

COMMITTEE OF THE WHOLE (2) – MAY 10, 2022**COMMUNICATIONS**

	<u>Item</u>
<u>Distributed May 6, 2022</u>	
C1. Presentation material	1
C2. Presentation material	12
<u>Distributed May 9, 2022</u>	
C3. Robert A. Kenedy, Mackenze Ridge Ratepayers' Association, dated May 8, 2022	4
C4. Tanzeela Mahmood, Anthony Lane, Vaughan, dated May 7, 2022	14
C5. Sherry Draisey, Laskay, dated May 9, 2022	4
C6. Irene Ford, Irish Moss Court, Vaughan, dated May 9, 2022	4
<u>Distributed May 10, 2022</u>	
C7. Aaron I. Platt, Davies Howe LLP, Adelaide Street West, Toronto, dated May 9, 2022	1
C8. Presentation material	8
C9. Victoria Mortelliti, BILD, Upjohn Road, Toronto, dated May 10, 2022	1
C10. Cam Milani, Milani Group, Dufferin Street, Maple, dated May 9, 2022	1
C11. Alireza Khosrowshahi, GB (Vaughan Seven) Limited Partnership, Reynolds Street, Oakville, dated May 9, 2022	1
C12. Cam Milani, Milani Group, Dufferin Street, Maple, dated May 9, 2022	13

Disclaimer Respecting External Communications

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Please note there may be further Communications.

**COMMUNICATION C1.
ITEM NO. 1
COMMITTEE OF THE WHOLE (2)
May 10, 2022**

Development Charges and Community Benefits Charges Study: Public Meeting



CITY OF VAUGHAN
Tuesday, May 10th, 2022



Purpose of Today's Meeting

- Statutory Public Meeting required by Section 12 of the *Development Charges Act, 1997*
- Primary purpose is to provide the public with an opportunity to make representation on the 2022 Development Charges Background Study and By-laws
 - DC Study includes City-wide rates and ASDCs (10 carry-forward and 2 new areas) ⁽¹⁾
- Meeting is also indented to form part of the consultation requirement under the *Planning Act* for the CBC Strategy
- DC Background Study and CBC Strategy was made publicly available on **April 12th, 2022** ⁽²⁾
- Proposed 2022 DC By-laws were made publicly available on **April 26th, 2022**

Note 1: ASDCs recently completed in 2021 are not being reviewed.

¹ *Note 2: The DC Background Study went public on the City website on April 12th 2022 following City Council direction to release the study publicly. The date on the DCBS is March 29th 2022*

Background

- The City has retained Hemson to complete:

1. Development Charges
(DC) Background Study +
Draft By-law
(Hemson) ⁽¹⁾

2. Community Benefits
Charge (CBC) Strategy +
Draft By-law
(Hemson)

By-laws to be passed
2nd Quarter of 2022.

Alternative Parkland
Dedication Rate:
(Hemson only in the Capacity
to review costs to ensure
consistency with DC and CBC)

2 Note 1: DC Study intended as "interim" update and another update will be undertaken with the completion of the Official Plan Review.

Industry Consultation Program to Date

- Hemson and City staff have been in consultation with BILD and a sub-working committee since project initiation
 - Materials had been circulated to the industry to facilitate technical discussions

- A total of two workshops and two technical meetings have taken place with the development industry thus far:
 1. Workshop #1 – January 20th, 2022
 2. Technical Meeting #1 – February 25th, 2022
 3. Workshop #2 – March 1st, 2022
 4. Technical Meeting #2 – March 18th, 2022
 5. Technical Meeting #3 – April 25th, 2022
 6. Workshop #3 – May 9th, 2022

- Several additional meetings are expected over the coming months
 - May 20th and May 30th meetings have already been scheduled

DC Capital Program

- Future capital costs must be identified, and Council must express intent to undertake capital works
- DC Capital Project list has been developed in consultation with City staff
 - Project list has synergies with 2018 DC Study
- Regulations identify soft services are now fully recoverable (no longer a 10% reduction on any service)
- A few minor changes to the capital program have taken place since the release of the DC Study to reflect ongoing discussions with the industry and City staff

DC Capital Program Overview: 2022 - 2031 (\$ Millions)

Service Category	Overview of Projects	Gross Capital Program ⁽¹⁾	Ineligible Costs (BTE)	DC Eligible (with reserve) (2022-2031) ⁽²⁾	Other Development Related ⁽³⁾
Library Services	<ul style="list-style-type: none"> - Provision for 6 New Libraries - Resources, F&E and other hardware required - Principal Payments associated with new VMC Library ⁽⁴⁾ - Residual costs for Carville Library 	\$93.9	\$0.0	\$63.5	\$30.4
Fire Services	<ul style="list-style-type: none"> - Construction of 4 New Stations - Top-up funding for current station - New equipment and vehicle purchases associated with each station 	\$79.8	\$18.5	\$52.7	\$8.6
Community Services	<ul style="list-style-type: none"> - Construction of 7 New Facilities - Residual costs for Carville Library - Principal payments associated with VMC C.C ⁽⁴⁾ - New Parkland Development, Playing fields, playgrounds and trails - North Operations Centre (parks share) and non-roads fleet and equipment 	\$858.7	\$7.3	\$561.3	\$290.1
Development-Related Studies	<ul style="list-style-type: none"> - Various Studies over the planning period 	\$44.2	\$4.6	\$39.6	\$0.0
Public Works	<ul style="list-style-type: none"> - North Operations Centre (PW Share) - Roads Fleet and Equipment 	\$59.7	\$0.5	\$53.3	\$5.9
City-wide Engineering	<ul style="list-style-type: none"> - Capital project list generally consistent with 2018 Study - Updated project costs and timing 	\$2,974.0	\$0.0	\$2,129.8	\$844.2
TOTAL DC PROGRAM (updated from March 29th 2022 DCBS)		\$4,110.3	\$30.9	\$2,900.2	\$1,179.2

1: Gross Program includes commitments for all soft services. Transportation program shown is net of commitments and grants/subsidies have already been netted off the gross program

2: DC Eligible in-period costs include the amount being funded from DC Reserves

3: Projects that exceed the funding envelope or identified to benefit development beyond 2031. Can be funded from future DCs or other growth-funding tools (i.e. CBCs)

4: Principal payments included in the capital program. Interest costs are included in the cash-flow for recovery

5



Calculated City-Wide DC Rates

Service	Residential Charge by Unit Type				Non-Residential (\$/m ²)
	Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)	
Development-Related Studies	\$1,014	\$835	\$630	\$454	\$4.28
Library Services	\$2,240	\$1,843	\$1,392	\$1,003	\$0.00
Fire and Rescue Services	\$1,432	\$1,178	\$890	\$641	\$6.04
Community Services	\$18,294	\$15,051	\$11,368	\$8,193	\$0.00
Public Works	\$1,465	\$1,205	\$910	\$656	\$6.20
City-wide Engineering	\$59,564	\$49,003	\$37,014	\$26,677	\$251.32
Total City-Wide Charge (\$/unit or \$/m²)	\$84,009	\$69,115	\$52,204	\$37,624	\$267.84

6 DC Rates have been updated since the DCBS (Dated: March 29th 2022) released on April 12th 2022



Comparison of Current vs. Calculated

Service	Current* Residential Charge / SDU	Calculated Residential Charge / SDU	Difference (\$ and %)
Development-Related Studies	\$1,274	\$1,014	-\$260 (or -20%)
Library Services	\$1,726	\$2,240	\$514 (or 30%)
Fire and Rescue Services	\$1,239	\$1,432	\$193 (or 16%)
Community Services	\$16,536	\$18,294	\$1,758 (or 11%)
Public Works	\$1,286	\$1,465	\$179 (or 14%)
City-wide Engineering	\$39,154	\$59,564	\$20,410 (or 52%)
Total City-Wide Res. Charge per SDU	\$61,215	\$84,009	\$22,794 (or 37%)

Service	Current* Non-Residential Charge per m ²	Calculated Non-Residential Charge per m ²	Difference (\$ and %)
All Services	\$178.69	\$267.84	\$89.15 (or 50%)

7 *Current rates as of January 1st 2022

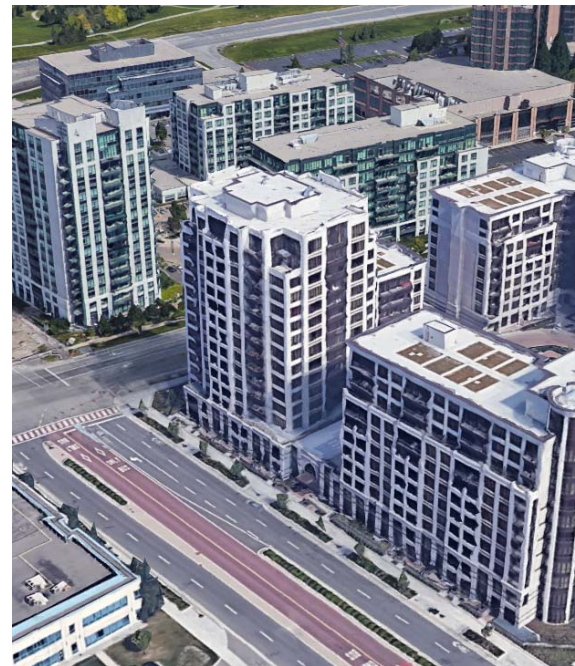
Comparison of March 29th DCBS vs. Revised Calculated Rates

Service	Calculated: March 29 th DCBS* Residential Charge / SDU	Revised Calculated: Residential Charge / SDU	Difference (\$ and %)
Development-Related Studies	\$1,014	\$1,014	-
Library Services	\$2,238	\$2,240	\$2 (or 0.1%)
Fire and Rescue Services	\$1,432	\$1,432	-
Community Services	\$18,294	\$18,294	-
Public Works	\$1,465	\$1,465	-
City-wide Engineering	\$61,590	\$59,564	(\$2,026) (or -3%)
Total City-Wide Residential Charge per SDU	\$86,033	\$84,009	(\$2,024) (or -2%)
Service	Calculated: March 29 th DCBS* Non-Residential Charge per m ²	Revised Calculated: Non-Residential Charge per m ²	Difference (\$ and %)
All Services	\$276.36	\$267.84	(\$8.52) (or -3%)

*The DC Background Study went public on the City website on April 12th 2022 following City Council direction to release the study publically. The date on the DCBS is March 29th 2022

Planning Act: Community Benefits Charges (CBCs)

- Height/density “bonusing” under s.37 of Planning Act now gone
- Replaced by CBC for growth-related capital—projects can be co-funded from DCs and CBCs
- In-kind contributions permitted (credits given)



Source: Google Earth Pro, 2020

Planning Act Legislative Basics

- Imposed by by-law
- Only local municipalities can charge
- Can only be levied against higher density development
 - 5 or more storeys, and
 - 10 or more residential units
- Requires a “strategy”
- Legislation does not prescribe CBC rate structure

Regulation sets cap at **4%** of land value the day before a building permit is issued



Source: Google Earth Pro, 2020

Land value should reflect zoning and density permissions

CBC Capital Program Overview: 2022 - 2031 (\$ Millions)

Service Category	Overview of Projects	Gross Program	CBC Eligible Program ⁽¹⁾
Community Facilities & Amenities	<ul style="list-style-type: none"> - Library & Community Service Projects - Vaughan Healthcare Centre Precinct District - Heritage Preservation - Beautification Strategy - Select projects that exceed DC funding envelope (Yonge and Steeles Library, Block 27 Library, Weston and 7 Community Hub, Yonge and Steeles Community Hub) 	\$392.9 M	\$58.2 M
Public Art and Culture	<ul style="list-style-type: none"> - Public Art Installations associated to high-density developments - Provision for VMC Cultural and Performing Arts Space 	\$39.6 M	\$28.2 M
Parking	<ul style="list-style-type: none"> - VMC Parking Strategy - Various parking related works to support high-density development 	\$3.5 M	\$0.6 M
Studies and Administration	<ul style="list-style-type: none"> - CBC Strategy and Implementation Process 	\$0.5 M	\$0.5 M
Total CBC Program (updated from March 29th 2022 CBC Strategy)		\$436.5 M	\$87.5 M

1: CBC Eligible program represents the share related to high-medium density developments.

