Owner shall satisfy the following requirements of Canada Post:
 - i. The Owner will provide the Development with a centralized mail receiving facility. This lock-box assembly can be rear or front loading, adjacent to the main entrance and maintained by the Owner/Condominium Corporation in order for Canada Post to provide mail service to the residents of the Development; and,
 - ii. The Owner/Condominium Corporation agrees to provide Canada Post with access to any locked doors between the street and the lockboxes 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.”
- i. “The following warning clauses shall be included in all Offers of Purchase and Sale or Lease for all dwelling units:
 - i. Purchasers/tenants are advised that sound levels due to increasing road traffic and rail traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks;
 - ii. Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic and rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks;
 - iii. 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;

- iv. All persons intending to acquire an interest in the real property by purchase or lease are advised of the existence of the right-of-way of the Canadian Pacific Railway. In future, it is possible that such rail facilities and operations may be altered or expanded, which expansion or alteration may affect the living environment of residents despite the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units and that the Canadian Pacific Railway will not be responsible for complaints or claims arising from its use of its facilities and/or arising from its operations;
- v. Purchasers/tenants are advised that a public access easement in favour of the City of Vaughan has been registered on title to the Subject Lands, permitting public access through the private outdoor amenity area along its west boundary; and
- vi. "Purchasers/tenants are advised that an access easement in favour of adjacent property owners has been registered on title to the Subject Lands, permitting east-west access from Lansdowne Avenue to Kipling Avenue."



Context and Location Map

LOCATION: 2 Lansdowne Avenue
Part of Lot 6, Concession 7

APPLICANT:
Avalee (Vaughan) Inc.

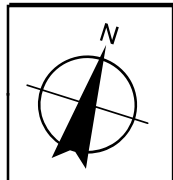


Attachment

FILES:
OP.19.007, Z.19.019 and
DA.19.069

DATE:
October 5, 2021

2



SQUARE N

EXISTING
RESIDENTIAL

BURWICK AVENUE

EXISTING
RESIDENTIAL

6 STOREYS
PHASE 2

POPS
PHASE 3
AREA: 735 M.SQ

4 STOREYS
PHASE 2

4 STOREYS
PHASE 2

RAINBOW DRIVE

EXISTING
COMMERCIAL

KIPLING AVENUE

SERVICE LANE

SERVICE LANE

LANSOWNE AVENUE

12 STOREYS
PHASE 2

12 STOREYS
PHASE 1

10 STOREYS
PHASE 2

HIGHWAY 7

MCKENZIE STREET



Subject Lands

0 5 10 20 Metres

Landscape Block Plan

LOCATION: 2 Lansdowne Avenue
Part of Lot 6, Concession 7

APPLICANT:
Avalée (Vaughan) Inc.

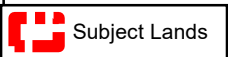
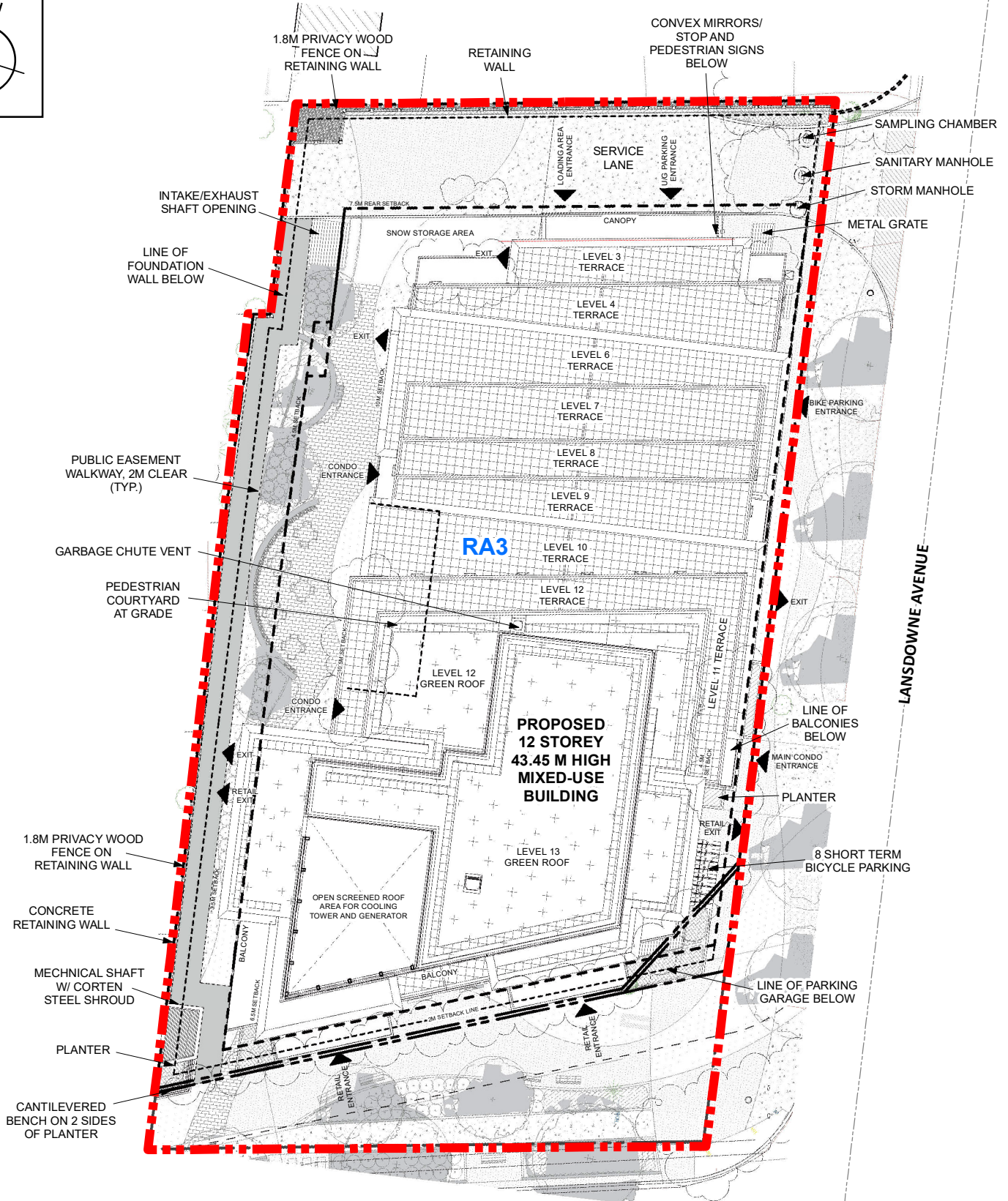
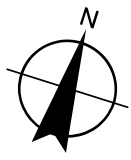


Attachment

FILES:
OP.19.007, Z.19.019 and
DA.19.069

DATE:
October 5, 2021

3



0 3.75 7.5 15 Metres

Site Plan and Proposed Zoning

LOCATION: 2 Lansdowne Avenue
Part of Lot 6, Concession 7

APPLICANT:
Avalee (Vaughan) Inc.

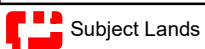
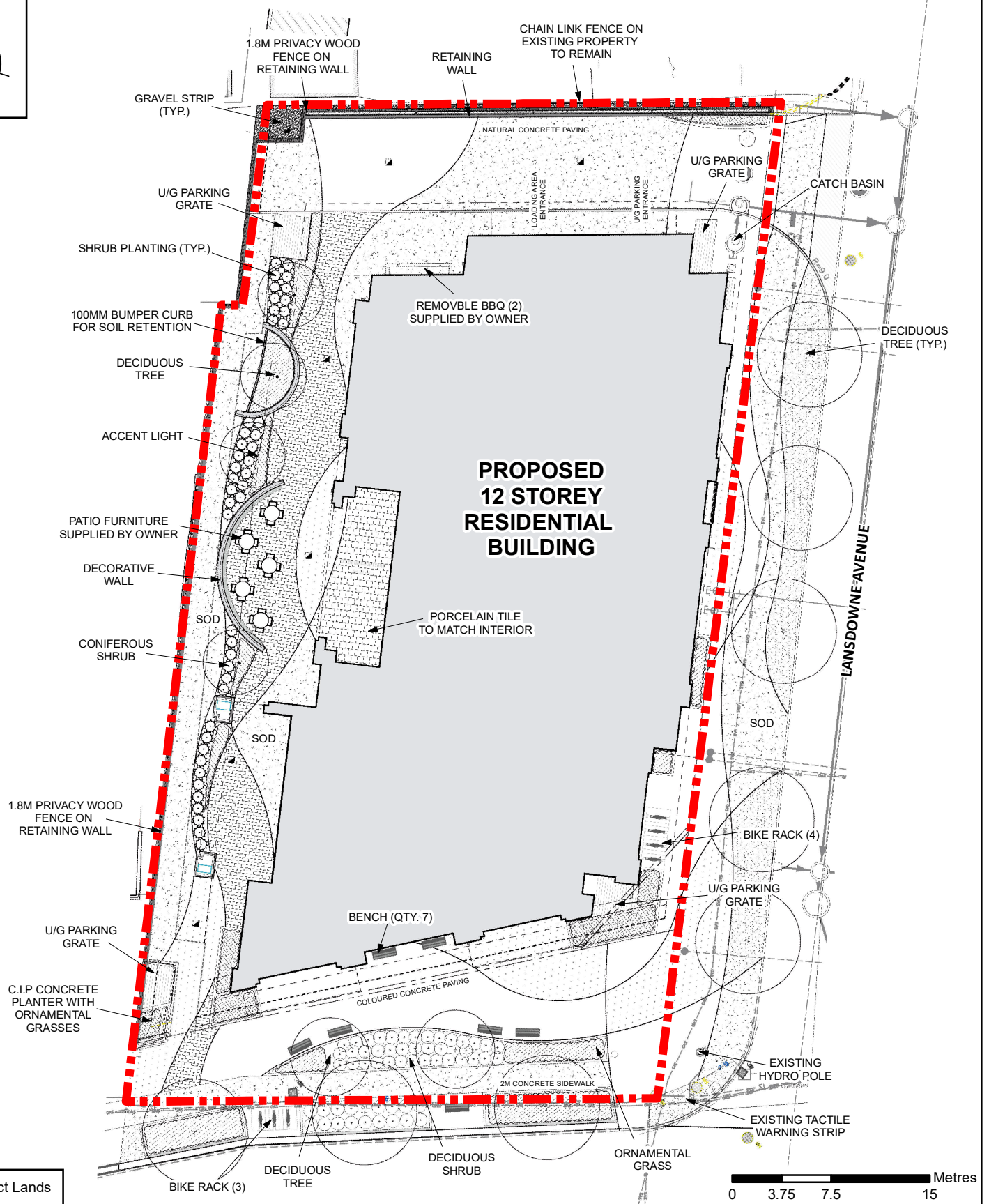
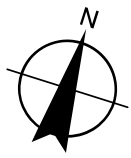


Attachment

FILES:
OP.19.007, Z.19.019 and
DA.19.069

DATE:
October 5, 2021

4



Landscape Plan

LOCATION: 2 Lansdowne Avenue
Part of Lot 6, Concession 7

APPLICANT:
AvaLee (Vaughan) Inc.

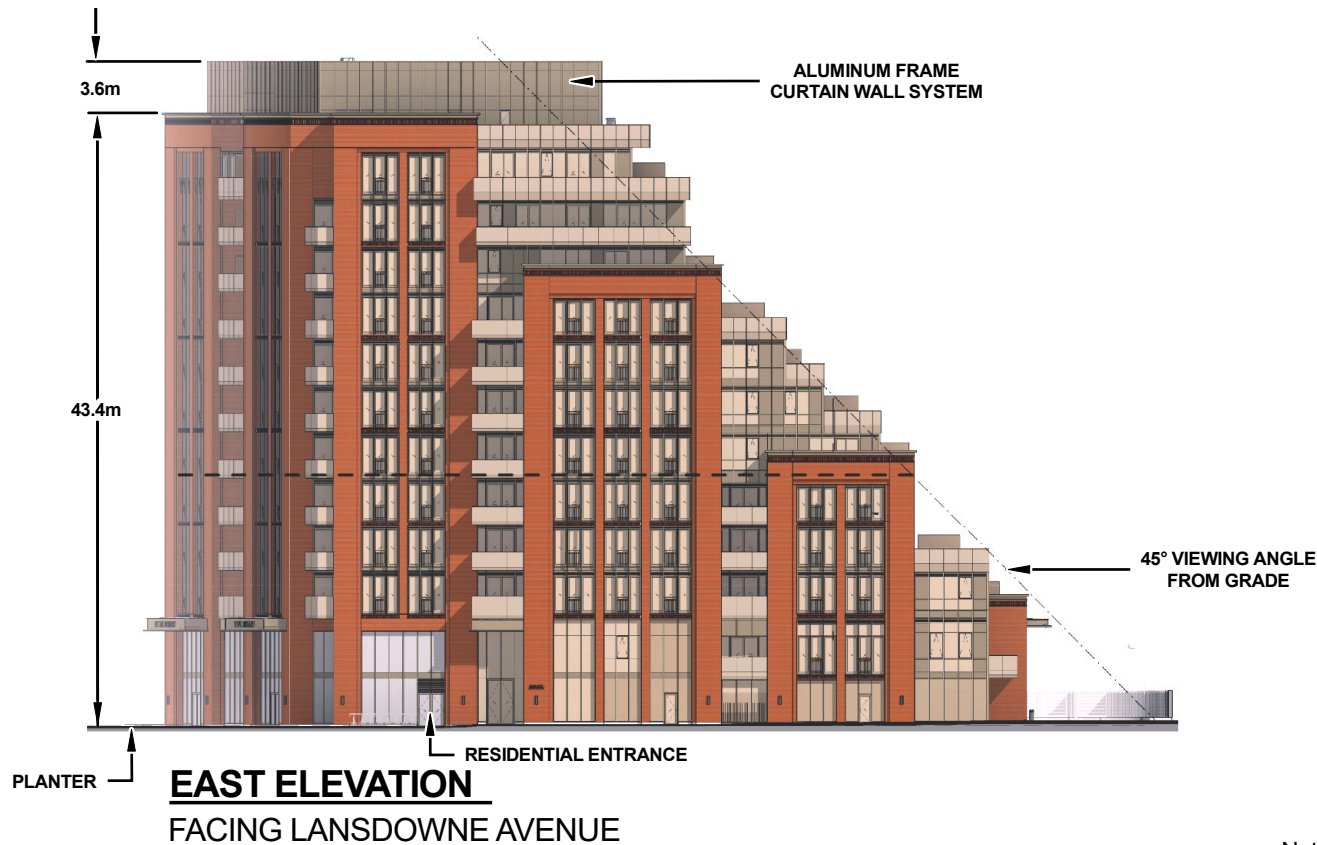
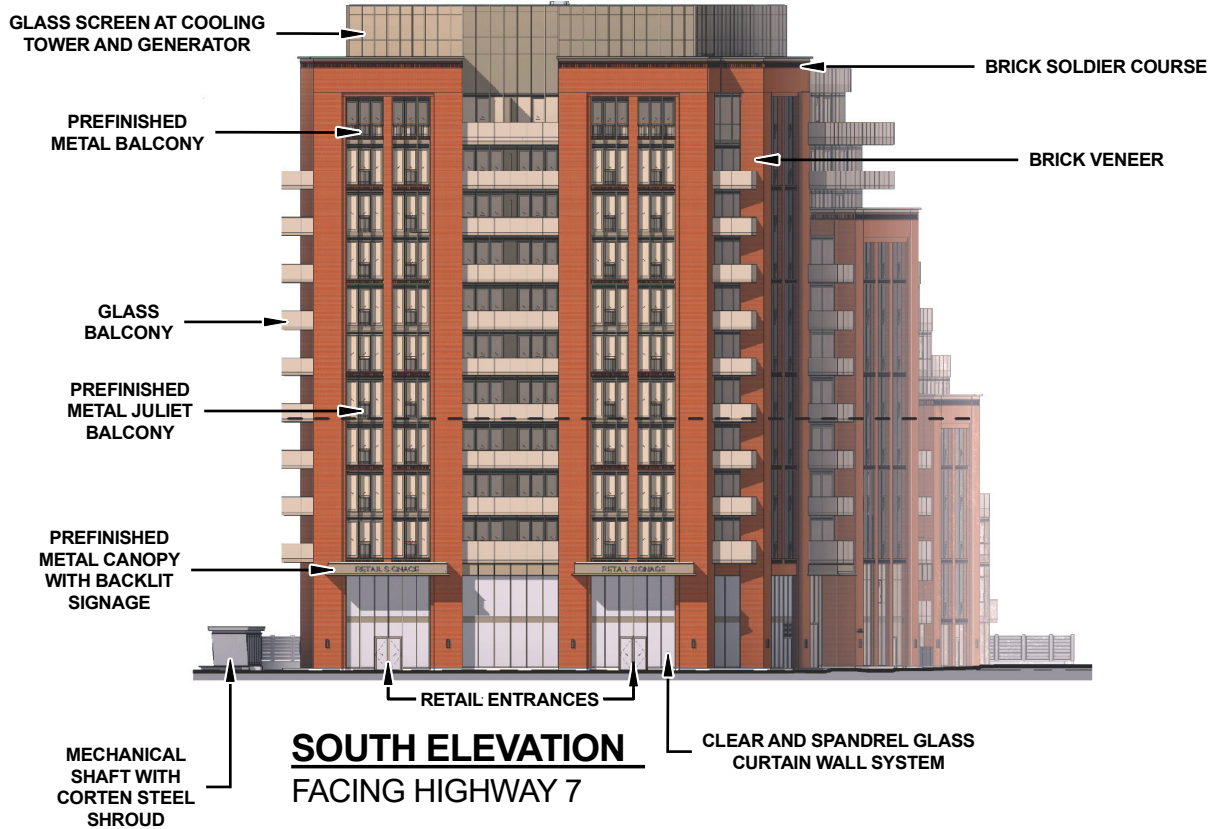


Attachment

FILES:
OP.19.007, Z.19.019 and
DA.19.069

DATE:
October 5, 2021

5



Not to Scale

Building Elevations - South and East

LOCATION:
2 Lansdowne Avenue
Part of Lot 6, Concession 7

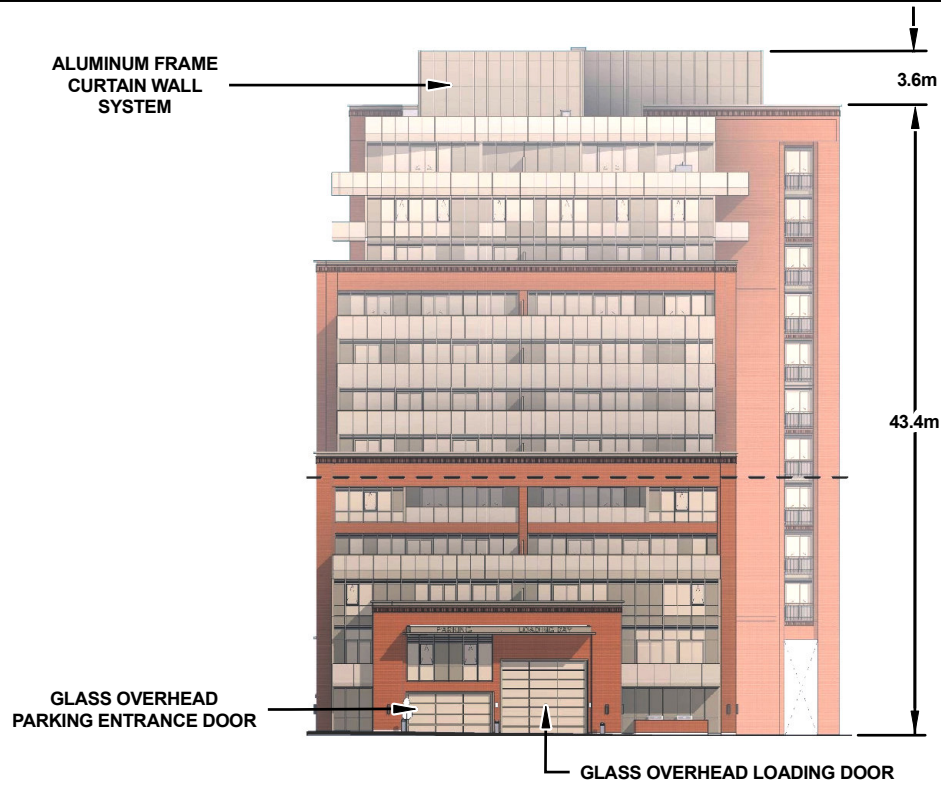
APPLICANT:
AvaLee (Vaughan) Inc.



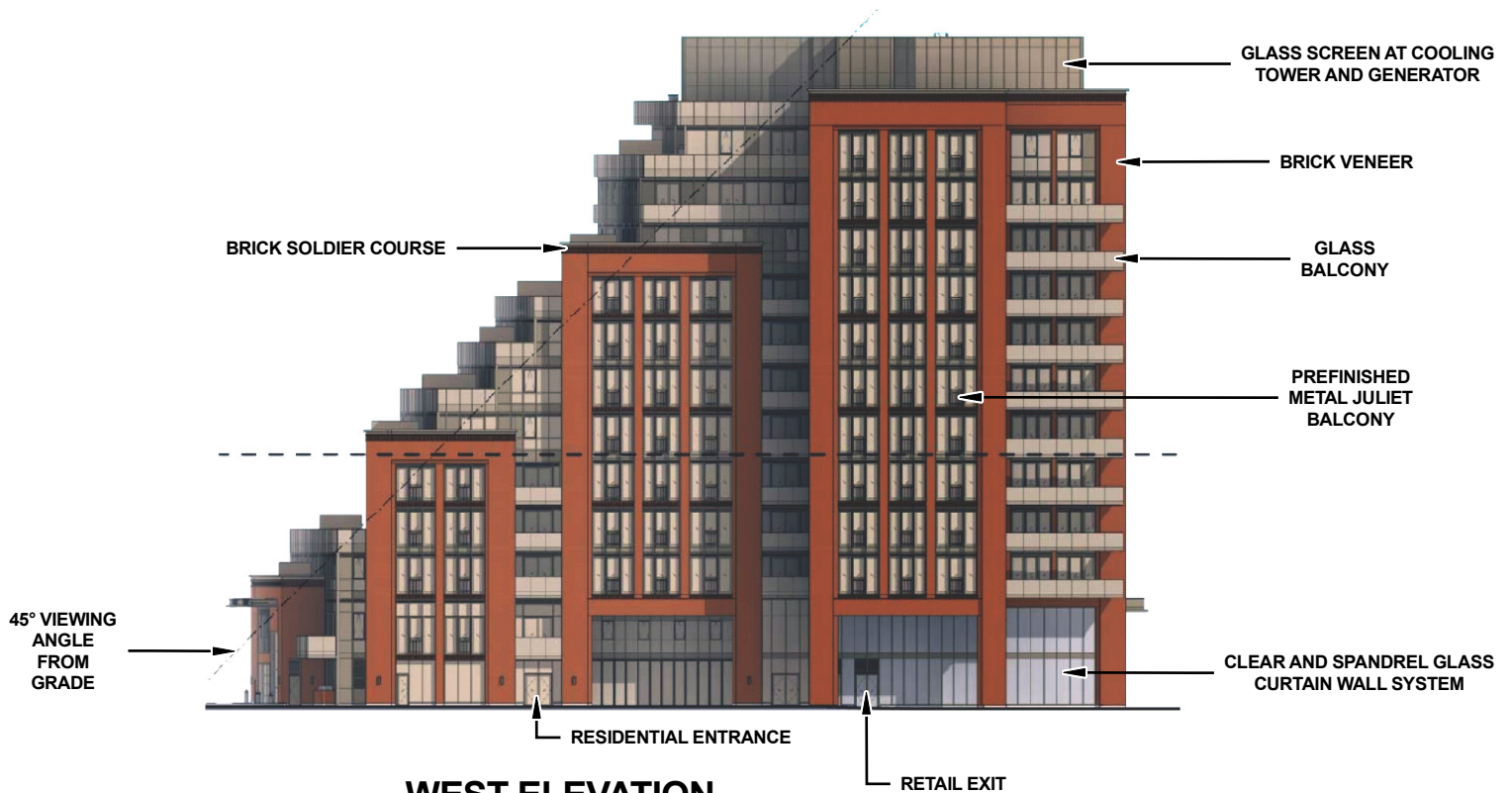
Attachment

FILES:
OP.19.007, Z.19.019 and
DA.19.069
DATE:
October 5, 2021

6



NORTH ELEVATION



WEST ELEVATION

Not to Scale

Building Elevations - North and West

LOCATION:
2 Lansdowne Avenue
Part of Lot 6, Concession 7

APPLICANT:
Avalée (Vaughan) Inc.



Attachment

FILES:
OP.19.007, Z.19.019 and
DA.19.069

DATE:
October 5, 2021

7

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD: 2

TITLE: 9630 ISLINGTON INC.

ZONING BY-LAW AMENDMENT FILE Z.20.001

SITE DEVELOPMENT FILE DA.20.002

9630 ISLINGTON AVENUE

VICINITY OF ISLINGTON AVENUE AND NAPA VALLEY AVENUE

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from Committee of the Whole for applications to amend the Zoning By-law and for site plan approval on the subject lands shown on Attachment 2 to permit a 5-storey residential apartment building containing 89 units and a Floor Space Index of 1.75 times the area of the lot as shown on Attachments 3 to 6.

Report Highlights

- The Owner seeks approval to amend Zoning By-law 1-88 and for site plan approval to permit a 5-storey residential apartment building containing 89 dwelling units, having a Floor Space Index of 1.75 times the area of the lot.
- Zoning By-law Amendment and Site Development applications are required to permit the development.
- The Development Planning Department supports the approval of the development as it is consistent with the Provincial Policy Statement, 2020, conforms to 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.20.001 (9630 Islington Inc.) BE APPROVED to amend Zoning By-law 1-88 to permit site-specific exceptions to the “RM2 Multiple Residential Zone” identified in Table 1 of this report and that a provision be included in the implementing zoning By-law to prohibit any residential dwelling unit above the fifth storey;
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.20.002 (9630 Islington Inc.) 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 5-storey residential apartment building with 89 dwelling units having a Floor Space Index of 1.75 times the area of the lot; and
4. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“THAT Site Plan Development File DA.20.002 be allocated servicing capacity from the York Sewage Servicing/ Water Supply System for a total of 89 residential units (197 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months”.

Background

The subject lands (the ‘Subject Lands’) are municipally known as 9630 Islington Avenue and are located on the northwest corner of Islington Avenue and Napa Valley Avenue. The Subject Lands are 0.69 hectares in size and are currently occupied by a single detached dwelling. The surrounding land uses are shown on Attachment 1.

Development Application History

In 1998, the owner of the Subject Lands, Leo Greco, submitted Zoning By-law Amendment and Draft Plan of Subdivision Files Z.98.135 and 19T-98V18 to permit 5 residential lots fronting onto Silver Oaks Boulevard and one block for a 4-storey residential building with 30 dwelling units and 513 m² of ground floor commercial uses. Through the review of the applications, the residential/commercial building was

modified, and the building height and the number of units was reduced to 3-storeys and 28 dwelling units.

The Applications were considered by the Committee of the Whole on February 7, 2000 and were approved by Vaughan Council on February 14, 2000. Council on May 23, 2000, enacted Zoning By-law 185-2000 to rezone the Subject Lands from “A – Agricultural Zone” to “RV4 Residential Urban Village Zone Four” and “RM2 Multiple Residential Zone” (as shown on Attachment 7), which also included site-specific exceptions to permit the development. A total of 10 residents were party to an appeal to the Ontario Municipal Board (OMB), now the Ontario Land Tribunal (OLT) to By-law 185-2000 (OMB File. R000143), however the appeals were dismissed on August 1, 2000, due to the OMB not receiving payment from the appellants.

Appeal History

On December 19, 2012, the owner, Anna Greco, submitted a site-specific appeal (Appeal 90) to Vaughan Official Plan 2010 (VOP 2010) to the OLT as it pertains to the Subject Lands. In 2010, the Vaughan Official Plan designated the Subject Lands “Low-Rise Mixed Use” with a height of 4 storeys and a FSI of 1.5. The Owner sought an amendment to the building height to allow for a 5th storey to accommodate an amenity area and to permit a mixed-use building that included either residential and commercial uses, or an all-residential development. A settlement with the City was reached on October 28, 2015. The OMB issued an Order dated November 26, 2015, that increased the permitted FSI from 1.5 to 1.75 times the area of the lot and the building height from 4 to 5-storeys for the Subject Lands.

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

9630 Islington Inc. (the ‘Owner’) has submitted the following applications (the ‘Applications’) to permit a 5-storey residential apartment building containing 89 dwelling units with a total Gross Floor Area (GFA) of 6,884.2 m² and a ‘FSI of 1.75 times the area of the lot (the ‘Development’):

1. Zoning By-law Amendment File Z.20.001 to maintain the existing “RM2 Multiple Residential Zone” and to amend site-specific Exception 9(988) of Zoning By-law 1-88 for the Subject Lands, to permit the zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.20.002 to facilitate the Development.

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

On June 16, 2020, a Notice of Public Meeting (the 'Notice') was circulated to all property owners within a 500 m expanded notification area and to the Carrying Place and the Greater Woodbridge Ratepayers Associations, and those individuals that requested notice. A copy of the Notice was also posted on the City's website at www.vaughan.ca and notice signs were installed along the Islington Avenue and Napa Valley Avenue street frontages, in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council on July 15, 2020, ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of July 7, 2020, and to forward a comprehensive report to a future Committee of the Whole meeting.

The following individuals made deputations or written submissions prior to, at and following the Public Meeting as it relates to the Applications:

Deputations:

- Mrs. Nadia Zuccaro, EMC Group, representing the Owner
- John Mora, Chalone Crescent, Woodbridge

Written Submissions:

- Carrying Place Ratepayers Association, email dated February 10, 2020
- R. and S. Miceli, Water Garden Lane, email dated February 10, 2020
- A. Volpentesta, America Avenue, email dated February 10, 2020
- Carrying Place Ratepayers Association, email dated February 11, 2020
- J. Libonati, email dated April 11, 2020
- L. Iacobucci, Sarno Street, email dated April 14, 2020
- M. Dome, Silver Oaks Boulevard, email dated April 22, 2020
- M. Topalovksi, Via Carmine, emailed dated May 8, 2020
- J. Mora, Chalone Crescent, email dated May 11, 2020
- J. Mezzavilla, Silver Oaks Boulevard, letter dated May 14, 2020
- M. Dome, Silver Oaks Boulevard, email dated May 15, 2020
- S. Fiorini, La Neve Avenue, letter dated June 23, 2020
- A. Farag, San Vito Drive, email dated June 24, 2020
- G. Franco, Castlepoint Investments, email dated June 25, 2020
- Liae, email dated June 28, 2020
- A. F., email dated June 29, 2020
- R. Stephen and J. Mignogna, email dated July 6, 2020
- J. Cirasella, email dated July 3, 2020
- L. Specialx, email dated July 4, 2020
- J. Aragon, email dated July 6, 2020
- R. Piecuch, email dated July 5, 2020
- J. Mora, Chalone Crescent, email dated July 6, 2020

- F. Lacivita-Lunn, email dated July 6, 2020
- R. Battaglia, email dated July 6, 2020
- A. D'Silva, Chalone Crescent, email dated July 7, 2020
- E. & M. Calvitto, email dated June 29, 2020
- G. Mulji, M. Mulji, B. Mulji and I. Bajaria, Silver Oaks Boulevard, email dated July 2, 2020
- Catherine, Woodbridge Art School, emailed dated Nov 24, 2020
- J. Cirasella, email dated April 23, 2021
- T. Tamburro, email dated July 23, 2021

The following is a summary of the comments made at the Public Meeting and provided in the written correspondence received to date as of September 16, 2021. The comments have been organized by theme as follows:

Privacy, Shadow and View and Landscaping

- the building height will cause shadow, privacy impacts and obstruct the view of existing residents on adjacent properties
- a Sun and Shadow study should be required to analyze the impact of the Development on adjacent properties
- the height of the fence should be increased along the property lines abutting existing residential properties to minimize privacy impacts
- consideration should be given to the inclusion of coniferous trees abutting the single detached homes to ensure privacy, view and noise impacts are minimized year round
- the south side of the building is too close to the sidewalk. The building should be rotated 90 degrees counterclockwise, with the majority of the building facing Islington Avenue, otherwise it will look like a towering wall as you walk along Napa Valley Avenue

Access, Traffic, Parking

- concerned about traffic flow and safety at the existing stop sign along Napa Valley Avenue that provides entrance to the plaza
- the proposed driveway access will be problematic with the presence of the shopping plaza at 9600 Islington Avenue
- access should be provided via Islington Avenue
- the traffic study submitted with the Application does not consider the traffic resulting from two future residential buildings for 9681 and 9691 Islington Avenue approved by the Local Planning Appeal Tribunal (Official Plan and Zoning By-law Amendment Files OP.16.010 and Z.16.039)
- the traffic study should be revised to consider: the approved residential buildings mentioned above, existing development within the area and the effects of increased traffic on the nearby intersections such as Napa Valley Avenue and Islington Avenue and Silver Oaks Boulevard and Napa Valley Avenue

- the Development would increase traffic and road congestion in the area, causing noise, air pollution and pedestrian safety concerns
- no new municipal road infrastructure is proposed internal to the site
- only right-in / right-out access should be provided to the Subject Lands
- there is not enough parking proposed on the Subject Lands to accommodate 89 units which will result in parking on Napa Valley Avenue and in the plaza across the street

Density, Built Form and Building Design

- the Development includes too many one-bedroom apartment units
- the number of units should be decreased in half to between 20 to 40 units
- a lower density/built form such as townhouses would be more suitable for the Subject Lands
- the height of the building should be decreased to 2 to 3-storeys
- the design of the building is unappealing and it looks like a grey office building with balconies. The design of the building should fit with the character of the existing homes in the area
- the small size of the units may encourage people to buy for investment purposes which will lead to Airbnb rentals, parties, and noise
- noise generated from the rooftop amenity area and equipment would interfere with the well-being and enjoyment for adjacent property owners

Snow and Waste Removal

- a snow removal study should be conducted to demonstrate how snow will be removed without impacting the existing properties abutting the Subject Lands
- the proposed location of the waste bins will cause noise, smell, and attract rodents, impacting the abutting properties
- appropriate garbage and snow removal times should be enforced for the Development so existing residents are not disturbed
- the garbage facility should be located in the building to decrease the effects on existing residents

Construction

- existing homes in the area should be evaluated before and after construction starts and property owners reimbursed if there is any structural damage to their homes due to vibration during construction
- construction times should be enforced and occur only between 9:00 am to 3:00 pm and no construction should occur on weekends
- construction of the building will result in unacceptable noise and dust pollution

Other

- the Development does not consider the impact it will have on existing development in the area

- the Development will put pressure on existing schools in the area
- the Owner should be required to conduct a psychological study to examine the impact of the Development on existing residents
- a Fire Report should be prepared to demonstrate safety in the case of an emergency, since no secondary vehicular emergency exit is proposed
- fire services may have a hard time responding in case of a fire with only one entrance proposed for the building
- a Police Report should be prepared to demonstrate crime prevention analysis
- a proper Noise study should be conducted
- the Owner should be required to submit a Lighting Plan for residents to understand how the proposed lighting may affect neighboring properties and assist in crime prevention
- the Development will provide an expanded choice of residential unit types, allowing persons to downsize within the existing community
- the Development will provide housing options for younger generations
- the Development will decrease property values, cause existing residents to move out of the area, and impact wildlife in the area

The above comments are addressed throughout this report.

The Development Planning Department on September 28, 2021, 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 relating to the Subject Lands and these Applications are available at the following links:

[July 7, 2020, Committee of the Whole \(Public Hearing\) Report, Report No. 32, Item 4, ratified by Council on July 15, 2020](#)

[February 7, 2000, Committee of the Whole Report, Report No. 25, Item 12, ratified by Council on February 14, 2000](#)

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.

The Development is consistent with the following sections of 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
- Section 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

The Development is consistent with the PPS as it is located within a Settlement Area and will provide additional housing options for the community. The Development is located within proximity to a York Region Transit (YRT) bus Route 13 that provides service southbound along Islington Avenue with connections to Steeles Avenue. Bus stops exist on the northwest corner of Islington Avenue and Napa Valley Avenue and on the east side of Islington Avenue, opposite the Subject Lands. As the Subject Lands have frontage along Islington Avenue, a regional road with public transportation infrastructure, the Subject Lands are appropriately located to permit transit-supportive development and accommodate additional housing options through intensification and redevelopment.

Appropriate development standards have been applied to the Development to facilitate intensification, redevelopment, and a compact built form compatible with the existing urban environment. The Development represents a compact built form that will intensify the Subject Lands at an appropriate scale, while also ensuring the building type proposed is compatible with the existing urban environment. 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 (Napa Valley Avenue). The Development also conforms to Vaughan Official Plan 2010 (VOP 2010). 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

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 Development is 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 2.2.1.4. a) - achievement of complete communities that feature a diverse mix of land uses, including residential uses and convenient access to local stores, services and public service facilities
- 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 2.2.1.4.e) - provide for a more compact built form
- Section 2.2.6.2 c) - municipalities will support complete communities by considering the range and mix of housing options and densities of the existing housing stock

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 VOP 2010. Accordingly, the Development conforms to and does 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 3.5.4 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 apartment units. The intensity and scale of the Development is appropriate and complements the existing urban environment and conforms to VOP 2010.