Note: Minor adjustments to the capital program have been made since the CBC Strategy (dated: March 29th 2022) was released

CBC Capital Program and Rate Structure

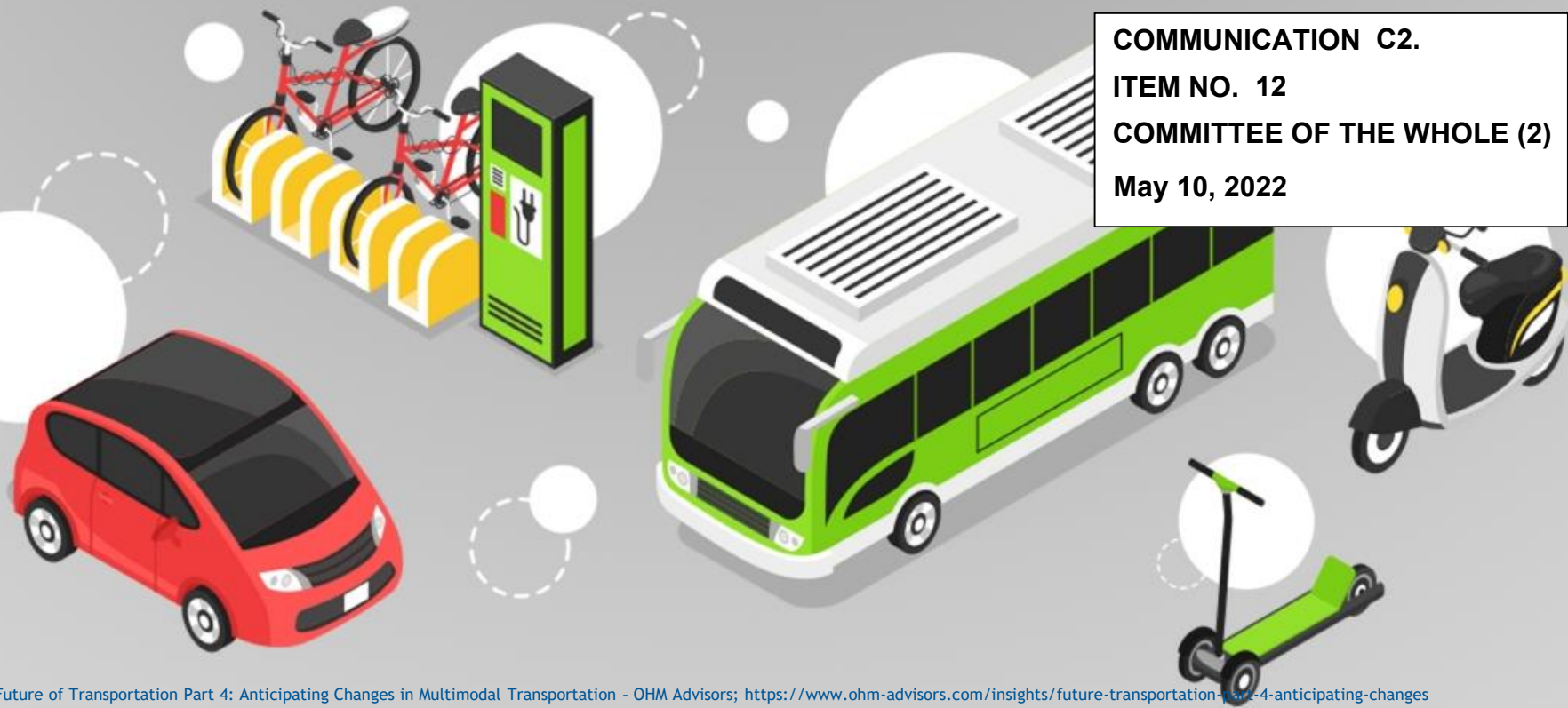
- CBC eligible expenditures over the 10-year period (to 2031) amounts to \$87.5 Million
- Capital Program funding to be capped at 4% of land value
 - Servicing needs arising from buildings with 5 or more storeys and 10 or more residential units
 - Charge to be levied on land area of proposed development (i.e. land-based)
- Important consideration: CBC payable cannot exceed 4% of land value for each specific development
 - Complex rules where there is disagreement in valuation

Implementation and Next Steps

- Two-year transition period to conform to the changes (deadline: September 18th 2022) – Parkland (if using alternative rate) and CBCs
 - CBC By-law will come into force upon passage (use of S.37 will be discontinued upon passage of CBC)
 - City-wide DC by-law does not expire until 2023 but it is anticipated that a new by-law still passed in 2022
- Schedule moving forward:
 - Continue discussions with the industry (Technical working group and broader BILD Group)
 - June 21st, 2022 – COW seek approval of by-law(s)

City of Vaughan Transportation and Infrastructure Task Force

**COMMUNICATION C2.
ITEM NO. 12
COMMITTEE OF THE WHOLE (2)
May 10, 2022**



Source: The Future of Transportation Part 4: Anticipating Changes in Multimodal Transportation - OHM Advisors; <https://www.ohm-advisors.com/insights/future-transportation-part-4-anticipating-changes>

Final Findings and Recommendations Report

Committee of the Whole (2)
May 10, 2022

Jillian Britto & Guillermo Rybnik



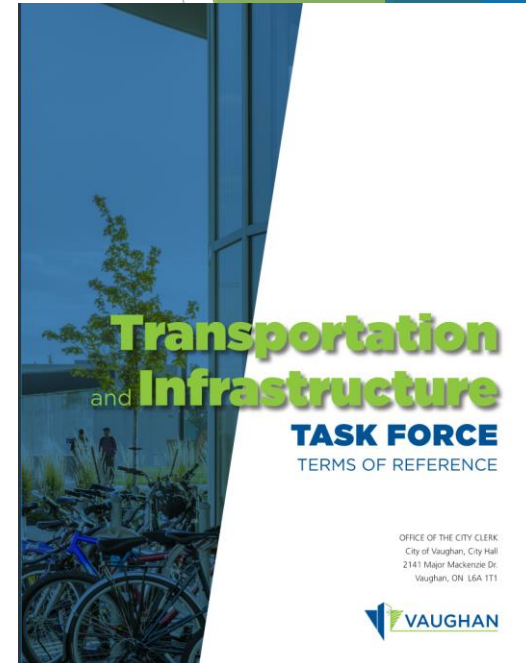
Presentation Outline

- ▶ Task Force initiation & mandate
- ▶ Task Force members
- ▶ Special thank you
- ▶ Background
- ▶ Sub-committees & key strategic themes
- ▶ Summary of Recommendations
- ▶ Key Recommendations & Rationale

Task Force Initiation & Mandate

- ▶ Established on May 14, 2019:
 - ▶ Councillor Rosanna DeFrancesca - Chair
 - ▶ Regional Councillor Gino Rosati - Vice-Chair
- ▶ Terms of Reference approved in October 2019
- ▶ Council approved task force mandate:

“To assist the City in finding new and innovative ways to manage and make its transportation systems more sustainable amid the rapidly changing landscape of Vaughan. This will include developing a coordinated set of transportation priorities and identifying new revenue sources dedicated to making the City’s transportation system more reliable, efficient and better prepared to accommodate future growth.”



Task Force Members

▶ Council members:

- ▶ Councillor Rosanna DeFrancesca, Chair
- ▶ Regional Councillor Gino Rosati, Vice-Chair

▶ Technical members:

- ▶ Fabrizio Guzzo, Director, York Region Transit
- ▶ Margaret Mikolajczak, Senior Project Manager, Ontario Ministry of Transportation
- ▶ Doug Spooner, Director, Service Planning, Planning & Design, Metrolinx
- ▶ Brian Titherington, Director, Transportation & Infrastructure Planning, York Region

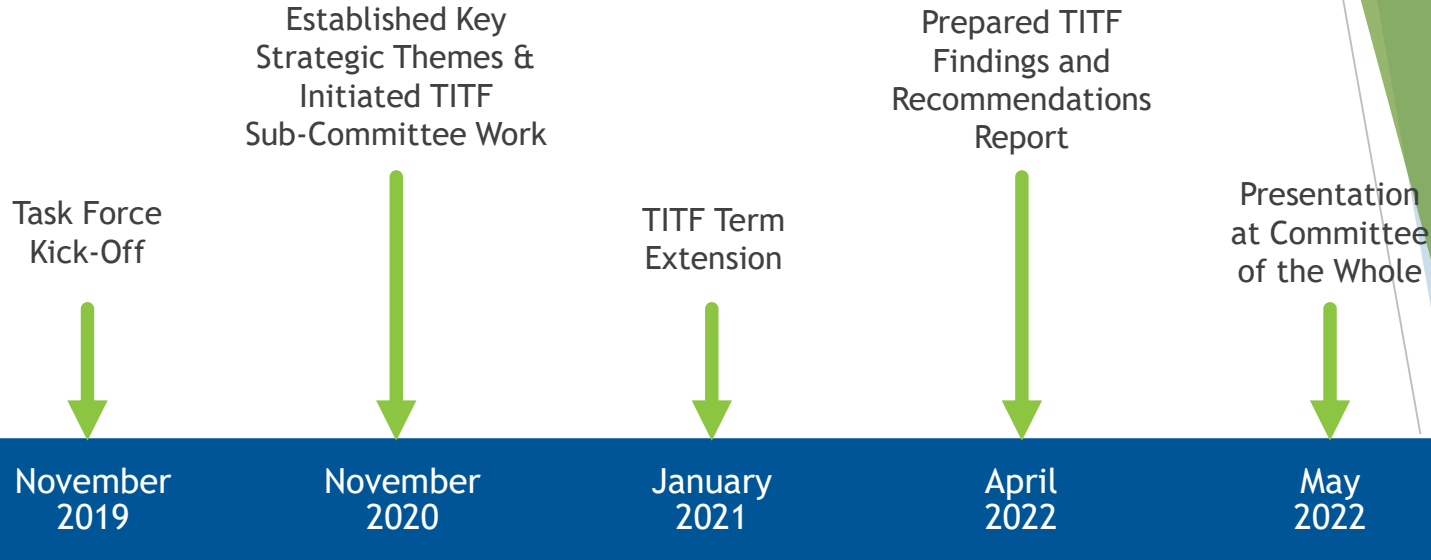
▶ Citizen members:

- ▶ Alexander Bonadiman
- ▶ Anthony Francescucci (resigned January 2021)
- ▶ Celia Lewin (resigned October 2021)
- ▶ Daniel Henrique
- ▶ Guillermo Rybnik
- ▶ Jillian Britto
- ▶ Lito Romano
- ▶ Lucio Polsinelli
- ▶ Majid Babaei (resigned October 2021)
- ▶ Maurizio Rogato
- ▶ Thanh Nguyen

Special Thank You

- ▶ City of Vaughan Staff:
 - ▶ Vince Musacchio,
Deputy City Manager, Infrastructure Development
 - ▶ Selma Hubjer,
Acting Director, Infrastructure Planning and Corporate Asset Management
 - ▶ Peter Pilateris,
Director, Transportation and Fleet Management Services
 - ▶ Margie Chung,
Manager of Traffic
 - ▶ Christopher Tam,
Transportation Project Manager
 - ▶ Dorothy Kowpak,
Transportation Project Manager
 - ▶ Winnie Lai,
Transportation Project Manager
 - ▶ Catherine Vettese,
Communication Advisor Partner, Communication Engagement
 - ▶ Adelina Bellisario,
Council / Committee Administrator





Background



Presentations received:

- ▶ Vaughan Transportation Master Plan;
- ▶ Vaughan Traffic Management Strategy;
- ▶ Vaughan Shared Mobility Pilot - Feasibility Study;
- ▶ York Region Transportation Master Plan;
- ▶ Vaughan Environmental Assessment Updates;
- ▶ An Update on York Region's Municipal Comprehensive Review;
- ▶ Vaughan MoveSmart Mobility Management Strategy;
- ▶ Vaughan Active Transportation Update;
- ▶ Vaughan Micro-Mobility Framework;
- ▶ GTA West Transportation Corridor Route Planning, Preliminary Design and EA Study - Stage 2; and
- ▶ City of Vaughan Strategic Plan (2022-2026).

Sub-Committees & Key Strategic Themes

Improving System Sustainability	Channeling Innovation
 <p>Improvements to existing communities to support alternative modes of transportation.</p>	 <p>New and emerging technologies to complement a transportation system.</p>
 <p>Multi-modal streets - balancing road widening with active transportation improvements.</p>	
 <p>Value for money in infrastructure improvements.</p>	

Summary of Recommendations

1. Incentivize major employment developments within the City so that residents can live and work in Vaughan.
2. Implement the Rutherford Maple GO Mobility On-Request Pilot Project to reduce the number of transit users who drive and park at GO stations.
3. Implement the MoveSmart Mobility Management Strategy, specifically the Road Safety Program, the Sustainable Mobility Program, and the Active School Travel Pilot to encourage greater use of alternative modes.
4. Design streets for people of all ages and abilities consistent with the Pedestrian and Bicycle Master Plan, the upcoming Vaughan Complete Streets Guidelines, and the future update of the Engineering Design Criteria and Standard Drawings.
5. Implement recommendations of the Pedestrian and Bicycle Master Plan, including providing separated pedestrian and cycling facilities consistent with the Contextual Guidance for Selecting All Ages and Abilities Cycling Facilities.
6. Continue implementing the Transportation Demand Management Guidelines which encourage new developments to incentivize transit ridership and provide bicycle parking and amenities.
7. Implement a transportation pilot program which will test new forms and methods of offering non-auto travel to residents and businesses.

Summary of Recommendations continued...

8. Encourage and promote development in intensification areas and corridors by reducing reliance on single-occupant vehicles through lowered mandatory parking requirements for residents, increasing transit frequency and affordability, and enhancing transit and active transportation coverage and safety.
9. Improve safety at pedestrian crossings through the MoveSmart Mobility Management Strategy, including the consideration of improved pavement markings, providing pedestrian signals and/or countdown timers, incorporating leading pedestrian intervals at signalized intersections and implementing pedestrian "scramble" phases at appropriate locations.
10. Incorporate mixed-use or residential developments above and surrounding existing or new parking structures at transit hubs.
11. Design signalized intersections along the BRT corridors for all ages and abilities with adequate signal timing plans to manage conflicts between u-turning and right-turning vehicles.
12. Develop a set of guidelines for micro-mobility devices including where and how they are permitted to operate, park, and charge, and an appropriate licensing regime.
13. Incorporate charging facilities for electric vehicles at existing and new parking lots, and at all City facilities.
14. Reduce minimum parking requirements in identified intensification areas and corridors, major transit station areas, etc. as currently prescribed in the Vaughan Comprehensive Zoning By-Law No. 001-2021.

Summary of Recommendations continued...

15. Collect and analyze additional sources of transportation data such as Open Data, GPS, Bluetooth, embedded sensors and commercially available datasets.
16. Incorporate data collection devices into all transportation construction projects.
17. Encourage more pedestrian-only streets within the City.
18. Advance discussions with Metrolinx and neighbouring transit agencies with respect to fare integration, distance-based fares and minimizing additional fares across jurisdictional boundaries.
19. Explore innovative ways to improve congestion at major intersections in Vaughan.
20. Eliminate lane reductions on arterial roadways between signalized intersections.
21. Investigate new or enhance existing non-fare transit revenue to fund future improvements.

Key Recommendations & Rationale

Recommendation #1

Incentivize major employment developments within the City so that residents can live and work in Vaughan.

- ▶ Lack of businesses and/or major headquarters choosing to locate in Vaughan;
- ▶ Need employment uses to support mixed-use communities and shorter trips;
- ▶ Need employment uses to support working and living in Vaughan; and
- ▶ Many barriers to locating offices in Vaughan.



Key Recommendations & Rationale continued...

Recommendation #8

Encourage and promote development in intensification areas and corridors by reducing reliance on single-occupant vehicles through lowered mandatory parking requirements for residents, increasing transit frequency and affordability, and enhancing transit and active transportation coverage and safety.

- ▶ Traffic congestion is one of the major concerns among residents;
- ▶ Maintain a focus on multi-modal transportation;
- ▶ Future vision: combination of transit and active transportation is more convenient than driving;
- ▶ Society shift towards non-auto modes of travel;
- ▶ Increase transit frequency and availability;
- ▶ More transit and non-auto modes of transportation options will result in less parking demand; and
- ▶ High mandatory parking requirements leads to issues of housing affordability; and
- ▶ Cost savings should feed into transit, new mobility and non-auto transportation infrastructure improvements.



Key Recommendations & Rationale continued...

Recommendation #4

Design streets for people of all ages and abilities consistent with the Pedestrian and Bicycle Master Plan, the upcoming Vaughan Complete Streets Guidelines, and the future update of the Engineering Design Criteria and Standard Drawings.

- ▶ Centre BRT lanes has increased U-turns at intersections;
- ▶ Increased congestion and aggressive driving behavior hindering pedestrian safety;
- ▶ Lack of separated pedestrian and cycling facilities along major roadways;
- ▶ Cyclists mixing with general traffic and pedestrians walking on the shoulder are safety concerns;
- ▶ Drivers are unaware of pedestrians and cyclists, especially at intersections; and
- ▶ Need physical separation for bike lanes.



Key Recommendations & Rationale continued...

Recommendation #12

Develop a set of guidelines for micro-mobility devices including where and how they are permitted to operate, park, and charge, and an appropriate licensing regime.

- ▶ Currently, mostly illegal to operate micro-mobility devices such as e-bikes, scooters and other self-powered vehicles in Vaughan;
- ▶ Exceptions in designated recreational areas within York Region;
- ▶ Low-cost mode of transportation that is an attractive first and last mile option to access public transit services;
- ▶ No clear guidance on how or where they can be used, safety regulations, licensing, etc.;
- ▶ Potential for future pilot project.



Key Recommendations & Rationale continued...

Recommendation #15

Collect and analyze additional sources of transportation data such as Open Data, GPS, Bluetooth, embedded sensors and commercially available datasets.

- ▶ Travel demand only increasing;
- ▶ Road improvements cannot keep up with the population and economic growth;
- ▶ Use innovation and technology to maximize efficiency, reliability and sustainability for all users;
- ▶ Various sources of data are available within the public and private sectors;
- ▶ Data can be used to identify areas of higher traffic accidents, congestion, crime, etc.; and
- ▶ Plan and design transportation infrastructure to include the required sensors and equipment for data collection prior to the construction.



Key Recommendations & Rationale continued...

Recommendation #17

Encourage more pedestrian-only streets within the City.

- ▶ City streets currently function as places to drive;
- ▶ Streets need to be a more pleasant place to live and meet people;
- ▶ Pedestrian-only streets make communities more vibrant, livable, and walkable;
- ▶ Pedestrian-only streets prioritize people in areas of high commercial activity such as in mixed-use developments or downtown locations; and
- ▶ Examples:
 - ▶ Temporary closures to vehicular traffic for existing streets; and
 - ▶ Woonerfs or living streets in new development applications.



A photograph of the Vaughan City Hall building, featuring a prominent brick clock tower and a modern glass facade. The building is set against a clear blue sky. In the foreground, there is a green lawn and a tree. The image is overlaid with abstract geometric shapes in shades of blue and green. The text "THANK YOU" is centered in white, bold, uppercase letters.

THANK YOU

VAUGHAN CITY HALL

Assunta Ferrante

From: Clerks@vaughan.ca
Sent: Monday, May 9, 2022 8:47 AM
To: Assunta Ferrante
Subject: FW: [External] 2109179 Ontario Inc. Zoning By-Law Amendment (Temporary Use) File Z.20.018 Site Development File DA.20.029

From: Mackenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>
Sent: Sunday, May 08, 2022 8:53 PM
To: Clerks@vaughan.ca
Cc: Mackenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>
Subject: [External] 2109179 Ontario Inc. Zoning By-Law Amendment (Temporary Use) File Z.20.018 Site Development File DA.20.029

2109179 Ontario Inc. Zoning By-Law Amendment (Temporary Use) File Z.20.018 Site Development File DA.20.029

We do not support the continued use of an existing portable dry batch concrete plant and concrete crushing. We are asking if the Concrete Plant really conform to the Vaughan Official Plan 2010 of Prestige Business, most importantly A Agricultural Zone, a Farm Field, by the tributary to the Humber River, with amazing trees? The Concrete Plant is housed in a 26.3 M high building, served with hydro, and extensive lighting system. In short, it does not seem to be temporary but permanent and should no longer be permitted to operate.

Best,

Robert A. Kenedy, PhD

President of the
MacKenzie Ridge Ratepayers Association
mackenzieridgerpa@gmail.com

COMMUNICATION C4.

ITEM NO. 14

COMMITTEE OF THE WHOLE (2)

May 10, 2022

Assunta Ferrante

From: Clerks@vaughan.ca
Sent: Monday, May 9, 2022 8:49 AM
To: Assunta Ferrante
Subject: FW: [External] Zoning by-law 001-2021
Attachments: 545577_432222_22103553.pdf

From: Tanzeela Mahmood [REDACTED]
Sent: Saturday, May 07, 2022 9:07 AM
To: Clerks@vaughan.ca
Cc: Shahbaz Mughal [REDACTED] Brandon Correia <Brandon.Correia@vaughan.ca>
Subject: [External] Zoning by-law 001-2021

Hello Respected Council Members/Brandon

I am writing this email regarding Zoning by-law 001-2021. I am trying to get permit from city of Vaughan for building a legal basement apartment at my property [REDACTED] Anthony Lane Concord. I have received a letter from the city that my property has 1.5 meters of side yard where as by law requires 1.8 meters of side yard. Please see attached letter from city. I have been advised to go to committee of adjustments. Going to committee will cost me additional time and fee which is \$3500 considering that I have already been waiting for 2 months just for my application to be looked at by city. I want to request to reconsider this by law so that residents do not go through lengthy and costly procedures. I feel that city of Vaughan's by laws are very strict and fees are higher than other cities in GTA e.g. Mississauga, Brampton, Milton Etc. Please consider relaxing these by laws and fees like other cities so that we as residents of Vaughan do not feel that we are being treated unfairly compared to other cities residents.

Thanks

Tanzeela Mahmood

April 22, 2022

Muhammad Shahbaz
 ■ Baha Cr.
 Brampton ON

Re: Permit No. 22 105565 000 00 SS
 PLAN 65M2246 Lot 60
 ■ Anthony Lane

ZONING REVIEW NOTICE

The subject property is zoned R4 (EN), Fourth Density Residential Zone (Established Neighbourhood) subject to the provisions of Exception 14.289 under By-law 001-2021 as amended and zoned R4 Residential Zone subject to the provisions of Exception 9(489) under By-law 1-88, as amended.

The building permit application has been reviewed for compliance with the zoning by-law(s). Please review the list of outstanding items below and take the appropriate action(s) so that we may complete the zoning examination of your permit application.

Zoning By-law 001-2021

Item	Deficiency	Remedy
1	The entrance shall be accessible from the street by an unobstructed hard landscaped surface walkway measuring a minimum of 1.2 m in width, or from a driveway. [Section 5.20.10.b] Whereas the submitted site plan doesn't depict the required width of the unobstructed hard landscaped surface walkway.	Applicant is to revise the site plan or contact Development Planning at developmentplanning@vaughan.ca to seek relief from the bylaw.