Islington Avenue is identified as a regional road on Map 12 - Street Network of YROP with a planned right-of-way width of up to 36 metres. 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 road that is serviced by YRT Route 13 (along Islington Avenue).

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 would be provided from a local municipal street (Napa Valley Avenue) with no additional access from Islington Avenue.

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

The Development conforms to the Vaughan Official Plan, 2010

The Subject Lands are located within a “Community Area” and are designated “Low-Rise Mixed-Use” by VOP 2010. The “Low-Rise Mixed-Use” designation permits a maximum building height of 5-storeys and FSI of 1.75 times the area of the lot. The Owner proposes a 5-storey apartment building with a rooftop amenity space, 89 dwelling units and an FSI of 1.75 times the area of the lot. Residential units located within a low-rise building is a permitted use within the “Low-Rise Mixed Use” designation and the proposed building height and density conforms to VOP 2010.

The Development is consistent with the development criteria for low-rise buildings (Section 9.2.3.4 of VOP 2010) as the Development is 5-storeys in height with a rooftop amenity area that includes private outdoor amenity space. VOP 2010 identifies that in order to provide appropriate privacy and daylight conditions for adjacent house form buildings, low-rise buildings abutting single detached homes shall generally be setback 7.5 m from the property line and contained within the 45-degree angular plane.

The Development would be setback 4.5 m from the rear lot line of two properties on Chalone Crescent and the design includes a minor intrusion of two units into the 45-degree angular plane. The Development Planning Department can support the proposed design as the intent of the policy is to provide privacy and daylight for existing properties which would be maintained through the proposed building design and enhanced landscaping. The Development achieves privacy and prevents onlook through a tiered building design, stepping down to 2-storeys adjacent to the detached homes, permanent planters at the limits of the 3rd and 5th floor terraces, frosted windows

and spandrel glass (as shown on Attachment 5) for the two units, and planting a variety of mature 100 mm caliper trees including deciduous trees that retain their leaves throughout the winter. In consideration of above, the Development conforms to VOP 2010.

The Development conforms to the Architectural Control Guidelines and the City-wide Urban Design Guidelines

The Development has been reviewed in consideration of and is consistent with the Architectural Control Guidelines for the Woodbridge Expansion Area (Sonoma Heights) that were approved by Council on June 8, 1998 and the City-wide Urban Design Guidelines. Accordingly, the Development Planning Department can support the Development as discussed in this report.

Amendments to Zoning By-law 1-88 are required to permit the proposed modifications to the site-specific Zoning By-law

The Subject Lands are zoned “RM2 Multiple Residential Zone”, as shown on Attachment 1, and subject to site-specific Exception 9(988) by Zoning By-law 1-88. The “RM2 Multiple Residential Zone” permits apartment dwellings, multiple family dwellings, and block townhouse dwellings. The Owner is proposing to maintain the existing “RM2 Multiple Residential Zone, while amending the development standards in site-specific Exception 9(988), as follows:

Table 1:

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone and Exception 9(988) Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone, Exception 9(988)
a.	Definition of Building Height	Means the vertical distance between the average elevation of the finished grade at the front of the building, in the case of a flat roof, the highest point of the roof surface, exclusive of a mechanical room	Exclude accessory rooftop structures such as a children’s jungle gym from being included in the building height
b.	Mechanical Penthouse	No definition	The mechanical penthouse area shall include elevator shaft, mechanical room,

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone and Exception 9(988) Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone, Exception 9(988)
			electrical room, elevator machine room and storage area, stair access to rooftop, and a universal washroom with a total area of 205.53m ² . This area shall be used only for these purposes and shall not be converted to residential units or other livable space
c.	Definition of Parking Space	Means a rectangular area measuring at least 2.7 m by 6.0 m	Means a rectangular area measuring at least 2.7 m by 5.7 m
d.	Maximum Number of Residential Units	28	89
e.	Maximum Building Height	12 m	17 m
f.	Minimum Lot Area	230 m ² per unit	44 m ² per unit
g.	Minimum Front Yard Setback (Islington Avenue)	4.5 m	<ul style="list-style-type: none"> • 2.2 m to main wall of building • 0.6 m to air shaft • 0.8 m to stairwell and stairway exiting underground parking garage • 0.9 m to a planter • 0.8 m abutting a daylight triangle
h.	Minimum Exterior Side Yard Setback (to Napa Valley Avenue)	4.5 m	<ul style="list-style-type: none"> • 2.3 m to the main wall of the building

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone and Exception 9(988) Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone, Exception 9(988)
			<ul style="list-style-type: none"> • 0.8 m abutting to a daylight triangle • 0.6 m to a balcony or terrace encroachment
i.	Minimum Setback to Below Grade Structures	1.8 m	0 m
j.	Minimum Amenity Area per Unit	1 Bedroom - 62 units x 20 m ² = 1,240m ² 2 Bedroom - 27 units x 55 m ² = 1,485m ² Total Required = 2,725m ²	A total minimum amenity area of 1,650 m ²
k.	Minimum Number of Parking Spaces	89 units @ 1.5 spaces/unit = 134 spaces + 89 units @ 0.25 spaces /unit for visitor parking = 23 spaces Total Parking Required = 157 spaces	89 units @ 1.0 spaces/unit = 89 spaces + 89 units @ 0.2 spaces/unit for visitor parking = 18 spaces (including 4 accessible parking spaces) Total Parking Proposed = 107 spaces
l.	Minimum Length of Accessible Parking Space	6 m	5.7 m
m.	Minimum Driveway Width (Section 3.8.g)	7.5 m	6m

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone and Exception 9(988) Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone, Exception 9(988)
n.	Landscape Requirements Adjacent to Outdoor Parking Areas (Section 4.1.4.b.i)	A strip of land no less than 2.4 m in width shall be used for no other purpose than landscaping	A strip of land no less than 2.2 m in width shall be used for no other purpose than landscaping
o.	Landscape Requirements Adjacent to Outdoor Parking Areas (Section 4.1.4.b.ii)	Screening shall consist of either a landscaped earthen berm, or an evergreen hedgerow, and shall have a minimum height of 1.2m	Screening shall consist of a solid wood fence and landscaping having a minimum height of 1.2m
p.	Landscape Requirements Adjacent to Street	A strip of land no less than 6 m in width shall be provided along a lot line which abuts a street line and shall be used for no other purpose than landscaping	A strip of land no less than 0.6 m in width along Napa Valley Avenue and Islington Avenue and shall be used for no other purpose than landscaping

The Development Planning Department supports the proposed exceptions to Zoning By-law 1-88, for the following reasons:

- the intent of the “RM2 Multiple Residential Zone” and the “Low-Rise Mixed Use” designation of VOP 2010 is maintained as the proposed use, built form, building height and proposed density conforms to VOP 2010
- The proposed building setbacks and landscape provisions are appropriate, acceptable and achieve a pedestrian oriented development
- The DE Department has confirmed that the proposed parking supply is sufficient to accommodate both residents and visitors

Should the Applications be approved, a clause will be added to the implementing Zoning By-law to ensure that no residential units are permitted above the 5th storey of the Development and to conform to the land use policies of “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 Development Planning Department has no objection to the Development, subject to the conditions in Attachment 1

Site Plan

The Development consists of a 5-storey residential apartment building with a rooftop amenity space and one level of underground parking, as shown on Attachments 3 to 6. Access to the building is proposed via a 6 m wide private driveway from Napa Valley Avenue that leads to a ramp to the underground parking garage and terminates in a one-way roundabout drop-off area near the main entrance to the building.

A secondary entrance to the building is proposed along Napa Valley Avenue to ensure connectivity. Dwelling units located along Napa Valley Avenue are designed to be walk-up apartments with at grade access. A continuous concrete sidewalk exists along Napa Valley Avenue and Islington Avenue; however, the latter frontage will be upgraded with a 3 m wide multi-use pathway. A walkway is proposed surrounding the development which provides connection to both Napa Valley Avenue and Islington Avenue to facilitate safe pedestrian connectivity.

Parking

A total of 107 parking spaces are proposed for the Development. There are 18 visitor parking spaces proposed at grade including 2 accessible parking spaces, with the remaining 89 parking spaces to be provided in one level of underground parking. A total of 10 bicycle parking spaces are provided at grade.

Amenity Areas

Most units include a private balcony or terrace. Proposed amenities on the rooftop include a children's playground, open table seating area, outdoor exercise area, sundeck, private dining area and an outdoor lounge. Indoor amenities proposed include a multi-purpose party room, exercise room and library/lounge area on the ground floor.

A total of 103 storage lockers, including 36 regular lockers and 38 combo storage lockers, and 29 bicycle storage lockers are located in the underground parking garage.

Waste Storage and Pick-Up

A staging pad is proposed in the northwest corner of the Subject Lands to facilitate waste pick-up, only on pick-up days. A garbage storage area is proposed in the underground parking garage and waste is only intended to be stored on the staging pad for a temporary period during the day that waste is picked up from the Subject Lands.

Snow Storage

All snow that is accumulated on the Subject Lands during the winter months is proposed to be removed. No snow storage or temporary snow storage is proposed for the Subject Lands.

Landscape Plan

The proposed landscape plan is shown on Attachment 4. A total of 6 trees (4 private trees and 2 City trees) are proposed to be retained on the Subject Lands, post development, whereas 22 private trees and 2 City trees are proposed to be removed to accommodate the Development. Should the Applications be approved, the Owner will be required to enter into a Tree Protection Agreement prior to the execution of the Site Plan Agreement. A condition to this effect is included in Attachment 1.

A variety of deciduous and coniferous trees, coniferous shrubs, grasses, and perennials are proposed surrounding the Development. Mature 100 mm caliper deciduous trees that retain their leaves throughout the winter are proposed to be planted along the north and west property lines of the Subject Lands to mitigate any noise, view, or privacy impacts of the Development. The walk-up apartments along Napa Valley Avenue are proposed to include private garden terraces. Planting beds with a variety of shrubs and perennials are also proposed on the Subject Lands.

Light poles and fixtures have been placed along the walkway that surrounds the building, in the surface parking area and leading to the underground parking garage. The Development achieves 0.0 lux (no light spillage at the property line) along the boundaries of the Subject Lands, however the Development Planning Department recommends that 2.0 lux be achieved along the pedestrian walkway leading to Islington Avenue and at the unit entrances along Napa Valley Avenue to promote enhanced pedestrian safety.

A retaining wall is proposed abutting the visitor parking area and the underground parking garage to level the grading and provide proper drainage for the Subject Lands along the northern boundary. There is an existing retaining wall that varies in height between 0 to 0.9 m along the north property line and the homes located along Silver Oaks Boulevard and Chalone Crescent have an existing 1.8 m high wooden privacy fence along the rear property lines (northern and western limits of the Subject Lands). A 1.5 m height decorative iron fence is proposed in proximity to the north boundary of

the Subject Lands to separate the Development from the proposed landscaped area. No additional fencing is proposed for the Development. The proposed fencing conforms to the Architectural Control Guidelines and the City-wide Urban Design guidelines.

Building Elevations

The building elevations are shown on Attachments 5 to 6. The Development is proposed to be 5-storeys in height (17 m) with a mechanical penthouse and elevator and stairwell leading to a rooftop amenity space. The facades of the Development are proposed to be constructed with precast concrete with inlaid brick and stone, slab edge cap iron ore, spandrel glass with warm grey, a stone cap and frosted/fritted bird friendly window and balcony glazing.

In addition, a long board soffit sign is proposed on the south elevation that is visible from Napa Valley Avenue. A landscape screen is also proposed for the east elevation to screen the surface parking area from Islington Avenue. The proposed building materials as shown on Attachments 5 and 6 conform to the Architectural Control Guidelines, the City-wide Urban Design Guidelines and complement the character of the development within the surrounding area.

The City's Terms of Reference requires sun and shadow studies to be submitted for developments that are 10-storeys or 32 m. As the Development is 5-storeys and 17 m, a sun and shadow study was not required to assess the development.

Sustainability Performance Metrics

The Development achieves an overall Sustainability Performance Metrics application score of 38 points (bronze level) which meets the City's minimum threshold requirement.

Prior to the execution of the Site Plan Agreement, the Development Planning Department shall approve the final arborist report, site plan, landscape plan, landscape details, landscape cost estimate, building elevations, architectural materials and sustainability metrics.

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 Subject Lands are serviced by a relocated water service connecting to an existing municipal watermain on Napa Valley Avenue. The Development is located within the City of Vaughan's Pressure District 6. A fire line and domestic water line has been provided to the Subject Lands to supply the domestic demands and provide adequate fire protection. The Development proposes that the existing 50 mm diameter domestic

service be replaced with a 100mm diameter PVC domestic service. The water servicing strategy is acceptable to the DE Department.

The Subject Lands are serviced by a relocated water service connecting to an existing municipal watermain on Napa Valley Avenue. The Development is located within the City of Vaughan's Pressure District 6. A fire line and domestic water line has been provided to the Subject Lands to supply the domestic demands and provide adequate fire protection. The Development includes the replacement of proposes that the existing 50 mm diameter domestic service be replaced with a 100mm diameter PVC domestic service. The water servicing strategy is acceptable to the DE Department.

Sanitary Sewer

The Subject Lands will be serviced by a relocated sanitary service connection to the existing sanitary sewer located on Napa Valley Avenue. An analysis of sanitary design sheets based on pre-development and post-development conditions was conducted on the existing downstream sanitary sewers, from the Subject Lands to the trunk sewer on Sonoma Boulevard. The analyses indicated that the existing downstream sewer will not surcharge under both pre- and post-development scenarios. Therefore, no future improvements will be required for downstream sanitary sewers. The sanitary servicing strategy is acceptable to DE.

Storm Servicing and Storm Water Management

The Functional Servicing and Stormwater Management Report prepared by Valdor Engineering Inc., dated June 2021, demonstrates that post-development runoff will be controlled to the existing rate by proposed underground storage and an orifice tube at the proposed control manhole. The proposed control manhole provides the site with a connection to the storm sewer along Napa Valley Avenue. The existing storm sewers were sized to convey the peak flow of the 5-year storm event as per City of Vaughan Standards. The storm servicing and drainage strategy is acceptable to the DE Department.

Based on the Hydrogeological Study prepared by Soils Engineers Ltd., dated December 2019, the Owner has demonstrated how groundwater flows will be managed and discharged through the proposed stormwater management system. Discharging of groundwater into a City storm sewer is subject to the previous City of Vaughan Sewer Use By-law. As such, prior to the execution of the Site Plan Agreement, the Owner shall enter into an agreement and/or permit for any temporary and/ or permanent dewatering, to the satisfaction of Environmental Services, if required. A condition to this effect has been included in Attachment 1.

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 the Development is available and unrestricted. Servicing capacity shall be reserved for 89 dwelling units (187 persons equivalent). A

resolution to allocate servicing capacity is included in the Recommendations of this report.

Access, Traffic and Parking

A total of 107 parking spaces are proposed for the Development. A Traffic Impact and Parking Study prepared by CGE, dated June 2021 was submitted in support of the development Applications. The study was revised to take into consideration the traffic counts as it relates to the two future residential buildings at 9681 and 9691 Islington Avenue. The DE Department concurs with the findings of the study and agree the Development will introduce an acceptable traffic impact. The DE Department is satisfied that the proposed entrance to the Development will not conflict with the existing road network, including that of the entrance to the commercial plaza on the south side of Napa Valley Avenue.

The DE Department advises that a 0.3 m reserve (Registered Plan 65M-3467) exists along the proposed driveway access. As such, the DE Department requires that a reference plan be prepared and registered and a dedication by-law application be submitted to the City of Vaughan to lift the reserve. The DE Department has no objection to the Development, subject to their conditions as identified in Attachment 1.

In accordance with the Pedestrian and Bicycle Master Plan, separated active transportation facilities in the form of a sidewalk and cycle track are to be accommodated on arterial roads through new development. A multi-use pathway exists on Islington Avenue north of the Subject Lands, and the DE Department recommends that the multi-use pathway be extended along the frontage of the Development to Napa Valley Avenue to accommodate pedestrians and cyclists. The Owner will be required to construct the multi-use path along the frontage of the Development and provide a landscape cost estimate of the works to the satisfaction of the DE Department. A condition to this effect will be included as a condition in the Site Plan Agreement as identified in Attachment 1.

Environmental

The Owner submitted a Site Screening Questionnaire in support of the Applications. No land is proposed to be conveyed to the City therefore, the DE Department is satisfied with the Site Screening Questionnaire and has no further comments as it concerns environmental engineering.

Noise Feasibility Study

A Noise Feasibility Study prepared by HGC Engineering., dated December 20, 2019, and an addendum letter dated June 16, 2021, were submitted in support of the Applications. The study concludes the Development is feasible from a noise perspective, which is acceptable to the DE Department. However, as an extra

precaution, warning clauses were recommended and will be added to the Site Plan Agreement. A condition to this effect is included in Attachment 1.

Prior to execution of the Site Plan Agreement, the DE Department shall approve the final site servicing, erosion sediment control and site grading drawings to the satisfaction of the DE Department. A condition to this effect is included in Attachment 1 of this report.

Should the Applications be approved, the Owner will be required to submit and receive approval for a Draft Plan of Condominium Application

Should the Applications be approved, the Owner will be required to submit a Draft Plan of Condominium Application and receive approval from Council to establish the condominium tenure for the Development.

The Financial Planning and Development Finance Department have no objection to the Development, subject to development charges being paid

The Financial Planning and Development Finance Department have no objection to the Development, subject to the Owner paying 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, prior to the issuance of a building permit. A standard condition to this effect will be included in the Site Plan Agreement.

The Owner shall fulfill all cost sharing obligations of the Woodbridge Expansion Area Landowner's Group

The Subject Lands are located within the Woodbridge Expansion Area Block Plan for Block 53. Prior to the execution of the Site Plan Agreement, the Owner is required to provide the City with a letter from the Trustee of the Woodbridge Expansion Area Landowners Group demonstrating that the Owner has fulfilled all cost sharing and any other obligations of the Woodbridge Expansion Area Landowners Group Cost Sharing Agreement. A condition to this effect has been included in the Attachment 1.

Fire and Rescue Services has no objection to the Development

Vaughan Fire and Rescue Service has no objection to 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 Environmental Services Department, Solid Waste Management Division, has no objection to the Development, subject to conditions

The Solid Waste Management division has no objection to the waste management system proposed for the Development subject to the following being provided to their satisfaction: revised floor plans that identify a bulky item room for the purpose of storing large items and a three-stream waste chute system, a letter from a certified engineering stating that the proposed structure can safely support a collection vehicle of 35,000 kg and a revised site plan demonstrating the footprint of the waste bins on the staging pad.

The Owner shall satisfy all requirements of the Environmental Services Department, Solid Waste Management Division. A condition to this effect has been included in Attachment 1.

The Policy Planning and Environmental Sustainability Department has no objection to the Development

The Policy Planning and Environmental Sustainability Department have no objection to the Development as the Subject Lands are not located in proximity to any natural features and/or hazards.

The By-law & Compliance, Licensing & Permit Services have no objection to the Development, subject to lighting standards being complied with

The By-law & Compliance, Licensing & Permit Services have no objection to the Development, subject to any outdoor floodlighting or exterior lighting fixtures being directed inward and downward, or in such a manner so as to prevent the light source from shining directly onto abutting properties. Additionally, the Owner will be required to follow construction protocols in accordance with City of Vaughan by-laws.

The Cultural Heritage Division of the Development Planning Department has no objection to the Development

The Cultural Heritage Division of the Development Planning Department has no objection to the Development as the Subject Lands are not located within a Heritage Conservation District and no archaeological potential was identified, however standard archaeological clauses will be included in the Site Plan Agreement as identified in Attachment 1.

The Parks Planning Department and Office of Infrastructure Development Real Estate Services have no objection to the Development, subject to parkland being dedicated or cash-in-lieu of parkland being satisfied

The Parks Planning Department and the Office of Infrastructure Development, Real Estate Services have no objection to the Development, providing the Owner conveys land at the rate of 1 ha per 300 units and/or pay to Vaughan by way of a certified cheque(s), cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units or at a fixed unit rate, prior to the issuance of a building permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland Policy. A condition to this effect will be included as a condition in the Site Plan Agreement, as identified on Attachment 1.

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. No comments were received from the Conseil Scolaire de District Catholique Centre Sud.

Canada Post has no objection to the Development, subject to the Owner providing a centralized mail receiving facility

Canada Post has no objection to the Development, subject to the Owner providing the building with its own centralized mail receiving facility.

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

Bell Canada has no objection to the Development, subject to the Owner granting Bell Canada any easements that may be required. A condition to this effect will be included in the Site Plan Agreement and has been included in Attachment 1.

The other utility providers have no objection to the Development

The other utility providers including HydroOne, Rogers Communication Inc., Enbridge Gas Distribution and Alectra Utilities Corporation have no objection to the Development, subject to the Owner providing any easements for the Development at no cost to the utility provider, if required. A condition to this will be included in the Site Plan Agreement and has been included in Attachment 1.

Financial Impact

Not applicable.

Broader Regional Impacts/Considerations

York Region has reviewed the Zoning By-law Amendment and Site Development Applications and has no objection. 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 that is consistent with the PPS, the Growth Plan, the York Region Official Plan and the Development conforms to 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 as set out in Attachment 1.

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 – North and South
6. Building Elevations – East and West
7. Existing Zoning By-law Amendment Schedule Exception 9(988)

Prepared by

Rebecca Roach, Planner, Development Planning, extension 8626

Nancy Tuckett, Senior Manager, Development Planning, extension 8529

Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

Attachment 1 – Conditions of Approval
Site Development File DA.20.002 – Islington Avenue Inc.

- 1) THAT prior to the execution of the Site Plan Agreement:
 - a) The Owner shall provide the City with a letter from the Trustee of the Woodbridge Expansion Area Landowners Group to confirm that the Owner has fulfilled all cost sharing and any other obligations of the Woodbridge Expansion Area Landowners Group Cost Sharing Agreement
 - b) The Owner shall enter into a Tree Protection Agreement and pay any applicable fees in accordance with the City's Tree Protection Protocol, to the satisfaction of the Development Planning Department
 - c) The Owner shall pay Development Engineering's Site Plan Complex fee and Grading Inspection for Multiple Units, Apartments and Condo's fee, in accordance with the Fees and Charges By-law, as amended
 - d) The Owner shall enter into an agreement and/or permit for temporary and/or permanent dewatering, to the satisfaction of Environmental Services, if required
 - e) The Owner shall prepare and submit a draft reference plan for the reserve over the proposed access on the Subject Lands, to the satisfaction of the Development Engineering Department. The Owner shall also register the plan once the Development Engineering Department is satisfied
 - f) The Owner shall submit a dedication by-law application, the associated R-Plan and the required fees to the satisfaction of the Development Engineering department to lift the 0.3 m reserve that exists along the proposed driveway access
 - g) The Owner shall satisfy all requirements of York Region
 - h) The Owner shall satisfy all requirements of the Solid Waste Management Division of Environmental Services
 - i) The final arborist report, site plan, landscape plan, landscape details, landscape cost estimate, building elevations, architectural materials, lighting plan and sustainability metrics to the satisfaction of the Development Planning Department
 - j) The Owner shall provide the final georeferenced AutoCAD drawings of the site plan and landscape plan, the associated Excel translation files and layered pdfs for all drawings to the satisfaction of the GIS section of the Development Planning Department

Attachment 1 – Conditions of Approval
Site Development File DA.20.002 – Islington Avenue Inc.

- k) The final site servicing and grading plan, erosion and sediment control plan shall be approved to the satisfaction of the Development Engineering Department
- 2) THAT the following conditions be included in the Site Plan Agreement:
 - a) The Owner shall grant Bell Canada any easements that may be required which may include a blanket easement, for communication or telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements
 - b) The Owner shall grant the utility providers including Hydro One, Rogers Communication Inc., Enbridge Gas Distribution and Alectra Utilities Corporation, easements for services to the Development, at no cost to the utility provider, should they be required
 - c) The Owner agrees to construct a 3 m multi-use pathway along Islington Avenue and provide a landscape cost estimate to the City to identify the cost of the works, to the satisfaction of the Development Engineering Department
 - d) 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
 - e) In the event that human remains are encountered during construction activities, the proponent must immediately cease all construction activities. The proponent shall contact the York Regional Police Department, the Regional Coroner and the Bereavement Authority of Ontario
 - f) The Owner shall convey land at the rate of 1 ha per 300 units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 500 units, or at a fixed unit rate, prior to the issuance of a Building permit, in accordance with the Planning Act and the City's cash-in-lieu Policy, to the satisfaction of the Office of Infrastructure, Real Estate Department
 - g) That the following warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all units:
 - i. Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the

Attachment 1 – Conditions of Approval
Site Development File DA.20.002 – Islington Avenue Inc.

dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks

- ii. This dwelling unit has been supplied with central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks
- iii. Purchasers are advised that due to the proximity of the existing commercial buildings including a drive-through, sound levels from the facilities may be at times be audible



ISLINGTON AVENUE

STAGING PAD FOR
GARBAGE STORAGE ONLY
ON PICK-UP DAY

INTAKE VENT

LINE OF UNDERGROUND
PARKING GARAGE BELOW

ACCESS TO UNDERGROUND
PARKING GARAGE

BARRIER-FREE
PARKING (1 SPACE)

EXHAUST VENT

EXTENT OF BUILDING
OVER PARKING

PROPOSED
MULTI-USE PATH
(PER CITY
STANDARDS)

VISITOR PARKING (5 SPACES)

ASPHALT PAVING
LOCATED AT GRADE

EXISTING
BUS STOP

BALCONY
ABOVE

VISITOR LAY-BY
PARKING
(2 SPACES)

FIRE ROUTE

MAIN
ENTRANCE

STAIR
A

ROOF TOP AMENITIES
**5-STOREY
RESIDENTIAL
BUILDING**

MECHANICAL
& PENTHOUSE

ROOF TOP AMENITIES

PRIVATE GARDEN
TERRACE

SECONDARY
ENTRANCE

UNIT PAVING WITH
DECORATIVE ACCENT

LINE OF UNDERGROUND
PARKING GARAGE BELOW

NAPA VALLEY AVENUE



Subject Lands

0 5 10 20 Metres

Site Plan

LOCATION:
9630 Islington Avenue
Block 6 Plan 65M-3467
Part of Lot 18, Concession 8

APPLICANT:
9630 Islington Inc.



Attachment

FILES:
Z.20.001
and DA.20.002

DATE:
October 5, 2021

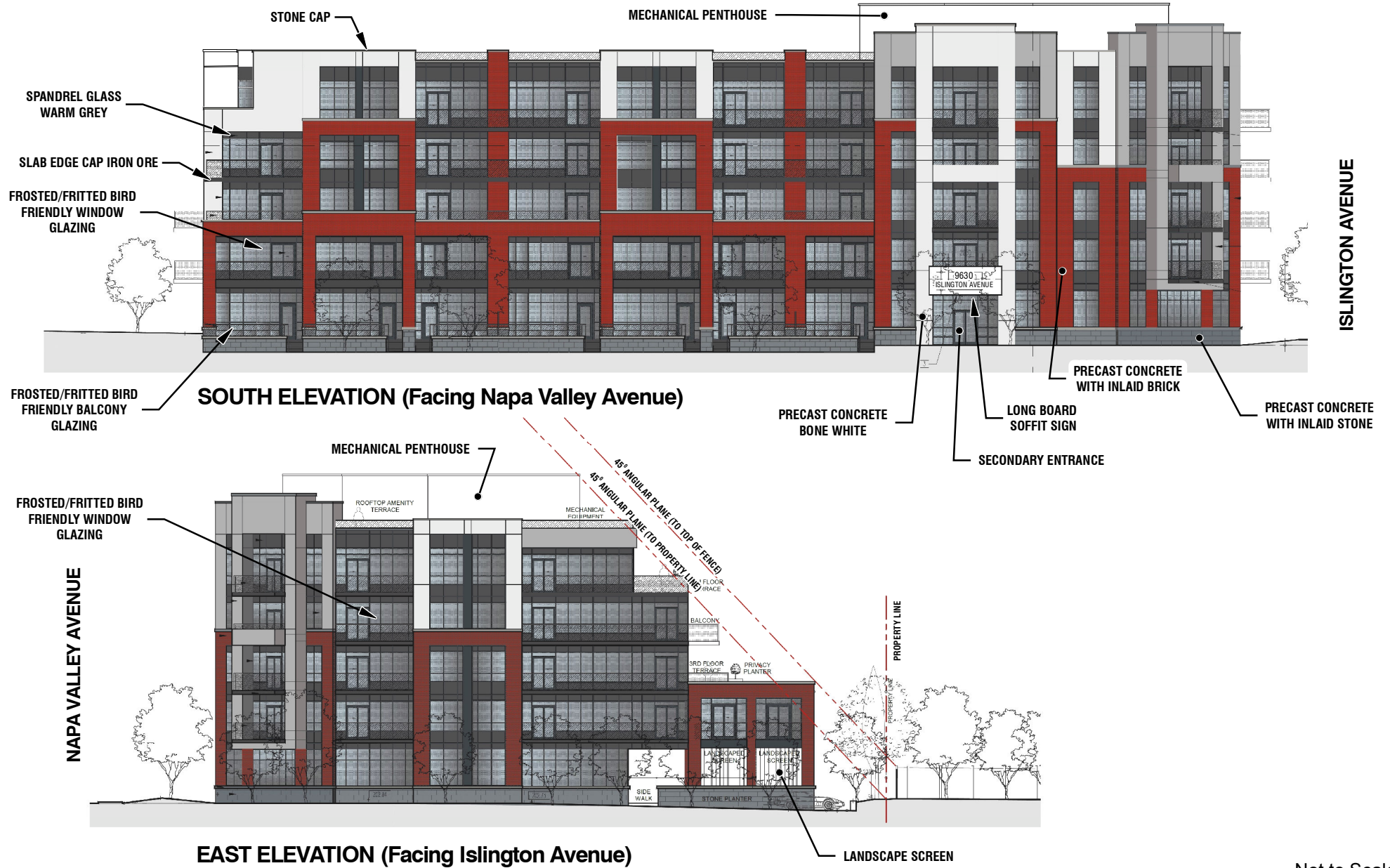
3



0 5 10 20 Metres

Attachment

4



South and East Building Elevations

LOCATION:
9630 Islington Avenue
Block 6 Plan 65M-3467
Part of Lot 18, Concession 8

APPLICANT:
9630 Islington Inc.

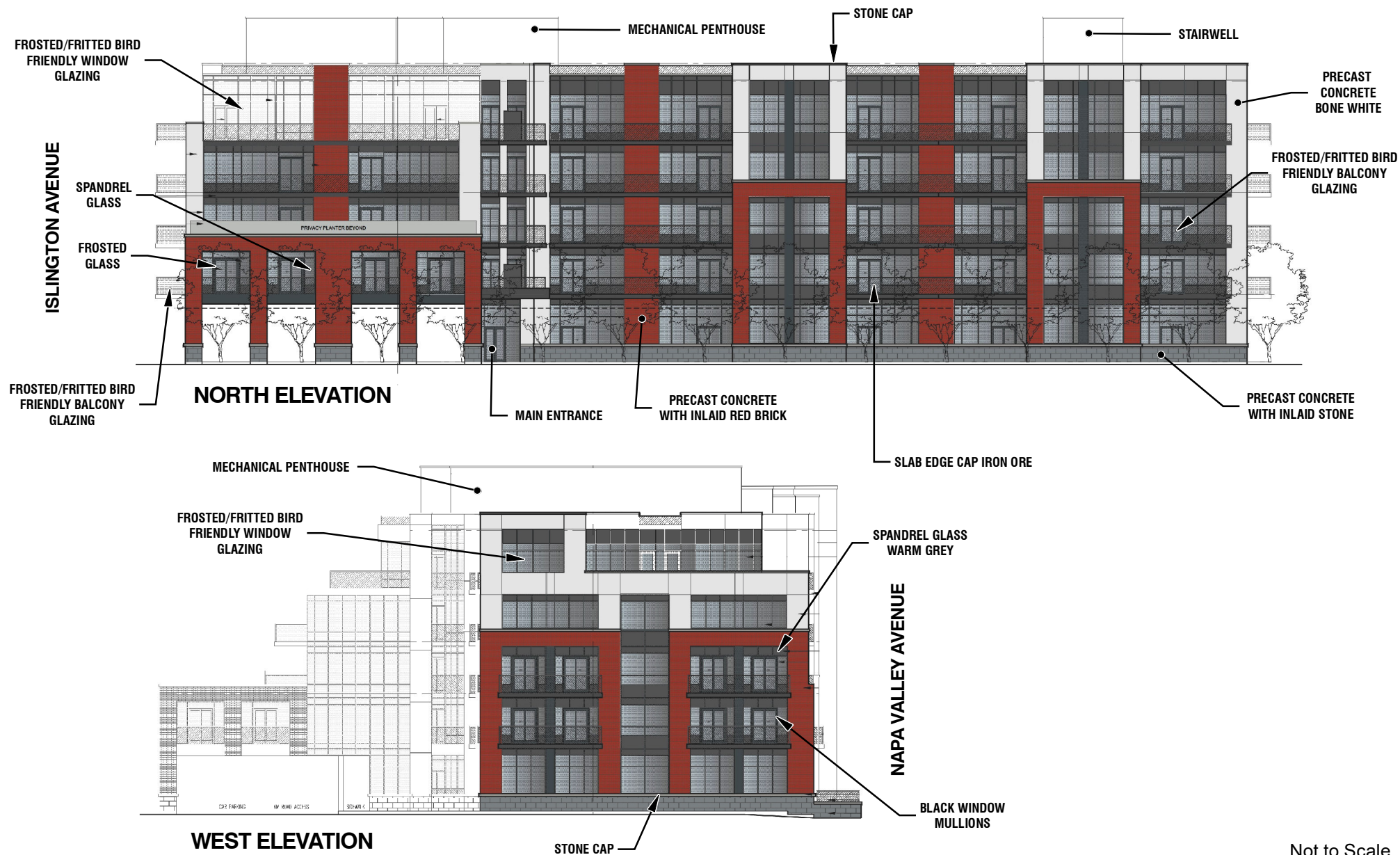


Attachment

FILES:
Z.20.001
and DA.20.002

DATE:
October 5, 2021

5



Not to Scale

North and West Building Elevations

LOCATION:
9630 Islington Avenue
Block 6 Plan 65M-3467
Part of Lot 18, Concession 8

APPLICANT:
9630 Islington Inc.



Attachment

FILES:
Z.20.001
and DA.20.002

DATE:
October 5, 2021

6



NOT TO SCALE

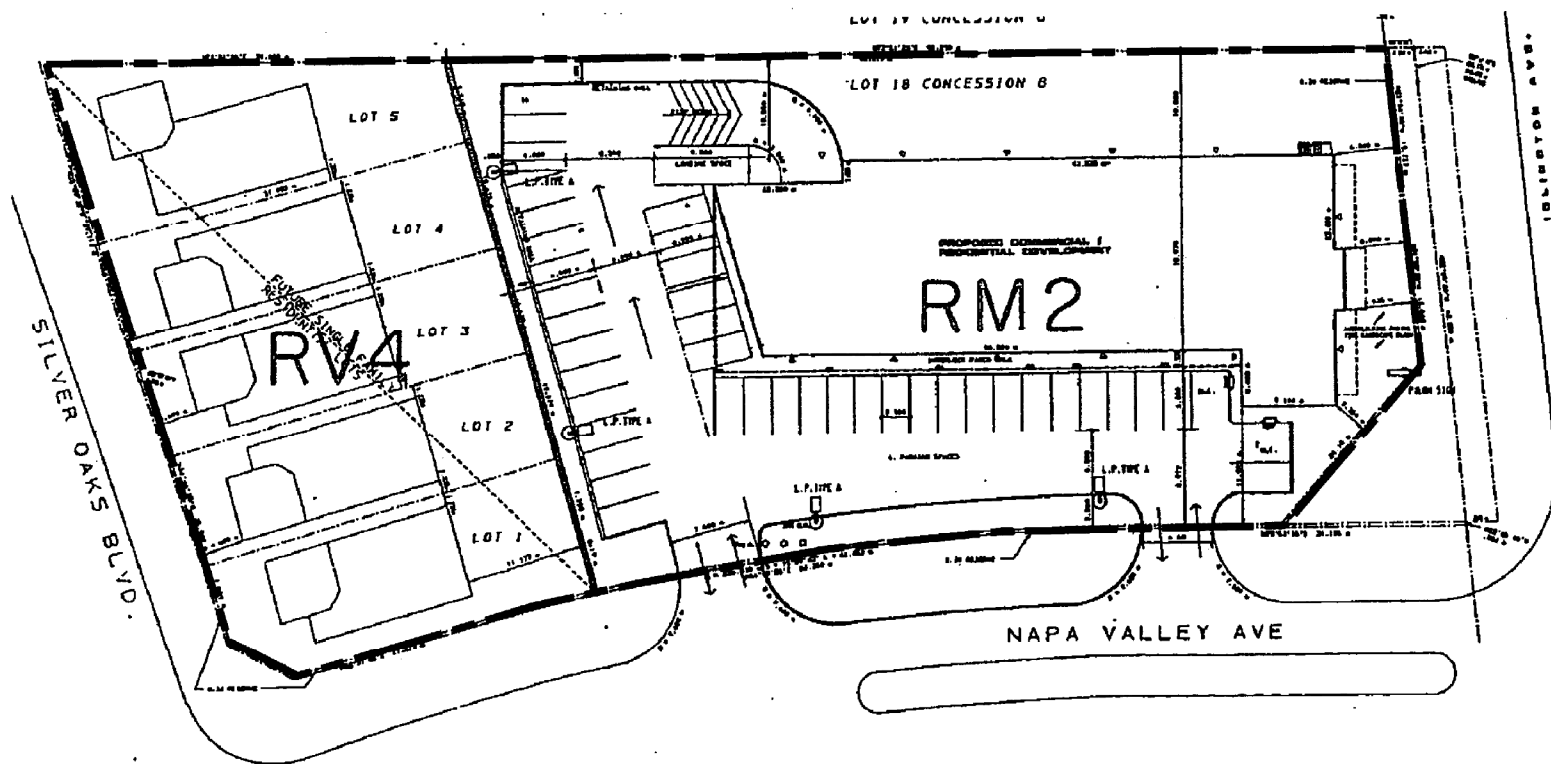
LEGEND



SUBJECT LANDS

LOCATION: PART LOT 18, CON 8
FILE NO. Z.98.135
CITY OF VAUGHAN

THIS IS SCHEDULE 'E-1184'
TO BY-LAW 1-88
SECTION 9 (988)



Existing Zoning By-Law Amendment Schedule (Exception 988)

LOCATION:
9630 Islington Avenue
Block 6 Plan 65M-3467
Part of Lot 18, Concession 8

APPLICANT:
9630 Islington Inc.