Zoning By-law 1-88

Item	Deficiency	Remedy
1	An entrance to a Secondary Suite shall be accessible from the street by an unobstructed hard landscaped surface walkway measuring a	Applicant is to revise the site plan or contact Development Planning at developmentplanning@vaughan.ca to seek relief from the bylaw.

	minimum of 1.2m in width, or a driveway. [Section 4.1.8.vi.B] Whereas the submitted site plan doesn't depict the required width of the unobstructed hard landscaped surface walkway.	
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The applicant is also advised to consider Table 4-1: Permitted Encroachments into Required Yards, particularly related to hard landscape while revising the site plan.

The above request for remedial action pertains to zoning matters only. The building permit application review is undertaken by various specialist examination sections and a delay in providing the information requested may result in a delay of the review process. Your timely attention to these matters is required, so that we may continue to process your building permit application.

Please note, where an application for a permit remains incomplete or inactive for six months after it is made, the application may be deemed by the Chief Building Official to have been abandoned without any further notice to the applicant (By-law Number 050-2018 Section 3.6 as amended).

Regards,

Punya Marahatta
Zoning Plans Examiner II
Building Standards Department
(905) 832-8510 Ext.

Punya.Marahatta@vaughan.ca

cc:  Anthony Ln.
Concord ON

COMMUNICATION C5.

ITEM NO. 4

COMMITTEE OF THE WHOLE (2)

May 10, 2022

Vaughan Committee of the Whole Meeting – May 10, 2022.
Item 4 Concrete Plant on King-Vaughan Road
May 9, 2022

I'm a Laskay resident, so I understand you probably don't care too much about my opinion, but I just thought I'd give you a bit more detail on how unsafe having that Concrete Plant around makes it for us in Laskay.

Laskay lies in the East Humber River Valley, centered on Weston Road. Now Weston Road is a Regional Road, and as such has few traffic protections. The hills forming the valley make it unsafe for traffic travelling beyond the speed limit. There is no visibility for what happens at the bottom of the valley.

I have 2 pictures that illustrate the problem. We

- 1) measured the hill slope (3:28),
- 2) calculated stopping distance for traffic travelling the speed limit – 50 Km per hour.
- 3) Took a picture from that location, looking towards bridge at the bottom the valley
- 4) Calculated stopping distance for traffic travelling at 80 Km per hour
- 5) Took a picture from that location, trying to look towards the bridge at the bottom of the valley
- 6) CANNOT see the bridge!

While the Concrete plant may endeavour to ensure its drivers do not exceed either speed or weight restrictions as they travel through Laskay, they have little control over what their suppliers choose to do.

I have witnessed (along with a YRP officer) several incidents of large dump trucks, labouring unsuccessfully up one of our hills – and not being able to make it. They had to back down and try again. Definitely unsafe.

But even more concerning was the incident where a propane truck came barrelling over the hill, into Laskay. At the bottom of the hill, there was a stopped vehicle. It was pretty lucky that there was no opposing traffic. Otherwise both me and bridge would have been blown up. Would have made for an interesting newspaper story.

Stopping distance is much greater for a vehicle travelling 80 km/hr than one travelling 50 km/hour. And we all know, the 50 limit is rarely kept. I have attached photos which demonstrate the problem.

So IF you decide to leave the Concrete Plant in place, there NEEDS to be speed camera's installed on Weston Road. And load sensors for trucks entering and exiting both Strada and Maple Concrete.

I understand this a York Region issue, and I expect I will be presenting there too. But at this point, the situation is unsafe.

Yours Truly

Sherry Draisey



YRP has some time. I'm sure the truckers know to avoid Laskay when YRP is present.

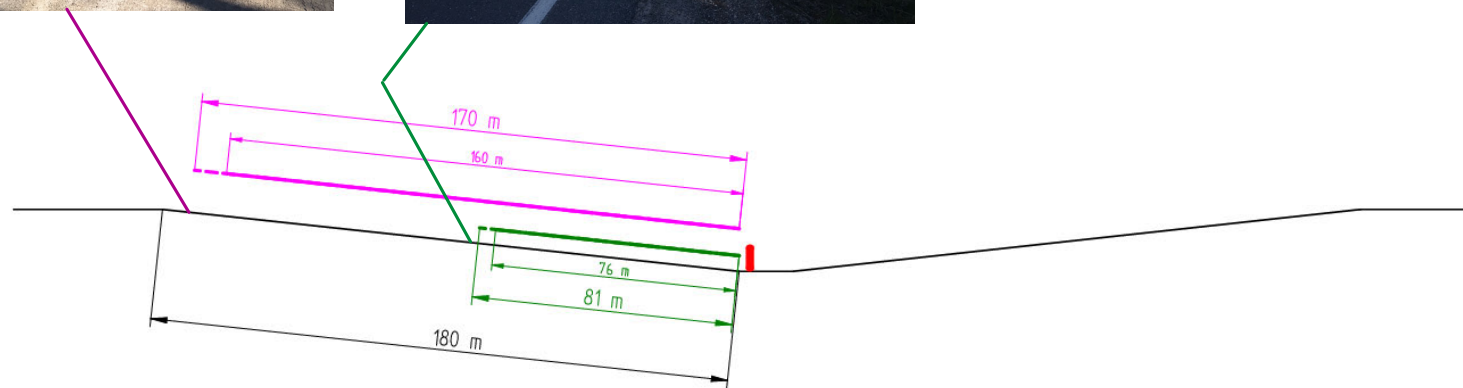
What you can safely see travelling North through Laskay at **50 km per hour**. A bridge and an intersection.



What you can safely see travelling North through Laskay at **80 km per hour**.

NOTHING

Presentation Material



- STOPPING DISTANCE AT 50 KM/H
- STOPPING DISTANCE AT 80 KM/H

AASHTO FORMULAS WITH THEIR RECOMMENDED PARAMETERS
 $a = 3.4 \text{ M/S}^2$
 $t = 2.5 \text{ S}$, DASHED LINES INCLUDE 0.4 S AIR BRAKE LAG
FOR 11% GRADE

COMMUNICATION C6.

ITEM NO. 4

COMMITTEE OF THE WHOLE (2)

May 10, 2022

May 9, 2022

Vaughan Council & Staff

Recommendation 1 in the staff report is inaccurate. I'm actually shocked that the City Manager and Deputy City Manager choose to present it in such misleading way to Council. It's intentionally deceptive or they are inept. It behooves me to understand how this became recommendation from the 27 pg. well informed staff report documenting the problematic history of the site and the discrepancies between what the operator presented in their initial development application versus actual current operations on the site. The manner in which the Report Highlights and Recommendations are presented dismiss the fact that:

- **crushing has never been a permitted land-use** on the subject lands but is and has been occurring on and off for the last four years;
- the operator has been deceptive in submission of applications to the City of Vaughan and MECP seeking land use permission and permits for to amend the existing air Environmental Compliance Approval
- the **operator intends to increase concrete production capacity by 5 x what is currently permitted** and quite possible is already conducting these activities.
- the operator intends to conduct crushing activities and recently the third-party permit approved by these activities for a mobile facility was amended to permit a more complex process with additional heavy equipment for crushing operations; and
- concrete, gravel and rock from demolitions sites have never been an acceptable material for outside storage either through the MECP or municipal land uses permitted.

Staff acknowledge in the report that there is a non-permitted use that has persisted for 4 years, probably longer, but don't actually say what the activity is; is it crushing, what else could the non-permitted use be?

If Vaughan staff are recommending to approve crushing at the site it should be a separate recommendation, clearly noted as a new permitted use that staff are seeking Council approval for.

Recommendations

1. THAT Zoning By-law Amendment File Z.20.018 (2109179 Ontario Inc.) BE APPROVED AS AMENDED to permit the continued use of one (1) concrete batching plant and accessory buildings as previously approved through Zoning By-law 082-2018 and the August 17, 2011 Certificate of Air by the Ministry of Environment, Conservation and Parks with a previous production capacity of up to 100,000 m³ per year with additional accessory concrete crushing (Environmental Compliance Approval for TACC Construction Limited dated February 22, 2018), as temporary uses for one year (until May 23, 2023), together with the site-specific zoning exceptions as identified in Table 1;
2. THAT Zoning By-law Amendment File Z.20.018 (2109179 Ontario Inc.) BE REFUSED to amend Zoning By-law 1-88 to permit a second outdoor concrete batching plant and the increase in production capacity; and
3. THAT Site Development File DA.20.029 (2109179 Ontario Inc.) BE APPROVED AS REDLINED AND SUBJECT TO CONDITIONS as shown on Attachments 1 and 3, to only include the existing concrete batching plant, accessory buildings, and an outdoor storage area, as previously permitted through Zoning By-law 082-2018, as shown on Attachment 8 with the additional accessory concrete crushing.

MECP Mobile Crushing Permit

TACC has a permit for a mobile facility that is not specific to the subject lands, it permits them to operate in various areas of Ontario¹. The information in the staff report reflects the permit as issued in Feb of 2018. Remarkably, TACC submitted a proposal to amend the permit 6 days after O. Reg 115/20² was approved by the province which exempted Part II of the Environmental Bill of Rights - Participation in Public Decision-Making approved Apr 1, 2020 in response to the COVID Declared Emergency. The timing that allows public consultation to be omitted boggles my mind. The proposal was approved March, 2021, which permitted additional heavy equipment in the mobile crushing process.

This does not appear to have been contemplated by staff or included in the staff report.

MECP Comments on Municipal Land Use Permissions

The MECP provided the following answer about the mobile facility operating on subject lands without approved land use permissions.

"Ministry approval and permitting requirements apply independently of municipal land use planning requirements. Regardless of whether the ministry issues an approval or permit, the

¹ 2018 Approval: <https://www.accessenvironment.ene.gov.on.ca/instruments/1593-A8LSFD-14.pdf>

2021 Approval: <https://prod-environmental-registry.s3.amazonaws.com/2021-03/ECA%20A-500-7082824178.PDF>

² <https://www.ontario.ca/laws/regulation/200115>

company is still obliged to comply with any other applicable legal requirements including those related to land use planning. The ministry does consider the facility and receptor zoning in the assessment of an application for an Environmental Compliance Approval (ECA), but issues of zoning and non-conformance rest with the municipalities who have jurisdiction. You will need to continue to raise these issues with the Town."

The Ministry has not provided a straight answer on if they are allowed to issue a permit for a specific site, the subject lands, that is not compliant with the existing municipal land uses? I have also asked the MECP if they proceed to approve crushing on the subject lands if the mobile permit would apply and still include specific conditions that limit crushing activities to 60 calendar days of the year or if the activities would be allowed under the new permit and possibly allow crushing to happen year-round?

This is significant and must be understood prior to Council approving crushing operations. Will Council unknowingly approving year-round crushing that would otherwise not be permitted by the MECP?

MECP Air ECA Compliance

I cannot get a straight answer on if the site is operating in compliance with the existing air ECA. As per the staff report the applicant is seeking to increase operations by 5x the existing capacity. *I am thankful staff are not supportive.* However, I believe that the site is already operating at increased capacity, has added the second concrete plant and extended their operating envelope in the absence of permissions from the City of Vaughan or the MECP. The ERO posting indicates the applicant is seeking **to amend the existing air ECA permit to reflect current operations** at the site. This suggests the site is already operating a second concrete plant. There is no scale on the site so it is unclear how the MECP verifies compliance with annual tonnage limits. [2109179 Ontario Inc. - Environmental Compliance Approval \(air\) | Environmental Registry of Ontario](#)

A Series of Fascinating Coincidences

At this point it is hard to believe that there is not undue influence. There are too many coincidences and unwillingness to know more by too many parties involved.