Attachment

FILES:
Z.20.001
and DA.20.002

DATE:
October 5, 2021

7

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD: 2

TITLE: CAPLINK LIMITED
ZONING BY-LAW AMENDMENT FILE Z.21.015
SITE DEVELOPMENT FILE DA.21.018
VICINITY OF HIGHWAY 50 AND LANGSTAFF ROAD

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 Site Development applications for the subject lands shown on Attachment 2. The Owner proposes to rezone the subject lands to permit three employment buildings with accessory office space in each building, as shown on Attachments 3 to 7.

Report Highlights

- The Owner proposes to rezone the subject lands and seeks site plan approval to permit three employment buildings with accessory office space in each building
- Zoning By-law Amendment and Site Development Applications are required to permit the development
- The Development Planning Department supports the approval of the development as it is consistent with 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 area

Recommendations

1. THAT Zoning By-law Amendment File Z.21.015 (Caplink Limited) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone” in the manner shown on Attachment 2, together 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; and
3. THAT Site Development File DA.21.018 (Caplink Limited) to permit three employment buildings with accessory office space in each building, as shown on Attachments 3 to 7 BE DRAFT APPROVED SUBJECT TO THE CONDITIONS of Site Plan Approval included in Attachment 1.

Background

The subject lands (the ‘Subject Lands’) shown on Attachment 2, are located at the southeast corner of Langstaff Road and Highway 50. The Subject Lands are currently undeveloped and the surrounding land uses are shown on Attachment 2.

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

Caplink Limited (the ‘Owner’) has submitted the following applications (the ‘Applications’) to permit the proposed development consisting of three employment buildings with accessory office space in each building (the ‘Development’), as shown on Attachments 3-7.

1. Zoning By-law Amendment File Z.21.015 to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area 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.21.018 to facilitate the Development of three employment buildings with accessory office space in each building for a total GFA (Gross Floor Area) of approximately 61,390 m² and 615 parking spaces

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

The City on May 21, 2021, circulated a Notice of Public Meeting to all property owners within a 150m 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 and Notice Signs were posted along Langstaff Road and Highway 50 in accordance with the City's Notice Sign Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on June 14, 2021, to receive comments from the public and Committee of the Whole. There were no deputations made at the Committee of the Whole meeting and no written submissions regarding the Applications received by the Development Planning Department.

Vaughan Council on June 22, 2021 received the Public Meeting report of June 14, 2021 and ratified the recommendation to forward a comprehensive report to a future Committee of the Whole meeting.

Previous Reports/Authority

The following is a link to the Public Meeting Report regarding the Applications:
[June 22, 2021, Committee of the Whole \(Public Meeting\) \(Item 3, Report No. 36\)](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement (PPS), 2020

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with 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 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 to support the Development and is consistent with the approved Block 57/58 Block Plan. 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 (the 'Growth Plan')

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan'), as amended, is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. 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 “Prestige Employment” and “Natural Areas” by Vaughan Official Plan 2010

The Subject Lands are designated “Prestige Employment” and “Natural Areas” by Vaughan Official Plan VOP 2010 (VOP 2010), Volume 2, Section 12.12. Huntington Business Park. The northeast and northwest corners of the Subject Lands are also identified as acceptable sites for Service Nodes.

“Prestige Employment” areas are characterized by high quality buildings in attractive pedestrian-friendly, connected and transit-oriented working environment. A variety of employment uses including manufacturing, warehousing, processing, and distribution uses and accessory office spaces are permitted within the “Prestige Employment” designation. The proposed employment and accessory office uses conform to VOP 2010.

The Subject Lands are located in the Block 57/58 Block Plan

The Subject Lands are located within the Block 57/58 Block Plan, as shown on Attachment 8. They are identified as “Prestige Employment” and includes a public road right-of-way located within the east limit of the Subject Lands. A “Service Node” is identified at the intersection of Langstaff Road and Huntington Road and at the northeast corner of the Subject Lands.

The Owner proposes to construct the road, located on the east limit of the Subject Lands, to municipal standards but be used as an access driveway until the remaining public road right-of-way connecting to Huntington Road is constructed by the abutting landowner to the east, as shown in Attachment 2. At that time, the road (Keyes Court) will be conveyed to the City as a public road. As such, the proposed Zoning By-law Amendment and Site Development Applications conform to the approved Block 57/58 Block Plan. The Owner will be required to enter into a Development Agreement to

convey the lands and construct the road. A condition addressing the use of the road as an access driveway and the future conveyance of this road is included in Attachment 1.

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

The Subject Lands are zoned “A Agricultural Zone” by Zoning By-law 1-88, as shown on Attachment 2, which does not permit the Development. A Zoning By-law Amendment is required to rezone the Subject Lands to “EM1 Prestige Employment Area Zone” in the manner shown on Attachment 3, and to permit the following site-specific zoning exceptions:

Table 1:

	Zoning By-law 1-88 Standard	EM1 Prestige Employment Area Zone Requirements	Proposed Exceptions to the EM1 Prestige Employment Area Zone Requirements
a.	Minimum Landscape Strip Abutting an Arterial Road	9 m	6 m (abutting Highway 50) 4 m (abutting Langstaff Road)
b.	Outside Storage of Trailers Accessory to an Employment Use	Outside storage is not permitted in the EM1 Prestige Employment Area Zone	Trailer parking accessory to an Employment Use shall not be considered Outside Storage
c.	Minimum Parking Requirements	<p><u>Employment</u> 1.5 spaces / 100 m² x 55,343.71 m² = 830.2 spaces</p> <p><u>Accessory Office</u> 2 spaces / 100 m² x 6,045.85 m² = 120.9 spaces</p> <p>Total Parking Required = 952 spaces</p>	<p><u>Employment</u> 1 space/100 m² x 55,343.71 m² = 554 spaces</p> <p><u>Accessory Office</u> 1 space / 100 m² 6,045.85 m² = 60.5 spaces</p> <p>Total Proposed Parking = 615 spaces</p>

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 reduced landscape strip on Langstaff Road will taper from 6m to 4m for a length of approximately 40m to

accommodate the right turn lane into the “Access Driveway (Future Public Road)” as required by York Region. Majority of the landscape strip along Langstaff Road will be 6m to match Highway 50. Furthermore, the Development Engineering Department has reviewed the parking assessment provided by the Owner in support of the proposed parking supply and have no further concerns.

The Development Planning (‘DP’) Department supports the Development, subject to the conditions in Attachment 1

Site Plan

The Development consists of three 1-storey employment buildings with 2-storey office components in each building for a total GFA of approximately 61,390 m² and a total of 615 parking spaces as shown on Attachments 3 to 7. Pedestrian walkways are provided throughout the Subject Lands, linking the main entrances of the buildings to the public sidewalks on Highway 50 and Langstaff Road.

All loading and trailer loading areas are generally located between the proposed buildings and an outdoor patio amenity area is proposed facing the main arterial roads for each building. The final Site Plan shall be approved to the satisfaction of the 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. A more robust landscape treatment, with larger coniferous trees should be provided near the driveway access from Highway 50 and the access driveway on the east to assist with additional screening. 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, 6 and 7 include aluminum siding, precast concrete panels, metal doors and coping, and various glazing materials. 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 photometric plan must show illumination that achieves 5.0lux at the barrier-free areas and 2.0lux at all other pedestrian areas and entrances while maintaining 0.0lux at all property lines. The final photometric plan shall be approved to the satisfaction of the DP Department.

Sustainability Performance Metric

The proposed Development achieves a Bronze level sustainability performance metric score of 32. The DP Department is satisfied with the sustainability performance metric score provided.

Archaeological Assessment

The Development Planning Department, Urban Design and Cultural Heritage Division has confirmed the Archaeological Report identifies no further potential beyond the Stage 2 findings and a letter of acceptance from the Ministry of Heritage, Sport, Tourism, Culture Industries has been submitted. The requirements have been satisfied and Cultural Heritage has no further concerns with the Development. Standard archaeological clauses are included in Attachment 1.

The DP Department is satisfied with the Development shown on Attachments 3 to 7 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

PPES staff has no comments or concerns. The Development must meet the minimum requirements of the Sustainability Performance Metric.

The Development Engineering ('DE') Department has no objection to the Development subject to Conditions of Approval

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

Municipal Servicing

The servicing strategy for the proposed municipal infrastructure is generally acceptable, however, to support the Development, the DE Department requires the Owner to revise the submitted plans and reports to address the final comments and concerns and obtain necessary approvals from the other agencies, where required.

Water Supply

Water supply is proposed from the existing municipal watermain at the property limit of Huntington Road to service the Caplink Limited and Quality Seeds lands (lands to the

immediate east). A proposed watermain installation, located within a private easement between both properties traversing through Quality Seeds lands, will connect CapLink Developments to the existing watermain stub at property limit of Huntington Road.

Fire service and domestic water service connection stubs are proposed to be provided internally for each building. A backflow preventor is located near the Huntington Road property limit to ensure municipal water is protected. The DE Department is generally satisfied that the proposed Development can be adequately supplied with water service. The DE Department has no objections to the proposed water supply servicing, subject to addressing comments to the satisfaction of the City.

Sanitary Sewer Network

Sanitary servicing for Subject Lands is proposed through an existing sanitary service connection currently at the property limit of Huntington Road to service CapLink Developments and Quality Seeds lands. The Service Control Manholes internal to the site are proposed to outlet to the proposed sanitary sewer located within a private easement traversing through Quality Seeds lands and discharging to the existing sanitary service connection at the property limit of Huntington Road. Internal sanitary sewers and service connection to the building will be provided through an internal network. The DE Department has no objections to the proposed sanitary servicing, subject to addressing comments to the satisfaction of the City.

Stormwater Management and Storm Sewer Network

Storm servicing for the Subject Lands is proposed through a storm service connection currently located at the property limit of Huntington Road to service Caplink Developments and Quality Seeds lands. The service control manholes proposed internally within the Subject Lands are proposed to outlet to the proposed storm sewer located within a private easement traversing Quality Seeds lands and outletting to the existing storm sewer connection at the property limit of Huntington Road.

Rooftop ponding, underground storage and additional ponding in paved areas will be used to address quantity control. Stormwater quality control will be met by discharging to the existing stormwater management pond (as the end-of-pipe control facility) located at the east limit of Keyes Court within the Squire Ridge Industrial Subdivision. The DE Department is generally satisfied that the proposed lands stormwater outflow can be adequately serviced and accommodated by the storm sewers and SWM pond identified. The DE Department has no objections to the proposed storm servicing, subject to addressing comments to the satisfaction of the City.

Lot Grading

The Subject Lands are currently vacant and undeveloped. Based on existing topography the overland flow from the Subject Lands will continue to drain south-east via the private servicing easement to Huntington Road. 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 catch basins for the 5-year and 100-year event. The proposed overland flow will continue existing patterns and drain towards the private easement at the south-east corner of the lot. The DE Department has no objections to the proposed grading of the Subject Lands.

Environmental Site Assessment (ESA)

The Environmental Engineer within the DE Department has reviewed the submitted Phase 1 ESA and the site screening questionnaire. The findings of the ESA report did not identify any areas of potential environmental concern. The DE Department has no objections to the Development subject to the Owner providing an addendum letter to address potential odours generated from the facility that may pose an adverse effect to adjacent residential uses on the west side of Highway 50. A condition to this effect is included in Attachment 1.

Noise and Vibration Feasibility Study

Based on the results of the Noise Study, the noise impacts from the proposed Development at its maximum operational scenarios will meet the sound levels limits specified in NPC-300 for stationary noise sources and the proposed operations at the site will be compatible with the surrounding land uses. The DE Department is generally satisfied with the findings and conclusions within the report.

Transportation and Road Network

Three vehicular accesses are proposed to the Subject Lands including one on each of Highway 50, Langstaff Road and on the east side of the Subject Lands connecting with the Keyes Court extension. In support of the proposed Development, a Traffic Impact Study prepared by nexTrans dated June 30, 2021 and Site Plan by Baldassarra Architects dated July 12, 2021 were submitted. Transportation Engineering is satisfied with the overall findings of the report; however, the study requires approval by Region of York. Furthermore, the Traffic Impact Study and Site Plan must be updated to reflect Keyes Court's extension as a public road instead of an access driveway. Detailed engineering drawings would also be required for the proposed Keyes Court extension. A condition to this effect is included in Attachment 1.

Block 57/58 Developers' Group Agreement and Cost Sharing

The Subject Lands are located within the approved Block 57/58 Plan and is subject to a Developers' Group Cost Sharing Agreement with the other participating landowners within Block 57/58 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 57/58 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 57/58 Landowners Group shall provide the City with a letter confirming the Owner has fulfilled all cost sharing and other obligations of the Block 57/58 Cost Sharing Agreement. A Condition to this effect is included in Attachment 1.

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

PIPD Department has no objection to the Development.

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 Letter of Undertaking.

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

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.

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 Report and Tree Inventory, Preservation & Removal Plan and has advised they have no further concerns. There is no significant vegetation and Vaughan Forestry staff has accepted the conclusions of the Arborist's Letter indicating there are no trees located on or within 10 m of the Subject Lands.

The Toronto and Region Conservation Authority ('TRCA') has no objection to the proposed Development, subject to Conditions of Approval

The Subject Lands are partially located within the TRCA's Regulated Area of the Humber River watershed. There is a stream corridor associated with a tributary of the Humber River that traverses the northeastern portion of the Subject Lands.

The TRCA re-issued a permit on January 29, 2021 (Permit No. C-190565) to facilitate the realignment and enclosure of the stream that bisects the Subject Lands. The decision to alter and enclose the feature was determined through the Master Environmental Servicing Plan (MESP) for Block 57/58 West. Once the feature is realigned/enclosed and the works are completed per the approved plans, the TRCA will no longer regulate the property. The TRCA has no objection to the approval of the Development subject to the conditions included in Attachment 1.

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

Enbridge Gas, Bell Canada, and Alectra Utilities have advised they have no objections to the Applications, subject to their Conditions of Approval contained in Attachment 1. Rogers Communications and Hydro One Networks Inc. have no objections to the Applications.

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 are included in Attachment 1 of this report.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment and Site Development Files Z.21.015 and DA.21.018 and 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, the York Region Official Plan, and Vaughan Official Plan 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 contained in Attachment 1.

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

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan and Proposed Zoning
4. Landscape Plan
5. Building A Elevations
6. Building B Elevations
7. Building C Elevations
8. Approved Block 57/58 Plan

Prepared by

Jennifer Kim, Planner, ext. 8592

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

Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

**Attachment 1 – Conditions of Site Plan Approval
Site Development File DA.21.018 (Caplink Limited)**

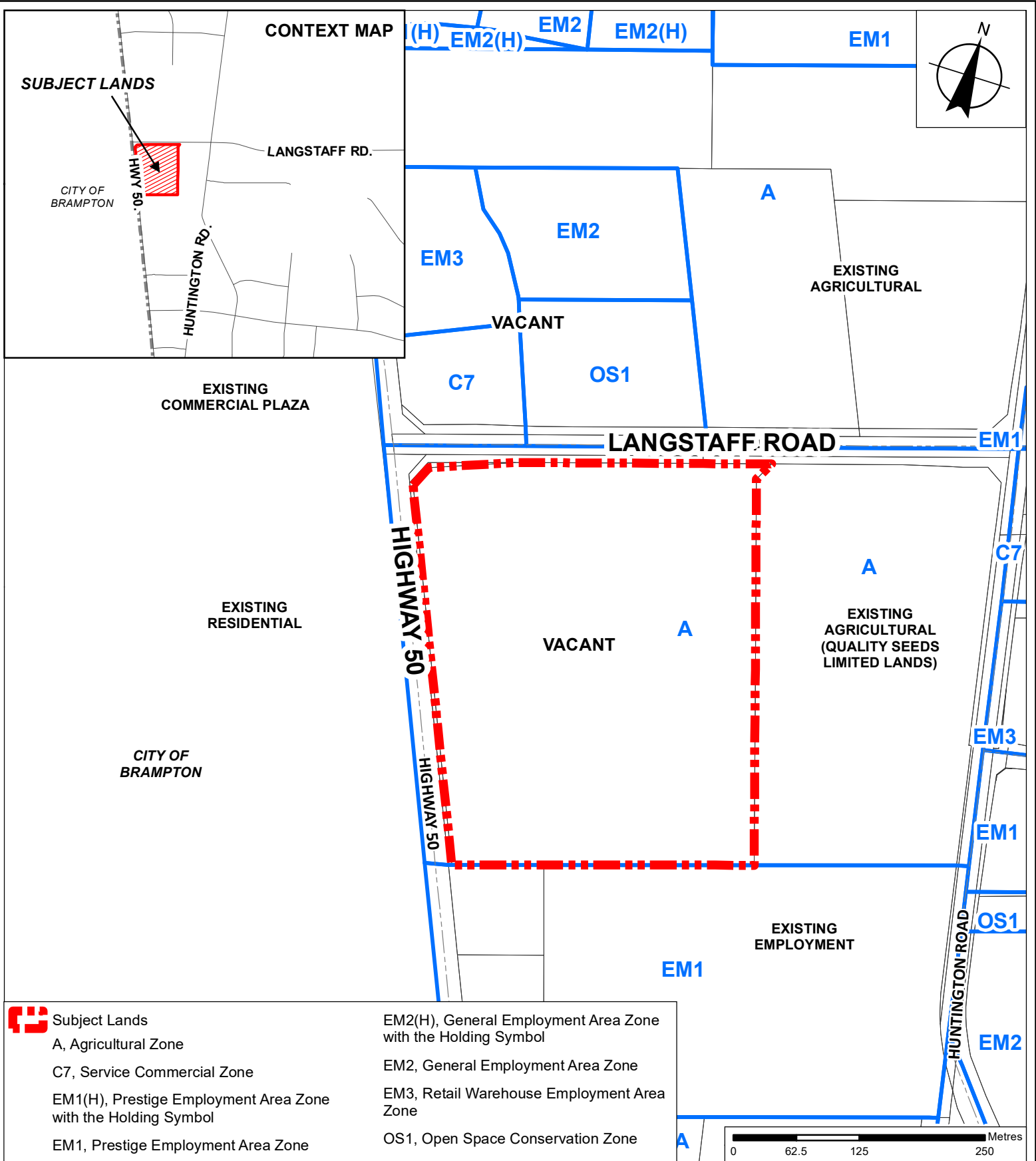
1. THAT prior to the execution of the Site Plan Letter of Undertaking:
 - a) The Development Planning Department shall approve the final Site Plan, Building Elevations, Landscape Plan, Landscape Details, Landscape Cost Estimate, and Photometric Plan;
 - b) The Development Engineering ('DE') Department 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');
 - c) The Owner shall pay the City the sum of \$18,458.29 plus applicable taxes for its proportionate share of the costs associated with the design and construction of the oversized sanitary line identified in the Development Agreement between the City and Roybridge Investments Limited. The City shall deduct its 3% administration cost and forward the balance to the owner, Roybridge Investments Limited;
 - d) 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 roads, water, wastewater, storm, storm diversion pipe, 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 unless alternative arrangements are made to the satisfaction of the City;
 - e) The Owner shall agree to design and construct the north to south road that connects to the Keyes Court's extension to the satisfaction of Development Engineering Department. The Owner will be required to submit the engineering drawings for review and approval by the Development Engineering Department;
 - f) The Owner shall provide an updated Traffic Study for review and approval to the satisfaction of the City. The Traffic Study shall include the geometric design of the City Roads to the satisfaction of the City;
 - g) The engineer shall provide detailed engineered drawings of the storm diversion pipe system for approval under this Site Plan Application. The

drawings shall show the pipe connection to the Region's culvert crossing Langstaff Road and shall obtain York Region approval;

- h) The Owner shall arrange to prepare and register a reference plan at their expense of the Subject Lands showing the proposed easements in favor of the City, over identified storm diversion pipe, future road lands and control structures fronting Huntington Road, for the purposes of access, construction, operations, and maintenance related to the servicing of the Subject Lands to the satisfaction of DE. The Owner shall submit a draft reference plan to the Development Engineering Department for review prior to deposit;
- i) 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;
- j) 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;
- k) Proof of Peel Region, York Region, and the TRCA approvals shall be forwarded to the Development Engineering Department prior to final engineering approval;
- l) Prior to final Site Plan Approval, the Owner shall address all Development Engineering Department's comments to the satisfaction of Development Engineering Department;
- m) The Owner shall satisfy all requirements from Hydro One Inc., Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada, Rogers Communications and Canada Post;
- n) The Owner shall satisfy all requirements and obtain all necessary approvals from York Region;
- o) The Owner shall satisfy all requirements and obtain all necessary approvals from Peel Region;
- p) The Owner shall satisfy all requirements and obtain all necessary approvals from the Toronto Region and Conservation Authority;

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;
 - c) The Owner shall pay the dedication by-law fee, assign a street name, and convey the proposed access road and infrastructure which is identified as a municipal road in the approved Block 57/58 Plan to the City when requested and deemed appropriate in association with the east/west road link to Huntington Road pursuant to the Block 57/58 Plan, all to the satisfaction of Development Engineering Department;
 - d) The proposed road shall be designed as per City of Vaughan standards as part of the Block 57/58 Transportation Master Plan. Currently, the proposed road shall act as an access driveway but shall be constructed as a public road which will be conveyed to the City in the future for the north to south road link that ties Langstaff road to Keyes Court as part of the Block 57/58 Plan and the Transportation Master Plan;
 - e) The Owner is required to contact City of Vaughan Environmental Services directly at least 72 hours in advance of connecting to and/or disconnecting from any municipal water services to ensure that staff is present on site to observe the works and to provide any additional requirements to their sole satisfaction;

- f) The Owner shall obtain any applicable permits and coordinate all inspections directly through the City's Development Inspection and Lot Grading Division upon receipt of Site Plan Approval for all proposed works within the City's right-of-way (i.e., curb cuts/fills, sidewalk installation, boulevard rehabilitation);



Context and Location Map

LOCATION:
Part of Lot 10, Concession 10

APPLICANT:
Caplink Limited

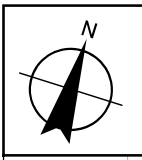


Attachment

FILES: Z.21.015 and
DA.21.018

DATE:
October 5, 2021

2



LANGSTAFF ROAD

ACCESS DRIVEWAY (FUTURE PUBLIC ROAD)

HIGHWAY 50

EM1

2-STOREY
OFFICE
(GFA -
2,027.23 m²)

BUILDING 'A'
1-STOREY
EMPLOYMENT
BUILDING
(TOTAL GFA -
20,449.67 m²)

16 LOADING DOCK DOORS

7 GENERATORS

20 TRAILER PARKING SPACES

PATIO

2-STOREY
OFFICE
(GFA -
2,006.30 m²)

BUILDING 'B'
1-STOREY
EMPLOYMENT
BUILDING
(TOTAL GFA -
20,473.52 m²)

16 LOADING DOCK DOORS

7 GENERATORS

20 TRAILER PARKING SPACES

2 TRAILER
PARKING
SPACES

PATIO

CITY OF
BRAMPTON

28 LOADING DOCK DOORS

BUILDING 'C'
1-STOREY
EMPLOYMENT
BUILDING
(TOTAL GFA -
20,466.36 m²)

2-STOREY
OFFICE
(GFA -
2,012.32 m²)

7 GENERATORS

25 TRAILER PARKING SPACES

28 TRAILER PARKING SPACES



Subject Lands

EM1, Prestige Employment Area
Zone

0 25 50 100 Metres

Site Plan and Proposed Zoning

LOCATION:
Part of Lot 10, Concession 10

APPLICANT:
Caplink Limited

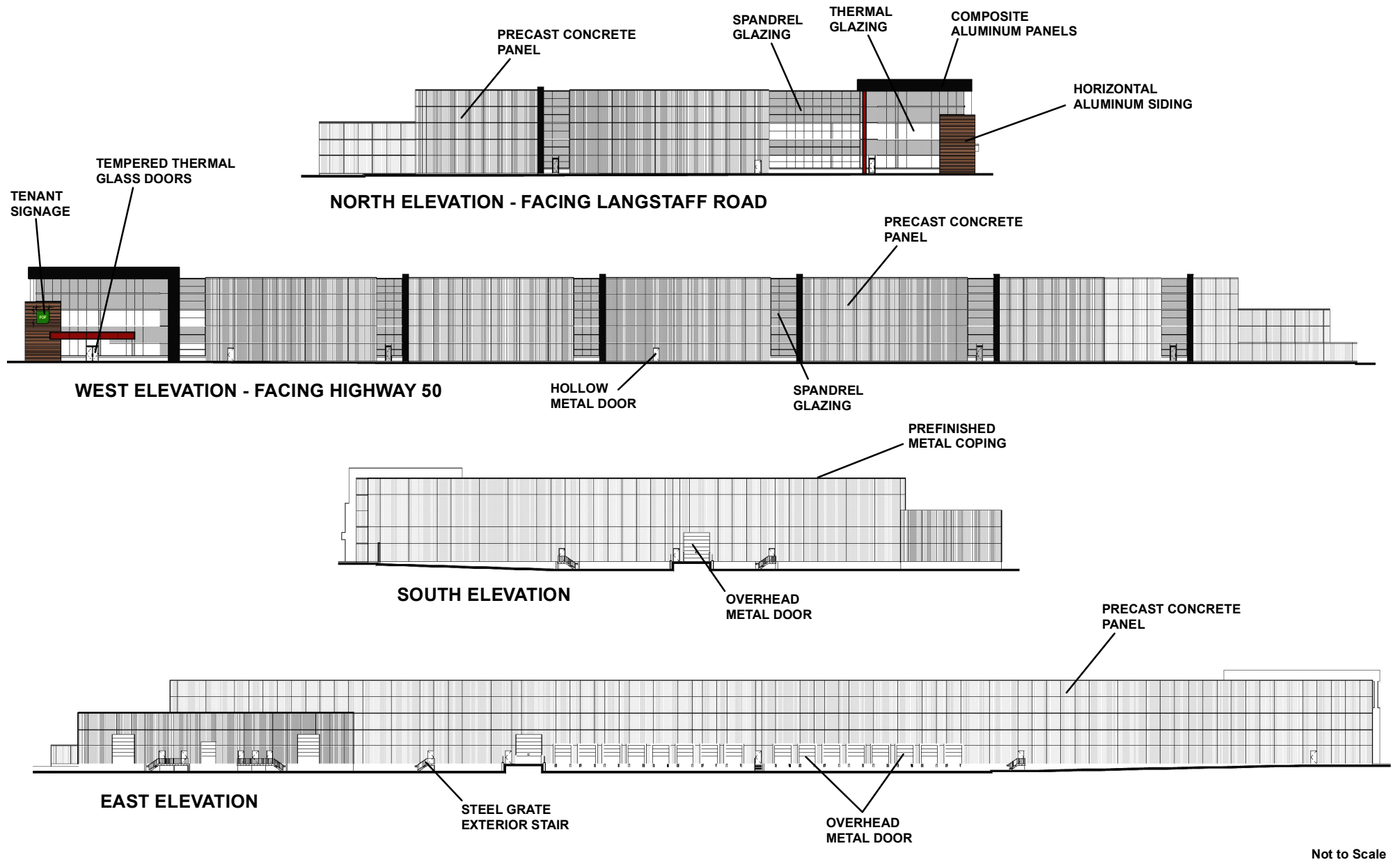


Attachment

FILES: Z.21.015 and
DA.21.018

DATE:
October 5, 2021

3



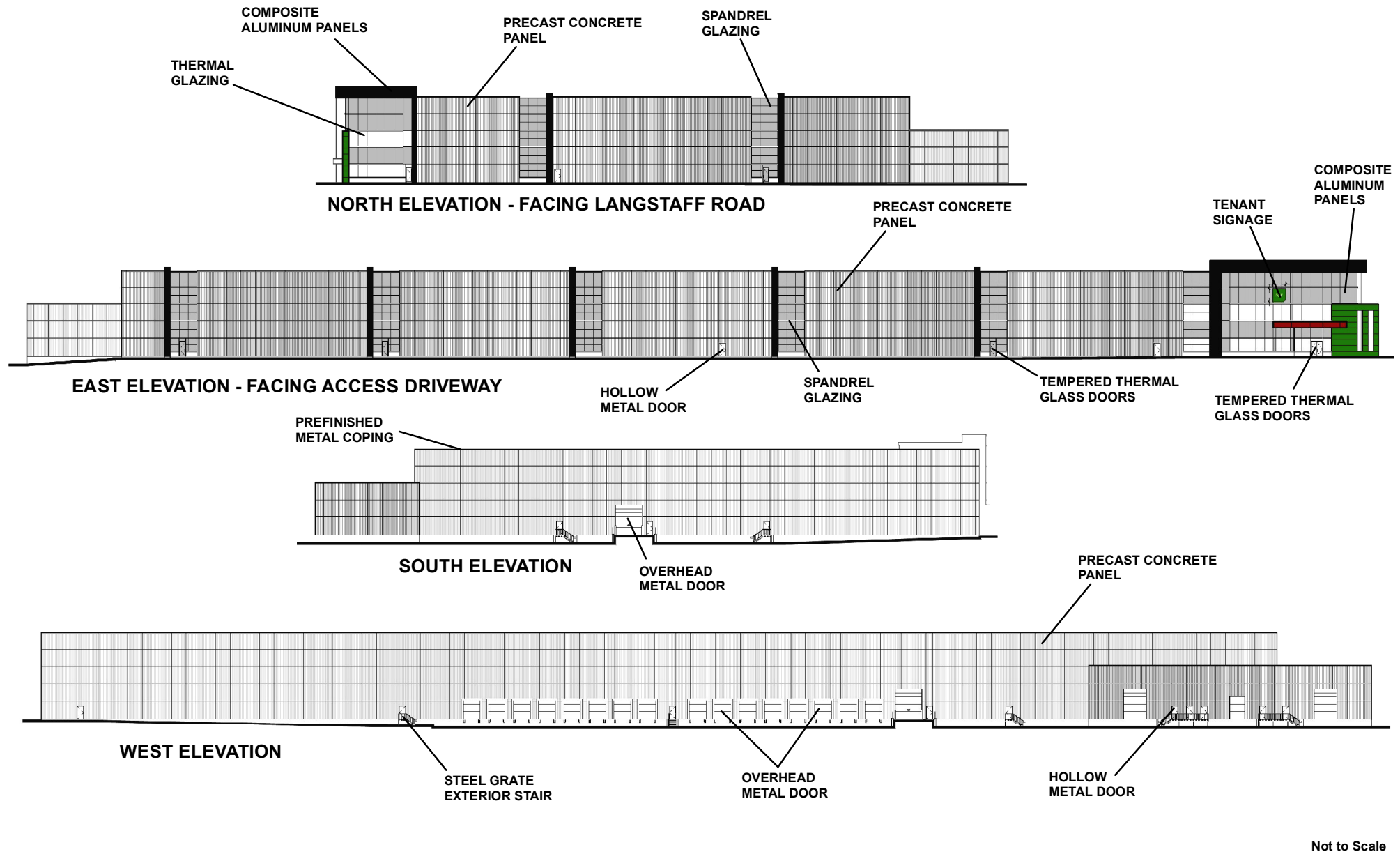
Building A Elevations

LOCATION:
Part of Lot 10, Concession 10

APPLICANT:
Caplink Limited



Attachment
FILES: Z.21.015 and
DA.21.018
5
DATE:
October 5, 2021

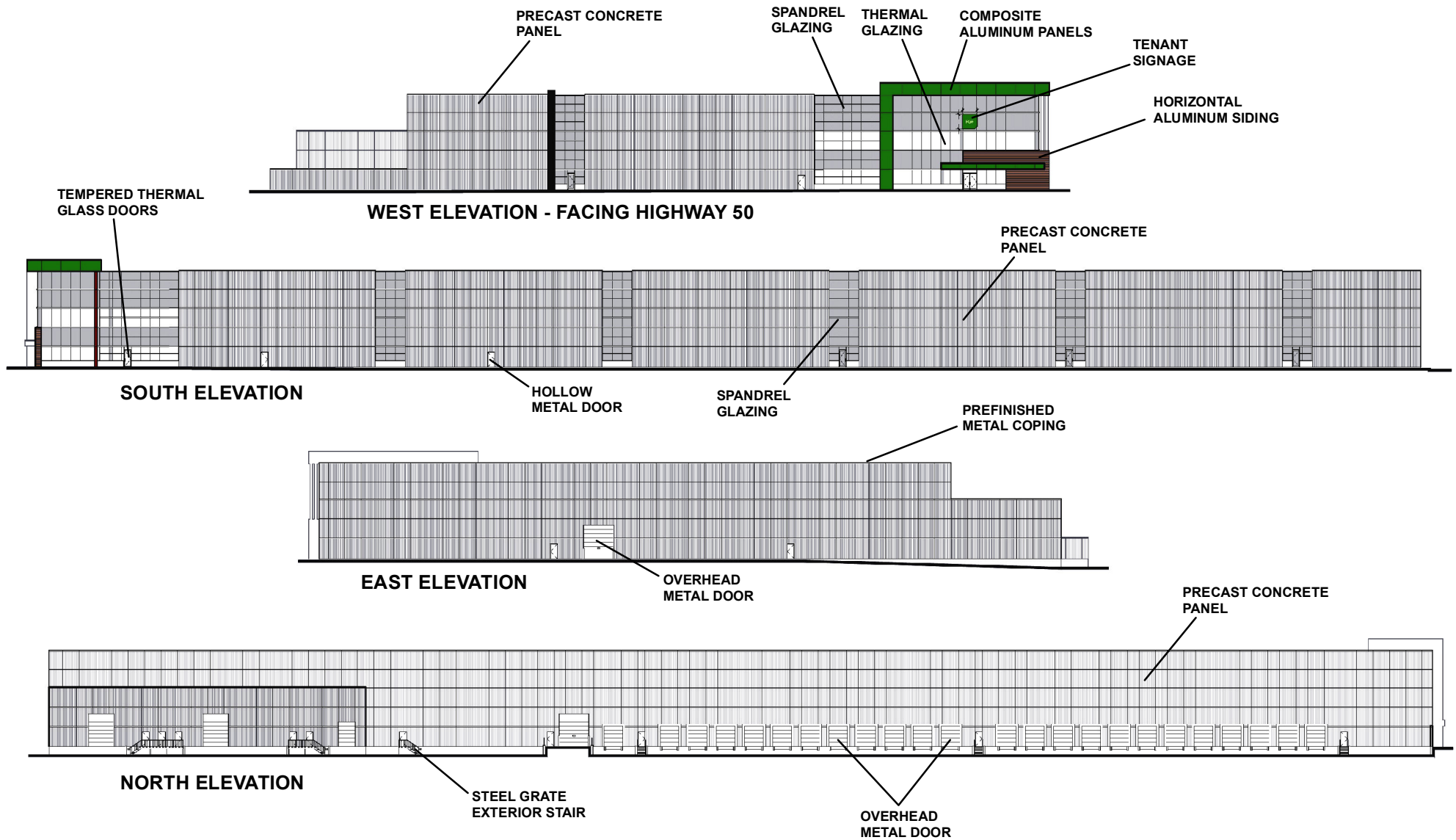


Building B Elevations

LOCATION:
Part of Lot 10, Concession 10

APPLICANT:
Caplink Limited





Building C Elevations

LOCATION:
Part of Lot 10, Concession 10

APPLICANT:
Caplink Limited



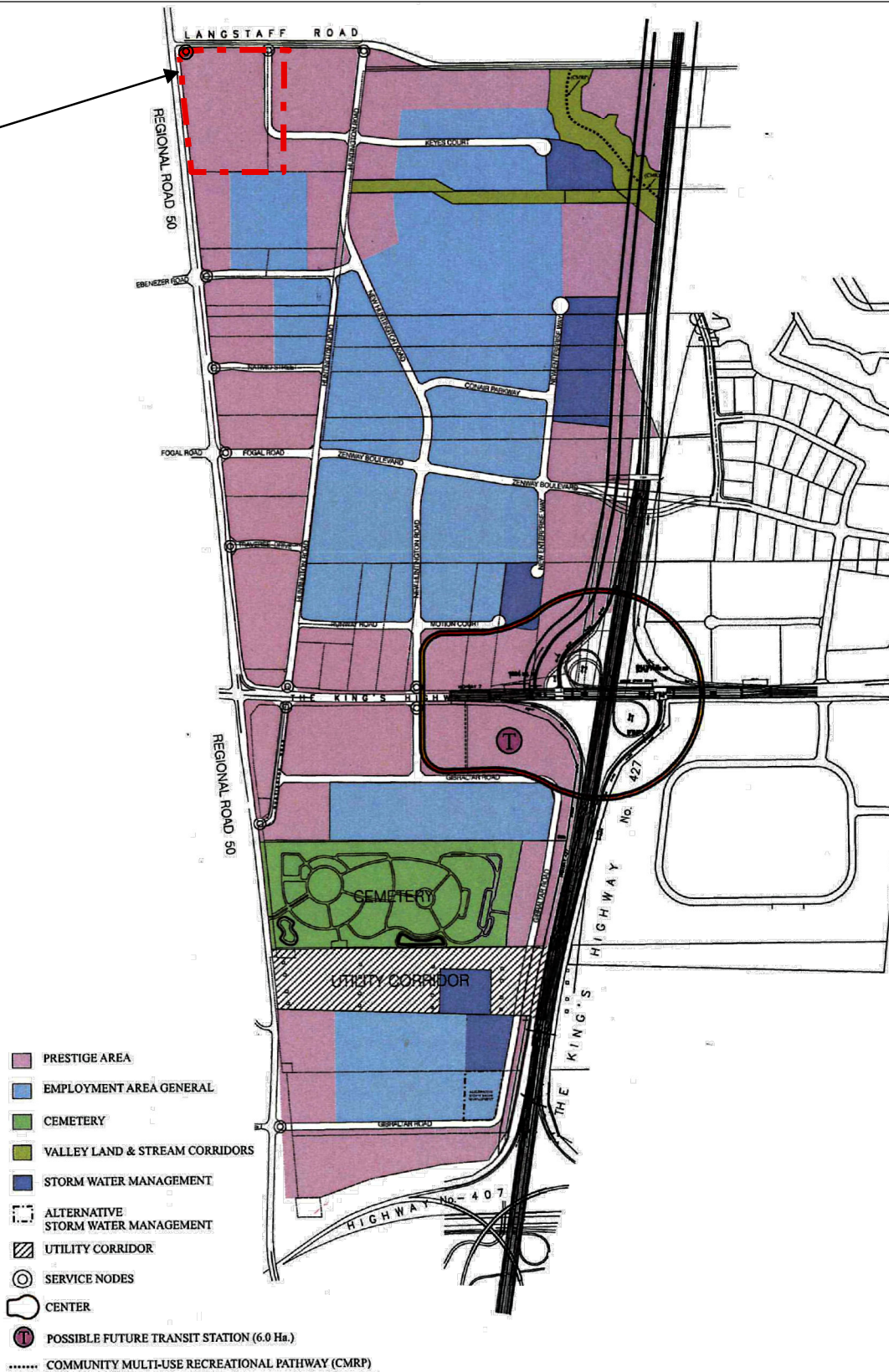
Attachment

FILES: Z.21.015 and
DA.21.018

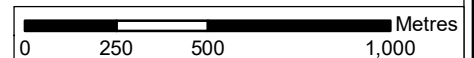
DATE:
October 5, 2021

7

**SUBJECT
LANDS**



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



Approved Block 57/58 Plan

LOCATION:
Part of Lot 10, Concession 10

APPLICANT:
Caplink Limited



Attachment

FILES: Z.21.015 and
DA.21.018

DATE:
October 5, 2021

8

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD: 3

TITLE: PRIMA VISTA ESTATES INC.
SITE DEVELOPMENT FILE DA.14.090
10699 & 10733 PINE VALLEY DRIVE
VICINITY OF PINE VALLEY DRIVE AND TESTON ROAD

FROM:

Haiping Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To obtain municipal concurrence from the Committee of the Whole for Site Development File DA.14.090 for the Subject Lands shown on Attachment 1, for a 40-metre-high steel flagpole telecommunication tower and associated radio equipment cabinet compound for Bell Mobility Inc., as shown in Attachments 2 to 5.

Report Highlights

- The Owner has proposed a 40-metre-high steel flagpole telecommunication tower and associated radio equipment cabinet compound for Bell Mobility Inc.
- The Owner seeks municipal concurrence for the proposed telecommunication tower.
- The Development Planning Department supports the approval of the proposed 40-metre-high steel flagpole telecommunication tower as it conforms to the policies of Vaughan Official Plan 2010 and meets the requirements of the City of Vaughan Telecommunication Facility Siting Protocol.

Recommendation

1. THAT municipal concurrence be granted for Site Development File DA.14.090 (Prima Vista Estates Inc.) to permit a 40-metre-high flagpole telecommunication tower and associated radio equipment cabinet compound on the subject lands, as shown on Attachments 2 to 5, BE APPROVED.

Background

The subject lands (the 'Subject Lands') shown on Attachment 1 are located at the southeast corner of Pine Valley Drive and Teston Road. The surrounding land uses are shown on Attachment 1.

Vaughan Council, on June 28, 2016, approved File DA.14.090 for a proposed development of a 40-metre-high shrouded flagpole telecommunication tower and associated radio equipment cabinets on the Subject Lands. At the time of Council's approval, the Subject Lands were developed with a 2-storey stucco building, as shown in Attachment 6. Since then, the Subject Lands have been approved for a multi-unit commercial development by Vaughan Council on May 27, 2020 (File DA.19.001) and will be developed with 3 commercial buildings, as shown in Attachment 2.

The Applicant has revised the location of the proposed telecommunication tower to accommodate the newly approved commercial development (File DA.19.001) and to fulfill the requirement of public consultation in consideration of the residential uses in the vicinity of the Subject Lands, as shown in Attachment 1.

The Owner has resubmitted a Site Development Application to permit the proposed telecommunication tower

The Owner has resubmitted Site Development File DA.14.090 (the 'Application') to permit the development of a 40-metre-high telecommunication tower and 25 m² radio equipment cabinet compound containing four cabinets (the 'Development') accessed from Purple Creek Road.

Previous Reports/Authority

A previous report regarding the Subject Lands can be found at the following link:
[June 28, 2016, Item 3, Report No. 27, Committee of the Whole DA.14.090](#)

Analysis and Options

The proposed telecommunication tower conforms to the City of Vaughan's Telecommunication Facility Siting Protocol

Vaughan Council adopted the Vaughan Telecommunication Facility Siting Protocol ('Protocol') on October 19, 2016 for establishing telecommunication tower/antenna facilities in the City. In accordance with the Protocol, new tower/antenna systems proposed by telecommunication carriers (as superseded by Innovation Science and Economic Development Canada (ISED), formerly Industry Canada's Protocol (June 2014), may require consideration by Vaughan Council prior to the City of Vaughan issuing a Statement of Concurrence or Non-Concurrence to the Proponent and to

ISED. Accordingly, the proposal for this 40-metre-high telecommunication tower requires consideration by Vaughan Council.

In accordance with the City's protocols, the Owner attended a Pre-Application Consultation ('PAC') meeting on September 2, 2020 with the Development Planning Department prior to submitting the Application. The Owner's agent conducted a survey of the surrounding area and determined that the proposed tower would serve an underserved area where demand is growing and will support wireless data, voice, and internet demand.

Public Notice was provided in accordance with Vaughan's Telecommunication Facility Siting Protocol.

The TFSP (Section 4.3) notes that applications for telecommunication towers that are 40 m in height and located within 200 m of any residential zone requires full public consultation, City review and municipal concurrence by Vaughan Council.

The proposed telecommunication tower is 40 m in height and the closest residential zone is located approximately 30 m west of the proposed tower, as shown on Attachment 1. As such, this application meets the above noted criteria and requires a full public consultation process.

The Applicant erected a notice sign along the west lot line abutting Pine Valley Drive in accordance with the TFSP. The Owner also placed a Public Notice in the local print media (i.e., Vaughan Citizen Newspaper) on June 10, 2021.

On July 12, 2021, the Applicant held a virtual Public Information Session from 5:30 p.m. to 7:00 p.m. to receive information from the public for the proposed telecommunication tower. In accordance with the City's Protocol, notice for this meeting was provided by regular mail within a 150m radius to all notified residents, a minimum of 30 days in advance of the Public Information Session. One resident attended the Public Information Session, and the following comment was raised at the Public Information Session:

- The resident commented about the electromagnetic exposure and proximity of the telecommunication tower to the residential area and request it be relocated to the northeast corner of the site, furthest away from the residential uses

The Applicant prepared a Public Consultation Summary Report to respond to the comments that were identified through the Public Information Session. The following response was provided through the Public Consultation Summary Report:

- Several iterations of the tower location were considered for this site. The northeast limit of the site would also have the same proximity to residential uses. The tower location was selected in order to achieve the anticipated coverage requirements while reducing visibility to the residents as much as possible. The proposed location also complemented the site layout the most, being away from patio areas.
- Bell Mobility Inc. will ensure to follow all health and safety protocols and all federal guidelines. Health Canada has established electromagnetic exposure guidelines, known as Safety Code 6, to ensure the safe operation of wireless antenna installations. Bell attests that all of its facilities will continue to operate well below the allowable limits.

The Development is exempt from the policies of Vaughan Official Plan 2010 ('VOP 2010') and Zoning By-law 1-88

The Subject Lands are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial Centre" designation by Vaughan Official Plan 2010, Volume 2, Section 12.13 Block 40/47. The proposed telecommunication tower is located within the approved Block 40/47 Plan.

Section 8.4.4 of VOP 2010 encourages the development of comprehensive high-speed telecommunication and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to services. Section 8.4.4.2 encourages the sharing of telecommunication infrastructure to minimize the visual impact of telecommunication towers. Although the Development is exempt from the requirements of municipal official plans, the proposed telecommunication tower conforms to the telecommunication policies of VOP 2010. The Subject Lands are zoned "C4 Neighbourhood Commercial Zone" subject to site-specific Exception 9(1495).

The *Radiocommunication Act* designates Innovation, Science and Economic Development Canada ('ISED'), formerly Industry Canada, as the authority for all matters respecting telecommunication towers and antenna facilities. Federal regulations are not subject to Provincial policies, including the *Planning Act* and *Ontario Building Code Act*. Therefore, telecommunication towers and antenna facilities are exempt from municipal official plans, zoning by-law requirements and Site Plan approval (i.e., no implementing Site Plan Agreement of Letter of Undertaking). However, the City of Vaughan in accordance with the Protocol, can grant municipal concurrence for the telecommunication tower.

The Site Development Application has been reviewed and is satisfactory subject to the comments in this report

Site Plan Review

The proposed steel flagpole telecommunication tower will be 40m in height. It is designed to allow for potential future co-location and minimize the number of towers required in the future while also resulting in a visually sleek design.

The tower is proposed to incorporate a decorative fenced-in compound area of approximately 25m² together with shrubs and landscaping to minimize the visual impact of the telecommunication tower and compound area, as shown in Attachment 3. The site facility would include one locked, alarmed and electronically monitored mechanical equipment shelter. Fencing with one locked gate access point would be installed around the base of the tower and equipment shelter.

The Applicant conducted an analysis of existing telecommunication tower locations and identified a gap in network coverage that could be addressed through the proposed telecommunication tower on the Subject Lands. The Proponent identified network gaps along Pine Valley Drive and Teston Road in consideration of future residential development in the area. Bell Mobility is anticipating significant growth in the amount of wireless broadband use in the area. The Proponent conducted a search within a 1km radius of the Subject Lands, and none were identified. The closest existing tower locations are approximately 1.1km and 1.6km from the proposed tower location, as shown in Attachment 1. In order to meet the anticipated coverage requirements, a telecommunication tower height of 40 m was determined. The proposed tower is located approximately 30m from the nearest residential use.

The Urban Design and Cultural Heritage Division of the Development Planning Department has reviewed the Development and is satisfied with the Application. There are no built cultural heritage concerns on this property. Although the Subject Lands have undergone Archaeological Assessment and are considered to be clear of remaining archaeological concern, the Subject Lands are in close proximity to the Purpleville Methodist Cemetery. Therefore, the following clauses shall be included in the letter of concurrence:

- i. Should archaeological resources be found on the property, all work must cease and both the Ontario Ministry of Tourism, Culture, Sport and Cultural Industries, and the City of Vaughan's Development Planning Department shall be notified immediately.

- ii. In the event that human remains are encountered during the ongoing use of the access road, the proponent must immediately cease all construction activities. The proponent shall contact the York Regional Police Department, the Regional Coroner, and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer Services.

The Development Engineering ('DE') Department has no objection to the Development

The DE Department has reviewed the Development and has no objection to its approval and is satisfied with the proposed location of the telecommunication tower and radio equipment cabinets as it is outside of the approved sight triangles.

Bombardier and Nav Canada have no objection to the Development

Bombardier and Nav Canada have reviewed the Development and has no objections to its location and height.

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

The TRCA has reviewed the subject proposal and confirmed the new location of the proposed tower is outside of the TRCA regulated areas. The TRCA has no objection to the proposed tower.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region Community Planning and Development Services Department has reviewed the Development and has no objection to its approval.

Conclusion

Site Development File. DA.14.090 has been reviewed in consideration of the policies of VOP 2010, the City of Vaughan TFSP, the ISEDC's Protocol for Radiocommunication and Broadcasting Antenna Systems, the requirements of City Departments and external agencies, and the surround area context. The installation of the proposed telecommunication tower and associated radio equipment cabinet conforms to VOP 2010, satisfies the requirements of the City's and ISEDC's Protocols, is satisfactory to all required review agencies and is therefore considered appropriate. Accordingly, the Development Planning Department can support the approval of Site Development File DA.14.090.

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

Attachments

1. Context and Location Map
2. Site Plan
3. Compound Layout & Elevation Plan
4. Photo Simulation North and South
5. Photo Simulation Future Commercial Plaza
6. Previous approved Site Plan - June 28, 2016

Prepared by

Jennifer Kim, Planner, ext. 8592

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

Approved by

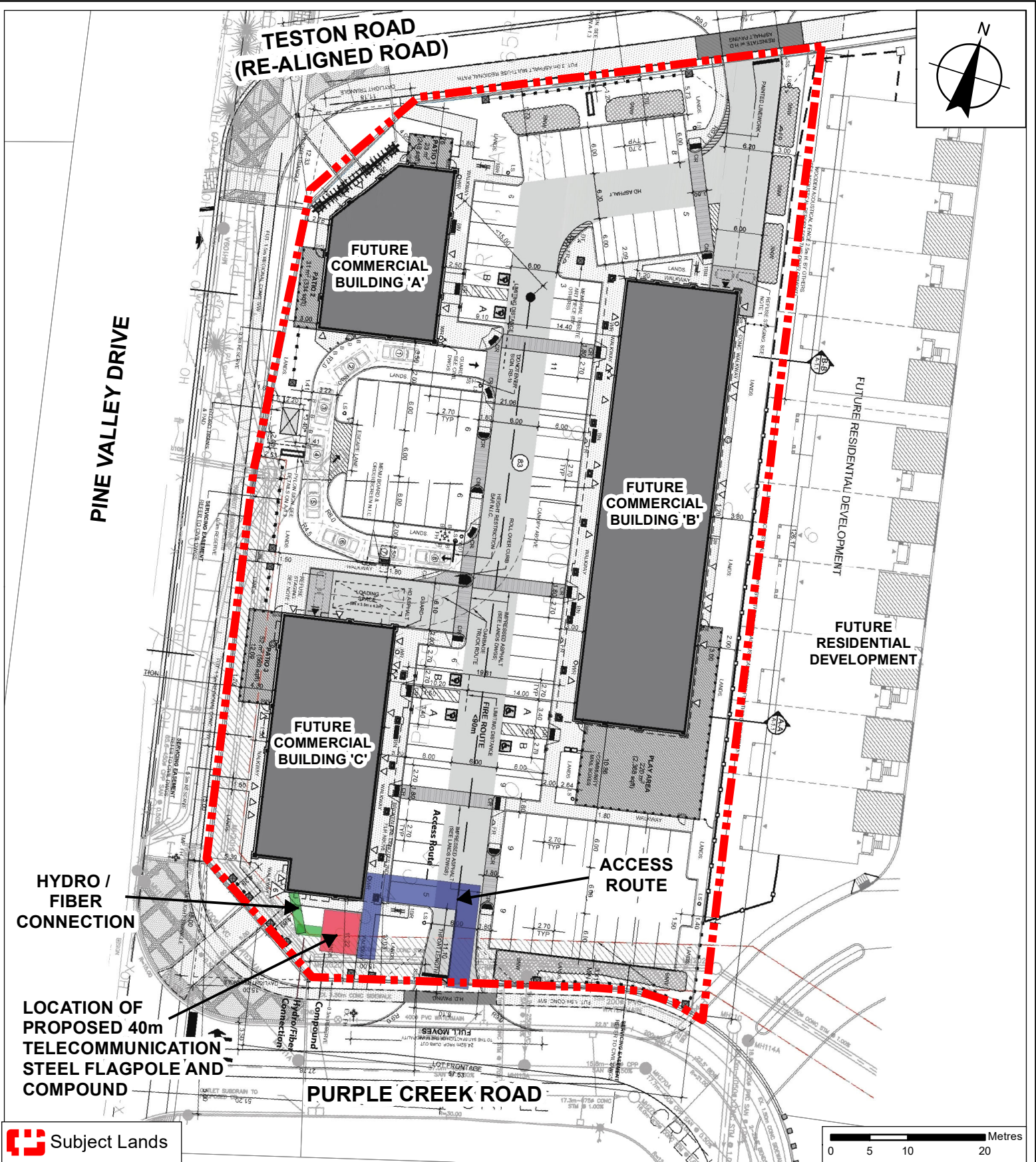


Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager



Site Plan

LOCATION: Part of Lot 25, Concession 6
10699 and 10733 Pine Valley Drive

APPLICANT:
Prima Vista Estates Inc.

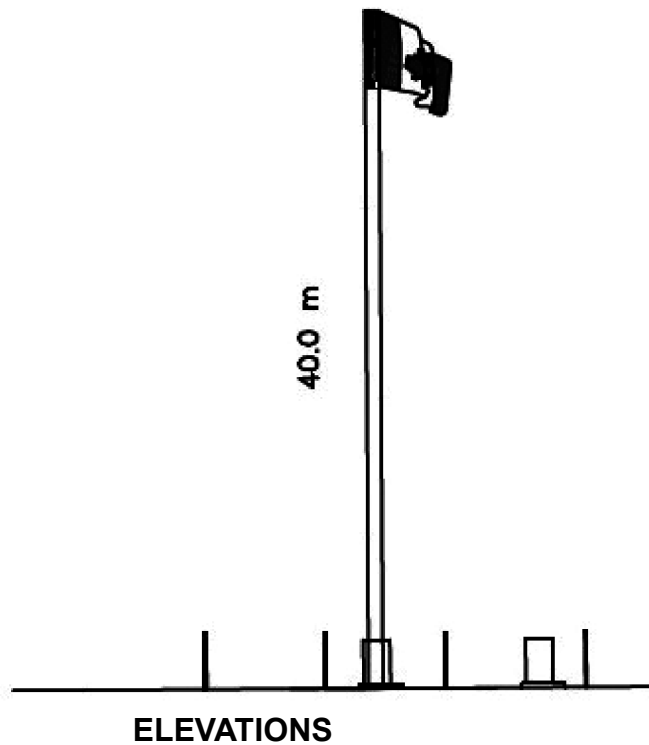
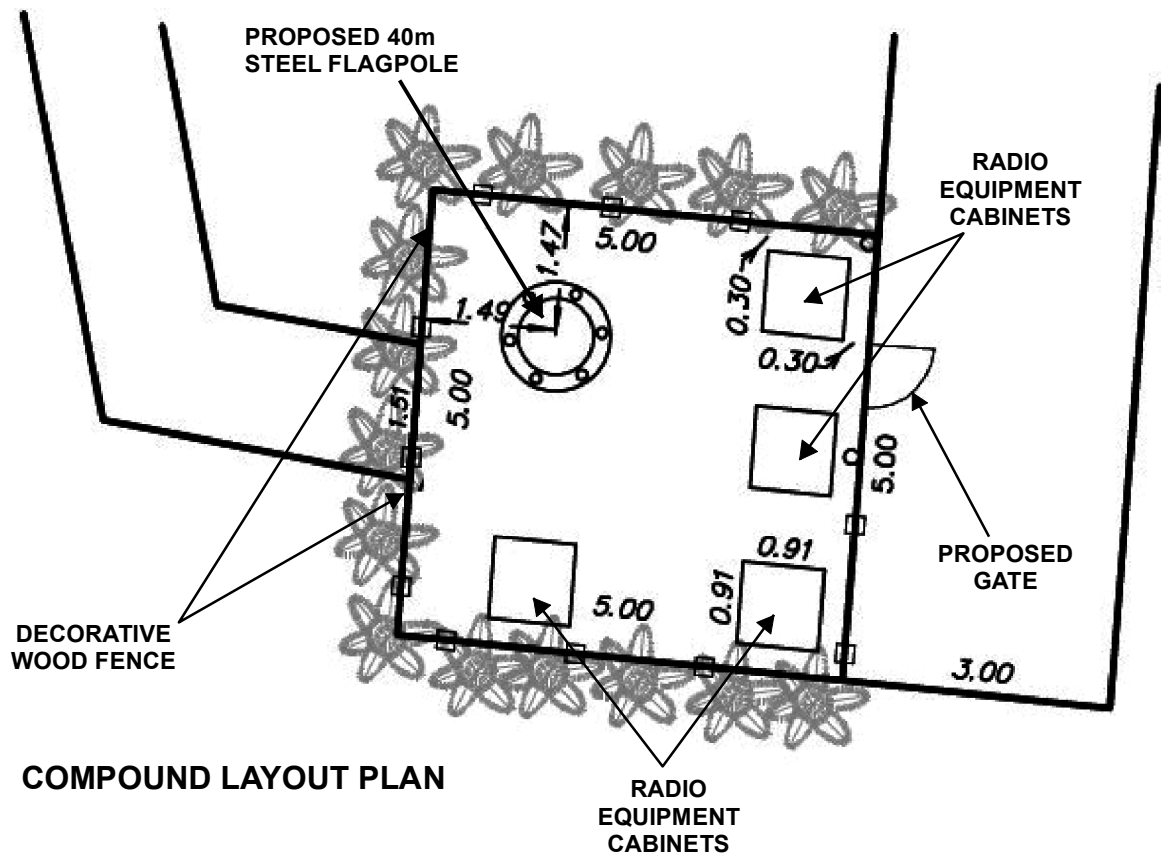


Attachment

FILE:
DA.14.090

DATE:
October 5, 2021

2



Compound Layout and Elevation Plan

LOCATION: Part of Lot 25, Concession 6
10699 and 10733 Pine Valley Drive

APPLICANT: Prima Vista Estates Inc.



Attachment

FILE:
DA.14.090

DATE:
October 5, 2021

3



SOUTH VIEW FROM TESTON ROAD



NORTH VIEW FROM PINE VALLEY DRIVE

Photo Simulation North and South

LOCATION: Part of Lot 25, Concession 6
10699 and 10733 Pine Valley Drive

APPLICANT: Prima Vista Estates Inc.



Attachment

FILE:
DA.14.090

DATE:
October 5, 2021



**EAST VIEW FROM PINE VALLEY DRIVE
WITH PROPOSED PLAZA**

Photo Simulation Future Commercial Plaza

LOCATION: Part of Lot 25, Concession 6
10699 and 10733 Pine Valley Drive

APPLICANT: Prima Vista Estates Inc.

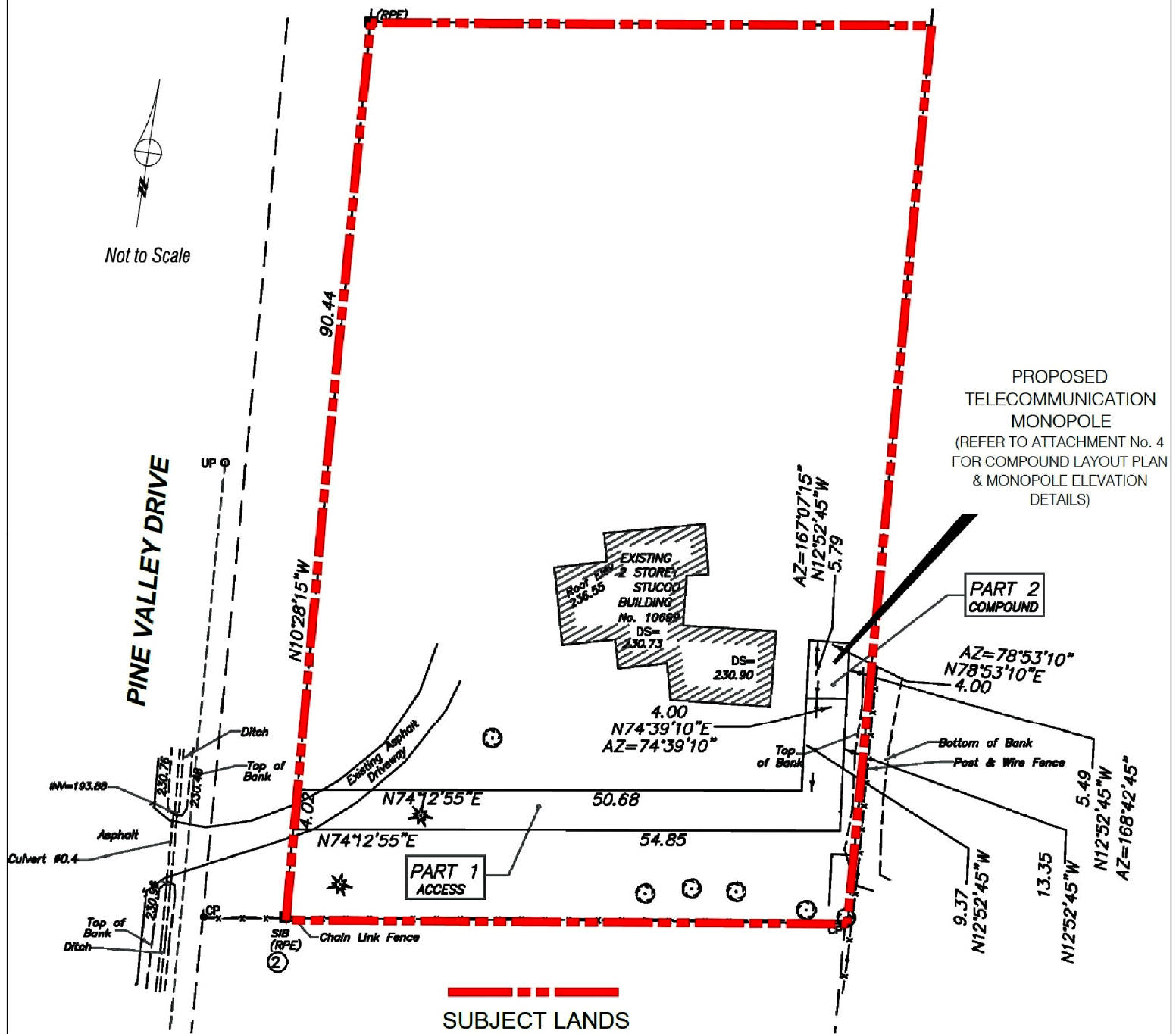


Attachment

FILE:
DA.14.090

DATE:
October 5, 2021

5



Previous Approved Site Plan - June 28, 2016

LOCATION: Part of Lot 25, Concession 6
10699 and 10733 Pine Valley Drive

APPLICANT: Prima Vista Estates Inc.



Attachment

FILE:
DA.14.090

DATE:
October 5, 2021

6

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD(S): ALL

TITLE: CITY OF VAUGHAN TRANSPORTATION DEMAND
MANAGEMENT (TDM) GUIDELINE

FROM:

Haiping Xu, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To provide an overview of the Transportation Demand Management (TDM) Guideline and inform Council of the proposed improvements to the development review process with respect to TDM, and emerging policy recommendations.

Report Highlights

- The existing process of reviewing and requiring TDM through development applications lacks clarity and consistency for both developers and staff, and the City rarely monitors or tracks the implementation of TDM measures.
- A comprehensive review of background policies, best-practices, and precedents of numerous municipalities was undertaken to understand an approach to TDM that is tailored to the City of Vaughan.
- The TDM Guideline includes a Toolkit and Guideline document that will significantly improve the quality and consistency of TDM measures provided through development as well as a process for staff to track the implementation of TDM measures and monitor success over time for those developments that meet certain thresholds.
- The TDM Guideline process strives to minimize impacts to departmental workload while also respecting the interests of the development community.

Recommendation

1. That the City of Vaughan Transportation Demand Management (TDM) Guideline (2021) and Tool Kit, [Attachments 1 and 2] be received.

Background

The City of Vaughan Transportation Master Plan – A New Path (2012) recommended that the City develop a TDM Guideline recognizing the increasing importance of encouraging sustainable transportation options and managing transportation demand, namely single-occupancy vehicle demand, throughout the City, and particularly within the City's intensification areas. As the City has continued to grow and intensify since the completion of the 2012 Transportation Master Plan, the need for a TDM Guideline has also grown. The TDM Guideline is needed to support staff and better inform the development community that TDM must be critically considered to manage transportation demand as greatly as possible.

The TDM Guideline is one component of the land use and transportation planning framework.

The TDM Guideline will apply to the development applications review process and build on the City's current process of requiring the provision of TDM measures. This may include a range of "hard" and "soft" measures such as bicycle parking, pedestrian facilities, carpool and carshare parking, subsidized transit passes, charged parking, and so on. This may also include improvements to the City's transportation network where appropriate and related to a subject development. The intent of the TDM Guideline is to work directly with the development community to provide these incentives and disincentives at the origin and destination points of any given trip. The City is currently engaged in numerous other transportation planning initiatives that will improve the availability of active transportation and transit within the City's and Region's networks which will connect these origin and destination points.

Previous Reports/Authority

[City of Vaughan Transportation Master Plan – A New Path \(2012\)](#)

Analysis and Options

A review of the existing process of requiring TDM through the development process revealed a lack of consistency and clarity.

Currently the City requires that all development applications proposing 50 or more units or 2,000m² of GFA of office must include a TDM Plan in their submission which details a range of "hard" and "soft" measures that will be provided to residents and/or tenants. The City has encountered numerous applications which do not include a TDM Plan despite these thresholds being satisfied, resulting in multiple submissions and discussion between staff, the applicant, and the transportation consultant. In some instances, the concept or site plan would be in an advanced state and then must be

revised to accommodate these measures which could result in impacts to other aspects of the plan.

In addition to the triggers for providing a TDM Plan, there are also notable inconsistencies in the quality of TDM Plans that the City does receive through the development applications process. While some TDM Plans are of exceptional quality and address all concerns of staff, the majority of TDM Plans are unsatisfactory and require significant revision. In many cases, the TDM Plans are generic and not appropriately tailored to the specific site. Staff in these instances must discuss with the applicant and respective transportation consultant and are often found negotiating for TDM measures that should be incorporated without contest. The inconsistency in quality also requires a significant amount of staff time in reviewing and commenting on multiple rounds of submissions before an acceptable TDM Plan is provided.

The inconsistency in quality of TDM Plans, however, can be partially attributed to the lack of existing guidance or reference provided to applicants and their consultants in completing TDM Plans for development in Vaughan. Staff have detailed preferences and specifications for certain TDM measures which may not be known prior to a submission. Further, applicants must also navigate both the City's and York Region's TDM requirements and process, and there is sometimes confusion created as to which measures are required or coordinated by which municipality.

The policy framework strongly supports incorporating TDM into development, but there are some gaps at the City level.

The current policy framework at all levels provides strong support for TDM and the incorporation of TDM within development. This includes policies and guidance at the Provincial level through the Provincial Policy Statement (2020) and A Place to Grow for the Greater Golden Horseshoe (2019), as well as policies and guidance at the York Region level through the York Region Official Plan (2010), Transportation Master Plan (2016 Update), and the York Region Mobility Plan Guidelines.

TDM is also strongly supported by the City through the Vaughan Official Plan and Transportation Master Plan, but there are some gaps in the existing policies with respect to TDM requirements and triggers. In particular, the Official Plan indicates that TDM Plans will be required for developments with 50 multi-family units or greater, and/or 2,000m² of GFA of office. These triggers exclude numerous other forms of development including retail, employment, hotels, and so on. Furthermore, less intensive TDM Plans could prove beneficial for developments below these thresholds depending on the context and specifics of the development.

A comprehensive review of the practices of other municipalities throughout North America reveals a more context sensitive approach to TDM for Vaughan.

A review of best practices revealed that the City's current process for requiring and reviewing TDM measures through development applications is being replaced with the use of checklists and/or scorecards. Currently, the City requires that applicants and their consultants provide a list of the TDM measures they propose to provide through their application. Staff then review and comment on the measures they would like to see added and/or removed. In many instances there are multiple rounds of submission negotiating on TDM measures. The checklist or scorecard approach establishes the expectations upfront to applicants, provides some flexibility in selecting the measures which work best for the applicant, and also provides staff a point of reference in understanding which TDM measures are most appropriate depending on type of development, density, location, and etc. The checklists and/or scorecards can be tailored to specific character areas or development typologies where the list of required TDM measures would adapt based on these characteristics. Applicants would then be required to satisfy a minimum score determined by the checklist or scorecard, reducing the amount of negotiation, and ensuring that the appropriate TDM measures are provided for a respective application.

The review of best practices also reveals that there are approaches to monitoring and implementation that could work within the Ontario land use planning framework. Namely that TDM "hard" or physical measures continue to be required as conditions of approval, and that both the "hard" and "soft" or programmatic measures be subject to letter of credit. The use of the letter of credit would apply to developments that meet certain thresholds such as the number of units or amount of commercial GFA and would allow the City to require monitoring surveys and track the implementation and success of TDM. This is currently a critical missing piece to the City's approach to TDM.

Requirements for TDM can be tailored to better reflect the varying landscape of the City and the range of development typologies that the City welcomes.

Understanding that the City presents a varying landscape of urban form ranging from rural and suburban development to high-density transit-oriented development, a one-size fits all approach is not considered optimal for requiring TDM. Understanding this difference, the TDM Guideline will introduce two levels of TDM requirements. Level 1 TDM Plans will be required to satisfy all requirements from the Comprehensive Zoning By-Law (2021) as well as the York Region requirements, as applicable. Level 2 TDM Plans in addition to the Level 1 requirements will be required to provide a more enhanced suite of TDM measures that better reflects the needs of urbanizing and urban areas in the City. This approach also ensures that the TDM requirements are

coordinated with York Region and provides flexibility should the York Region requirements change in the future.

The TDM Guideline proposes to implement triggers for all development typologies that adjust depending on development type, location, and traffic impact. The TDM Guideline includes a series of character areas which are aligned with the four parking character areas established in the City's Comprehensive Zoning By-Law (2021). This will create consistency and coordination with the Comprehensive Zoning By-Law, as well as predictability in expectations from applicants and their transportation consultants. More onerous Level 2 TDM requirements would apply to those areas that are mixed-use in nature, or are intensification areas, while the Level 1 requirements would apply to those areas that are low-density and are not immersed within multi-modal transportation networks.

A TDM Toolkit is recommended to establish clear and consistent TDM requirements for the significant majority of development applications.

The TDM Toolkit (Attachment 1) has been crafted as to require the appropriate TDM measures across the character areas of the City for the majority of development applications, recognizing that some sites will require unique and specially tailored approaches. The TDM Guideline will allow staff to determine at the pre-application stage if the TDM Toolkit should be followed or if the applicant should instead work directly with staff if there are special considerations.

Regardless, the TDM Toolkit is not intended to be implemented dogmatically, recognizing that there needs to be the opportunity for flexibility and discussion between the City and applicants. The TDM Toolkit is intended to establish the expectations of staff and provide guidance to applicants in proposing and implementing their suite of TDM measures. The TDM Guideline and Toolkit will be immersed in the City's policy framework and work together with the Comprehensive Zoning By-Law and forthcoming Official Plan update.

The TDM Toolkit will determine the level of TDM Plan required for a respective development based on the relevant triggers and context of the site. If a Level 1 or basic TDM Plan is required, the Toolkit will take the form of a simple checklist asking applicants to verify that they have satisfied the relevant Zoning By-Law and York Region requirements. If a Level 2 or enhanced TDM Plan is required, the Toolkit will generate a minimum required score based on the characteristics of the development that the applicant will be required to satisfy. Doing so will require applicants to satisfy the basic checklist and select from a suite of pre-selected TDM measures which are individually scored and will accumulate to a final total score.

The approach taken with the TDM Toolkit will ensure that the appropriate TDM measures are being required of the appropriate developments while reducing the amount of negotiation and multiple rounds of submission. The TDM Toolkit establishes clear requirements at the outset and will be supported by the TDM Guideline document (Attachment 2) which will function as a reference document walking applicants and consultants through the process. The TDM Guideline document will also include reference sheets for every TDM measure including guidance on how the measure should be shown or demonstrated at the planning stage, design or programming requirements, staff requirements, and how the measure should be implemented and monitored.