1. York Region staff through the asset management plan have identified King-Vaughan Rd will have the asphalt torn out and replaced May-June 2022. York Region hasn't even collected development fees and they are paying to upgrade the road for not only this rogue land operation but also Strada at 3300 King Vaughan Rd & 3230 King Vaughan Rd who erected a pre-fabricated structure illegally. [King-Vaughan Road from Weston Road to Jane Street](#) More info on 3230: <https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=79221>
2. York Region hired a consultant to address road safety but excluded addresses any of the illegal land uses that create the safety hazards on King Vaughan Road – operations requiring land-use permissions that were never approved by the City of Vaughan or at the capacity that is creating the current traffic volume.
3. Employment Conversions were approved in Oct, 2020 by Vaughan and York Region Councils converting over 200 Ha in this area. Conversions were not supported or

recommended by staff. It was a political Council decision refer to Agenda Item F.1, Recommendation 2 and Item V7 employment conversion request for almost 300Ha: <https://yorkpublishing.escribemeetings.com/Meeting.aspx?Id=a73f3102-3d5b-4191-8d9a-ed1b20fd955&Agenda=PostMinutes&lang=English&Item=17&Tab=attachments>

4. In Jun, 2020 York Region Council approved the upfronting of development fees to advance waste water servicing for Block 27. <https://yorkpublishing.escribemeetings.com/Meeting.aspx?Id=c9ca8d5d-2c65-42d9-9dfa-0b937477e050&Agenda=Merged&lang=English&Item=65&Tab=attachments>
5. Blocks 35, 34 and 41 will all be benefiting landowners. Fascinating since Block 41 is subject of a MZO, there are two MZO's approved on Block 34E. <https://ero.ontario.ca/notice/019-2694>, [Ontario Regulation 156/22 - Zoning Order in the City of Vaughan | Environmental Registry of Ontario](#), [Ontario Regulation 173/20 - Zoning Order in the City of Vaughan | Environmental Registry of Ontario](#)
6. The lands are within the focused analysis area of highway 413, meaning they are frozen to development. MTO's insistence in the staff report that they will not extend the temporary by-law past May, 2023 (may allow one year extensions) is curious to me. We the public were told they have no idea what the schedule is at the public consultation sessions held at the end of last year. Is the MTO telling Vaughan staff something different than members of the public about the schedule for highway 413?

Highway 413 & MTO

I can't help but wonder if the MTO is planning to use this area for mobilizing and staging of the controversial Highway 413 or for the ongoing and planned expansion of Highway 400 and if York Region as well as the City of Vaughan are literally paving the way in a manner that lacks accountability and transparency; the exact opposite of what both governments say are important strategic goals and important to good governance. Has the MTO already been using this site and the services provided by these sites?

Will the asphalt removed be delivered to either 3501, 3230 or 3300 King Vaughan Rd or any other site operating along King Vaughan Rd operating illegally/question compliant creating heavy truck traffic? As well as required MECP approvals/permits? Or will it be sent to Strada's other site at Creditstone and Rutherford who bylaw recently investigated and issued orders to reduce pile height in accordance w/ the OMB decision? Interestingly, Strada applied to increase the pile height (not the quantity of material). If this is a land use decision it's unclear to me why Strada would submit a request to the MECP as opposed to a development application? This question has been asked but remains unanswered.

Conclusion

I don't even have words to explain how upsetting it is that staff either lack the knowledge and expertise or are intentionally hiding what Council is being asked to approve and the implications of this decision. I am thankful that planning staff have in the 27-page staff report been truthful and thorough but it is inexcusable to present the recommendation for crushing like this. It's hard to believe that it wasn't intentional by whomever signed off on the report. I cannot understand the

lack of political and staff will to do anything about such continued and persuasive disrespect for the rules and laws that govern Ontario. Is our government really that weak or is it something else?

Council should be asking and directing staff to come forward with a staff report to understand why there has been an inability of the City to act on behalf of residents, to coordinate with the MECP to ensure both land use and permit compliance instead of putting residents through hell and forcing them to become subject matter experts and devote hours to bring about transparency and accountability; to compel and shame governments into action by demonstrating a lack of due diligence and a legal obligation to act.

Thank you,
Irene Ford

Nov 26, 2021

Environmental Permissions Branch
RE: Concerns regarding 019-4463

To Whom it May Concern:

These comments are with regard to the ready-mix concrete facility located at 3501 King Vaughan Rd that has been operating 'temporarily' for 15 years and the current air ECA permit request ERO# 019-4463. I strongly object to this applicant continuing to operate they have shown complete and utter disrespect for the local community, City of Vaughan by-law and Ontario environmental and planning legislative regime. There is no transparency as to the extent of operations, what is actual approved, what materials are entering and existing the site. It is completely unclear if the operator has been compliant or non-compliant with the conditions of the ECA or what is actually being proposed to be approved; are they adding a second plant, is there second plant or was their initially two plants approved. I appreciate that it is a complex process but the information between documents and applications is inconsistent, it is either poorly done or intentionally misleading.

I recognize that some of the below issues are not within the authority or jurisdiction of the Ministry of Environment Conservation and Parks (MECP). However, they are relevant because the approval will only serve to amply and compound the existing problems with non-compliance issues at this site, the surrounding area and further contribute to the erosion of the natural heritage system in this area that is under extreme and relentless development pressure. Approval of activities can not be considered in isolation at this point due to the extent of illegal land use in the area that has resulted in even more heavy traffic and in my humble opinion is becoming a matter of public safety.

At this point the community has no confidence that the City of Vaughan, York Region or the MECP even knows what being in compliance means for this site because at no time have, they been able to communicate it to the public in a manner they would understand. Local MOE officers have been unwilling or unable to address non-compliance or nuisance impacts attributed to this operator and failed to inform residents that there is an existing air ECA that sets out a complaint's procedure and requirements for the operator to have Best Management Practices in place to mitigate impacts upon nearby residents (if they have it has not been understood by the local community, Vaughan staff or councillors). Local residents are pushed between various levels of government/ jurisdictions seeking accountability, transparency yet nothing changes or improves and they feel abandoned. York Region and York Region Police have been unable to obtain compliance with the weight restrictions and/or the approved York Region Traffic Permit that requires heavy vehicles to use Jane Street when entering and existing the operator's site (Truck traffic is significant from this and other local operators with an average of 800 vehicles passing through the intersection of King Vaughan Rd and Weston Rd daily). Residents complained repeatedly when a portable crusher was in use at the site which resulted in excessive off-site noise and dust impacts, this activity is noncompliant with Vaughan's approved temporary zoning by-law but appears to have been approved by the MECP starting February, 2018. It is unclear if the public was consulted or required to be consulted due to these changes in operations. A sign was posted that was all.

There is nothing temporary about this site it appears to have slowly and deliberately increased operating capacity and operations without seeking approval or clarification of what activities they are or are not allowed to complete. This is only compounded by illegal sites operating in the area¹. I am not confident in the MECP's District Office's ability to enforce anything in the City of Vaughan at this point in time nor City of Vaughan by-law. It remains unclear to me if they just do not have the resources and tools or if it is willful blindness.

Many of these sites fall within [GTA West FAA](#) and can only be approved for temporary zoning uses. In October, 2020² the public meeting for the development application to extend the temporary zoning by law came before Council. In May of 2021 I asked for an update on the development application after several follow up emails and an extensive email cc'd to multiple individual and media on October 26, 2020, I received a response November 15, 2020 informing me the application is in process and was offered a phone call from the local district officer. The current temporary use by-law expired May, 2021 (if Council has approved this by some means I have not been able to locate anything to document this decision). At times it seem everyone chooses to ignore this site and the impact because they anticipate it will be an interchange and basketweave of Highway 413 one day. Regardless people live there now and they are people trampled upon.

Comments Specific to the Application

Initial Approval & OMB 2012 Decision

- It is clear the site pre-dates the 2012 OMB decision and there appears to be no record of how this site was initially approved to operate. It appears due to the lack of information quite likely that the operator could have established operations illegally and there has never been any consequence for this from the City of Vaughan, York Region or various provincial ministries.
- Setting up illegally in Vaughan is a long-standing problem and 'bringing them into compliance' and giving approvals after the fact, after operations have started only rewards bad behavior and compounds the excessive amount of unregulated land use, truck traffic and movement of material in the northern part of Vaughan and other areas.

¹ 3230 King Vaughan Rd, is blatantly illegal, has trucks running seven days a week and it is completely unclear if the material entering and existing this site would be considered designated waste under O. Reg. 347 or exempt. It's abundantly evident that chunks of asphalt are going somewhere between these three sites but I cannot get a clear answer from the district office if the sites meet the conditions for waste asphalt be considered an exempt? This site also has a waste system certificate issued that is non-compliant with local municipal zoning. Crushing also occurs at one or both sites. It is unclear if the cumulative impacts on the local community have or were ever a consideration. Some go west along King Vaughan Rd to another illegal site that is storing 'material' outside on prime farmland. I was approached by another resident recently about illegal activity impacting their right to the enjoyment of their property¹. The City of Vaughan says that they are taking illegal operators to court, that the cases are delayed due to Covid. The local district office say they have no role because the materials being managed are not 'designated'.

² See Item 3: <https://pub-vaughan.escrimemeetings.com/Meeting.aspx?Id=a03ad411-dec8-4687-a34d-c1fa175c6d34&Agenda=Agenda&lang=English>

- In the initial OMB decision³ water is described as part of the process. To my knowledge there is no servicing on the site.

Phase 1 and Phase 2 ESA and Employment Land Conversion Requests

- The letter in the City of Vaughan’s PlanIt website dated July, 2020 from the Municipal Infrastructure Group states that: Phase 1 and Phase 2 ESA, Functional Servicing Report and Geotechnical / Soil Studies are not required because the site is not permanent nor is the land use changing. Given that the site has been operating for over ten years that there is a significant truck traffic entering the site and material being managed at the site is this a valid rationale?
- There is nothing temporary about this site other than the ad-hoc approval process applied.
- The crushing equipment, washing basins and concrete mixing operations all require water. What is the source of water? How much water is being used? Does the site have or need a permit to take water?

Crushing Permit

- The initial OMB approval very clearly states “*open storage of sand, gravel and equipment and machinery accessory to the Mixing Plant use in the areas shown....only. The open storage of all other materials in not permitted.*” Does the MECP have the authority to allow the crushing activity on the site if it was never contemplated in the initial OMB decision⁴?
- It is unclear if cumulative affects from both operations noise, dust, air pollution, truck traffic have been considered?
- The crushing permit is not consistent with the temporary zoning approved by the City of Vaughan in 2018⁵. Did the operator have approval to extend the storage area from the City of Vaughan or the MECP? If not will there be any consequence?
- Did the MECP check with the City of Vaughan that crushing was an approved activity prior to approval and issuances of the crushing permit?
- What happens to the crushed concrete? Is it removed from the site or a feed product that is part of the ready-mix concrete operations?
- Did the 2018 or any other submitted annual reports identify the crushing operations were occurring and that the storage for the concrete expanded the operating envelope approved in the 2011 Air ECA?

Impact on Surrounding Residents

³ <https://www.omb.gov.on.ca/e-decisions/pl120406-Oct-24-2012.pdf>

⁴ See pg. 5, 6 of pdf:

https://www.vaughan.ca/services/business/zoning_by_law_and_opas/188/Approved%20Zoning%20By-laws/2013/By-law%20031-2013.pdf

⁵ https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0404_17_2.pdf

- As documented in Vaughan's October 2020⁶ staff report the impacts on surrounding residents are significant. The addition of the crushing operations has compounded these impacts. While the operator contends these noises were due to the ongoing construction of highway 400 it is unclear if the operator or MTO investigated to verify the source and origin of the noise. The ECA has a condition for complaints but local residents have never been told that it exists.
- Truck traffic enters and leaves the site beyond the specified hours of operation creating noise, dust, traffic and changing gears/braking noises. They ignore weight limit signs that are posted and there is no enforcement by any level of government.
- York Region approved a site traffic permit that to my understanding requires trucks to enter and exit from the west using Jane St. The applicant states that is unsafe to make right hand turns at this intersection and advocates to enter and exit the site also from the east. Regardless the roads in their current conditions are inadequate to handle the volume of traffic and it is becoming a matter of public safety.
- The local MOE District office says they can not do anything about the truck traffic because it is not within their jurisdiction. Local residents are told that site hours of operations cannot be enforced because it is not within the approved by-law. Yet while preparing this letter today I found it clearly stated in a 2017 staff report.
- Residents have complained for years and there has been no consequence they are at the mercy of the plant operator.
- Pg. 3 of this staff reports documents that truck traffic can start as early as 4:30am, more commonly from 6:00am to 9:00pm and occasionally to 1am. Should the MOE approve this ECA please ensure the approved hours of operation are documented and include enforcement provisions and consequences for operating outside of those hours⁷.