An implementation process is needed to ensure that TDM measures are being provided and are effective.

Currently the City does not monitor the implementation of TDM measures, nor monitors their effectiveness over time. The TDM Guideline recommends an implementation and monitoring strategy which involves the use of letters of credit for sites that meet certain criteria (number of residential units and/or non-residential GFA). In these circumstances, a letter of credit will be held in the amount of the delivery of the TDM measures in addition to conducting two monitoring surveys. Staff will require a basic report which includes evidence that the TDM measures have and continue to be provided on-site (can be in the form of photographs) as well as the completion of a travel survey using a template that will be provided by staff to the owners. Staff will require that these follow-up reports be provided at full occupancy, and one to two years following full occupancy. The letter of credit will be released once satisfied.

The proposed monitoring and implement strategy follows the best-practices of other municipalities in the Greater Toronto Area. The City has also employed this strategy for a handful of sites in the past and staff are generally familiar with the approach. Efforts have been made to simplify the monitoring process as to not excessively burden owners or other internal City departments. The monitoring of TDM will largely be the responsibility of the Development Engineering Department and the City of Vaughan TDM Coordinator. The outlined approach works to provide staff an indication that TDM measures are being provided, as well as a resource to monitor if TDM measures are effective over time. Such data will allow staff to adjust TDM requirements and better arrange for TDM during the development approvals process. The outlined approach also addresses some limitations of the Ontario planning framework which presents limited opportunity to monitor and track TDM measures post-development.

TDM practices and the recommendations of the TDM Guideline are supported by stakeholders and the development community.

Stakeholder consultation consisted of two meetings with internal City departments and relevant external agencies including York Region, York Region Transit, Toronto Transit Commission, and pointA (SmartCommute). Stakeholders all indicated support for the proposed TDM Guideline and approach. Staff will continue to work with York Region to ensure coordination with York Region TDM requirements through the development application process. The TDM Toolkit has been crafted to consider York Region requirements.

In addition to the relevant internal departments and external agencies, staff also held numerous meetings and interviews with prominent developers in the City. Developers that were interviewed targeted a mix of input from varying perspectives including both high- and low-rise development, and residential and commercial development. Interviews and meetings with developers aimed to understand opinions on TDM and how TDM can be better practiced in Vaughan while balancing the concerns and wishes of the development community. Developers indicated general support for TDM in Vaughan and for the City's proposed approach. Understandably, developers expressed that incentives should be provided in return for providing enhanced TDM measures through development, namely reducing parking requirements.

Resultantly, staff have incorporated calculations into the TDM Toolkit which determine a reasonable potential parking reduction in exchange for the provision of TDM measures. These calculated reductions are to provide a reference to both staff and developers as to the amount of parking they could expect to reduce in their applications through providing TDM measures. Staff will work with the developers to determine the appropriateness of such a parking reduction and the details of the proposed TDM measures to support the parking reduction. The parking reductions have been carefully considered based on the updated minimum parking rates of the Comprehensive Zoning By-Law and recent trends in development applications across the City. It is important to note that the parking reductions determined through the TDM Toolkit are for reference and meant to assist with determining an appropriate reduction. The justification of the parking reduction still lies with the applicant and it will remain at the discretion of staff to support the parking reduction or to request additional TDM or justification.

Financial Impact

There are no financial implications as part of this report. The implementation of the TDM Guideline and the review of development applications from the perspective of TDM will continue to be the responsibility of the City's TDM Coordinator.

Broader Regional Impacts/Considerations

City staff have worked with York Region, York Region Transit (YRT), the Toronto Transit Commission (TTC) and pointA (SmartCommute) in developing the TDM Guideline. The City will be responsible for overseeing the application and implementation of the TDM Guideline with respect to the “hard” and “soft” TDM measures that will be the responsibility of the City. There are no notable changes proposed to the existing practices of York Region with respect to the review of TDM measures on City of Vaughan development applications. York Region will continue to be responsible for overseeing the delivery of TDM measures that are covered by the York Region TDM related Development Charges. The City will continue to assist York Region with the coordination of other TDM measures that may be of mutual interest. There are no impacts anticipated at a Regional level and the various external stakeholders have indicated their support for the TDM Guideline.

Conclusion

The City of Vaughan TDM Guideline will be an important tool to assist developers and staff in requiring, reviewing and implementing TDM measures through development applications. The ultimate goal of the TDM Guideline is to improve the opportunities provided to residents and employees in the City to travel by modes of transportation that are alternate to driving alone. The TDM Guideline will work to establish clear and consistent requirements for developments that are appropriate to the individual context of each development application. Resultantly, development applications will be expected to provide suitable TDM initiatives that will encourage a reduction in single-occupancy vehicle usage as greatly as possible. The TDM Guideline has been coordinated with internal City departments and external agencies, as well as key members of the development community. Development Transportation Engineering staff will work to implement the TDM Guideline and begin including its requirements as part of the development review process, similar to other technical guidelines.

For more information, please contact: Frank Suppa, Director, Development Engineering, x8255.

Attachments

1. TDM Toolkit.
2. TDM Guideline.

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City of Vaughan TDM Toolkit

INSTRUCTIONS:

The Transportation Demand Management (TDM) Toolkit is to be used in conjunction with the City of Vaughan TDM Guideline. Please input your project's characteristics to determine if you should complete the Level 1 or Level 2 form. Please select the TDM Initiatives that apply to your development and you will automatically receive a score. The score must meet the minimum threshold and achieve all Level 1 requirements. Completing the Toolkit should take approximately 10 minutes. To determine if a York Region TDM Plan is required, please refer to the York Region Mobility Plan Guidelines (Chapter 3).

DISCLAIMER: Parking reductions provided through the Draft Comprehensive Zoning By-Law are not eligible for additional parking reductions through the TDM Toolkit (e.g. Carpool/Car Share/Shared Parking). The parking reductions listed below are for reference only and to be used in conjunction with a Parking Justification Report (as applicable and through consultation with Staff).

SECTION 1 - PROJECT INFORMATION

Zone: High-Rise Mixed Use

Priority Area: High

Land Use: Mixed Use

York Region TDM Plan Required? Yes

Proposed Number of Long Term Bike Parking Spaces: 50

Weekday AM Peak Trips Generated: > 50

Minimum Score Requirements: Level 2

Summary Table of TDM Requirements

	Less than 20 trips		20 to 50 trips		> 50 trips	
	Low Priority Area	High Priority Area	Low Priority Area	High Priority Area	Low Priority Area	High Priority Area
VMC	Level 1		Level 2			
Group 1						
Group 2						
Other	--	Level 1	Level 1	Level 2	Level 2	

SECTION 2 - LEVEL 1 TDM INITIATIVES

Note: all measures listed in this section must be completed and followed as per the OP or ZBL.

Category 1: Promotion		Initiative Completed	
#	TDM Initiative		
1.1	Provide Transit Incentives	<input checked="" type="checkbox"/>	
1.2	Communications Strategy	<input checked="" type="checkbox"/>	
Category 2: Active Transportation		Initiative Completed	
#	TDM Initiative		
2.1	Pedestrian Network Implementation	<input checked="" type="checkbox"/>	
2.2	Cycling Network Implementation	<input checked="" type="checkbox"/>	
2.3	Provide Long and Short-term Bicycle Parking	<input checked="" type="checkbox"/>	
2.5	Provide Shower and Change Room Facilities	<input checked="" type="checkbox"/>	
2.6	Install Bike Repair Station	<input checked="" type="checkbox"/>	

SECTION 3 - LEVEL 2 TDM INITIATIVES

Score Requirements

Level 2 Score Requirement 22

Category 1: Promotion		Score	Potential Parking Reduction	Group 1
#	TDM Initiative		Specification	
1.1a	Provide Additional Transit Incentives - Non-Residential	2 to 8	Applicant subsidizes 50% of the cost of monthly transit passes for all employees for one year	4
1.1b	Provide Additional Transit Incentives - Residential	2 to 8	Applicant provides a 50% subsidy for monthly transit passes for one year in addition to the incentives offered by the MyTrip program	4
1.3	Provide Financial Incentives for Sustainable Transportation	1 to 4	Applicant does not provide a subsidy for other sustainable transportation initiatives	0
1.4	Awards / recognition program	1	Yes (service provided by pointA)	0
1.5	Cycling skills courses	1	Yes (service provided by pointA)	0
1.6	Provide Individualized Marketing Programs & Travel Plans	1 to 4	Option 1: Applicant provides travel information in promotional material and resident welcome packages	1
1.7	Guaranteed Ride Home program (i.e. Emergency Ride Home)	1	Yes (service provided by pointA)	0
Minimum Score Requirement		1	Maximum Potential Parking Reduction:	6%
Max Applicable Score		27	Total Points Awarded:	9
Category 2: Active Transportation		Score	Potential Parking Reduction	Group 1
#	TDM Initiative		Specification	
2.3	Provide Long and Short-term Bicycle Parking	1 to 2	Option 1: Minimum bicycle parking requirements provided	0
2.4	Provide Separated Access to Long-Term Bicycle Parking Areas	1	Yes	1
Minimum Score Requirement		1	Maximum Potential Parking Reduction:	4%
Max Applicable Score		3	Total Points Awarded:	1
Category 3: Transit		Score	Potential Parking Reduction	Group 1
#	TDM Initiative		Specification	
3.1	Provide transit information kiosks at major destinations	1	N/A	0
3.2	Provide weather-protected waiting areas	1	Yes	1
3.3	Provide real-time transit information	1	Yes	1
3.4	Launch Shuttle services	4 to 14	No shuttle service proposed	0
Minimum Score Requirement		1	Maximum Potential Parking Reduction:	13%
Max Applicable Score		17	Total Points Awarded:	2
Category 4: Parking Management		Score	Potential Parking Reduction	Group 1
#	TDM Initiative		Specification	
4.1	Provide Dedicated Carshare Vehicle Spaces	2	Yes	(Reduction in CZBL)
4.2	Provide Preferential Carpool Parking Spaces	1	No preferential carpool parking spaces provided	0
4.3	Unbundle Parking from Unit Cost	5	Yes	5
4.4	Implement Employee Parking Cash Out Program	2	Yes	2
4.5	Implement Paid Parking	0 to 2	Parking is free/prepaid for users	0
4.6	Passenger Pick-up and Drop-off Zones	1	Yes	1
Minimum Score Requirement		0	Maximum Potential Parking Reduction:	6%
Max Applicable Score		13	Total Points Awarded:	10
Category 5: Other TDM Initiatives		Score	Potential Parking Reduction	Group 1
#	TDM Initiative		Specification	
5.1	Install Wayfinding signage	1	Yes	1
5.2	Micromobility (including bike share and kick e-scooters) *	1	N/A	0
5.3	Support the YRT Mobility On-Request Service	1	Yes	1
5.4	Remote Work Support	1 to 4	No remote work opportunities provided	0
5.5	pointA Transportation Management Association Membership	2	Yes	2
5.6	Provide a Vanpool Program	2	N/A	0
5.7	Innovative TDM Initiative	Up to 5	Please specify your innovative TDM initiatives in the Additional Comments box below Section 4, and assign yourself a fitting score to the right.	

Minimum Score Requirement	0	Maximum Potential Parking Reduction:	16%
Max Applicable Score	16	Total Points Awarded:	4

SECTION 4 - SUMMARY			
TDM Score Met?		Yes!	
TDM Initiatives Score Summary	Total Score	Potential Parking Reduction	
Category 1: Promotion	9	2.0%	
Category 2: Active Transportation	1	1.3%	
Category 3: Transit	2	1.5%	
Category 4: Parking Management	10	4.6%	
Category 5: Other TDM Initiatives	4	4.0%	
TOTAL POINTS AWARDED	26	Res: 13.4%	Non-Res: 10% (max)

Show Level 1 table

Additional Comments

For more information, please contact:

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Final Guideline

City of Vaughan Transportation Demand Management Development Guideline

Transportation Demand Management Initiatives



Prepared for City of Vaughan
by IBI Group
September 9, 2021

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1 Introduction to Transportation Demand Management

Transportation Demand Management (TDM) is the use of policies, programs, services, and products to influence travel behaviour and manage travel demand by encouraging users to shift to sustainable modes and distributing trips outside of the peak travel period. TDM focuses on encouraging walking, cycling, public transit, or carpooling instead of single occupancy vehicle (SOV) travel.

TDM addresses transportation challenges by implementing infrastructure and programming that encourages active and sustainable travel. TDM-supportive infrastructure such as bike lanes, trails, end-of-trip facilities, and carpool parking can build capacity for daily sustainable travel. TDM programming increases awareness of the various available travel options, educates the community on sustainable travel, and can remove common barriers that individuals face when considering travel by a sustainable mode.

Historically, Vaughan's built form has been auto-centric, building a strong automobile culture among residents. With new investments in transit and active modes throughout the City, coupled with building TDM-supportive developments, there is potential to grow the use of sustainable modes, reducing the reliance on automobiles, especially in areas like the Vaughan Metropolitan Centre.

An effective TDM approach includes improvements to travel options and incentives to encourage behaviour change. The TDM Guideline and Toolkit can help influence residents, workers and visitors' decisions about how they travel. Through the TDM Guideline and Toolkit, the City is working to encourage the use of sustainable travel options for residents. This Guideline describes TDM initiatives that integrate sustainable travel infrastructure and programs into the new developments and is structured as follows:

- **Chapter 1** is an overview of TDM and outlines the benefits of TDM for developers.
- **Chapter 2** describes the reporting requirements based on the type of development and is to be confirmed in consultation with City staff.
- **Chapter 3** summarizes the variety of recommended TDM initiatives based on different character areas and how the TDM Toolkit is to be used. Recommended TDM initiatives depend on the type, location and context of each site.
- **Chapter 4** describes how the City will monitor the success of the TDM initiatives and the implementation mechanisms that may be used to integrate TDM into the development process.
- **Appendix A** provides the specific Guidelines for each TDM initiative.

This Guideline is intended to be used with the TDM Toolkit which is described in **Section 2.2**.

1.1 Purpose of the TDM Guideline

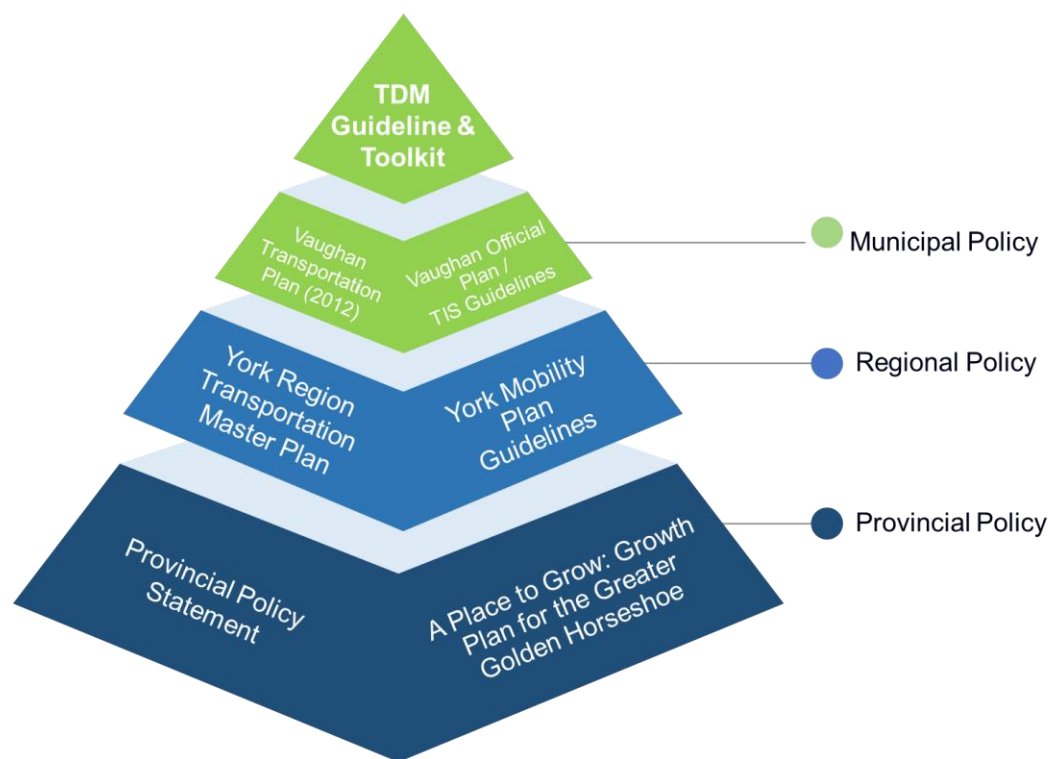
By implementing TDM initiatives into new development, communities can be designed to support active and sustainable travel from the earliest phases of the development process. The use of TDM initiatives during the development approvals process builds integrated mobility options for everyone in the community creating healthier, sustainable, and connected communities. Integrating TDM initiatives into the development approvals process using checklists, scorecards, TDM plans, and other methods are common practice in the City of Vaughan, York Region, and many municipalities in Ontario and North America.

The recommended TDM initiatives are intended to provide on-site amenities that will influence sustainable travel options to reduce dependency on private automobiles. The benefits vary by type of development, location, and context, but generally include:

- Opportunities to build at higher densities, as sustainable modes maximize the use of existing infrastructure;
- Lower construction costs by reducing parking requirements (as applicable);
- Repurposing space that would typically be for parking to create additional units or building amenities;
- Increasing the marketability of the project and reach a customer base that desire a variety of travel options; and
- Earning additional points for LEED accreditation.

Integrating TDM into the development approvals process is rooted in legislation across all levels of government to support mobility and growth objectives. These policy documents support requiring TDM initiatives at the development approvals stage, ensuring non-single occupancy vehicle (SOV) options are temporally and financially competitive travel options. Policy documents that support integrating TDM into the development approvals process is displayed in Exhibit 1-1.

Exhibit 1-1: Policy Documents that Support Integrating TDM and Development



2 TDM Requirements

This section describes the TDM requirements and the process to use the TDM Toolkit and Guideline. The TDM Toolkit and TDM Guideline are intended to supplement existing resources by highlighting opportunities for applicants to implement TDM initiatives that are relevant to their project. It is not intended to replace legislative or zoning requirements.

When submitting a development application, applicants are required to attend a pre-application meeting to confirm the submission requirements for the application. The TDM requirements are determined by City staff during the pre-application meeting.

The City of Vaughan supports the integration of TDM initiatives by working with applicants to find appropriate solutions using the TDM Toolkit and TDM Guideline. The TDM Toolkit is an interactive form that is to be completed by the applicant and submitted to the City of Vaughan for evaluation (refer to Section 0). The TDM Guideline provides recommendations to inform applicants on how to integrate TDM initiatives into their developments (refer to **Section 3** and **Appendix A: TDM Initiatives Guideline**).

A list of typical TDM submission requirements is described in **Section 2.3**.

2.1 Character Areas

Integrating TDM initiatives into new development is challenging when using a one-size-fits-all approach. To provide a context-sensitive approach, the City is divided into four character areas (Exhibit 2-1) which accounts for the land uses, location, available and planned transportation options, and parking requirements. The character areas are reflective of the groups of zones in the parking space rates section of the Comprehensive Zoning By-Law (CZBL) which specifies different parking requirements for each group. For example, the Vaughan Metropolitan Centre (VMC) has the lowest parking requirements compared to other areas of the city due to the nearby infrastructure. Additionally, each character area has unique attributes that require context-specific guidance. For example, TDM initiatives that are required in the VMC may not be applicable in other areas such as "Other Zones". A freehold subdivision in an "Other Zones" would be subject to lower TDM requirements.

Exhibit 2-1: Character Areas

Character Area	Comprehensive Zoning By-Law Groups
Vaughan Metropolitan Centre (VMC)	<ul style="list-style-type: none"> Vaughan Metropolitan Centre (VMC)
Group 1	<ul style="list-style-type: none"> Mid-Rise Mixed-Use Zone (MMU) High-Rise Mixed-Use Zone (HMU) Community Commercial Mixed-Use Zone (CMU) General Mixed-Use Zone (GMU) Employment Commercial Mixed-Use Zone (EMU)
Group 2	<ul style="list-style-type: none"> Low-Rise Mixed-Use Zone (LMU) Main Street Mixed-Use – Kleinberg Zone (KMS) Main Street Mixed-Use – Maple Zone (MMS) Main Street Mixed-Use – Woodbridge Zone (WMS)
Other Zones	<ul style="list-style-type: none"> Other Zones

2.2 TDM Toolkit

Following the context-sensitive approach, the TDM Toolkit is split into Level 1 and Level 2 applications. The Level 1 and Level 2 TDM Toolkit have different requirements, based on the character and priority area, and the gross number of peak hour trips generated as seen in Exhibit 2-2.

The TDM trigger thresholds are based on gross peak trip generation of the proposed land use. For land use conversion applications, the gross peak trips generated by the proposed development is to be applied. For example, if a commercial building is being converted into a mixed-use building, then the gross peak trips generated by the mixed-use building will apply to the TDM Toolkit.

A comparison of the Level 1 and Level 2 TDM Toolkit is displayed in Exhibit 2-3.

When filling out the TDM Toolkit, inputting the development characteristics will automatically determine what Level the application is and which TDM initiatives are required. By selecting the TDM Initiatives that will be implemented, the score will automatically update. The score must meet the minimum score requirements depending on the application level.

Exhibit 2-2: City of Vaughan TDM Triggers

	Less than 20 trips		20 to 50 trips		> 50 trips	
	Low Priority Area	High Priority Area	Low Priority Area	High Priority Area	Low Priority Area	High Priority Area
VMC	Level 1		Level 2			
Group 1						
Group 2						
Other	--	Level 1	Level 1	Level 2	Level 2	

Exhibit 2-3: Level 1 and 2 TDM Toolkit Comparison

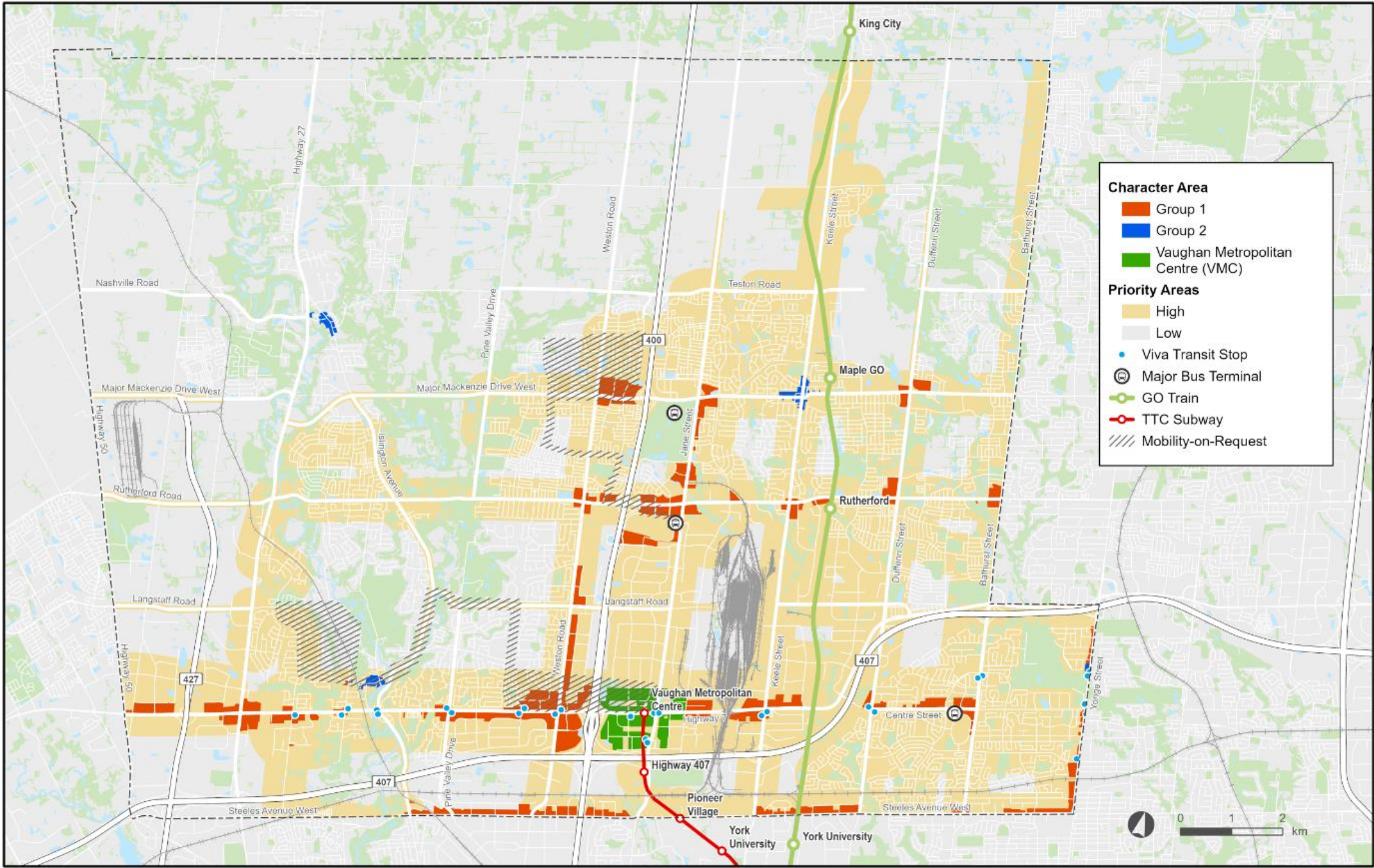
Category	Level 1	Level 2
Description	<ul style="list-style-type: none"> Comprehensive Zoning By-Law and Official Plan requirements York Region Mobility Plan Guidelines requirements 	<ul style="list-style-type: none"> All Level 1 TDM initiatives Additional requirements depending on the character and priority area and gross number of peak trips generated
Minimum Score Required	All Level 1 TDM Initiatives must be implemented	Complete Section 1 of the TDM Toolkit. The minimum score required varies depending on the project characteristics.

A development is within a high priority area if it meets one or more of the following criteria:

- Within 800m of higher-order transit;
- Within 400m of local transit with a 30-minute or more frequent headway;
- Along bike spine networks; and
- Within a York Region Major Transit Station area.

A development is within a low priority area if located *outside* of a high priority area. A map displaying the character and priority areas is displayed in Exhibit 2-4.

Exhibit 2-4: Character Area and Priority Area Map



2.2.1 Potential Parking Reductions

The City of Vaughan's Comprehensive Zoning By-Law (CZBL) introduces new parking rates, including parking maximums in three areas. The CZBL offers a reduction of parking requirement in exchange for the provision of shared parking spaces, carpool parking spaces, carshare parking spaces.

The TDM Toolkit offers additional potential parking reductions for each category of TDM initiatives. The parking reductions listed in the TDM Toolkit are for reference only and are to be used in conjunction with a Parking Justification Report (as applicable and through consultation with Staff). For non-residential uses, the maximum potential parking reduction is 10%.

The parking reductions provided through the CZBL are not eligible for additional parking reductions through the TDM Toolkit (e.g. Carpool/Car Share/Shared Parking).

2.2.2 Land Use

The TDM Toolkit accounts for different land uses by adjusting the TDM initiatives displayed and minimum score requirements. Depending on the project characteristics, not all TDM initiatives are relevant (e.g. TDM intended for residential applications are not applicable to office / commercial applications). The land use categories and examples of the uses are included in Exhibit 2-5. The land use category to be selected should be confirmed in consultation with City Staff. Staff may determine the land use to be selected for any given development.

Exhibit 2-5: Land Use Categories and Examples

Land Use	Examples
Residential	All Residential Uses with no other uses on the site
Mixed Use	Residential Uses plus other uses
Office / Commercial	Office, Clinic, Hotel, Business Service, Place of Assembly, etc.
Retail / Service	Retail, Shopping Centre, Supermarket, Restaurant, Health and Fitness, Personal Service, etc.
Employment / Warehouse	Warehousing, Industrial, Manufacturing, etc.

2.3 TDM Submission Requirements

After attending the pre-application meeting and confirming TDM requirements with the City of Vaughan, applicants will typically be asked to submit the following items as part of their development application:

- Completed TDM Toolkit (refer to **Section 0**);
- Site and floor plans highlighting all proposed physical TDM initiatives such as but not limited to:
 - Pedestrian facilities (e.g. sidewalks, crosswalks)
 - Proposed locations, quantity, and access to cycling facilities (e.g. bicycle parking, bike repair stations, separated bicycle access to underground parking area);
 - Proposed locations of end-of-trip facilities (e.g. bicycle storage room, shower and locker change rooms);
 - Proposed locations of carpool and/or carshare parking;
 - Proposed parking supply;
 - On-site transit infrastructure (e.g. transit stops, kiosks, real-time screens)

- Pick-up and drop-off zones for passengers, loading, and shuttle services; and
- Wayfinding signage locations.
- Completed **Appendix B: Cost and Implementation Table**

Notwithstanding the requirements outlined in Exhibit 2-2, applicants may be requested to complete the TDM Toolkit at the discretion of City staff (e.g. if the proposed development contributes to existing capacity constrained movements in the area).

The City of Vaughan reserves the right to request additional TDM initiatives for proposed developments that will have a significant impact on the local transportation system. The City will work with the applicant to develop a comprehensive TDM Plan that will address the City's concerns.

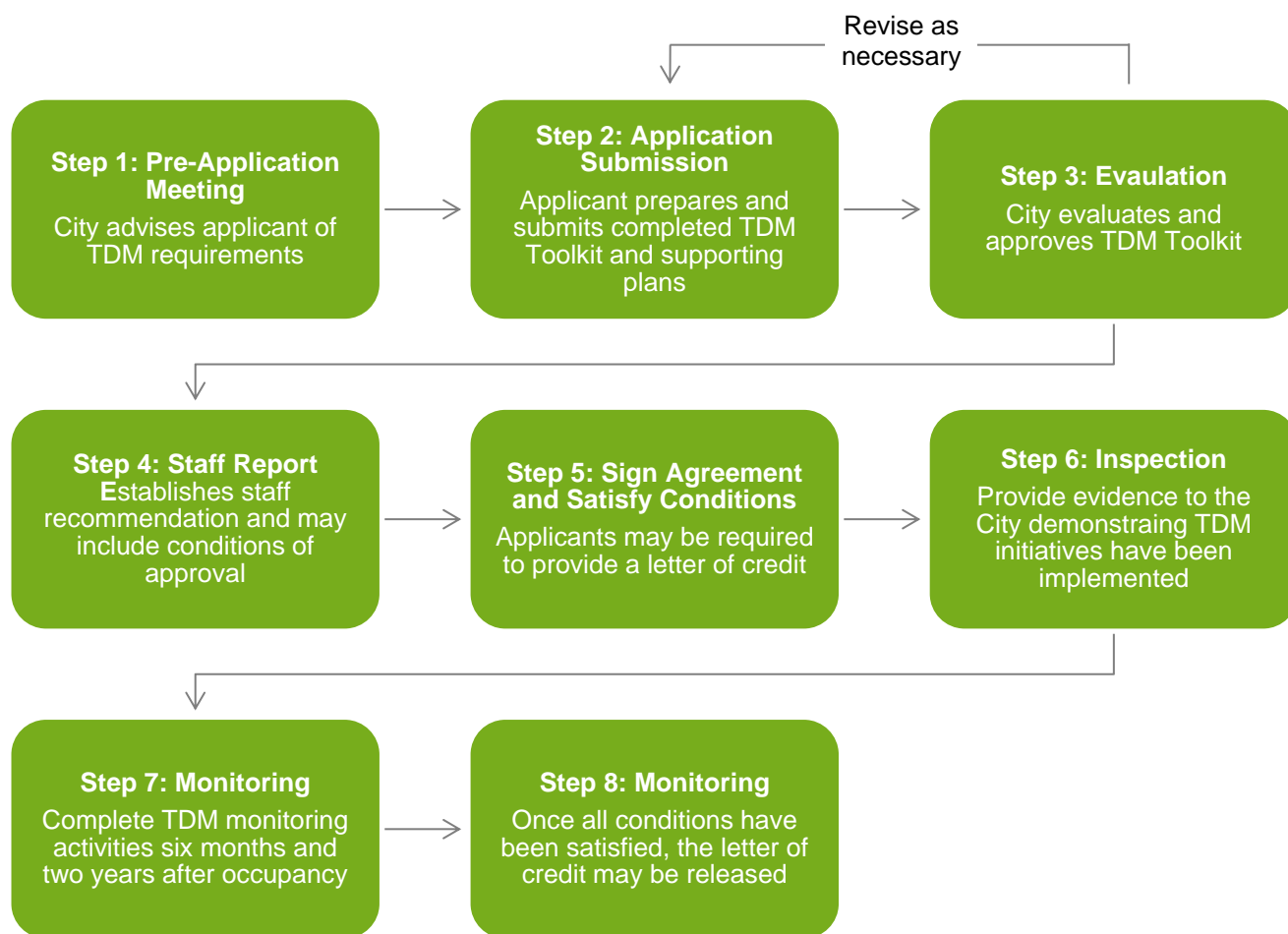
2.3.1 York Region Mobility Plan Guidelines Integration

The City's TDM requirements builds on the York Region Mobility Plan Guidelines, which requires the submission of a TDM Plan and Checklist if the project meets certain criteria. During the pre-application meeting, applicants will be notified if they are required to submit a TDM Plan and Checklist to York Region. Refer to the York Region Mobility Plan Guidelines to determine if the project meets the York Region TDM Plan criteria. The City's TDM requirements are compatible with the Region's requirements and are tailored to the City's local context as specific elements of the application, such as parking, loading, urban design, and internal site circulation, are under the jurisdiction of the City of Vaughan.

2.4 TDM Submission Process

Exhibit 2-6 outlines the typical TDM submission process. Depending on the application, the submission process may vary, and the TDM requirements are subject to change at the discretion of City staff.

Exhibit 2-6: TDM Submission Process



3 TDM Initiatives

This chapter summarizes the different TDM initiatives to support TDM within development projects and are based on industry best practices. The City of Vaughan supports the integration of TDM initiatives by working with applicants to find appropriate solutions using the recommendations presented in the summary table in **Exhibit 3-1**.

The TDM initiatives are organized into five different categories:

1. **Promotion:** Programs that promote the use of sustainable travel options and monitors success of all TDM initiatives
2. **Active Transportation:** Implementing infrastructure that supports the use of human-powered transportation (e.g. walking, cycling)
3. **Transit:** Implementing infrastructure and trip planning resources that supports the use of transit
4. **Parking:** Utilizing parking management strategies and programs that discourage driving alone and may reduce minimum parking requirements
5. **Other TDM Initiatives:** Implementing additional TDM-supportive programs and preparing for future infrastructure and programs

Each TDM initiative has specific guidance relating to the character area, typical land use, effectiveness, and cost. Applicants are encouraged to utilize the guidelines presented in **Appendix A: TDM Initiatives Guideline**.

Each sheet contains a description of the TDM initiatives, recommendations on how to implement the TDM initiative, recommendations specific to a character area (if applicable), and additional resources. Each TDM initiative is rated on a scale of effectiveness and typical cost estimates where:

High Effectiveness = ●●●●

Medium Effectiveness = ●●●

Low Effectiveness = ●●

High Cost = \$\$\$\$

Medium Cost = \$\$\$

Low Cost = \$

Exhibit 3-1: Table of TDM Initiatives

TDM Initiative		Recommended Character Areas				Recommended Land Uses				Effectiveness	Typical Costs
		VMC	Group 1	Group 2	Other Zones	Residential	Commercial	Industrial	Institutional		
Category 1: Promotion / Monitoring											
1.1	Provide Transit Incentives	✓	✓	✓	✓	✓	✓	✓	✓	●●●	\$\$
1.2	Communication Strategy	✓	✓	✓	✓	✓	✓	✓	✓	●	\$
1.3	Provide Financial Incentives for Sustainable Transportation	✓	✓	✓	✓	✓	✓	✓	✓	●	\$
1.4	Awards / Recognition Program	✓	✓	✓	✓	✓	✓	✓	✓	●	\$
1.5	Cycling Skills Courses	✓	✓	✓	✓	✓	✓	✓	✓	●●	\$\$
1.6	Provide Individualized Marketing Programs & Travel Plans	✓	✓	✓	✓	✓	✓	✓	✓	●●●	\$\$\$
1.7	Guaranteed Ride Home Program (i.e. Emergency Ride Home)	✓	✓	✓	✓		✓	✓	✓	●●	\$\$
Category 2: Active Transportation											
2.1	Pedestrian Network Implementation	✓	✓	✓	✓	✓	✓	✓	✓	●●	Design cost
2.2	Cycling Network Implementation	✓	✓	✓	✓	✓	✓	✓	✓	●●●	\$\$\$
2.3	Provide Long and Short-Term Bicycle Parking	✓	✓	✓	✓	✓	✓	✓	✓	●●●	\$\$
2.4	Provide Separated Bicycle Access to Long-Term Bicycle Parking	✓	✓	✓	✓	✓	✓	✓	✓	●●	Design Cost
2.5	Provide Shower and Change Room Facilities	✓	✓	✓	✓		✓	✓	✓	●●●	\$\$
2.6	Install Bike Repair Station	✓	✓	✓	✓	✓	✓		✓	●●	\$\$
Category 3: Transit											
3.1	Provide Transit Information Kiosks at Major Destinations	✓	✓			✓			✓	●	\$\$
3.2	Provide Weather-Protected Waiting Areas	✓	✓	✓	✓	✓	✓	✓	✓	●●	\$\$
3.3	Provide Real-Time Transit Information	✓	✓	✓	✓	✓	✓	✓	✓	●●	\$
3.4	Launch Shuttle Services		✓	✓	✓	✓	✓	✓	✓	●●●	\$\$\$
Category 4: Parking											
4.1	Provide Dedicated Carshare Vehicle Spaces	✓	✓	✓	✓	✓			✓	●●●	Design cost
4.2	Provide Preferential Carpool Parking Spaces	✓	✓	✓	✓		✓	✓	✓	●●●	Design cost
4.3	Unbundle Parking From Unit Cost	✓	✓	✓	✓	✓				●●●	Design cost
4.4	Implement Employee Parking Cash Out Program	✓	✓				✓		✓	●●●	\$\$\$
4.5	Implement Paid Parking	✓	✓	✓	✓		✓	✓		●●●	\$\$
4.6	Implement Pick-Up and Drop-Off Zones	✓	✓	✓	✓	✓	✓	✓	✓	●●●	Design cost
Category 5: Other TDM Initiatives											
5.1	Install Wayfinding Signage	✓	✓	✓	✓	✓	✓	✓	✓	●●	\$\$
5.2	Offer Micromobility Services*	✓				✓	✓		✓	●●●	\$\$\$
5.3	Support the YRT Mobility On-Request Service	✓	✓	✓	✓	✓	✓	✓	✓	●●	\$
5.4	Provide Ongoing Support for Working Remotely	✓	✓	✓	✓		✓	✓	✓	●●	\$
5.5	Provide pointA Transportation Management Association Membership	✓	✓	✓	✓	✓	✓	✓	✓	●●●	Varies
5.6	Provide a Vanpool Program	✓	✓	✓	✓		✓	✓	✓	●●●	\$\$\$
5.7	Implement Innovative TDM Initiative	✓	✓	✓	✓	✓	✓	✓	✓	TBD	Varies

* Coordinate with City Staff

4 Implementation and Monitoring

Upon staff approval of the submitted TDM Toolkit and plans, applicants will be required to enter into an agreement with the City as part of the conditional approval stage of the development approvals process. The agreements are meant to ensure the applicant will commit to implementing all the TDM initiatives that were identified in the approved TDM Toolkit prior to receiving their building and occupancy permits. Ongoing monitoring activities will take place starting six months after occupancy for two years.

4.1 Implementation Mechanisms

The following implementation mechanisms will be used to ensure that the agreed-to TDM initiatives are delivered, whether they are physical infrastructure or provision of some service:

- **Policy:** Support for incorporating TDM into the development approvals process in documents such as the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, York Region TMP and OP, and the City of Vaughan OP and TMP provide the necessary policy framework to require TDM initiatives.
- **Zoning By-laws:** The CZBL integrates TDM initiatives, enabling the City of Vaughan to require, regulate, and control the implementation of some TDM initiatives.
- **Site Plan:** all applicable hard TDM measures (e.g. bicycle parking) will be required to be shown on the approved site plans;
- **Development/Subdivision/Condominium/Site Plan Agreements:** Select TDM initiatives may be included as conditions on the applicable agreement between the City and the applicant. TDM initiatives will be included throughout the development approvals process where applicable. For example, some TDM initiatives may be included on a subdivision agreement, while others may be included on a site plan agreement.
- **Inspections:** The installation of some TDM initiatives that are included in the Zoning By-Law (e.g. shower and change facilities) may be verified. The TDM Coordinator, in coordination with the landowner, may also conduct their own inspection to verify the implementation of TDM initiatives. The applicant will be required to provide photo evidence or other proof to the City.
- **Letter of Credit:** The letter of credit issued will be required at a value that would allow the City to deliver any outstanding TDM initiatives and conduct travel surveys. Applicants must satisfy the conditions of the signed agreement(s) and complete required monitoring activities. To release the letter of credit, the applicant must demonstrate:
 - All hard TDM initiatives on a site plan were installed;
 - Provide a copy of their contract or agreements with a separate delivery agent for “soft” TDM initiatives (e.g. PointA contract for Smart Commute program services); and
 - Demonstrate that a specific deliverable has been met (e.g. statistically significant baseline and follow-up survey results).

4.2 Monitoring

The City of Vaughan requires all residential developments producing 50 or more gross peak hour trips (i.e. Level 2 residential and mixed-use developments) to participate in a TDM monitoring program to measure the success and effectiveness of the TDM initiatives implemented. At the discretion of City staff, some developments that produce less than 50 gross peak trips may be requested to participate in the monitoring program.

The applicant may wish to hire a third party (e.g. pointA or a transportation consultant) to complete the monitoring activities on their behalf. It is advantageous to encourage employment facilities to join the Smart Commute program, which already has effective TDM resources and experience, and completes annual monitoring activities. However, under certain circumstances the City may request a non-residential development to participate in the monitoring requirements. Non-residential developments will also still be required to provide evidence of TDM measures.

For all monitoring surveys, applicants must meet a statistically significant response rate. The sample size must have a minimum of a 95% confidence level and 5% margin of error. Applicants can use a [sample size calculator](#) to determine the minimum number of responses required.

The required monitoring activities will take place upon occupancy. The monitoring program consists of the following steps:

- **Step 1:** Completion of a baseline and follow-up travel survey will be required for all Level 2 residential developments generating more than 50 gross peak trips. The decision by staff on surveying other developments that produce less than 50 peak trips will be on a case-by-case basis. Additional monitoring activities such as travel, or parking counts may be requested by City staff to measure success of specific TDM initiatives.
- **Step 2:** Within one year of occupancy, applicants (or a designated third party) distribute the baseline travel survey and confirm that a statistically significant amount of survey responses have been received. A short follow-up report detailing the photo evidence of the installed TDM initiatives, identify any outstanding TDM initiatives, and the completed survey data should be submitted to the City.
- **Step 3:** Two years after occupancy, applicants (or a designated third party) distribute the follow-up travel survey and confirm that a statistically significant amount of survey responses have been received. A follow-up short report detailing the photo evidence of the installed TDM initiatives and the completed survey data should be submitted to the City.
- **Step 4:** Upon completion of the follow-up survey, submission of the follow-up report and other TDM-related conditions have been met, the letter of credit will be released to the applicant.

It is the applicant's responsibility to ensure that monitoring activities are completed and confirmed with the TDM Coordinator. Refer to Appendix B for a sample travel survey.

4.3 Follow-Up Report

A Follow-Up Report is required to be submitted in addition to the travel survey results during Step 2 and Step 3. The follow-up report requires the applicant to demonstrate that the agreed-upon TDM initiatives have been implemented and provide photo evidence for documentation.

At a minimum, the Follow-Up Report should include a list of the TDM initiatives implemented and provide photo evidence of physical infrastructure (e.g. secure bike parking) or provide agreements/proof of correspondence with a third party responsible for delivering TDM programs.

Appendix A: TDM Initiatives Guideline

1 Promotion

1.1 Provide Additional Transit Incentives



CATEGORY		YORK REGION REQUIREMENT	
Promotion		✓	
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●●	\$		2 to 8

Description	<ul style="list-style-type: none"> Builds awareness, understanding, and encourages the use of sustainable modes by removing financial barriers Free or subsidized fares are an attractive incentive for single occupant vehicles, enables sustainable travel options to be more competitive to achieve modal targets. Effective incentives can include discounted transit fares, pre-loaded PRESTO cards, bikeshare and carshare memberships (if available)
	<p>Guidance</p> <ul style="list-style-type: none"> For residential or mixed-use applications that meet York Region TDM Plan requirements, work with York Region to provide pre-loaded PRESTO cards through the MyTrip Program, funded by York Region Development Charges. Providing additional transit incentives beyond the York Region requirements is encouraged. Encourage large-scale employers to participate in the YRT@WORK discounted public transit pass subscription program for their employees. Additional incentives beyond YRT@WORK are encouraged, as well as transit subsidies for all workplaces. <p>Option 1</p> <ul style="list-style-type: none"> For residential uses, the applicant provides minimum requirements set by York Region <p>Option 2 – 4</p> <ul style="list-style-type: none"> For residential uses, the applicant provides 25% - 100% subsidy for monthly transit passes for one year in addition to the incentives offered by the MyTrip program For non-residential uses, the applicant provides 25%-100% subsidy for monthly transit passes for all employees for one year

Development Review	<ul style="list-style-type: none"> • The applicant shall specify the level of contribution or incentive using the TDM Toolkit • The applicant and City of Vaughan shall include the provision of financial incentives as a condition of the applicable development agreement and/or through a letter of credit
Monitoring and Reporting	<ul style="list-style-type: none"> • Submit completed monitoring survey results to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	York Region – MyTrip TDM Program YRT@WORK Program Information York Region – Transportation Demand Management Checklist City of Toronto – VIP Monthly Pass Program TTC Post-Secondary Monthly Pass

1.2 Communication Strategy

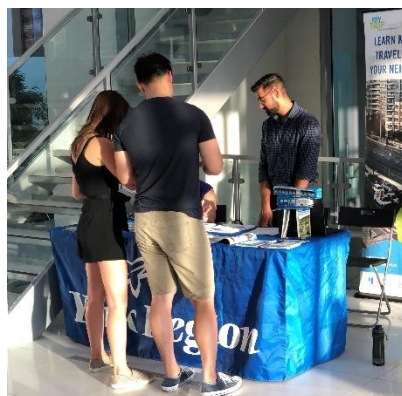


CATEGORY	YORK REGION REQUIREMENT			
Promotion	✓			
RECOMMENDED CHARACTER AREAS				
VMC	Group 1	Group 2	Other	
✓	✓	✓	✓	
TYPICAL LAND USES				
Residential	Commercial	Industrial	Institutional	
✓	✓	✓	✓	
EFFECTIVENESS	TYPICAL COST		POINTS	
●	\$		N/A	

Description	<ul style="list-style-type: none"> Distributing information that promotes all sustainable travel options in print or online Information can include trip planning tools, transit schedules and route information, pedestrian and cycling facilities, carpool parking spaces, and carshare and bikeshare membership and service information (if available) Individualized marketing provides resources such as training, trip planning tools, and incentives customized to individual's needs to promote the use of active and sustainable travel options. Individualized marketing is most effective for new or relocating employees, new residents, and students looking to explore their travel options
Guidance	<ul style="list-style-type: none"> Distribute information in resident welcome packages (one per unit), on-site in an accessible location such as the front desk, during promotional campaigns, events, and educational programs Make documents accessible to both residents and employees Provide a sustainable travel options information package to new/relocating employees, students, and residents Display maps and schedules of transit routes, and nearby walking/cycling infrastructure and routes to key destinations, near the entrance Post sustainable travel options information on an online platform available to all (e.g. employee intranet portal, online learning platform for students, resident property management platform) Implement an individualized marketing program to work with residents, employees, or students to explore their travel options. The individualized marketing program delivery can be contracted to a third-party, such as pointA, which operates the

	Smart Commute North Toronto-Vaughan program or by committing to participating in the York Region MyTrip program (if eligible).
Development Review	<ul style="list-style-type: none"> The applicant shall agree to prepare a communications strategy as a condition of the applicable development agreement and/or through a letter of credit
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals Submit photos and documentation/examples of the collateral/products distributed
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	Ottawa – TDM Measures Checklist Arlington Transportation Partners - Services Arlington County – Transportation Information Display Standards Guide York Region – MyTrip TDM Program (Individualized Marketing Program) Arlington Transportation Partners – Commute Planner (Individualized Marketing Program)

1.3 Provide Financial Incentives for Sustainable Transportation



CATEGORY		YORK REGION REQUIREMENT	
Promotion		✓	
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●	\$		1 to 4

Description	<ul style="list-style-type: none"> Builds awareness, understanding, and encourages the use of sustainable modes by removing financial barriers Providing financial incentives such as bikeshare and carshare memberships (if available) enables sustainable travel options to be more competitive to achieve modal targets
Guidance	<p>Option 1</p> <ul style="list-style-type: none"> Applicant does not provide a subsidy for other sustainable transportation initiatives <p>Option 2 – 6</p> <ul style="list-style-type: none"> Applicant provides a 25% - 100% subsidy for other sustainable transportation initiatives (e.g. carshare or bikeshare memberships) For non-residential uses, offer employees a taxable, commuting allowance which can be used towards choosing a sustainable mode of travel (e.g. transit fare, or bicycle maintenance)
Development Review	<ul style="list-style-type: none"> The applicant shall specify the level of contribution or incentive using the TDM Toolkit The applicant and City of Vaughan shall include the provision of financial incentives as a condition of the applicable development agreement and/or through a letter of credit
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[San Francisco TDM Program Standards](#)

1.4 Awards / Recognition Program



CATEGORY	YORK REGION REQUIREMENT			
Promotion				
RECOMMENDED CHARACTER AREAS	VMC	Group 1	Group 2	Other
	✓	✓	✓	✓
TYPICAL LAND USES	Residential	Commercial	Industrial	Institutional
	✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST	POINTS		
●	\$	1		

Description	<ul style="list-style-type: none"> Awards are given to organizations, developers, individuals, and businesses that demonstrate outstanding efforts in promoting cycling, walking and/or transit usage by creating a friendly environment for these modes through infrastructure, promotional/education program or other initiatives Recognition for implemented TDM initiatives can be used as a selling feature for proposed developments
Guidance	<ul style="list-style-type: none"> Upon implementation of a suite of TDM initiatives, apply for the Awards / Recognition program to be publicly recognized by the City of Vaughan for having a sustainable transportation-friendly development Nominate individuals (employees or residents) that actively supports and promote the use of healthy and sustainable travel modes Encourage residents and other members of the public to submit nominations for consideration for the applicable categories
Development Review	<ul style="list-style-type: none"> The applicant shall indicate participation in an Awards/Recognition Program on the TDM Toolkit The City of Vaughan has full discretion whether applications are eligible based on the development and range of measures proposed
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals to be considered for an award or recognition
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[City of Hamilton – Community in Motion Awards](#)

1.5 Cycling Skills Courses



CATEGORY		YORK REGION REQUIREMENT	
Promotion			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●	\$		1

Description	<ul style="list-style-type: none"> Educational program that reduces barriers to try cycling as a mode of everyday travel, focusing on cycling fundamentals, safety, and guidelines for cycling individually or in a group Target audience is potential cyclists that may hesitate to ride on streets shared with motor vehicles or other areas On-road cycling skills courses should be taught by CAN-BIKE certified instructors
Guidance	<ul style="list-style-type: none"> Offer cycling skills courses for new residents, students, and employees interested in trying cycling Offer on-site cycling courses at least once per year for those interested in cycling When new cycling infrastructure is installed near the proposed development, host a cycling skills course for those interested in cycling Courses should include information or demonstrations on how to load a bicycle on the front of a bus
Development Review	<ul style="list-style-type: none"> The applicant shall indicate if they will offer Cycling Skills Courses on the TDM Toolkit The applicant shall submit proof of correspondence to organize a Cycling Skills Course as a condition of the applicable development agreement and/or through a letter of credit
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[York Region – Cycling Education](#)
[CanBike – Program](#)

1.6 Provide Individualized Marketing Programs & Travel Planning Resources



CATEGORY	YORK REGION REQUIREMENT			
Promotion				
RECOMMENDED CHARACTER AREAS				
VMC	Group 1	Group 2	Other	
✓	✓	✓	✓	
TYPICAL LAND USES				
Residential	Commercial	Industrial	Institutional	
✓	✓	✓	✓	
EFFECTIVENESS	TYPICAL COST		POINTS	
● ● ●	\$\$\$		1 to 4	

Description	<ul style="list-style-type: none"> Individualized marketing provides resources such as training, trip planning tools, and incentives customized to individual's needs to promote the use of active and sustainable travel options Most effective for new or relocating employees, new residents, and students looking to explore their travel options
Guidance	<ul style="list-style-type: none"> The property owner shall implement a community-based social marketing campaign for new residents focused on providing information on the transit, cycling, pedestrians, and other travel options available to them. <p>Option 1:</p> <ul style="list-style-type: none"> Applicant provides travel information in promotional material and resident welcome packages <p>Option 2:</p> <ul style="list-style-type: none"> Provide all of Option 1, and requesting commitment from residents/employees to try a new mode <p>Option 3:</p> <ul style="list-style-type: none"> Provide all of Option 2, and conduct at least one outreach event annually and providing additional financial incentives (at least 25% subsidy) <p>Option 4:</p> <ul style="list-style-type: none"> Provide all of Option 3, and enroll residents/employees in a trip tracking application (e.g. Smart Commute Tool), provide ongoing financial incentives (at least 25% subsidy), and join the Smart Commute and/or MyTrip program
Development Review	<ul style="list-style-type: none"> The applicant shall indicate if they will offer an Individualized Marketing Program on the TDM Toolkit

Monitoring and Reporting	<ul style="list-style-type: none"> • The applicant shall submit proof of correspondence to join the MyTrip or Smart Commute program as a condition of the applicable development agreement and/or through a letter of credit • Submit completed monitoring survey results to the City of Vaughan at the required intervals, indicating which individualized marketing activities have been completed
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	York Region – MyTrip TDM Program Arlington Transportation Partners – Commute Planner

1.7 Guaranteed Ride Home Program (i.e. Emergency Ride Home)



CATEGORY		YORK REGION REQUIREMENT	
Promotion		✓	
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●	\$\$		1

Description	<ul style="list-style-type: none"> Provides a subsidized trip or reimburses commuters that use a sustainable transportation option to get to work or school and experiences an unplanned emergency and requires a way home quickly GRH programs acts as a safety net for non-driving commuters to be able to get home as quickly as possible during an emergency and conveniently using a preferred mode of transportation. Eligible trips typically include medical emergencies, unexpected overtime, early departure of a carpool driver, or bike damage on the way home from work.
Guidance	<ul style="list-style-type: none"> For non-residential uses, join the Smart Commute North Toronto-Vaughan program to access to this established program For residential uses, establish a program that subsidizes or reimburses residents who choose a sustainable mode of travel to get to work or school.
Development Review	<ul style="list-style-type: none"> The applicant shall submit proof of correspondence to join the Smart Commute program as a paying member as a condition of the applicable development agreement and/or through a letter of credit.
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[PointA Smart Commute Services](#)
[Commute Ontario – Emergency Ride Home \(ERH\)](#)
[Smart Commute Hamilton Plan Your Trip – Emergency Ride Home](#)

2 Active Transportation

2.1 Pedestrian Network Implementation



CATEGORY		YORK REGION REQUIRED	
Active Transportation		✓	
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●	Design Cost		N/A

Description	<ul style="list-style-type: none"> Walking routes between the building entrance(s) and public sidewalks and key destinations generate high pedestrian volumes, and should be pedestrian-friendly, inviting, and convenient Minimizing travel distances and maximizing visibility can encourage pedestrian activity Well-lit pedestrian facilities make walking safer, more comfortable, and accessible
	<ul style="list-style-type: none"> Implement pedestrian facilities on both sides of all streets (as applicable) Improve the existing public sidewalk or pathway network, as applicable All walkways and passageways should be at least 1.5 meters in width (ideally at least 2.0 meters) and include marked crossings, curb cuts, and tactile pavers at crossings Distribute pedestrian connections evenly throughout blocks and local streets that are open to the public and facilitate active travel Where public sidewalks and multi-use pathways intersect with roads, provide traffic control devices to give priority to pedestrians and cyclists Locate building close to the street, ensure parking is located at the rear of the building or hidden from the street where feasible Locate building entrances strategically to minimize walking distances to sidewalks and transit stops and stations Provide pedestrian facilities linking entrances with public sidewalks and parking areas including adequate lighting,

	<p>shelter, greenery and pedestrian amenities (e.g. benches) where feasible</p> <ul style="list-style-type: none"> • Provide appropriate pedestrian facilities within parking areas (e.g. sidewalks, landscaped islands, pavement markings, textured surfaces, and other traffic control devices where applicable) • Adhere to the City of Vaughan Pedestrian and Bicycle Master Plan Pedestrian Facilities Implementation Policies
<p>Development Review</p>	<ul style="list-style-type: none"> • The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location, design, and dimensions of existing and proposed active transportation infrastructure throughout the site and on the public road network • The applicant shall submit a pedestrian and bicycle circulation plan, and provide enhancements where gaps are identified • City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements
<p>Monitoring and Reporting</p>	<ul style="list-style-type: none"> • Provide photographic documentation of the provided infrastructure
<p>ADDITIONAL GUIDANCE</p>	
<p>ADDITIONAL RESOURCES</p>	<ul style="list-style-type: none"> • Ensure pedestrian priority corridors and crossings follow desire lines • Design or maintain clear view corridors along sidewalks connecting to important civic buildings and landmarks • Coordinate paving materials and paving patterns with the adjoining public right-of-way • Minimize private driveway crossings over pedestrian circulation routes wherever possible, locating them off rear laneways or side streets whenever feasible <p>City of Vaughan Pedestrian Facilities Implementation Policies (2020)</p> <p>City of Vaughan Pedestrian and Bicycle Master Plan (2020)</p> <p>City of Ottawa TDM Infrastructure Design Checklist</p> <p>Health by Design Guidelines</p> <p>CITE Site Design Guidelines for Sustainable Transportation</p> <p>Metrolinx Mobility Hub Guidelines</p>

2.2 Cycling Network Implementation

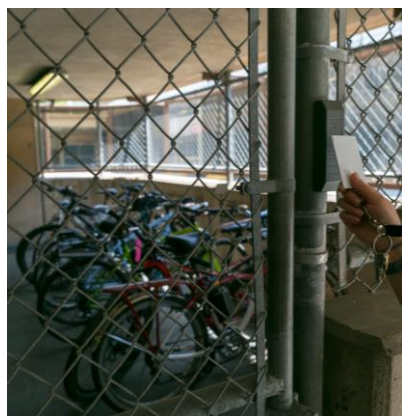


CATEGORY		YORK REGION REQUIRED	
Active Transportation		✓	
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
● ● ●	\$\$\$		N/A

Description	<ul style="list-style-type: none"> Cycling network connectivity can increase the cycling mode share and supports a seamless transportation network Where applicable, ensuring that the cycling network is connected through and/or around proposed developments facilitates easier access for cyclists between the site and key destinations
	<ul style="list-style-type: none"> Review the existing and planned local and regional cycling network and provide links to desirable network connections Distribute cycling connections evenly throughout blocks and local streets that are open to the public and facilitate active travel Where public sidewalks and multi-use pathways intersect with roads, provide traffic control devices to give priority to pedestrians and cyclists Explore opportunities to provide additional pedestrian and cycling facilities beyond the minimum requirements Design roads designated as part of the cycling network to have a target operating speed of no more than 40 km/h, or provide a separated cycling facility
	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location, design, and dimensions of existing and proposed active transportation infrastructure throughout the site and on the public road network The applicant shall submit a pedestrian and bicycle circulation plan, and provide enhancements where gaps are identified City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements

Monitoring and Reporting	<ul style="list-style-type: none"> • Provide photographic documentation of the provided infrastructure
ADDITIONAL GUIDANCE	
VMC	<ul style="list-style-type: none"> • Work with the City to implement the priority cycling network which identifies a network of higher order cycling infrastructure • Evaluate opportunities to implement additional traffic control devices and traffic calming measures
ADDITIONAL RESOURCES	City of Vaughan Pedestrian and Bicycle Master Plan (2020) York Region Transportation Master Plan CITE Site Design Guidelines for Sustainable Transportation Ottawa TDM Measures Checklist Ottawa TDM-Supportive Development Design and Infrastructure Checklist

2.3 Provide Long and Short-Term Bicycle Parking



CATEGORY		YORK REGION REQUIRED	
Active Transportation			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●●	\$		1

Description	<ul style="list-style-type: none"> Long-term, secure bike parking provides a safe place to store a bicycle Short-term bike parking provides a convenient location for visitors to secure their bicycle typically near building entrances A horizontal bicycle parking space refers to securing a bicycle to the ground, or to the floor of a building or structure. A vertical bicycle parking space refers to securing a bicycle to a vertical surface such as the wall of a building Long-term bicycle parking is located within buildings and can present a challenge for cyclists to access the area. Allocating an entrance that is accessible to cyclists and separated from vehicular traffic increases the safety and convenience of cycling as an everyday mode of travel (see Measure 2.4).
	<p>City of Vaughan Comprehensive Zoning By-Law Section 6.5 outlines Bicycle Parking Space Requirements for all character areas in the City.</p> <p>LEVEL 1 GUIDANCE:</p> <ul style="list-style-type: none"> Provide the minimum amount of bicycle parking required by the City of Vaughan Comprehensive Zoning By-Law outlined below: <p>6.5.1 General Provisions for Bicycle Parking Spaces</p> <ul style="list-style-type: none"> A minimum bicycle parking space requirement shall not apply if the total gross floor area of all non-residential uses on a single lot is less than 500 m². Where a required bicycle parking space is wholly located within a building or structure, it shall be subject to the following requirements: <ul style="list-style-type: none"> A required bicycle parking space shall have direct access from an interior communal area of a building or structure; and

- A required bicycle parking space located within the ground floor area of a building or structure shall have direct access to the exterior of that building or structure.
- The minimum width of an aisle providing access to a bicycle parking space shall be 1.75 m.

6.5.2 Bicycle Parking Space Dimensions

Table 6-5: Minimum Horizontal Bicycle Parking Space Dimensions

Dimension	Minimum Requirement (m)
Length	1.8
Width	0.6
Vertical clearance from the floor	1.9

Table 6-6: Minimum Vertical Bicycle Parking Space Dimensions

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

- For a stacked bicycle parking space, the minimum vertical dimension for each bicycle parking space shall be 1.2 m and the minimum vertical clearance from the floor shall be 2.4 m.

6.5.4 General Provisions for Long-term Bicycle Parking Spaces

- A long-term bicycle parking space shall be located wholly within the building where the principal use is located and for which the bicycle parking space is required.
- A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:
 - Within the ground floor area;
 - On the storey above the ground floor area; or,
 - On the first storey located below grade.
- A required long-term bicycle parking space shall have direct access from the exterior of a building, and that access shall be located on the ground floor

6.5.5 General Provisions for Short-term Bicycle Parking Spaces

- A short-term bicycle parking space shall be required to be located in the following areas:
 - Wholly within a building in which the principal use is located and for which the short-term bicycle parking space is required; or,

- In any yard, provided the short-term bicycle parking space is wholly open and unenclosed.
- Where a short-term bicycle parking space is located in a yard, it shall be permitted to be located in a required yard, subject to the following:
 - A short-term bicycle parking space shall have a minimum setback of 0.6 m from the nearest lot line.
 - A short-term bicycle parking space shall have a minimum setback of 3.0 m from a parking area.
- Where a short-term bicycle parking space is located wholly within a building, the following additional requirements shall apply:
 - A short-term bicycle parking space located wholly within a building shall be located within the ground floor area; and,
 - A short-term bicycle parking space shall have direct access from the exterior of a building.

6.5.7 Gross Floor Area Exemptions for Bicycle Parking Space Calculations

- For the purpose of calculating a required bicycle parking space for a dwelling unit, the gross floor area of a building shall not include the following:
 - A garage or parking structure;
 - Storage rooms, washrooms, electrical, utility, mechanical, and any ventilation rooms located below grade;
 - Elevator shafts; and
 - Any exterior stairwells that serve as an emergency escape from a building or structure.

LEVEL 2 GUIDANCE:

Option 2:

- Provide bicycle parking in excess of the minimum requirements to negotiate a potential reduction in vehicle parking spaces (up to 20% in VMC and MU zones only, as per the Comprehensive Zoning By-Law)

Option 3:

- Install overhead weather protection for short-term bicycle parking located outside

Option 4:

- Install e-bicycle charging infrastructure in the long-term bicycle parking area

Option 5:

- Complete at least two of the following: Option 2, Option 3, Option 4

<p>Development Review</p>	<ul style="list-style-type: none"> • All bicycle parking spaces are required to be clearly shown on the site plan and depicted with the minimum required dimensions and accompanied by a detail or specifications sheet for the types of spaces proposed. All outdoor bicycle parking spaces should be in the form of inverted U-shape racks secured to the ground. • Indicate access routes on the site plan to reach the underground bicycle parking • City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements
<p>Monitoring and Reporting</p>	<ul style="list-style-type: none"> • Provide photo evidence of provided bike parking
<p>ADDITIONAL GUIDANCE</p>	
<p>VMC, GROUP 1 AND GROUP 2</p>	<ul style="list-style-type: none"> • Section 6.5.3 – Minimum Bicycle Parking Space Rates of the CBZL outlines minimum bicycle parking rates depending on the land use • The City of Vaughan Comprehensive Zoning By-Law Section 6.5.8 outlines Additional Bicycle Parking In-lieu of a Required Parking Space where in the VMC and MU zones only • A reduction of one minimum required parking space shall be permitted for every five bicycle parking spaces that are provided in excess of the minimum requirement, provided the maximum reduction to the total required parking spaces does not exceed 20%
<p>ADDITIONAL RESOURCES</p>	<p>City of Vaughan Comprehensive Zoning By-Law ULA-019 – Standard Bike Parking Drawings</p>

2.4 Provide Separated Bicycle Access to Long-Term Bicycle Parking



CATEGORY

Active Transportation

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC	Group 1	Group 2	Other
✓	✓	✓	✓

TYPICAL LAND USES

Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓

EFFECTIVENESS



TYPICAL COST

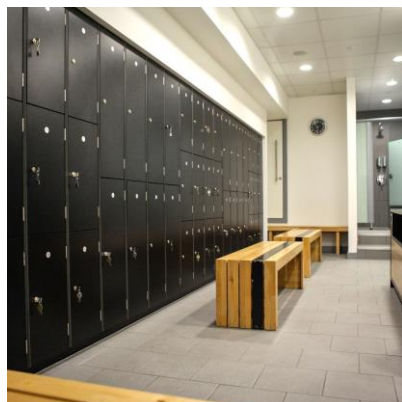
Design Cost

POINTS

1

Description	<ul style="list-style-type: none"> Long-term bicycle parking is located within buildings and can present a challenge for cyclists to access the area Allocating an entrance that is accessible to cyclists and separated from vehicular traffic increases the safety and convenience of cycling as an everyday mode of travel
Guidance	<ul style="list-style-type: none"> Examples of separated entryways include a bicycle ramp leading to underground long-term bicycle parking or exterior door to bicycle room on ground floor The ramp must be compliant with the Accessibility for Ontarians with Disabilities Act (AODA) as an exterior path of travel Provide heating for exposed bicycle ramps to prevent accumulation of snow and ice Ramps should be a minimum of 3.0 meters wide to allow for bi-directional travel
Development Review	<ul style="list-style-type: none"> The separated bicycle access is required to be clearly shown on the site plan and depicted with the minimum required dimensions Include ramp width and grading on site plan
Monitoring and Reporting	<ul style="list-style-type: none"> Provide photo evidence of the separated bicycle access to long-term bicycle parking

2.5 Provide Showers and Change Rooms



CATEGORY

Active Transportation

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC	Group 1	Group 2	Other
✓	✓	✓	✓

TYPICAL LAND USES

Residential	Commercial	Industrial	Institutional
	✓	✓	✓

EFFECTIVENESS

● ● ●

TYPICAL COST

\$\$

POINTS

1

Description

- End-of-trip amenities such as showers and change rooms enable commuters to choose active modes of travel (e.g. cycling) to their destination and prepare for the day.
- The lack of such facilities can be a major barrier to active commuting

Guidance

- City of Vaughan Comprehensive Zoning By-Law Section 6.5.6 outlines Minimum Change and Shower Facilities: All non-residential uses that are required to provide long-term bicycle parking, shall provide a change and shower facility in accordance with Table 6-9:

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

- In addition, developments can design the shower and change facilities to be consistent with LEED requirements.
- Facilities should have direct connections or are located close to long-term bicycle parking areas
- In addition, developments can provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters

Development Review

- The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location, design, and dimensions of proposed shower and change room facilities

Monitoring and Reporting	<ul style="list-style-type: none"> City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements Provide photo evidence of showers and change rooms built for active commuters
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	City of Vaughan Comprehensive Zoning By-Law City of Ottawa TDM-Supportive Development Design and Infrastructure Checklist (2017)

2.6 Install Bike Repair Station



CATEGORY

Active Transportation

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC	Group 1	Group 2	Other
✓	✓	✓	✓

TYPICAL LAND USES

Residential	Commercial	Industrial	Institutional
✓	✓		✓

EFFECTIVENESS

● ●

TYPICAL COST

\$\$

POINTS

2

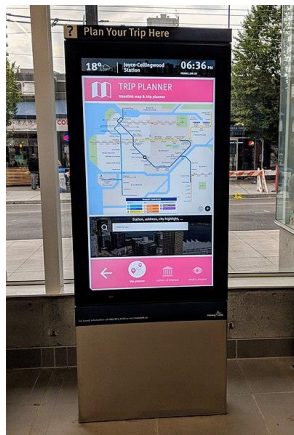
Description	<ul style="list-style-type: none"> Bike repair stations offer cycling commuters the necessary tools (e.g. air pump, allen keys, wrenches) to complete basic maintenance to ensure safe operation of their bicycle Common repair supplies (e.g. inner tube patches, chain cleaners/lubricant) should be made available at the repair station
Guidance	<ul style="list-style-type: none"> The applicant should install at least one permanent bicycle repair station adjacent to the long-term bicycle parking area with at least 50 long-term bicycle parking spaces The bicycle repair station should have an adequate workspace surrounding the repair station where the minimum width of the aisle providing access to bicycle repair station shall be at least 1.5 m and the workspace should be at least 4 m²
Development Review	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location, design, and dimensions of proposed bike repair station A specification or detail sheet should be provided for the proposed repair station City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> Provide photo evidence of the bike repair station
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[TDM for Developments in Vancouver \(ACT-05\)](#)

3 Transit

3.1 Provide Transit Information Kiosks at Major Destinations



CATEGORY

Transit

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC

Group 1

Group 2

Other

✓

✓

TYPICAL LAND USES

Residential

Commercial

Industrial

Institutional

✓

✓

EFFECTIVENESS

●

TYPICAL COST

\$\$

POINTS

1

Description	<ul style="list-style-type: none"> Information kiosks or booths distribute transit information to existing and future transit users, especially when located in high traffic areas that connect to major transit stations The kiosks or booths can feature permanent static or digital information boards and can include space for YRT or TTC staff to distribute information in person
Guidance	<ul style="list-style-type: none"> Provide transit information at major destinations with high pedestrian traffic by incorporating displays or kiosks into design of common areas (e.g. lobby) Work with YRT, TTC, and GO Transit to provide transit information specific to the local context and ensure of the kiosk is in a high traffic area for transit users
Development Review	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location of proposed transit kiosk City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> Provide photo evidence of transit information kiosks
ADDITIONAL GUIDANCE	
VMC	<ul style="list-style-type: none"> Allocate space for a transit information kiosk in public areas that act as key connections to the VMC subway station (e.g. in an underground connection)

ADDITIONAL RESOURCES

[MTO Transit-Supportive Guidelines](#) discuss strategies to enhance the experience for transit users. Relevant guidance for developments is as follows:

- All printed transportation information (system and route maps, along with route schedules) should be available at terminals, in vehicles, at transit-accessible shopping malls, at municipal buildings, and in electronic format on the transit agency's website.
- Transit system information should include information on multimodal access, such as connections to other transit systems and other transportation modes such as ferries, airports, bike routes, and pedestrian paths.

3.2 Provide Weather-Protected Waiting Areas



CATEGORY		YORK REGION REQUIRED			
Transit					
RECOMMENDED CHARACTER AREAS					
VMC	Group 1	Group 2	Other		
✓	✓	✓	✓		
TYPICAL LAND USES					
Residential	Commercial	Industrial	Institutional		
✓	✓	✓	✓		
EFFECTIVENESS		TYPICAL COST		POINTS	
●●		\$\$		1	

Description	<ul style="list-style-type: none"> Provides protection against the elements for transit users, enhancing their comfort and safety while waiting to board the transit vehicle
Guidance	<ul style="list-style-type: none"> Provide weather-protected waiting areas adjacent to transit stops on private property if a transit shelter in the public right-of-way does not exist Provide weather-protected waiting areas inside of buildings adjacent to transit stops / stations, utilizing building materials that enable transit users to see when the next transit vehicle is coming (e.g. glass) Ensure access routes and waiting area are accessible as per AODA standards Provide real-time transit service information (refer to Section 3.4)
Development Review	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location of proposed waiting area City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> Provide photo evidence of weather-protected waiting areas
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[The Metrolinx Mobility Hub Guidelines for the Greater Toronto and Hamilton Area \(2011\)](#) includes design guidelines around major transit hubs. Weather-protected shelters are discussed as ways to provide a high quality and aesthetically pleasing public realm, with examples provided.