Compliance with Existing Air ECA & Discrepancies in Postings

- Has the site expanded and been modified without permission/approval of MECP and/or the City of Vaughan?
 - ERO #019-1019⁸ posted Dec, 2019 then withdrawn November, 2021 sought to amend the Air ECA and specifically stated it included an *additional* ready-mix concrete batching plant. Shortly after I inquired why two permits were posted for the same site this application was withdrawn.
 - ERO #019-4463⁹ posted November, 2021 seeks to remove the limited operational flexibility and reflect current operations at the site and *states two ready-mix concrete plants and a 3rd party portable crushing plant.*
 - Why did the applicant submit different applications at different times and how did these applications differ?
 - As indicated above crushing activities have clearly commenced without updates to the Air ECA and assuming they started in 2018 this was long

⁶ <https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=80608>

⁷ https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0404_17_2.pdf

⁸ <https://ero.ontario.ca/index.php/notice/019-1019>

⁹ <https://ero.ontario.ca/index.php/notice/019-4463>

after five-year expiry identified under condition 2.8 of the existing air ECA.

- How many silos what size and capacity were they initially approved in the 2011 application? My understanding is that the 2011 application consisted of 2 silos. When was the third silo added and did this increase capacity at the site? The most recent planning justification report identifies 3 silos (2 within the enclosed structure and 1 not enclosed located outside)¹⁰.
- In 2017 a Vaughan staff report documents a crane operating which is not a permitted use. This ceased at that time.
- Has MECP completed any audits to verify if the operator was compliant with the requirements of the existing air ECA; specifically, the production limit of 100,000 tonnes of ready-mix concrete annually and how was this documented since there is no scale at the site? Did the operator notify the MOE of any complaints w/in 2 days as required in Section 9? Have 'written summaries' been submitted annually as required in Section 5.1? Have any facility modification occurred after the expiry of Condition 2.1 or new inputs that require detailed and documented reports updating air modelling?
- If the MECP chooses to approve the permit, will it clearly document: annual tonnage, types of materials permitted on site to be managed, activities permitted, a complaints procedure, set limits on the amount of daily truck traffic in and out of the site, hours of operation?
- Given the history of this site how will the MECP ensure compliance and communicate compliance with assurance to the local community going forward?
- What assurances and monitoring will local residents be provided about air quality and well water contamination that could, or possibly already is, adversely impacting local residents?
- How will the MECP/City of Vaughan verify the initial record of site condition to the existing conditions? Site contamination especially since Vaughan Council and York Region Council appear to have endorsed rezoning a portion of the site from prestige employment to residential¹¹ (Given what the City of Vaughan has learned from [5550 Langstaff Road](#) it would be negligent to ignore this as a distinct and real possibility).

¹⁰ Refer to the Planning Justification submitted to the City of Vaughan, May 2021.

¹¹ See Map 1A.

May 9, 2022

By E-Mail Only to *clerks@vaughan.ca*

His Worship Mayor Maurizio Bevilacqua and Members of Council
Council Chamber
2nd Floor, Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Todd Coles, City Clerk

Dear: Your Worship and Members of Council:

**Re: Committee of the Whole (2), May 10, 2022
City of Vaughan (the “City”)
Item 6.1 City-Wide Development Charges and Area Specific Development
Charges Public Statutory Meeting and Community Benefits Charge
Strategy Update
Submission of Laurier Harbour (Keele) Inc. (“Laurier”)**

We are counsel to Laurier, the owner of the lands municipally known as 9785 and 9797 Keele Street (the “**Subject Lands**”).

We write to you in respect of a request by our client for a brief extension to the deadline included in a Development Charge Prepayment Agreement between the City and Laurier.

Background

On August 8, 2015, Laurier submitted applications to the City for an official plan amendment (“**OPA**”), zoning by-law amendment (“**ZBLA**”) and draft plan of subdivision (“**DPS**”), to facilitate a 19 unit residential townhouse development on the Subject Lands (collectively, the “**Applications**”). The Applications were deemed complete on September 28, 2015. As a result of the proposed changes to the *Planning Act* contemplated by Bill 139, on May 26, 2017, Laurier filed a Notice of Appeal to the Ontario Land Tribunal (the “**Tribunal**”) for the City’s failure to make a decision on the Applications (collectively, the “**Appeals**”).

Laurier elected not to expedite the hearing of the Appeals. Rather, it intended to work cooperatively with City staff to settle any outstanding issues and concerns over the Applications.

Through ongoing discussions with the City's staff, Laurier revised the Applications to facilitate the development of eight semi-detached dwelling units along Keele Street, and eight townhouse dwelling units to the rear, served by a common element condominium road (the "**Proposal**"). Laurier then submitted a site plan application ("**SPA**") to the City on September 1, 2017.

Discussions proved to be productive in avoiding any contested issues and, on April 2, 2020, the Tribunal issued a decision where it approved a settlement between Laurier, the City and the Region of York, and ordered that the OPA and DPS be approved, and that the ZBLA be approved in principle, pending final approval of the Tribunal.

Contemporaneous to the discussions with City staff, Laurier and the City entered into a Development Charge Prepayment Agreement dated September 17, 2018 (the "**Agreement**") to permit Laurier to pre-pay development charges with respect to the Subject Lands at the rates applicable under City By-law No. 045-2013 (the "**Prior DC By-law**"), which otherwise expired on September 21, 2018. The Agreement contained certain conditions, including that a building permit be issued within a specified deadline. The deadline was later determined through an amendment to the Agreement, and was specified as the earlier of December 31, 2021 or the date a new City-Wide Development Charge By-law came into effect.

Given significant delays due to the COVID-19 pandemic, Laurier and the City agreed that they would not be able to finalize the ZBLA in time to obtain final approval of the Tribunal, execute a final SPA and subsequently apply for a building permit before the December 31, 2021 deadline. Consequently, Laurier made a request to the City to extend the deadline outlined in the Agreement.

In a report of the Committee of the Whole (2) (the "**Committee**") dated April 13, 2021, the Committee recommended that Council authorize City staff to execute a second amending Development Charge PrePayment Agreement with Laurier, and that the deadline for a building permit to be issued by be amended to the earlier of June 30, 2022 or the day prior to the next City-Wide Development Charges By-law coming into effect.

The Committee stated that the proposed extension to developers who have current and/or active Development Charge PrePayment Agreements, allows for a fair and transparent process. In addition, developers would be required to submit a work plan as a condition to entering into this amending agreement. As detailed below, Laurier attorned to that requirement.

On April 20, 2021, City Council adopted the Committee's recommendations.

In response, Laurier submitted its work plan which was accepted by the City's staff. A copy of that work plan is enclosed with this letter. Thereafter, the City and Laurier entered into the Second Amending Agreement to Development Charge Prepayment Agreement

dated June 28, 2021 (the “**Amending Agreement**”). The Amending Agreement provides, among other things, that:

- In order for the rates in the Prior DC By-law to prevail, a Building Permit for the Proposal must be issued by the Chief Building Official by the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge By-law, and that any building permit issued after the aforementioned date will be subject to additional development charges representing the difference between the rates in effect at the time of building permit issuance and the rates in effect on the date of this agreement; and
- An executed Site Plan Agreement or Letter of Undertaking must be received on or before the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge By-law to facilitate the issuance of a building permit.

Laurier’s Progress

The enclosed work plan outlines the estimated timeline of implementing the Proposal. While the City and Laurier have been working diligently to meet this timeline, at the fault of no-one, the Proposal’s implementation is not on schedule.

The following timeline outlines the current progress in implementing the Proposal:

Activity	Completed Date
OPA/ZBLA/DPS Submission	September 22, 2015
SPA Submission	September 1, 2017
Heritage Vaughan Submission	July 24, 2019
Heritage Vaughan 1st Resubmission	September 18, 2019
SPA 1st Resubmission	September 19, 2019
Approval of Site Servicing Allocation and Council-Endorsed Recommendation for Draft SPA Approval and Conditions	November 19, 2019
Council Approval of Demolition of Existing Dwellings	November 19, 2019
Tribunal Approval of OPA, DPS and Approval in Principle of ZBLA	April 2, 2020
SPA 2nd Resubmission	September 11, 2020

SPA Partial Resubmission	October 30, 2020
Heritage Vaughan 2nd Resubmission	December 22, 2020
SPA Partial Resubmission	July 26, 2021
Execution of Tree Protection Agreement	November 9, 2021
Approval of Street Name for Site	November 16, 2021
Execution of Fill Permit Agreement 21-017EF	December 21, 2021
SPA 3rd Resubmission	February 22, 2022

As is evident from the timeline, both Laurier and the City have been working diligently towards finalizing the SPA, obtaining final ZBLA approval and submitting building permit applications. Both City staff and Laurier’s team have made best attempts to avoid the complexities and difficulties associated with irregularities created by the pandemic.

It is expected that this can occur during Q3 and Q4 of this year; however, it is not expected to occur before the deadline outlined in the Amending Agreement.

Request

The purpose of this letter is to request an extension to the deadline to obtain building permits in the Amending Agreement.

It is our client’s understanding that subsequent to the Public Meeting on May 10, 2022 regarding the new City-Wide Development Charge By-law (the “**New DC By-law**”), staff are looking to bring the New DC By-law to Council at the June 28, 2022 Council meeting.

Given that the Amending Agreement expires the earlier of the passing of the New DC By-law or June 30, 2022, **Laurier requests a 6-month extension of this expiry date, to December 30, 2022.**

Laurier submits that an extra 6-months will ensure that both the City and Laurier are completely satisfied with the final form of the ZBLA and the subsequent SPA execution and registration. In addition, similarly to the terms outlined in the Amending Agreement, Laurier would be happy to provide an updated work plan to the City to outline its projected timeframe and to demonstrate that it will continue to work diligently towards the implementation of the Proposal.

We thank you for the opportunity to provide comments and kindly request confirmation of receipt of these written submissions, along with, notice of all future steps in this matter.

Yours truly,
DAVIES HOWE LLP



Aaron I. Platt
Professional Corporation

AIP: go

copy: Ryan Guetter & Sandra Patano, *Weston Consulting*
Client

**SECOND AMENDING AGREEMENT
TO DEVELOPMENT CHARGE PREPAYMENT AGREEMENT**

(this "Amending Agreement")

THIS AMENDING AGREEMENT dated this 28th day of June, 2021.