[MTO Transit-Supportive Guidelines](#) discuss strategies to enhance accessibility and user comfort for transit users. Multiple examples of well-designed weather-protected shelters include:

- Design transit shelters to be comfortable and highly visible with transparent sides, seating with armrests to support passengers with mobility issues and lighting, and accommodate a range of users
- Provide all transit shelters with garbage and recycling receptacles for waiting users

3.3 Provide Real-Time Transit Information



CATEGORY	YORK REGION REQUIRED			
Transit				
RECOMMENDED CHARACTER AREAS	VMC	Group 1	Group 2	Other
	✓	✓	✓	✓
TYPICAL LAND USES	Residential	Commercial	Industrial	Institutional
	✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST	POINTS		
●●	\$	1		

Description	<ul style="list-style-type: none"> Real-time transit information enables users to understand departure and waiting times, allowing them to plan their trips accordingly, enhancing the overall transit experience
Guidance	<ul style="list-style-type: none"> Provide real-time transit information on displays in prominent locations (e.g. entrances, lobbies, elevators) in the proposed development The screens should include real-time information regarding nearby transit arrivals and departures, walking times to the key destinations, availability of carshare or bikeshare vehicles (if available), and weather Applicants can develop their own real-time transit service information screen using GTFS (General Transit Feed Specification) data available to the public or purchase a screen from a vendor
Development Review	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location of proposed transit information kiosks City of Vaughan staff shall review the proposed infrastructure and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> Provide photo evidence of real-time transit information at site
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[TDM for Developments in Vancouver \(SUP-02\)](#)

3.4 Launch Shuttle Services



CATEGORY		YORK REGION REQUIRED	
Transit			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●●	\$\$\$		4 to 14

Description	<ul style="list-style-type: none"> Shuttle services connecting residents and employees to major transit stations or stops enables convenient access to rapid transit options Shuttles service areas are commonly areas that are not easily accessible by transit and are not intended to replicate transit services Shuttle services are typically offered when one of the following conditions is met: <ul style="list-style-type: none"> Proposed development generates significant demand for a shuttle service (e.g. large residential development located outside of walking distance from a major transit station) Walking distances to nearest transit stop/commercial centre are significant (e.g. industrial business park); Travel patterns are not aligned with transit routes; or Employee shift times are outside of transit service hours.
Guidance	<ul style="list-style-type: none"> Provide shuttle services free of charge to residents and/or employees where there is significant demand for a shuttle service Post shuttle schedules, frequency, and hours at shuttle stops <p>Option 1:</p> <ul style="list-style-type: none"> Offer peak-hour shuttle service to major transit stations <p>Option 2:</p> <ul style="list-style-type: none"> Offer 15-minute or better service during peak hours, and 30-minute or better service during off-peak hours to major transit stations <p>Option 3:</p>

<p>Development Review</p>	<ul style="list-style-type: none"> • Offer 7.5-minute or better service during peak hours, and 30-minute or better service during off-peak hours to major transit stations • The applicant shall submit conceptual service plan memorandum describing the hours of operation, stop location(s), routes, headways, marketing activities, and service partners (e.g. pointA) as a condition of the applicable development agreement and/or through a letter of credit. • The applicant shall submit a copy of the operating agreement with the shuttle service provider as part of the monitoring program and follow-up report. • The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location of proposed pick-up and drop-off locations of the shuttle service • City of Vaughan staff shall review the proposed locations and conceptual service plan and provide a recommendation for either approval or modifications to meet City requirements
<p>Monitoring and Reporting</p>	<ul style="list-style-type: none"> • Submit completed monitoring survey results to the City of Vaughan at the required intervals, highlighting number of shuttle service users
<p>ADDITIONAL GUIDANCE</p>	
<p>ADDITIONAL RESOURCES</p>	<p>pointA operates shuttle programs throughout the City of Vaughan and can assist applicants with determining the feasibility of implementing a shuttle service</p>

4 Parking Management

4.1 Provide Dedicated Carshare Vehicle Spaces



CATEGORY

Parking

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC

✓

Group 1

✓

Group 2

✓

Other

✓

TYPICAL LAND USES

Residential

✓

Commercial

Industrial

Institutional

✓

EFFECTIVENESS

● ● ●

TYPICAL COST

Design Cost

POINTS

2

Description

- Developer partners with a carshare provider and subsidizes a carshare operation on-site as needed, including provision of dedicated spaces
- Carshare vehicles are typically self-service, pay-per-use vehicles available only to registered members
- Carshare vehicles reduce the need to store private vehicles for a long period, as a single vehicle can be shared between multiple users, resulting in lower vehicle ownership and reduced parking demand

Guidance

Option 1

- The Vaughan Comprehensive Zoning By-law identifies carshare parking reductions:
 - For an apartment dwelling in a Residential, Vaughan Metropolitan Centre, or Mixed-Use Zone, the maximum reduction to the total minimum required parking spaces shall be four for each dedicated car-share parking space
 - For an apartment dwelling in a Residential, Vaughan Metropolitan Centre, or Mixed-Use Zone, the maximum number of car-share parking spaces shall be calculated as the total number of dwelling units divided by sixty, rounded to the nearest whole number
- Applicants should enter into an agreement with a carshare provider and the City and financially commit to joining the program prior as a condition of approval

Development Review

- The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable

<p>Monitoring and Reporting</p>	<p>document that shows the location of proposed car share parking spaces</p> <ul style="list-style-type: none"> • The applicant shall submit the agreement with Carshare provider as a condition of the applicable development agreement and/or through a letter of credit. • City of Vaughan staff shall review the proposed locations and service agreement and provide a recommendation for either approval or modifications to meet City requirements
<p>ADDITIONAL GUIDANCE</p>	
<p>ADDITIONAL RESOURCES</p>	<p>Typical agreements between developers and providers are:</p> <ul style="list-style-type: none"> • Private access (less common): Parking space and car dedicated to the building with no public access. The developer must ensure profitability for the first two years by either subsidizing vehicle operations or working with the carshare provider to promote the service. • Public access (revenue guaranteed): Parking space and car provided within the building with public access (usually within commercial parking space). Like the private access agreement, the applicant is typically required to ensure profitability by subsidizing operations. • Public access (not revenue guarantee): Similar to the revenue guaranteed model, however the applicant is not required to subsidize or to ensure profitability (e.g. subsidize operations), but the condominium board or appropriate governing body is required to write into the by-laws that the parking space will remain dedicated to carshare and will be publicly accessible and must be registered on title. <p>The minimum guaranteed revenue period for utilizing a carshare space varies across jurisdictions, but is typically for between two to three years.</p>

4.2 Provide Preferential Carpool Parking Spaces



CATEGORY		YORK REGION REQUIRED	
Parking			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
	✓	✓	✓
EFFECTIVENESS	TYPICAL COST	POINTS	
●●●	Design Cost	1	

Description	<ul style="list-style-type: none"> Provides an incentive to ridesharing by providing reserved spaces to carpool vehicles and reduces parking demand
	<p>Guidance</p> <p>Option 1:</p> <ul style="list-style-type: none"> No preferential carpool parking spaces provided <p>Option 2:</p> <ul style="list-style-type: none"> Provide carpool parking spaces in desirable locations such as close to building entrances, in accordance with the Comprehensive Zoning By-Law Use signage and pavement markings to indicate designated carpool parking spaces Carpoolers may be required to register to be eligible for preferential spaces. Unless parking facilities are attended, a transportation or parking coordinator would need to be designated to monitor carpoolers (may be monitored by joining the Smart Commute North Toronto-Vaughan program)
Development Review	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, pavement marking & signage plan, or other applicable document that shows the location of proposed carpool parking spaces City of Vaughan staff shall review the proposed locations and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals, highlighting number of car pool users where feasible (e.g. parking counts) Provide photo evidence of carpool parking spaces in use
ADDITIONAL GUIDANCE	

VMC, GROUP 1, GROUP 2

- The Vaughan Comprehensive Zoning By-law states:
 - For an employment use in the VMC, MU, and EM1 Zones, a reduction of two minimum required parking spaces for every dedicated car-pool parking space shall be permitted to a maximum of 5 parking spaces or 5% of the total minimum required parking spaces for non-residential uses, whichever is less

4.3 Unbundle Parking from Unit Cost



CATEGORY

Parking

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC

✓

Group 1

✓

Group 2

✓

Other

✓

TYPICAL LAND USES

Residential

✓

Commercial

Industrial

Institutional

EFFECTIVENESS

●●●

TYPICAL COST

Design Cost

POINTS

5

Description	<ul style="list-style-type: none"> Selling or leasing parking spaces separately from the sale of each residential unit can lead to lower rates of vehicle ownership and be used as a selling feature in an area well-served area by transit and/or cycling infrastructure Unbundling parking supports a “shared economy” where vehicles are shared by multiple users such as a carshare service
Guidance	<p>Option 1:</p> <ul style="list-style-type: none"> Unbundle the cost of parking from the cost of the unit Review additional parking reductions on a case-by-case basis with City staff by implementing additional TDM initiatives <p>Option 2:</p> <ul style="list-style-type: none"> N/A
Development Review	<ul style="list-style-type: none"> The applicant shall submit a letter of undertaking or include unbundled parking in the applicable development agreement City of Vaughan staff shall review the service agreement and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> N/A

4.4 Implement Employee Parking Cash Out Program



CATEGORY	YORK REGION REQUIRED			
Parking				
RECOMMENDED CHARACTR AREAS				
VMC	Group 1	Group 2	Other	
✓	✓			
TYPICAL LAND USES				
Residential	Commercial	Industrial	Institutional	
	✓		✓	
EFFECTIVENESS	TYPICAL COST		POINTS	
●●●	\$\$\$		2	

Description	<ul style="list-style-type: none"> Encourages employers to provide employees with a choice to keep a parking space at work, or to accept a cash payment or other reward and in exchange for giving up a designated parking space and committing to choosing a sustainable mode of travel Effective at managing a limited amount of parking supply and does not force employees to stop driving or give up free parking, but those who do are rewarded financially
	<p>Guidance</p> <p>Option 1:</p> <ul style="list-style-type: none"> Working with a local transportation management association (e.g. Smart Commute North Toronto-Vaughan), the applicant can establish an Employee Parking Cash-Out program where options for compensation, funded by employers, can include: <ul style="list-style-type: none"> Transit subsidy of at least \$30 per month Carpool/Vanpool subsidy of at least \$30 per month Cash-in-lieu of free parking worth at least \$30 per month Incentives such as vacation time Shuttles from transit stations, either employer-provided or through a local TMA or similar service provider <p>Option 2:</p> <ul style="list-style-type: none"> N/A
Development Review	<ul style="list-style-type: none"> The applicant shall submit a conceptual cash-out program memorandum describing the program implementation as a condition of the applicable development agreement and/or through a letter of credit. City of Vaughan staff shall review the memorandum and provide a recommendation for either approval or modifications to meet City requirements

**Monitoring and
Reporting**

- Submit completed monitoring survey results to the City of Vaughan at the required intervals, highlighting number of cash-out program participants

ADDITIONAL GUIDANCE

**ADDITIONAL
RESOURCES**

[Best Workplaces for Commuters – Parking Cash Out:
Implementing Commuter Benefits as one of the Nation's Best
Workplaces for Commuters](#)

4.5 Implement Paid Parking



CATEGORY		YORK REGION REQUIRED	
Parking			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
	✓	✓	
EFFECTIVENESS	TYPICAL COST		POINTS
●●●	\$\$\$		0 to 2

Description	<ul style="list-style-type: none"> Charging for parking (an amount at least as much as the cost of transit) can encourage and influence people to use sustainable modes of transportation Paid parking can help generate revenue to maintain parking spots while incentivizing travellers to walk, cycle or take transit to get to key destinations Parking pricing should reflect both the value to the end user as well as the cost to provide parking
	<p>Guidance</p> <p>Option 1:</p> <ul style="list-style-type: none"> Parking is free / pre-paid for users <p>Option 2:</p> <ul style="list-style-type: none"> Users pay for parking, multiple plans available <p>Option 3:</p> <ul style="list-style-type: none"> Longest paid parking pass available is 1 day
	<p>Development Review</p> <ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, engineering submission, or other applicable document that shows the location of proposed paid parking spaces The applicant shall submit a conceptual paid parking program memorandum describing the program implementation and proposed pricing as a condition of the applicable development agreement and/or through a letter of credit. City of Vaughan staff shall review the memorandum and plans and provide a recommendation for either approval or modifications to meet City requirements
	<p>Monitoring and Reporting</p> <ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan at the required intervals, highlighting number of paid parking users
ADDITIONAL GUIDANCE	

ADDITIONAL GUIDANCE

- The applicant should consider implementing a market-based pricing structure to reflect the value of parking based on proxy sites or industry studies
- Working with City staff, reduce the minimum parking requirements for the proposed development on the condition of implementing a paid parking system on a case-by-case basis
- Where the developer becomes the building operator, consider implementing a “parking cash-out” program (see TDM Initiative 4.4)

4.6 Implement Pick-up and Drop-off Zones



CATEGORY		YORK REGION REQUIRED	
Parking			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●●	Design cost		1

Description	<ul style="list-style-type: none"> Designated pick-up and drop-off zones enable convenient locations for passenger loading and requires special consideration to manage potential conflicts between vehicle and pedestrian movements
Guidance	<ul style="list-style-type: none"> Provide on-site pick-up and drop-off zones that are fully accessible at-grade to facilitate short-term pick-up and drop-off activities Provide adequate space so queueing will not spillback onto driveways or public roads or disrupt traffic flow on site Use design interventions (e.g. curbs, islands), pavement markings and textures to delineate pedestrian facilities and pick-up and drop-off zones Where possible, passenger pick-up and drop-off zones and loading zones should not conflict with pedestrian facilities by locating the zones at an alternate accessible building entrance
Development Review	<ul style="list-style-type: none"> The applicant shall submit a site plan, site plan drawing, concept plan, pavement marking & signage plan, or other applicable document that shows the location, design, pavement markings, and dimensions of pick-up and drop-off and loading zones The applicant shall submit a swept path diagram to ensure that vehicle circulation is not interrupted City of Vaughan staff shall review the memorandum and plans and provide a recommendation for either approval or modifications to meet City requirements
Monitoring and Reporting	<ul style="list-style-type: none"> Submit photo evidence of the pick-up and drop-off zones
ADDITIONAL GUIDANCE	

**ADDITIONAL
RESOURCES**

[City of Hamilton TDM Guidelines](#)

[Metrolinx Mobility Hub Guidelines \(Section 1.6\)](#)

[BART Multimodal Access Design Guidelines \(Figure 8/9\)](#)

5 Other TDM Initiatives

5.1 Install Wayfinding & Signage



CATEGORY

Other TDM Initiatives

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC	Group 1	Group 2	Other
✓	✓	✓	✓

TYPICAL LAND USES

Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓

EFFECTIVENESS



TYPICAL COST

\$\$

POINTS

1

Description	<ul style="list-style-type: none"> Assists people that are walking or cycling to navigate and locate transportation services, infrastructure, and key destinations in the area
Guidance	<ul style="list-style-type: none"> The applicant shall provide multi-modal wayfinding signage in key locations so that the residents, employees, and visitors are directed to transportation services and infrastructure such as but not limited to transit, bicycle parking and amenities, taxi stands, shuttle/carpool pick-up/drop-off locations, and key destinations Wayfinding signage shall be implemented in accordance with York Region's Sustainable Mobility Wayfinding Guidelines Wayfinding signage should be located at significant locations, including entrances/exits, identifying the direction, distance, and estimated travel time to key destinations at regular intervals along routes
Development Review	<ul style="list-style-type: none"> The applicant shall submit a pavement marking & signage plan that identifies locations for the proposed signage, pavement markings
Monitoring and Reporting	<ul style="list-style-type: none"> Provide photo evidence of wayfinding and signage
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	York Region Sustainable Mobility Wayfinding Guidelines City of Mississauga's Cycling Master Plan (2010) Hamilton Pedestrian Mobility Plan

5.2 Offer Micromobility Services



CATEGORY

Other TDM Initiative

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC

Group 1

Group 2

Other

✓*

TYPICAL LAND USES

Residential

Commercial

Industrial

Institutional

✓

✓

✓

EFFECTIVENESS

●●●

TYPICAL COST

\$\$\$

POINTS

1

Description	<ul style="list-style-type: none"> • Provide micromobility options such as bike share or kick-style e-scooters to residents, tenants/employees, students and community members • Bike share and kick-style e-scooters are services where users can rent a bicycle or e-scooter on a short-term basis by subscribing to a membership (e.g. monthly, yearly, or pay-as-you-go) • Micromobility trips are often intended to provide convenient travel options for all types of trips including commuting to work, recreation, errands, or connecting to transit • * While e-scooters are not yet supported in Vaughan, this section is available for reference should the City opt into the e-scooter program
Guidance	<ul style="list-style-type: none"> • Partner with the City and micromobility service providers to launch a micromobility program in the City of Vaughan • Designate an area for future bike share or e-scooter stations that is near the entrance, in a covered location, and is within walking distance to key destinations • Support the launch of a micromobility service by subsidizing the launch of the service or provide memberships to residents, and employees in the service area
Development Review	<ul style="list-style-type: none"> • The applicant shall submit the micromobility service agreement or documentation as a condition of the applicable development agreement and/or through a letter of credit. • Show the location of the micromobility station on a plan
Monitoring and Reporting	<ul style="list-style-type: none"> • Submit any available usage data to the City of Vaughan to determine the success of the micromobility program • Submit completed monitoring survey results to the City of Vaughan, ensuring micromobility is listed as a travel option

- Provide photo evidence of micromobility stations

ADDITIONAL GUIDANCE

ADDITIONAL RESOURCES

[Vancouver's TDM Guidelines \(ACT-08\)](#) encourages property owners to provide a fleet of shared bicycles for residents/employees and/or visitors and provide parking beyond the amount required by the Parking By-law. The purpose is to limit car-dependency of building users as the bicycles would only facilitate two-way trips.

5.3 Support the YRT Mobility On-Request Service



CATEGORY

Other TDM Initiatives

YORK REGION REQUIRED

RECOMMENDED CHARACTER AREAS

VMC	Group 1	Group 2	Other
✓	✓	✓	✓

TYPICAL LAND USES

Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓

EFFECTIVENESS

●●

TYPICAL COST

\$

POINTS

1

Description	<ul style="list-style-type: none"> Mobility On-Request (MOR) is a ride-sharing service managed by York Region Transit (YRT) that enables residents to request on-demand transit at designated bus stops In Vaughan, there are currently three MOR service areas: MOR Vellore Local, MOR Woodbridge, and MOR 65+ Service. MOR 65+ Service is available for all residents in York Region that are 65+ years old. Trips can be booked by calling on the same day of travel at least 60 minutes ahead of the scheduled pick up time and will take residents anywhere within 5 km of their home.
Guidance	<ul style="list-style-type: none"> Applicants shall include promotional information about the MOR service in addition to the transit information distributed as part of their Communication Strategy (TDM Initiative 1.2) Where applicable, the applicant shall work with YRT to determine if the subject site is located in an area that is a candidate to launch a new MOR service (e.g. site is located in a desirable area for a MOR service)
Development Review	<ul style="list-style-type: none"> The applicant shall submit proof of correspondence with YRT to determine if a new MOR service is feasible
Monitoring and Reporting	<ul style="list-style-type: none"> N/A
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	YRT Mobility-on-Request Website

5.4 Provide Ongoing Support for Working Remotely



CATEGORY		YORK REGION REQUIRED	
Other TDM Initiatives			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
● ●	\$		1 to 4

Description	<ul style="list-style-type: none"> Working remotely (i.e. teleworking or working from home) is a common practice in many workplaces. Working remotely reduces commuting activity and can lead to significant cost savings through workspace sharing, increased productivity, and time savings in addition to many environmental benefits of removing the commute to work altogether
Guidance	<ul style="list-style-type: none"> Applicants should ensure that the property management companies or employers join the Smart Commute North Toronto-Vaughan program to provide support for employees and organizations that are interested in working remotely Applicants should take increasing rates of remote working into consideration by offering amenities such as coworking spaces in residential developments For non-residential uses, the Smart Commute program provides employees with the remote work resources and support
Development Review	<ul style="list-style-type: none"> The applicant shall submit proof of correspondence to join the Smart Commute program as a paying member as a condition of the applicable development agreement and/or through a letter of credit Alternatively, the applicant shall submit a letter from a future tenant that will offer remote work options
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring survey results to the City of Vaughan
ADDITIONAL GUIDANCE	

ADDITIONAL RESOURCES

[Telework Management and Program Guides \(Arlington, VA\)](#)

5.5 pointA Transportation Management Association Membership



CATEGORY

Other TDM Initiatives

YORK REGION REQUIRED

✓

RECOMMENDED CHARACTER AREAS

VMC

✓

Group 1

✓

Group 2

✓

Other

✓

TYPICAL LAND USES

Residential

Commercial

✓

Industrial

✓

Institutional

✓

EFFECTIVENESS

●●●

TYPICAL COST

Varies

POINTS

2

Description	<ul style="list-style-type: none"> pointA is a Transportation Management Association (TMA) that provides programs and tools to workplaces to help encourage sustainable modes of transportation through the Smart Commute North Toronto-Vaughan program Services include carpool matching and multi-modal trip planner tool, guaranteed ride home programs, annual events and campaigns, clinics and workshops, and professional assistance to develop workplace transportation strategies and plans
Guidance	<ul style="list-style-type: none"> Non-residential developments with more than 50 employees are required to join the Smart Commute North Toronto-Vaughan program offered by pointA Residential developments should join the York Region MyTrip program that (additional information in TDM Initiatives 1.1, 1.2, 1.6)
Development Review	<ul style="list-style-type: none"> The applicant shall submit proof of correspondence to join the Smart Commute program as a paying member as a condition of the applicable development agreement and/or through a letter of credit.
Monitoring and Reporting	<ul style="list-style-type: none"> Submit completed monitoring and annual Smart Commute survey results to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	pointA Smart Commute Services

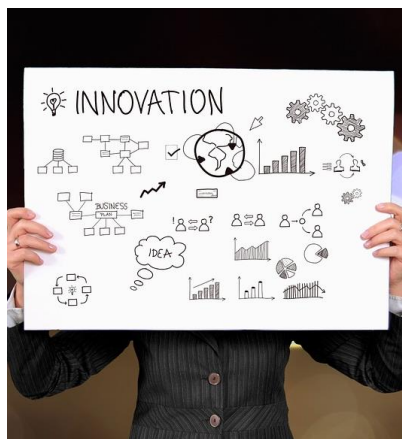
5.6 Provide a Vanpool Program



CATEGORY		YORK REGION REQUIRED	
Other TDM Initiatives			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
●●●	\$\$\$		2

Description	<ul style="list-style-type: none"> Vanpooling is a common, long-distance commute option for employees headed to the same work site, typically consisting of at least 5 commuters Vanpools are typically organized by an employer. The employer purchases/leases a vehicle (or utilizes an existing fleet vehicle) for employees to travel to and from work. Routes are organized with employees that live in proximity to one another or on the same route to the worksite. Employees are responsible for the cost of gas. Vanpool members typically pay a fee which covers van costs such as gas, insurance and other monthly costs on the vehicle
	<p>Guidance</p> <ul style="list-style-type: none"> The applicant shall purchase or lease vans for employee use and pay for mileage and maintenance of the vehicles Work with organizations like pointA to effectively market and launch a vanpool program
	<p>Development Review</p> <ul style="list-style-type: none"> The applicant shall submit proof of correspondence to join the Smart Commute program as a paying member and launch a vanpool program as a condition of the applicable development agreement and/or through a letter of credit.
	<p>Monitoring and Reporting</p> <ul style="list-style-type: none"> Submit completed monitoring and annual Smart Commute survey results to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	Commute With Enterprise - Vanpool Arlington Transportation Partners – Start a Vanpool

5.7 Implement Innovative TDM Initiative



CATEGORY		YORK REGION REQUIRED	
Other TDM Initiatives			
RECOMMENDED CHARACTER AREAS			
VMC	Group 1	Group 2	Other
✓	✓	✓	✓
TYPICAL LAND USES			
Residential	Commercial	Industrial	Institutional
✓	✓	✓	✓
EFFECTIVENESS	TYPICAL COST		POINTS
TBD	Varies		0 to 5

Description	<ul style="list-style-type: none"> City staff may consider innovative TDM initiatives proposed by the applicant, with acceptable rationale, assessment, and ongoing monitoring of success to implement
	Guidance <ul style="list-style-type: none"> Examples of acceptable measures may include, but are not limited to: <ul style="list-style-type: none"> Innovative trip planning resources Accommodation of bicycle parking for non-standard or different types of bicycles (cargo, recumbent, trailers, etc.) Subsidies for sustainable transportation use(s) not previously defined Use of electric shared vehicles where shared vehicles are provided Bicycle valet services On-site child-care Delivery services TDM-supportive amenities such as a co-working space Implementing a Mobility-as-a-Service platform
Development Review	<ul style="list-style-type: none"> City staff will review the proposed Innovative TDM Initiative
Monitoring and Reporting	<ul style="list-style-type: none"> Ensure appropriate monitoring activities such as surveys, sensors, or count data is submitted to the City of Vaughan at the required intervals
ADDITIONAL GUIDANCE	
ADDITIONAL RESOURCES	Vancouver's TDM Guidelines (OTH-01) encourages applicants to propose implementing innovative strategies

Appendix B: Cost and Implementation Table

Exhibit 5-1: Cost and Responsibility Table

TDM Initiative		Typical Cost	Responsibility
Category 1: Promotion / Monitoring			
1.1	Provide Transit Incentives		
1.2	Communication Strategy		
1.3	Provide Financial Incentives for Sustainable Transportation		
1.4	Awards / Recognition Program		
1.5	Cycling Skills Courses		
1.6	Provide Individualized Marketing Programs & Travel Plans		
1.7	Guaranteed Ride Home Program (i.e. Emergency Ride Home)		
Category 2: Active Transportation			
2.1	Pedestrian Network Implementation		
2.2	Cycling Network Implementation		
2.3	Provide Long and Short-Term Bicycle Parking		
2.4	Provide Separated Bicycle Access to Long-Term Bicycle Parking		
2.5	Provide Shower and Change Room Facilities		
2.6	Install Bike Repair Station		
Category 3: Transit			
3.1	Provide Transit Information Kiosks at Major Destinations		
3.2	Provide Weather-Protected Waiting Areas		
3.3	Provide Real-Time Transit Information		
3.4	Launch Shuttle Services		
Category 4: Parking			
4.1	Provide Dedicated Carshare Vehicle Spaces		
4.2	Provide Preferential Carpool Parking Spaces		
4.3	Unbundle Parking from Unit Cost		
4.4	Implement Employee Parking Cash Out Program		
4.5	Implement Paid Parking		
4.6	Implement Pick-Up and Drop-Off Zones		
Category 5: Other TDM Initiatives			
5.1	Install Wayfinding Signage		
5.2	Offer Micromobility Services*		
5.3	Support the YRT Mobility On-Request Service		
5.4	Provide Ongoing Support for Working Remotely		
5.5	Provide pointA Transportation Management Association Membership		
5.6	Provide a Vanpool Program		
5.7	Implement Innovative TDM Initiative		

* Coordinate with City Staff

Example:

1.1	Provide Transit Incentives	\$5,000	Applicant
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Appendix C: Sample Monitoring Survey

CITY OF VAUGHAN ANNUAL TRAVEL SURVEY

1. How do you typically travel daily? Please select the mode(s) you have used over the past year. Check all that apply.

Drive alone ☐
Carpool/vanpool/drop off ☐
Transit ☐
Bicycle ☐
Walk ☐
Telework ☐
Other _____

2. Of the modes selected above, how do you travel most often? Select one.

Drive alone ☐
Carpool/vanpool/drop off ☐
Transit ☐
Bicycle ☐
Walk ☐
Telework ☐
Other _____

3. Overall, how satisfied or dissatisfied are you with your travel experience?

Very Satisfied ☐
Satisfied ☐
Neither Satisfied nor Dissatisfied ☐
Dissatisfied ☐
Very Dissatisfied ☐

4. When you take transit, which transit system do you use? Please select the system you use for the greatest distance.

York Region Transit (YRT) ☐
GO Transit ☐
Toronto Transit Commission (TTC) ☐
N/A, do not use transit ☐
Other _____

5. If you take transit, please indicate how you travel to your transit stop/station.

Drive alone ☐
Carpool/vanpool/drop off ☐
Transit ☐
Bicycle ☐
Walk ☐
Taxi/Uber ☐
GO Bus, do not travel to GO Station ☐
Other _____

6. Which modes of transportation, if any, are you willing to use to travel around?

Drive alone ☐
Carpool/vanpool/drop off ☐
Transit ☐
Bicycle ☐
Walk ☐
Taxi/Uber ☐
None of the above ☐

7. If you tried a new mode to get around in the last year, please indicate the reason.

I did not try a new mode in the last year. ☐
Received information or an incentive ☐
Participated in a Smart Commute Campaign (e.g. Bike Month) ☐
Changed work or home location ☐
New infrastructure at my workplace ☐
New infrastructure around my workplace ☐
Discovered a new commuting option ☐
Looking to save time ☐
Looking to save money ☐
Concern for the environment ☐
Exercise or health benefits ☐

Other _____

7. What sustainable transportation initiatives or infrastructure have you used since moving to X?

TDM Initiative #1 ☐
TDM Initiative #2 ☐
TDM Initiative #3 ☐
TDM Initiative #4 ☐
TDM Initiative #5 ☐

9. What is your Home and Work/School postal code?

Home _____ Work/School _____

13. Please leave your contact information if you'd like a chance to win a contest prize.

Name _____

Email: _____

Phone: _____

Your feedback is important to us! Please use the space below to provide any comments you may have about your travel experience.

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD: 4

TITLE: VAUGHAN METROPOLITAN CENTRE (VMC) PARKING PILOT
BYLAW AMENDMENTS

FROM:

Haiping Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

The purpose of the Report is to amend existing traffic and parking by-laws in Vaughan's downtown to permit the Council approved VMC paid on-street parking pilot. This report also seeks Council approval to enter into an agreement with the local landowner, Penguin-Calloway (Vaughan) Inc., to implement the Pilot Project on unassumed streets.

Report Highlights

- Precise ParkLink was selected by the City as the successful vendor in Q2 2021 to partner in the delivery of paid on-street parking on three streets in the VMC.
- Parking pilot implementation is being coordinated with the opening of the Centre of Community building in the VMC.
- Amendments are required to the existing traffic and parking by-laws to permit parking on three streets in the VMC; New Park Place, Applemill Road and Buttermill Avenue.

Recommendations

1. THAT Traffic By-law 284-94 as amended, be amended to establish a framework to prohibit motor vehicles from accessing or parking in the dedicated cycling facility adjacent to parking by defining the cycling facilities and their use and updating the definition of a bicycle, in accordance with Attachment 2 of this Report;

2. THAT Parking By-law, 064-2019, as amended, be further amended to allow a two-year on-street pay and display parking pilot in the City of Vaughan (the City), on portions of streets, including Applemill Road, Buttermill Avenue and New Park Place, in accordance with Attachment 3 of this Report; and
3. THAT Council authorize the City Manager to execute and enter into a written agreement with Penguin-Calloway (Vaughan) Inc., on behalf of the City, where necessary, in accordance with this Report and in a form satisfactory to the City Solicitor, to enable the implementation of the Pilot Project on the following unassumed roads:
 - a) New Park Place from Edgeley Boulevard to Millway Avenue
 - b) Applemill Road from Edgeley Boulevard to Millway Avenue
 - c) Buttermill Avenue from Applemill Road to Portage Parkway.

Background

Since the opening of the TTC Subway Station in December 2017, Vaughan residents and users of the Subway have raised concerns with respect to the lack of public parking and the over utilization of limited passenger pick-up drop-off (PPUDO) spaces. Concerns also include by-law compliance and enforcement challenges. Demand for parking continues to rise as a result of the rapid growth in the VMC Mobility Hub and the overall development of the downtown. More specifically, the challenge continues to be the availability of short-term, accessible and convenient on-street parking adjacent to key destinations for residents, businesses, delivery operators, transit passenger pick-up/drop-off activities, taxis, and transportation network companies. To address the rising demand for on-street parking in the City's downtown, in 2020, Council approved a 2-year Pilot Project on three streets in the Mobility Hub. They include New Park Place, Applemill Road and Buttermill Avenue, as identified in Attachment 1 of this report. The objective of the Pilot is to introduce short-term on-street parking to mitigate some of these concerns and closely monitor the outcomes of the project.

Previous Reports/Authority

[VMC Pay-And-Display On-Street Parking Pilot Project](#)

[VMC Current Parking Conditions and Strategy For Management](#)

[VMC Implementation Plan and Priority Infrastructure Project Update March](#)

[2019 Mobility Hub Construction Update April 2018](#)

[VMC Term of Council Priorities and Implementation Update April 2018](#)

Analysis and Options

Parking by-law amendments are required to support the implementation of the Pilot Project

The current parking by-law for the VMC includes no parking and no stopping on any streets within the downtown area. The by-law only permits short term ten-minute passenger pick up and drop off along Millway Avenue and New Park Place, west of Millway Avenue.

With the implementation of the Pilot Project, parking by-law amendments are required for the proposed streets on New Park Place, Applemill Road and Buttermill Avenue.

1. New Park Place

New Park Place (NPP) is a pedestrian priority local street in the City's downtown with a 22-metre right of-way (ROW), designed to accommodate parking on both sides of the street. Passenger pick-up/drop-off (PPUDO) spaces will continue to be maintained from Millway Avenue to approximately 140 metres west on both north and south sides of the street. The remainder of the street, on which the Pilot is proposed to be implemented, currently has parking prohibition anytime on both sides of the street. These existing parking prohibitions need to be amended to permit paid on-street parking for a maximum of three hours with no overnight parking between 2-6 AM. In addition, existing peak hour stopping restrictions (No Stopping 7-9am and 4-6pm) are recommended to be repealed to permit on-street parking. Two parking meters, one on each side, are proposed at mid-block locations between Edgeley Boulevard and Millway Avenue.

2. Applemill Road

Apple Mill Road is a collector roadway with a 4-lane cross section with dedicated lanes for cycling facilities. The on-street parking will be accommodated in the curb lane adjacent to the cycletrack. The 950 metres road exists in its entirety today between Applewood Crescent and Jane Street. Paid on-street parking, as part of the Pilot, is proposed on both sides of Applemill Road between Edgeley Boulevard and Millway Avenue.

The same parking and stopping prohibition exist for Applemill Road as mentioned above for New Park Place, thus by-law amendments are required to also permit paid on-street parking and rescind the existing stopping restrictions during peak hours.

In addition to these by-law amendments, bicycle and cycletrack lane designations are proposed for the cycling facility adjacent to the parking lane on both sides of the street. In order to prohibit motor vehicles from entering the cycling facility adjacent to parking on both sides of the street, traffic by-law amendments are proposed that include definitions of a cycle track, bicycle lane and designates it for use only by cyclists. The definition of a bicycle has also been updated to only include bicycles driven primarily by muscular power. Separation between the bicycle facility and parking lane will be emphasized with pavement markings and signage, in addition to the rollover physical curb.

3. Buttermill Avenue

Buttermill Avenue is a new local street from Portage Parkway to Apple Mill Road, a length of approximately 250 metres. The south segment exists today from Apple Mill Road to approximately 100 metres north. The 22 metre ROW street has been designed to accommodate two lanes of vehicular travel, wide pedestrian sidewalks and two lanes of on-street parking on both sides of the street.

On-street paid parking is proposed on the existing portion of the road and will be considered on the north segment after construction is completed (anticipated to be open by end 2021).

Proposed by-law amendments will permit paid on-street parking for a maximum of three hours with no overnight parking between 2-6 AM. Per Recommendation No. 2 of this Report, Council approval is sought to permit the necessary traffic and parking by-law amendments required to facilitate the implementation of the parking Pilot.

In order to facilitate YMCA day-care pick-up/drop-off and other Centre of Community activities/functions, the first 20-minute will be a grace period in which customers will not be charged for parking; however, patrons will still have to register their vehicle license plate either through parking meter, QR scan code or Mobile App.

PPUDO spaces on New Park Place and Millway Avenue will continue to operate as is

Passenger pick-up and drop-off (PPUDO) spaces on New Park Place and Millway Avenue will remain unchanged as a result of the Pilot Project and will continue to serve transit activity. Paid on-street parking through the Pilot will only be facilitated for the remaining portions of New Park Place west of existing PPUDO spaces. PPUDO parking will remain permitted to a maximum of 10-minutes, whereas paid on-street parking will be permitted for a maximum of three hours with no overnight parking between 2-6AM. Through the relaxation of parking prohibitions as a result of the Parking Pilot, on-street parking will be made available for all users, including transit patrons waiting longer than 10 minutes. Parking and stopping restrictions will remain unchanged for Millway Avenue.

Additional accessible on-street parking spaces will be introduced

Two new dedicated accessible on-street parking spaces are proposed adjacent to the Centre of Community building scheduled to open in October 2021. These new accessible spaces, on Applemill Road and Buttermill Avenue, will be in addition to the two existing accessible parking spaces on New Park Place. Accessible spaces will exclusively be reserved for all accessible needs persons with an accessible vehicle permit and vehicles used primarily for the conveyance of passengers with disabilities, including accessible taxicabs and paratransit, which may stop for purposes of picking up or dropping passengers with accessibility needs. Accessible on-street parking spaces

will be free of cost; however, will be limited to a maximum of three hours with no overnight parking between 2-6AM.

How metered parking will work

Motorists will be able to purchase short-term parking permits at the parking meters using cash, coins or credit cards, as well as through mobile app or scanning a QR code. Users will not be required to display the parking permit ticket on their vehicle dashboards (however can do so). Metered parking will be integrated with the City's existing parking and ticketing enforcement software (Gtechna). The integration will include relaying parking permit information, in real-time, to City's parking enforcement officers' handheld devices where registered license plates can be verified with vehicles parked on the street.