BETWEEN

THE CORPORATION OF THE CITY OF VAUGHAN
(hereinafter called the "City")

AND

LAURIER HARBOUR (KEELE) INC.
(hereinafter called the "Owner")

WHEREAS:

- A. By-law No. 045-2013, as amended, for the imposition of Development Charges under the *Development Charges Act, 1997*, S.O. 1997, c.27 (the "Act"), expired on September 21, 2018, and the successor by-law passed on May 23, 2018 had the effect of increasing development charge rates effective September 21, 2018;
- B. Section 27 of the Act authorizes a municipality to enter into an agreement providing for the payment of all or any part of a development charge before it would otherwise be payable and for such agreement to provide that the amount of the development charge to be payable is the amount determined under a development charge by-law as of a day specified in the agreement;
- C. The parties hereto entered into a Development Charge Prepayment Agreement dated as of the 17th day of September, 2018 for the lands with the legal description Parcel 176-1, Section 65M-2407, being Block 176, Plan 65M-2407, City of Vaughan, being all of PIN 03339-0086 (LT); Part Lot 19, Concession 3, designated as Part 1 on Reference Plan 65R-34966, City of Vaughan, being all of PIN 03339-1110 (LT); and Part Lot 19, Concession 3, designated as Part 1 on Reference Plan 65R-35001, City of Vaughan, being all of PIN 03339-1111 (LT) (the "**DC Prepayment Agreement**"), to permit the Owner to prepay development charges at the rates applicable under Bylaw No. 045-2013 providing certain conditions, including the issuance of a building permit within certain deadlines, were met;
- D. On December 17, 2019, pursuant to By-Law No. 188-2019, City Council resolved to grant and delegate the City Treasurer and Deputy City Manager, Administrative Services and City Solicitor (the "**City Solicitor**") joint authority to execute amending DC Prepayment Agreements under Section 27 of the Act in accordance with the criteria set out in the staff report to the Committee of the Whole dated December 10, 2019, and any additional administrative and legal criteria deemed necessary by the City Treasurer and City Solicitor, and that such authority be limited to the period beginning on December 17, 2019 and ending on January 31, 2020. As part of that resolution, City Council determined that that the date for which a building permit must be issued by can be amended to require the issuance of same on or before the earlier of December 31, 2021 or the date a new City-Wide DC By-law comes into effect; and
- E. On April 20, 2021, pursuant to By-Law No. 055-2021, City Council resolved to grant and delegate the City Treasurer and City Solicitor joint authority to execute second amending DC Prepayment Agreements under Section 27 of the Act in accordance with the criteria set out in the staff report to the Committee of the Whole dated April 13, 2021, and any additional administrative and legal criteria deemed necessary by the City Treasurer and City Solicitor, and that such authority be limited to the period beginning on April 20, 2021 and ending on June 30, 2021. As part of that resolution, City Council determined that that the date for which a building permit must be issued by can be amended to require the issuance of same on or before the earlier of June 30, 2022 or the day prior to the next City-Wide DC By-law comes into effect;
- F. As a condition of entering into this Amending Agreement, the Owner is required to submit a satisfactory work plan demonstrating that the objectives of the DC Prepayment Agreement can be achieved by the new expiry date; and

- G. The Owner has submitted and the City has approved the work plan attached as Schedule "A" to this to Amending Agreement and the Owner covenants and agrees to act in accordance with the terms and conditions of such approved work plan; and
- H. The parties hereto have agreed to amend the DC Prepayment Agreement upon the terms and conditions hereinafter set out.

NOW THEREFORE this Amending Agreement witnesses that, in consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

1. The recitals contained herein are true in substance and in fact.

AMENDMENTS

2. The parties hereto agree that the following provisions of the DC Prepayment Agreement are deleted and replaced as follows:

- (a) Delete Section 2(a)(iii) and replace it with the following:

"An executed Site Plan Agreement or Letter of Undertaking must be received on or before the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge Bylaw;"

- (b) Delete Section 2(a)(iv) and replace it with the following:

"In order for the rates in subsection (i) to prevail, a Building Permit for the Proposed Development must be issued by the Chief Building Official by the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge By-law. Any building permit issued after the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge By-law will be subject to additional development charges representing the difference between the rates in effect at the time of building permit issuance and the rates in effect on the date of this agreement;"

- (c) Delete the first two lines in Section 2(b) and replace it with the following:

"If the Site Plan Agreement or Letter of Undertaking is not executed on or before the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge By-law (the "Expiry Date") in accordance with 2a(iii), this Agreement"

- (d) Delete the two instances of the date "June 20, 2022" in Section 5 and replace each instance with the date "December 30, 2022".

- (e) Add a new Section 24 as follows:

"24. The Owner covenants and agrees to act in accordance with the approved work plan attached as Schedule "C" to this Agreement."

- (f) Delete the Definition of "Expiry Date" contained in Schedule "A" and replace it with the following:

"Expiry Date: If the Site Plan Agreement or Letter of Undertaking is not executed on or before the earlier of June 30, 2022 and the day prior to the enactment of the next City-Wide Development Charge By-law (the "Expiry Date") in accordance with 2(a)(iii), this Agreement shall terminate on the Expiry Date and the Owner shall pay all additional Development Charges."

- (g) Insert Schedule "A" of this Amending Agreement as Schedule "C" to the DC Prepayment Agreement.

REGISTRATION

3. The Owner covenants and agrees that this Amending Agreement may, at the City's sole option and at the Owner's sole cost, be registered on title to the Lands and may be enforced by the City against subsequent owners of the Lands.
4. In the event that the electronic registration system (the "**System**") under Part III of the Land Registration Reform Act, R.S.O. 1990 C.L. 4, as amended, is operative in the applicable Land

Titles Office in which the Lands are registered, then the Owner acknowledges, covenants and agrees to do all things necessary and as may be requested or required by the City to register using the System.

LEGAL AND ADMINISTRATIVE COSTS

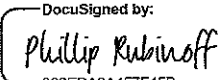
- 5. (a) At the time of execution of this Amending Agreement, the Owner shall pay to the City, in accordance with City of Vaughan By-law No. 171-2013 as amended, the following: preparation of agreement fee in the amount of \$1,600.00.
- (b) The Owner shall further pay to the City such disbursements, if any, as may be incurred by the City in connection with the registration of any postponements or discharges required to be registered to give effect to the terms of this Amending Agreement including registration fees and conveyancer's fees.
- (c) Legal and administrative fees are non-refundable.

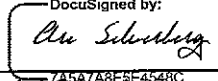
OTHER

- 6. The parties hereto confirm that all terms and expressions used in this Amending Agreement, unless contrary intention is expressed herein, shall have the same meaning as they have in the DC Prepayment Agreement and all capitalized terms not defined herein shall have the same meaning as defined in the DC Prepayment Agreement.
- 7. The parties hereto further confirm that the terms, covenants and conditions of the DC Prepayment Agreement remain unchanged and in full force and effect, except as modified by this Amending Agreement and henceforth this Amending Agreement and the DC Prepayment Agreement shall be read and construed as one agreement.
- 8. To the extent that the terms and provisions of this Amending Agreement conflict with the terms and provisions of the DC Prepayment Agreement, the terms and provisions of this Amending Agreement shall govern and take precedence.
- 9. The parties hereto represent and warrant that each have the full right, power and authority to enter into this Amending Agreement. The parties hereto agree to execute all further assurances that each may reasonably request to give effect to the foregoing and the terms contained herein.
- 10. This Amending Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which taken together shall be deemed to constitute one and the same instrument. Counterparts shall be accepted in original or electronic form, and the parties to this Amending Agreement adopt any signatures received by electronic mail as original signatures of the parties.

IN WITNESS WHEREOF the parties hereto have duly executed this Amending Agreement, as of the date hereinabove first set out.


LAURIER HARBOUR (KEELE) INC.

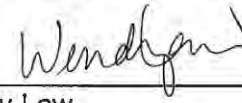
DocuSigned by:

 Per: _____
 Name: Philip Rubinoff
 Title: A.S.O.

DocuSigned by:

 Per: _____
 Name: Ari Silverberg
 Title: A.S.O.

I/We have the authority to bind the Corporation.

**THE CORPORATION OF THE CITY OF
VAUGHAN**

Per: 
Michael Coroneos
Deputy City Manager, Corporate Services,
City Treasurer and Chief Financial Officer

Per: 
Wendy Law
Deputy City Manager, Administrative Services
and City Solicitor

I/We have the authority to bind the Corporation.

Mackenzie Health update

Presentation to Vaughan Council

Altaf Stationwala

President and CEO, Mackenzie Health

Tuesday, May 10, 2022

COMMUNICATION C8.
ITEM NO. 8
COMMITTEE OF THE WHOLE (2)
May 10, 2022





THANK YOU!



Mackenzie Health today



Strategic Plan



PATIENT CARE EXCELLENCE

We commit to deliver highly reliable, safe care and excellent patient experiences.



PEOPLE

We will foster a healthy workplace, supporting our people to deliver the best possible care and service.



GROWTH

We will grow efficiently to meet our communities' health needs close to home.



INTEGRATION

We will collaborate with community partners to improve transitions and enhance patient care outcomes.

Enablers: Financial Health | Innovation | Inclusion & Diversity | Partnerships

Mackenzie Health as two hospitals



4,715
Staff



665
Physicians



601
Volunteers



Caring through the crisis

- Current status at Mackenzie Health
- Our people
- Learnings from the pandemic:
health care integration



Western York Region
ONTARIO HEALTH TEAM



Enhanced care through technology

Building



Providers & Patients



Equipment



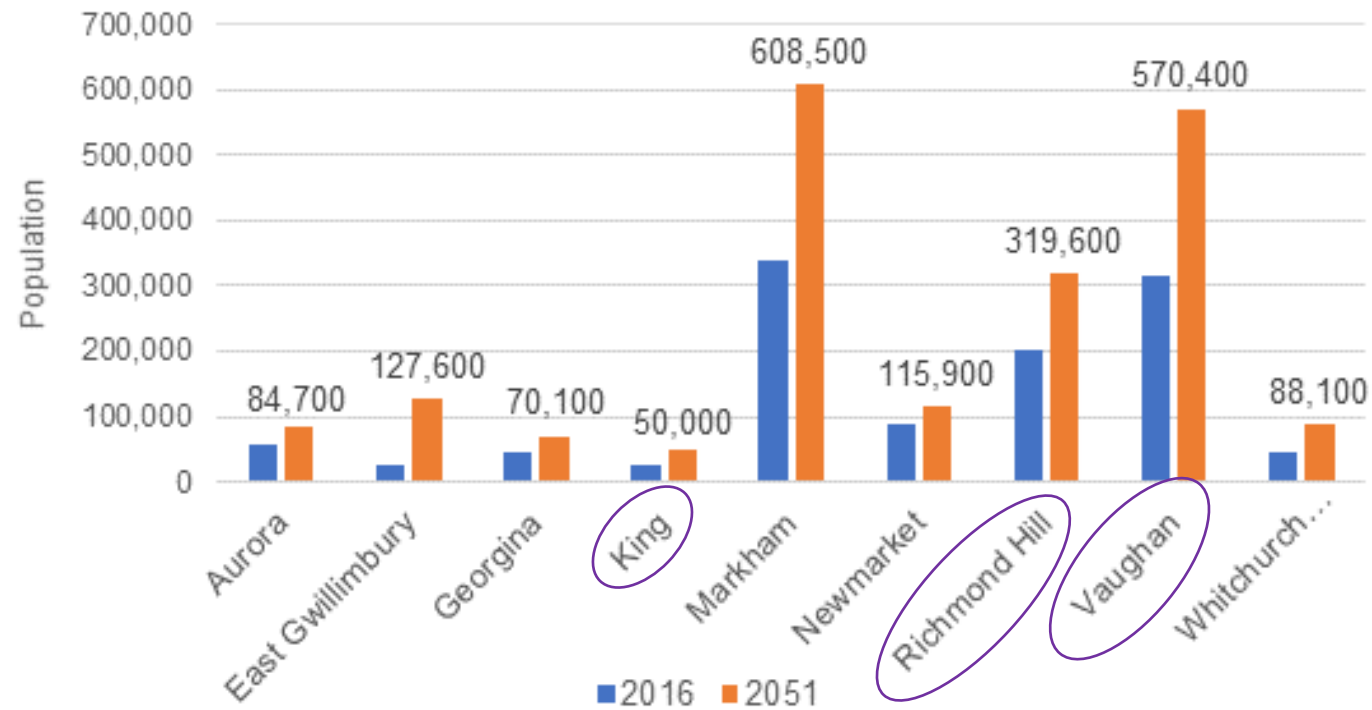
- Fully integrated smart technology systems and medical devices that can speak directly to one another to maximize information exchange
- Electronic Medical Record – highest level of adoption
- Virtual care to support patients' needs

Future growth



Growth in York Region

The population of York Region is expected to increase by 78% in 35 years (2016-2051)