On-street parking will cost \$3 per hour for a maximum of 3-hours

Based on the jurisdictional review of parking rates of across various similar municipalities in Ontario, it is determined rates are anywhere between \$1-4 per hour. Refer to Attachment 4 of this report. Based on this jurisdictional scan and local private parking rates in the VMC and surrounding areas, a rate of \$1 per 20-minutes or \$3 per hour is recommended. The Pilot Project will permit the City to gauge the adequacy of this rate. If rates need to be re-assessed, staff will report back to a future Council meeting with those recommendations. Per Recommendation No. 2 of this Report, Council approval is required to set the parking meter rate.

A jurisdictional review was done to assess appropriate parking penalties

At present, the City's penalty fines vary, however, there is no specific fine for parking without a permit; Fines for similar infractions range from \$50 to \$60, such as parking on private/municipal property, in a reserved parking space \$ 50, or during a prohibited time.

A comparison of related parking penalties in other municipalities across Ontario shows fine range anywhere between \$20 to \$70 for various meter-related parking penalties as identified in Attachment 4. Based on the jurisdictional review, parking penalty of \$50 per violation is recommended for various types of infractions related to metered parking. Per Recommendation No. 2 of this Report, Council approval is required to set the parking penalty fines.

The City will need into an agreement with Penguin-Calloway (Vaughan) Inc. for the implementation of the Pilot Project

The proposed streets Applemill Road, Buttermill Avenue and New Park Place have not been assumed by the City. Buttermill Avenue and New Park Place are currently being maintained by Penguin-Calloway (Vaughan) Inc. Implementation of the Pilot Project will require the City to enter into an agreement with Penguin-Calloway (Vaughan) Inc., in a form satisfactory to the City Solicitor, with respect to the installation of the parking meters, the maintenance of the road and boulevard surrounding the parking meters, and as otherwise required to successfully implement the Pilot Project, in accordance with Recommendation No. 3 of this Report.

The full maintenance of the parking meters (battery replacement, troubleshooting, paper-refills, cash/coin collections, etc.) shall be the obligation of the vendor, in accordance with the executed contract with the City and Precise ParkLink as per RFP20-268.

A comprehensive communication and marketing strategy is being developed for the rollout of the pilot

This pilot program will be supported by a comprehensive communications and marketing strategy. City staff have been working closely with the vendor and the City's Corporate and Strategic Communications department to develop a public communications campaign that includes, but is not limited to:

- A dedicated project webpage managed by the vendor, that will include details about the project, frequently asked questions and contact details
- City website content
- Media outreach
- Paid social media, organic social media and videos
- Digital marketing
- Digital signage and corporate channel graphics

Upon Council endorsement of this report, staff are preparing for an anticipated launch date of October 25th, 2021. A communication memorandum to Council prior to the launch, will also be included as part of the strategy, this will include information to be used in their eNewsletter and social media channels prior to the anticipated launch date. Tactics will be rolled out by Corporate and Strategic Communications and the vendor throughout the various phases of implementation.

Financial Impact

In line with the previous Council-approved report, a capital project of \$350,000 was established to fund this pilot. This capital project is funded from the DC Engineering Reserve, as identified in the 2018 Development Charges background study. This Pilot Project does not have an impact on the City's tax base.

Broader Regional Impacts/Considerations

This on-street parking pilot, in tandem with other VMC initiatives, will contribute to effective traffic flow and parking with the City's thriving downtown core and Regional Municipality of York.

Conclusion

Existing traffic and parking by-law amendments are recommended to permit paid on-street parking on the subject downtown streets; namely New Park Place, Applemill Road and Buttermill Avenue. The Pilot will provide the residents, visitors and the business community with additional parking options to help conveniently access the VMC community, an important part of the many initiatives to contribute to the accessibility of our thriving metropolitan downtown centre.

In support of the implementation of this Pilot Project staff are recommending the necessary traffic and parking by-law amendments; parking meter rates and penalties in accordance with the Recommendations of this report be approved by Council. As well, Council authorize staff to work with Penguin-Calloway (Vaughan) Inc. to develop an agreement to the satisfaction of the City.

For more information, please contact Christina Bruce, Director, Policy Planning & Special Programs (ext. 8231) and Gus Michaels, Director, By-Law and Compliance, Office of the DCM, Community Services (ext. 8735).

Attachments

1. Location Map.
2. Traffic By-law Amendments.
3. Parking By-law Amendments.
4. Jurisdictional Review: Meter-Related Parking Penalties.

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Approved by















Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

LEGEND

-  PARKING METER
-  PAID ON-STREET PARKING
(Monday to Sunday
6:00 am - 2:00 am
\$1.00 per 20min
3 hour max / \$9.00 maximum payment
2:00 am - 6:00 am: No Parking)
-  PASSENGER PICK-UP AND
DROP-OFF (Limit 10 minutes)
-  GATED PARKING LOT
-  MOBILE PAY (Zone ID)
Apple Mill Road: 1248
New Park Place: 1248
ButterMill Avenue: 1249
-  ACCESSIBLE PARKING SPACE
-  NO PARKING
-  NO STOPPING
(7 a.m. - 9 a.m. | 4 p.m. - 6 p.m.)
-  NO U-TURN
-  UNDER CONSTRUCTION
-  SUBWAY STATION AND BUS
TERMINAL
-  YRT, VIVA AND ZÜM RAPID
TRANSIT STATION



VMC bus rapid transit station
(Viva and Züm)

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER - 2021

A By-law to amend the Consolidated Traffic By-law 284-94 as amended, to govern and control traffic in the City of Vaughan.

The Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT City of Vaughan By-law 284-94, as amended, be and is hereby further amended by replacing the definition of “bicycle” in section 2(1)(c) with the following:

“bicycle” includes a bicycle, tricycle, unicycle, and a power-assisted bicycle which weighs less than 40 kilograms and requires pedaling for propulsion (“pedelec”), or other similar vehicle, but does not include any vehicle or bicycle capable of being propelled or driven solely by any power other than muscular power.

2. THAT section 2(1) of City of Vaughan By-law 284-94, as amended, be further amended by adding the following definitions in alphabetical order and consecutively re-lettering all definitions within section 2(1) accordingly:

“bicycle lane” means the lanes or portions of lanes of highways designated as bicycle lanes under Schedule “H”, Part 1.

“cycle track” means the lanes on highways or portions of highways designated as cycle tracks under Schedule “H”, Part 2.

3. THAT City of Vaughan By-law 284-94, as amended, be and is hereby further amended as follows:

- a. Be further amended by deleting paragraph 5(1) and replacing it with the following:

Where official signs to that effect are erected and on display, no person shall operate a vehicle other than a bicycle in any bicycle lane except for the purpose of:

- a) Ingress to or egress from a private lane or driveway adjacent to the bicycle lane;
- b) Making a turn at a highway intersecting the bicycle lane;
- c) Entering or exiting a curb lane used for parking;
- d) Loading or unloading of a person with disability, while actively engaged in doing so;
- e) Operating a school bus while actively engaged in picking up or dropping off school children;
- f) Operating a taxicab or service while actively engaged in loading or unloading of passengers;

- b. Be further hereby amended by adding paragraph 5(2):

Subject to sections 5(1)(d), 5(1)(e), and 5(1)(f), no person shall stop a vehicle other than a bicycle in a bicycle lane.

- c. Be further hereby amended by adding paragraph 5(3):

Where official signs to that effect are erected and on display, no person shall operate a vehicle other than a bicycle in any cycle track except for the purpose of ingress to or egress from a private lane or driveway adjacent to the cycle track;

- d. Be further hereby amended by adding paragraph 5(4):

Where official signs to that effect are erected and on display, no person shall stop a vehicle other than a bicycle in any cycle track;

- e. Be further hereby amended by adding paragraph 5(5):

Where a person in charge of a bicycle on a cycle track approaches a public transit vehicle which is stationary for the purpose of taking on or discharging passengers, the person on a bicycle shall not pass the public transit vehicle or approach nearer than 2 meters measured back from the rear or front entrance or exit, as the case may be, of the public

transit vehicle on the side on which passengers are getting on or off until the passengers have crossed the cycle track.

- f. Be further hereby amended by adding paragraph 5(6):

Section 5(5) does not apply to the following vehicles if compliance would be impracticable:

- a) Ambulances, police or fire services vehicles or any other vehicle actively engaged in responding to an emergency; or
- b) Vehicles actually and actively engaged in works undertaken for or on behalf of City or a public utility, including utilities providing telecommunications, energy, water supply or wastewater related services.

4. THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by adding the following Schedule “H”, Part 1 - Designated Bicycle Lanes:

Highway	Between	Lane	Times or Day
Millway Avenue	Portage Parkway and Highway 7	Easterly Northbound and Westerly Southbound	Anytime

5. THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by adding the following Schedule “H”, Part 2 - Cycle Tracks:

Highway	Between	Lane	Times or Day
Applemill Road	Jane Street to Buttermill Avenue	Northerly Westbound	Anytime
Applemill Road	Edgeley Boulevard to Applewood Crescent	Northerly Westbound	Anytime
Applemill Road	Applewood Crescent to Jane Street	Southerly Eastbound	Anytime
Portage Parkway	Jane Street to cul-de-sac 150m further east	Southerly Eastbound	Anytime

Enacted by City of Vaughan Council this 20th day of October 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. XX of Report No. YY
of the Committee of the Whole (1) October 5, 2021
Adopted by Vaughan City Council on
October 20, 2021

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER - 2021

A By-law to amend the Consolidated Parking By-law 064-2019 as amended, to govern and control parking in the City of Vaughan.

The Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended to add the following to the recitals:

WHEREAS section 100.1 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that local municipality may, in respect of land not owned or occupied by the municipality, regulate or prohibit the parking or leaving of motor vehicles without the consent of the owner of the land;

2. THAT section 3 of City of Vaughan By-law 064-2019 (Consolidated), as amended, be further amended by adding the following definitions in alphabetical order and consecutively re-lettering all definitions within section 3 accordingly:

“App” means the official parking application or applications for mobile devices, of the City of Vaughan or authorized vendor.

“Metered Parking” means authorized Parking on designated streets for which payment is calculated on the basis of time through the App or through pay-and-display On-Street Parking Permit.

3. THAT City of Vaughan By-law 064-2019 (Consolidated), as amended, be hereby further amended by adding the following:

10.1 Metered Parking

- (1) *Metered Parking* for the *Parking of Motor Vehicles* is hereby authorized and assigned, as the Council of the *City* may hereafter designate by By-law, on the *Highways* or portions of *Highways*, including *Highways* in unassumed residential areas, set out respectively in Schedule 4.1 to this By-law.
- (2) Where a sign has been erected and is on display indicating *Parking* is prohibited without a permit, no person shall *Park* a *Motor Vehicle* at any time on a *Highway* or portion of a *Highway* unless *Parking* is permitted under Schedule 4.1 of this By-law.

- (3) Every person who *Parks* on the *Highways* or portions of *Highways*, including *Highways* in unassumed residential areas, during the days and times authorized to do so in Schedule 4.1 to this By-law, shall obtain a valid *Metered Parking On-Street Parking Permit*.
- (4) No person who has obtained an *On-Street Parking Permit* under Part 10.1 shall *Park* a *Motor Vehicle* other than the *Motor Vehicle*, and on other than the date, time and location, indicated on the *Metered Parking* printed *On-Street Parking Permit*, through the QR code, or the *App*.
- (5) Every person who obtains a printed *Metered Parking On-Street Parking Permit* shall display such permit in a conspicuous place on the dashboard of the *Motor Vehicle* and shall ensure that there are no obstructions preventing a *Municipal Law Enforcement Officer* from being able to verify the validity of such permit.
- (6) Every person who obtains a virtual *Metered Parking On-Street Parking Permit* through a QR code or the *App* shall ensure that such virtual permission to *Park* has been granted at the time of *Parking*.
- (7) Every person who obtains a *Metered Parking On-Street Parking Permit* shall make payment at a rate of \$1.00 per twenty (20) minutes, not to exceed three (3) hours or \$9.00 and said fee shall be non-refundable.
- (8) Despite 10.1(7), any person who *Parks* for a period of less than twenty (20) minutes on the portion of Buttermill Avenue identified in Schedule 4.1 shall not be subject to a fee; however, anyone *Parking* twenty (20) minutes or more shall be subject to a fee for the full time.
- (9) Despite 10.1(7) and 10.1(8), any person with a valid *Accessible Parking Permit* may *Park* on any *Highway* or portions of a *Highway*, including *Highways* in unassumed residential areas, set out respectively in Schedule 4.1 to this By-law, without purchasing a *Metered Parking On-Street Parking Permit*, provided that such *Accessible Parking Permit* is displayed in a conspicuous place on the dashboard of the *Motor Vehicle* and there are no obstructions preventing a *Municipal Law Enforcement Officer* from being able to verify the validity of such *Accessible Parking Permit*, and that the *Motor Vehicle* is not *Parked* more than three (3) hours within the same portion of the *Highway* set out in Schedule 4.1 to this By-law.
- (10) For greater certainty, after *Parking* three (3) hours on a portion of a *Highway*, including any portion in unassumed residential areas, as set out in Schedule 4.1 to this By-law, with a valid *Metered Parking On-Street Parking Permit*, no person shall be eligible to *Park* again within that portion of a *Highway* until sixty (60) minutes after the expiration of same *Metered Parking On-Street Parking Permit*.
- (11) For greater certainty, unless otherwise signed by the *City*, no person shall *Park* on any *Highway* or portions of a *Highway*, including *Highways* in unassumed residential areas, set out respectively in Schedule 4.1 to this By-law, where for technical or any other reasons it is not possible to obtain a *Metered Parking On-Street Parking Permit*.
- (12) Nothing in this By-law shall permit a *Motor Vehicle* issued with a *Metered Parking On-Street Parking Permit* to be *Stopped* or *Parked* at any location other than the *Highway* designated in the *On-Street Parking Permit* when *Stopping* or *Parking* is prohibited by other provisions of this By-law.
- (13) Notwithstanding that a person may hold a permit authorizing *Parking* on a designated *Highway* at prescribed hours, such person shall be subject to the provisions of Subsection 170(12) of the *Highway Traffic Act*, R.S.O. 1990, C. H.8.

4. THAT City of Vaughan By-law 064-2019 (Consolidated), as amended, be hereby further amended by the following administrative monetary penalties to Schedule 10 of the By-law:

Schedule 10 – Offences and Corresponding Administrative Monetary Penalties

Section	Description	Fine Amount
10.1(2)	Park at a prohibited time	\$ 50
10.1(3)	Park without a valid Metered Parking On-Street Parking Permit	\$ 50
10.1(4)	Park contrary to the vehicle or the date, time or location indicated on the Metered Parking On-Street Parking Permit	\$ 50
10.1(5)	Fail to properly display Metered Parking On-Street Parking Permit	\$ 50

5. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

- (a) Delete the following road segments from **Schedule 1 - No Parking**:

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	North	From west limit of Jane Street to west limit of Applemill Road	Anytime
Applemill Road	South	From west limit of Applemill Road to west limit of Jane Street	Anytime
New Park Place	North	From the east limit of Edgeley Boulevard to 84 metres west of Millway Avenue	Anytime
New Park Place	South	From the east limit of Edgeley Boulevard to the west limit of Millway Avenue	Anytime
New Park Place [Added by subsection 1(c) of By-law 178-2019 on December 17, 2019.]	South	From the east limit of Edgeley Boulevard to 87 metres west of Millway Avenue	Anytime

- (b) Add the following road segments to Schedule 1 - No Parking:

Highway	Side	From and To	Prohibited Time of Day
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Applemill Road	Both	From west limit of Jane Street to east limit of Millway Avenue	Anytime
Applemill Road	Both	From west limit of Edgeley Boulevard to east limit of Applewood Crescent	Anytime

6. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

- (a) Delete the following road segments from **Schedule 3 – No Stopping**:

Schedule 3 – No Stopping

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	North	From west limit of Jane Street to west limit of Applemill Road	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday
Applemill Road	South	From west limit of Applemill Road to west limit of Jane Street	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday
New Park Place	North	From the east limit of Edgeley Boulevard to 84metres west of Millway Avenue	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday - Friday
New Park Place [Amended by subsection 1(d) of By-law 178-2019 on December 17, 2019.]	South	From the east limit of Edgeley Boulevard to 87metres west of Millway Avenue	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday

- (b) Add the following road segments to Schedule 3 – No Stopping:

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	Both	From west limit of Jane Street to east limit of Millway Avenue	Anytime
Applemill Road	Both	From west limit of Edgeley Boulevard to east limit of Applewood	Anytime

		Crescent	
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7. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

- (a) Add the following new **Schedule 4.1 – Metered On-Street Parking** and include the road segments listed below:

Schedule 4.1 – Metered On-Street Parking

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	Both	From west limit of Millway Avenue to east limit of Edgeley Boulevard	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.
New Park Place	North	From the east limit of Edgeley Boulevard to 84 metres west of Millway Avenue	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.

New Park Place	South	From the east limit of Edgeley Boulevard to 87 metres west of Millway Avenue	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.
Buttermill Avenue	Both	From south limit of Portage Parkway to north limit of Applemill Road	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.

8. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

(a) Be further hereby amended by deleting paragraph 6(8) and inserting the following:

6(8) Despite Section 5(7) and Schedule A, Part 13, no person shall *Park or Stop a Motor Vehicle* at any time on the north side of Applemill Road, between the limits of thirty (30) metres west of Millway Avenue and thirty-seven (37) metres west of Millway Avenue, with the exception of vehicles with a valid *Accessible Parking Permit*. And *Motor Vehicles* used primarily for the conveyance of *Person with a Disability*, including accessible taxicabs and paratransit, may *Stop* to a maximum of ten (10) minutes any time for purposes of picking up or dropping passengers with accessibility needs.

(b) Be further hereby amended by adding paragraph 6(9):

6(9) Despite Section 5(7) and Schedule A, Part 13, no person shall *Park or Stop a Motor Vehicle* at any time on the east side of Buttermill Avenue, between the limits of nine (9) metres north of Applemill Road and sixteen (16) metres north of Applemill Road, with the exception

of vehicles with a valid *Accessible Parking Permit*. And *Motor Vehicles* used primarily for the conveyance of *Person with a Disability*, including accessible taxicabs and paratransit, may *Stop* to a maximum of ten (10) minutes any time for purposes of picking up or dropping passengers with accessibility needs.

Enacted by City of Vaughan Council this 20th day of October 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. XX of Report No. YY
of the Committee of the Whole (1) October 5, 2021
Adopted by Vaughan City Council on
October 20, 2021

Attachment 4: Jurisdictional Review - Meter-Related Parking Rates and Penalties

A comparison of parking meter rates in neighbouring municipalities shows the following:

MUNICIPALITY	ON-STREET PARKING RATES	OTHER METER RULES
Brampton	\$2.00 per hour	Meter parking is between 9 a.m. to 6 p.m. Monday to Saturday, and free at other times up to 3 hours.
London	\$1 to \$2.50 per hour	Parking rates vary by location, with flat rates offered in some instances such as evenings and weekends.
Markham	\$1 per hour to \$2 per day	Parking rates vary by location.
Mississauga	\$1 to \$2 per hour	Parking rates vary by location, and are free sometimes.
Ottawa	\$0.75 to \$2.00 per 30 minutes	Sundays and holidays are free.
Toronto	These vary, from \$1 to \$4 per hour.	Parking rates vary by location.

A comparison of parking meter-related penalties in neighbouring municipalities shows the following:

MUNICIPALITY	METER-RELATED PARKING PENALTIES
Brampton	<ul style="list-style-type: none"> • Park at expired meter \$ 20.00 • Park and fail to display receipt \$ 20.00 • Park and display illegible pay and display receipt \$ 20.00 • Park and exceed time displayed on pay and display receipt \$ 20.00 • Park and exceed maximum time permitted in pay and display location \$ 20.00 • Park at bagged pay and display machine \$ 20.00 • Park and fail to display receipt \$ 20.00 • Park and display illegible pay and display receipt \$ 20.00 • Park and exceed maximum time permitted on pay and display receipt \$ 20.00 • Park at pay and display lot and exceed maximum time permitted \$ 20.00 • Park at bagged pay and display machine \$ 20.00

MUNICIPALITY	METER-RELATED PARKING PENALTIES
MARKHAM	<ul style="list-style-type: none"> • Park at expired parking meter \$ 40.00 • Park at parking meter beyond specified Times \$ 40.00 • Park at parking meter outside permitted times\$ 40.00 • Park within two spaces and fail to pay for both meters \$ 40.00 • Park in parking meter space where prohibited \$ 40.00
<u>Mississauga</u>	<ul style="list-style-type: none"> • Parking vehicle at expired meter \$30.00 • Parking vehicle in metered parking space beyond maximum permitted time \$30.00 • Parking a vehicle in a parking space governed by a parking machine without clearly displaying receipt \$30.00 • Parking a vehicle in a parking space governed by a parking machine not within the permitted period \$30.00 • Parking a vehicle in a parking space governed by a parking machine beyond the maximum period \$30.00 • Fail to park vehicle in a parking space governed by a parking machine with the front of the vehicle aligned as closely as possible with the parking space \$30.00 • Fail to park vehicle in a parking space governed by a parking machine wholly within one parking space \$30.00
<u>Ottawa</u>	<ul style="list-style-type: none"> • Park in parking meter space - meter hooded \$50/\$70 • Parallel park in metered space - front wheels of vehicle not opposite meter - single meter standard \$40/\$60 • Parallel park in metered space - vehicle rear not opposite forward meter - double meter standard \$40/\$60 • Parallel park in metered space - vehicle rear not close to forward meter - double meter standard \$40/\$60 • Parallel park in metered space - vehicle front not opposite rear meter - double meter standard \$40/\$60 • Parallel park in metered space - vehicle front not close to rear meter - double meter standard \$40/\$60 • Angle park in metered space - vehicle front not opposite meter provided for space \$40/\$60 • Angle park in metered space - vehicle front not close to meter provided for space \$40/\$60

MUNICIPALITY	METER-RELATED PARKING PENALTIES
Richmond Hill	<ul style="list-style-type: none"> • Park in Pay Parking Area - Unauthorized \$60.00 • Park in Pay Parking Area - not wholly within one parking space \$60.00 • Park in designated permit parking area without permit \$60.00
Toronto	<ul style="list-style-type: none"> • Park Bus – Designated Bus Parking Space – Parking Machine – Required Fee Not Paid \$300.00 • Park Bus – Designated Bus Parking Space – Fail to Activate Parking Machine \$300.00 • Park Bus – Designated Bus Parking Space – Parking Machine – Prohibited Time \$300.00 • Parking Machine – Required Fee Not Paid \$30.00 • Park – Fail to Activate Parking Machine \$30.00 • Park – Parking Machine Space – Not Within Permitted Time \$30.00 • Park – Parking Machine Space – Fail to Display Receipt in Windshield \$30.00 5 • Park – Other Than Parking Machine Parking Space \$30.00 5.1 • Park Motorcycle – Parking Machine Space – At Angle less than 45 Degrees to Curb \$30.00 • Park Motorcycle – Parking Machine Space – At Angle greater than 60 Degrees to Curb \$30.00 • Parking – Parking Machine Space – Exceeds Maximum Time \$30.00 • Park Non-bus Vehicle – Designated Bus Parking Space – Parking Machine \$30.00 • Park Non-electric Vehicle – Designated Electric Vehicle Parking Space \$60.00 • Park Electric Vehicle – Designated Electric Vehicle Parking Space – Not Actively Connected \$60.00 • Park Electric Vehicle – Designated Electric Vehicle Parking Space – Exceeds Maximum Time \$60.00 • Park Bus – Designated Bus Parking Space – Parking Meter – No Fee Deposited \$300.00 • Park Bus – Designated Bus Parking Space – Fail to Activate Parking Meter \$300.00 • Park Bus – Designated Bus Parking Space – Parking Meter – Prohibited Time \$300.00 • Park – Fail to Deposit Fee in Parking Meter \$30.00 • Park – Fail to Activate Parking Meter \$30.00 • Park – Parking Meter Space – Not Within Permitted Time \$30.00

MUNICIPALITY	METER-RELATED PARKING PENALTIES
	<ul style="list-style-type: none"> • Park – Other Than Parking Meter Parking Space \$30.00 • Park Motorcycle – Parking Meter Space – At Angle less than 45 Degrees to Curb \$30.00 • Park Motorcycle – Parking Meter Space – At Angle greater than 60 Degrees to Curb \$30.00 • Park – Parking Meter Space – Exceeds Maximum Time \$30.00 • Park Non-bus Vehicle – Designated Bus Parking Space – Parking Meter \$30.00

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD(S): ALL

TITLE: BY-LAWS TECHNICAL AMENDMENTS

FROM:

Gus Michaels, Acting Deputy City Manager, Community Services

ACTION: DECISION

Purpose

As staff continue to review and revise the City's regulatory by-laws as part of its Council-approved By-law Strategy, the further need to amend and ensure consistency across by-laws has been identified. This report seeks approval for a series of By-law technical amendments.

Report Highlights

- In June of 2014, City Council approved the By-law Strategy to ensure the City's By-laws are municipally relevant, responsive to community needs and transparent to the public.
- Harmonization and improvement of by-laws support a number of Term of Council Strategic Priorities, including good governance, citizen experience and operational performance.
- This report includes recommended amendments to the Licensing By-law, Administrative Monetary Penalties By-law, Dumping By-law and Fees and Charges By-law.

Recommendations

1. That the recommendations in Attachment 1 of this report be adopted in their substantive form; and
2. That all by-law amendments brought before Council for approval be in a form satisfactory to the City Solicitor.

Background

One of the primary objectives of the By-law & Compliance, Licensing and Permit Services Department's (BCLPS), in support of the Term of Council Strategic Priorities, is to provide service excellence to its residents, business community and those who live, work, and play in our great City. The service delivery model of BCLPS is evolving to ensure relevance, sustainability and performance excellence of programs and services.

BCLPS is constantly evolving its service delivery model to ensure that the City's regulatory by-laws are suitable and relevant to meet current and potential future needs. In 2014, Council approved the *By-law Strategy* created by BCLPS to provide a framework for the governance of all regulatory by-laws for the City. BCLPS staff are regularly reviewing the by-laws to ensure their relevance, transparency, and suitability to meet the current and potential future needs.

Previous Reports/Authority

- [Dumping By-law 103-2020](#) (Approved by Council on June 29, 2020)
- [Administrative Monetary Penalties By-law 063-2019](#) (Approved by Council on May 1, 2019)
- [Fees and Charges By-law 171-2013](#) (Approved by Council on December 10, 2013)
- [Licensing By-law 315-2005](#) (Approved by Council on December 12, 2005)

Analysis and Options

Staff are proposing amendments to a number of By-laws to ensure that all regulatory By-laws have similar language, and are standardized, transparent and accessible for citizens. Staff are proposing a number of technical amendments to different by-laws, including:

- 1) technical amendments to Dumping By-law 103-2020 to clarify the authority of the City to issue Notices to require persons to remedy conditions on property deemed non-compliant with City requirements.
- 2) technical amendments to Licensing By-law 315-2005, which include:
 - requiring mobile business plates to be properly affixed to vehicles;
 - establishing a process for charging renewal fees when a fee has not yet been approved by City Council (in line with recommendations from the City's Internal Auditor);
 - ensuring that sanitary requirements in personal service shops apply to equipment as well as furnishings;

- ensuring that pet grooming standards apply to mobile businesses as well as stationary ones;
 - clarifying requirements for the payment of fees for kennel, pet shop and pet grooming establishment inspections;
 - requiring public health clearances for the provision of food and drink in personal services establishments; and
 - aligning the time that a vehicle may remain stationary on a road while selling a product with that in Roadside Sales By-law 125-98.
- 3) technical amendments to Administrative Monetary Penalties By-law 063-2019 to clarify the payment requirements for administrative monetary penalties and to change the references to the updated designated by-laws.
- 4) technical amendments to Fees and Charges By-law 171-2013 to revise AMPs late payment and vehicle information fees.

Financial Impact

There are no anticipated financial impacts to the City as a result of the recommendations of this report.

Broader Regional Impacts/Considerations

The recommendations in this report do not have an impact on other municipalities, the Region or any of its agencies.

Conclusion

In accordance with Vaughan's Term of Council Strategic Priorities of *Active, Safe and Diverse Communities* and *Good Governance*, the proposed amendments will provide greater clarity to the public with respect to the City's existing regulations. The City's regulations are not only intended to protect the health, safety and well-being of its residents and visitors, but also to promote its community standards and social values.

For more information, please contact: Gus Michaels, Acting Deputy City Manager, Community Services and Director and Chief Licensing Officer, By-law & Compliance, Licensing & Permit Services, ext. 8735.

Attachment

1. Proposed Amendments

Prepared by

Kristina Palayeva, Regulatory Business Analyst, ext. 8721

Approved by



Gus Michaels,
Acting Deputy City Manager,
Community Services

Reviewed by



Nick Spensieri, City Manager

Proposed Amendments**Licensing By-law:**

1. Amend the Licensing By-law by adding a process for charging renewal fees when a fee has not yet been approved by Council.
2. Amend the Licensing By-law by requiring mobile business plates to be properly affixed to the vehicles.
3. Amend the Licensing By-law by making sanitary requirements for personal service shops apply to equipment as well as furnishing.
4. Amend the Licensing By-law by ensuring pet grooming standards apply to mobile businesses.
5. Amend the Licensing By-law by adding requirement to pay a fee for a kennel, pet shop or pet grooming establishment inspection.
6. Amend the Licensing By-law by permitting the provision of food and drink in personal services establishments.
7. Amend the Licensing By-law by changing the time that a vehicle may remain stationary on a road while selling a product to 15 (fifteen) minutes.

Dumping By-law:

1. Amend the Dumping By-law by clarifying the authority of the City to require persons to remedy conditions on property deemed to be non-compliant with the provisions of the By-law.
2. Amend the Dumping By-law by changing the definition of waste to exclude clippings from grass and weeds.
3. Amend the Dumping By-law by changing the day the Notice is deemed to have been given to a person after it is mailed to his or her last known address from third to fifth.

Administrative Monetary Penalties By-law:

1. Amend the Administrative Monetary Penalties By-law by adding that the date for the payment of administrative monetary penalties shall be established by the Screening Officer.
2. Amend the Administrative Monetary Penalties By-law by adding late fees requirement.
3. Amend the Administrative Monetary Penalties By-law by clarifying that the late payment of administrative fee is required after fifteen days after the date it becomes due and payable to the City and is affirmed.
4. Amend the Administrative Monetary Penalties By-law by adding that a City may file a certificate of default in a court of competent jurisdiction upon which time the certificate

shall be deemed to be an order of the court and the City may enforce it as such, when an Administrative Monetary Penalty becomes a debt to the City.

5. Amend the Administrative Monetary Penalties By-law by replacing the entries respecting by-laws 82-2006 and 189-2020, and adding by-law 158-2019 in Schedule 1.

Fees and Charges By-law:

1. Amend the Fees and Charges By-law by adding fees for late payment of administrative monetary penalties for 2021 and 2022.
2. Amend the Fees and Charges By-law by adding vehicle information fees for 2021 and 2022.

MEMBER'S RESOLUTION

Committee of the Whole Report

DATE: Tuesday, October 05, 2021

TITLE: CITY OF VAUGHAN MAYOR'S GALA AND MAYOR MAURIZIO BEVILACQUA CHARITY GOLF CLASSIC – RECIPIENT ORGANIZATIONS FROM FEBRUARY 10, 2021 TO AUGUST 31, 2021

FROM:

Mayor Maurizio Bevilacqua

Whereas, the City of Vaughan is committed to fostering an inclusive society; and

Whereas, the May 3, 2011 Council resolution authorized that recipients include, but not be limited to:

- Vaughan Based Charities;
- Not-for-profit Organizations; and
- Community Groups; and

Whereas, the use of the net proceeds was communicated to the public through the Mayor's Gala and the Mayor's Charity Golf Classic material, Council reports and media articles; and

Whereas, the recipient organizations have been identified based on recommendations from Members of Council, community leaders and organization/community requests;

It Is therefore recommended that

1. Council receive the attached list of recipient organizations that have received, for the period from February 10, 2021 to August 31, 2021, net proceeds from the City of Vaughan Mayor's Gala and the Mayor's Charity Golf Classic.

Respectfully submitted,

Hon. Maurizio Bevilacqua, P.C.
Mayor

Attachments

1. City of Vaughan Mayor's Gala and Mayor Maurizio Bevilacqua Charity Golf Classic Recipient Organizations from February 10, 2021 to August 31, 2021

Attachment 1

Organizations from February 10, 2021 to August 31, 2021	Amount (\$)
360Kids Support Services	5,000.00
CP24 CHUM Christmas Wish	5,000.00
Hats on for Awareness	2,500.00
Kids Help Phone	5,000.00
Mackenzie Health Foundation	1,500.00
Merk Photography (Portraits of Giving)	2,000.00
Muscular Dystrophy Canada	3,500.00
Rosa's Centre	2,500.00
Sara Elizabeth Centre/Blue Veil Charity	5,000.00
The AnnFrances Tropea Foundation	2,500.00
Vaughan African Canadian Association Go, Grow, Give	5,000.00
Vaughan African Canadian Association Think, Grow, Go	5,000.00
Vaughan in Motion	5,000.00
Waves of Changes for Autism	5,000.00
York Pride Fest	1,000.00

**CITY OF VAUGHAN
REPORT NO. 4 OF THE
SMART CITY TASK FORCE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on October 5, 2021*

The Smart City Task Force met at 9:02 a.m., on September 14, 2021.

ELECTRONIC PARTICIPATION

Present:

Council Hon. Maurizio Bevilacqua, Mayor, Chair
Representatives: Councillor Sandra Yeung Racco, Vice Chair

Stakeholder Dr. Amir Asif
Representatives: Nabila Alibhai
Lucy Casacia
Carly Livingstone
John Forsyth
Ashley Moniz
Dr. Judy Farvolden
Thano Lambrinos
Ted Maulucci
Julie Morin

Citizen Members: Mark Singh
Mary Proc
Rob Brickman
Vivek Khopkar

Staff: Kathy Kestides, Director, Transformation and Strategy
Frank Di Palma, Chief Information Officer
Kitty Yung, Project Manager, Smart City Business Program
Cassandra Cleveland, Coordinator, Communications &
Administration
John Britto, Council / Committee Administrator

Others: Rachel Stuart, Urban Planner, IBI Group

**REPORT NO. 4 OF THE SMART CITY ADVISORY TASK FORCE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
OCTOBER 5, 2021**

The following item was dealt with:

1. **SMART CITY PROJECTS**

The Smart City Task Force advises Council:

- 1) That the presentation by Alectra and C1, presentation material titled "*Project Idea from Alectra*" was received; and
- 2) That comments from the Task Force members on the various Smart City projects was received.

The meeting adjourned at 10:37 a.m.

Respectfully submitted,

Mayor Maurizio Bevilacqua, Chair

**CITY OF VAUGHAN
REPORT NO. 1 OF THE
VAUGHAN HEALTHCARE PRECINCT ADVISORY TASK FORCE**

***For consideration by the Committee of the Whole
of the City of Vaughan
on October 5, 2021***

The Vaughan Healthcare Precinct Advisory Task Force met at 10:34 a.m., on September 20, 2021.

ELECTRONIC PARTICIPATION

- Members Present:** Hon. Maurizio Bevilacqua, Mayor, Chair
Councillor Marilyn Iafrate, Vice Chair
Altaf Stationwala, President and CEO, Mackenzie Health
Melissa Chee, President and CEO, VentureLab
Nick Spensieri, City Manager
Rhonda Lenton, President, York University
- Staff Present:** Raphael Costa, Director, Economic and Cultural Development
Julie Flesch, Economic Development Officer
Christina Bruce, Director, Policy Planning and Special Programs
Paul Salerno, Director, Real Estate
Don De Los Santos, Manager, Small Business and Entrepreneurship
Michelle DeBuono, Supervisor, Public Affairs
Julia Tullo, Administrative Assistant to the Mayor
John Britto, Council / Committee Administrator
- Others Present:** Chris White, Partner, urbanMetrics Inc., Toronto
Geoff Schwartz, Project Manager, urbanMetrics Inc., Toronto
Dr. Amir Asif, Vice President, Research & Innovation, York University
Paul W. McDonald, Dean/Professor, York University

**REPORT NO. 1 OF THE
VAUGHAN HEALTHCARE PRECINCT ADVISORY TASK FORCE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE, OCTOBER 5, 2021**

The following items were dealt with:

**1. HOSPITAL PRECINCT ADVISORY TASK FORCE –
MEETING SCHEDULE AND GOALS**

The Vaughan Healthcare Precinct Advisory Task Force advises Council:

- 1) That the presentation by the Director and the Economic Development Officer, Economic and Cultural Development, and C1, presentation material titled “*Hospital Advisory Task Force Meeting # 1 – September 20, 2021*” were received.

2. TASK FORCE OBJECTIVES AND FEASIBILITY STUDY

The Vaughan Healthcare Precinct Advisory Task Force advises Council:

- 1) That the presentation by Chris White, Partner, urbanMetrics Inc., Toronto and C2, presentation material titled “*VHCP Feasibility Study*” were received.

The meeting adjourned at 11:34 a.m.

Respectfully submitted,

Hon. Maurizio Bevilacqua, Mayor, Chair