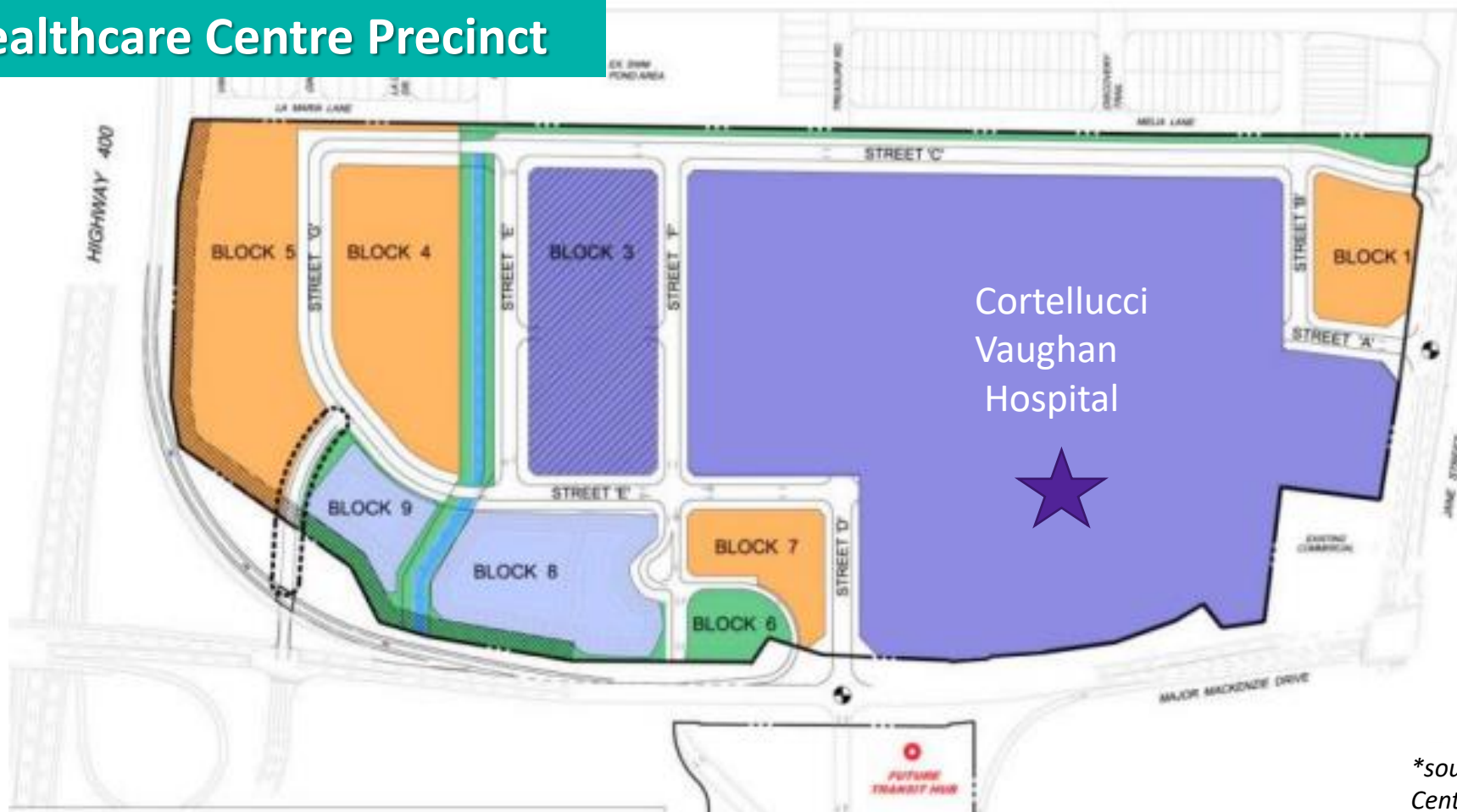


In Mackenzie Health's primary catchment:

- **Vaughan** is expected to grow by 80.7% (from 315,700 to 570,400)
- **King** is expected to grow by 97.6% (from 25,300 to 50,000)
- **Richmond Hill** is expected to grow by 59% (from 201,000 to 319,600)

Vaughan Healthcare Centre Precinct

Vaughan Healthcare Centre Precinct



**source: Vaughan Healthcare Centre Precinct land use plan, City of Vaughan*

Expanding access to long-term care



Refresh at Mackenzie Richmond Hill Hospital



Refresh scope:



The Ultimate campaign

- \$1.7 billion project – requires both government and community support
- Local share through the Ultimate campaign:
 - \$250 million goal
 - More than \$210 million raised to date – final push needed to complete campaign

We need your help!



ONE TEAM.
TWO HOME COURTS.

THE BEST SPECIALISTS.
IN BOTH HOSPITALS.
DONATE TO ENSURE THEY HAVE
THE TOOLS THEY NEED TO
PROVIDE THE ULTIMATE IN CARE.



THE ULTIMATE SUITS YOU
theultimate.suitsyou.ca

Questions?





COMMUNICATION C9.

ITEM NO. 1

COMMITTEE OF THE WHOLE (2)

May 10, 2022

May 10, 2022

Mayor Bevilacqua and Members of Council
City of Vaughan
2141 Major Mackenzie Dr.
Vaughan, ON
L6A 1T1

Sent via email to clerks@vaughan.ca

**RE: BILD COMMENTS | City of Vaughan Development Charges Review and Community Benefits Charges Update.
MAY 10TH STATUTORY PUBLIC MEETING**

The Building Industry and Land Development Association (BILD) is receipt of Item 6.1 *City-wide Development Charges and Area Specific Development Charges Public Statutory Meeting and Community Benefits Charge Strategy Update* as currently presented on the May 10th Committee of the Whole Agenda (2).

BILD would like to take this opportunity to thank City staff for the transparent consultation process with BILD to date. BILD's Review Team for the City's DC Review consists of Paul DeMelo from Kagan Shastri LLP, Daryl Keleher from Altus Group and Scott Cole from GEI Consultants. BILD has been working with City staff alongside our consultants and members of the BILD York Chapter through a series of stakeholder and technical meetings. We continue to meet with staff to address concerns that we have with the manner in which the charges have been calculated in addition to issues of compliance with the legislation.

Specifically for the CBC work, BILD has retained Ira Kagan from Kagan Shastri LLP. In our discussions with staff, we have raised a set of concerns that we continue to dialogue with legal counsel through our ongoing stakeholder and technical meetings with the City.

For ease of reference, we have attached our previous correspondence to the City by Altus Group on behalf of BILD in March of this year. We would like to note that Altus Group is in the process creating an additional memorandum for City staff that will be submitted shortly.

We look forward to future discussions on this very important matter.

Respectfully,

A handwritten signature in black ink, appearing to read "Victoria Mortelliti".

Victoria Mortelliti
Manager, Policy & Advocacy

CC: BILD Review Team
Gabe DiMartino, York Chapter Co-Chair
Mike McLean, York Chapter Co-Chair
Members of the BILD York Chapter



The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,500 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.

March 14, 2022

Memorandum to: Brianna Clace,
City of Vaughan

From: Daryl Keleher, Senior Director
Altus Group Economic Consulting

Subject: Vaughan DC Review
Our File: P-6775

Altus Group Economic Consulting was retained by BILD to review the City of Vaughan's 2022 DC Background Study and proposed DC by-law. We appreciate the City providing preliminary draft materials for our review in advance of the release of the full DC background study.

Given the preliminary/draft nature of the materials provided, this memorandum presents our preliminary questions and comments from our review of materials received thus far. For the Engineered Services categories, this memorandum combines preliminary questions from GEI Consultants.

Parks and Recreation

- 1) The size of some parks in the City's LOS inventory have changed from prior versions of the City's DC Study:
 - a. Woodbridge College Parkette (under Ward 2: Neighbourhood Parks) has a size of .04 ha in the 2018 DC Study, but has a size of 4.29 ha in the 2022 DC Study;
 - b. Agostino Park (under Ward 4: Neighbourhood Parks) had a size of 2.32 ha in the 2018 DC Study but has a size of 4.31 ha in the 2022 DC Study;
 - c. The size of Wishing Well Park (under Ward 2: Neighbourhood Parks) has increased by 1 ha each of the past four years in the LOS inventory in the 2022 DC Study.
- 2) Can details (such as a valuation study) regarding the per hectare land values (where it is able to be determined) assumed for land acquisition be provided:
 - a. Kleinburg CH, 2.02ha, \$17.0 million = \$8.4 million/ha;
 - b. Block 41 CC, 6.07ha, \$51.1 million = \$8.4 million/ha;
 - c. Weston & Hwy 7 CH, Yonge & Steeles CH and Vaughan Mills CH, 2.02ha, \$31.4 million = \$15.5 million/ha;
 - d. Block 27 CH, 2.02ha, \$26.2 million = \$12.9 million/ha

Further to the above request (and subsequent ones in this memo) for land value details/background, It is noted that for several community centres that the cost of land acquisition significantly exceeds the construction costs of the facility. For example, the Vaughan Mills Community hub has a land cost of \$31.4 million, but a building/construction cost (including design) of \$20.7 million. If the land values

are accurate, it would appear beneficial for the City to utilize existing owned lands for community facilities where possible going forward.

- 3) In the LOS Inventory, there are parks with unusual labelling that may have been included in the inventory in error:
 - a. Under Ward 1 Neighbourhood Parks, a park is labelled as “Hedgerow Park (not a real park)” and has a size of 0.51 hectares.
 - b. Under Ward 2 Neighbourhood Parks, a park is labelled as “Tanana Parkette (not sure what this is)” and has a size of 0.37 hectares (for the first five years of the 10-year period).

Studies

- 4) There are several Streetscape studies with significant project costs. We would like to confirm that these are the estimated costs for these studies and are not including streetscaping costs in-and-of-themselves (and if so, these costs would be better under the Engineering Services capital program). By comparison the Promenade Mall Streetscape Plan (1.5.4) has a cost of just \$64,600. Can the costs for the following studies be rationalized:
 - a. Islington Avenue Streetscape – Phase 2 - \$3.5 million;
 - b. Steeles West SPA Streetscape - \$2.9 million;
 - c. Carrville District Centre Streetscape - \$1.7 million;
 - d. Vaughan Health Care Precinct Streetscape Phase 2 - \$1.2 million;

The capital project list for roads includes project costs for streetscaping, with the project costs for some segments not dissimilar in scale to the apparent costs of streetscaping studies. For example, projects 32&33 (Islington Avenue Streetscaping Standard and Enhanced) equates to \$7.0 million, meaning that the Streetscaping Study is 50% of the cost of the work to be undertaken. Another example – project 187 of the Engineered Services capital program is \$1.2 million for Vaughan Healthcare Precinct Streetscaping, equal to the cost of the Streetscape Phase 2 study.

- 5) Given the exhaustive list of studies included in the City’s capital project list, what is the rationale for another \$29.7 million in studies included as “Growth Related Studies” under the City-wide Engineering capital project list?

Library

- 6) The project costs for several library projects have increased substantially since the City’s 2018 DC Study. We would like to understand the reasons for the significant cost increases:
 - a. Block 41 Library – increased from \$2.6 million in the 2018 DC Study to \$10.1 million in the 2022 DC Study, an increase of 284%;
 - b. Kleinburg/Nashville Library – increased from \$3.7 million in the 2018 DC Study to \$10.1 million in the 2022 DC Study, an increase of 172%;
- 7) Can details regarding the land areas and per hectare land values (where it is able to be determined) assumed for land acquisition be provided:
 - a. Kleinburg Library & Block 41 Library – 0.283 ha - \$2,382,050, or \$8.4 million/ha;

- b. West Woodbridge Library – parcel size unknown - \$2,382,050 gross cost;
 - c. Block 27 Library – 0.283 ha - \$3,664,693, or \$12.9 million/ha;
 - d. Vaughan Mills Library – 0.283 ha - \$4,397,631, or \$15.5 million/ha
- 8) Why have the cost of periodicals increased from \$100/item in the 2018 DC Study to \$300/item in the 2022 DC Study?
- 9) There appears to be some nominal excess capacity, with the 2021 inventory value of \$628.76 exceeding the 10-year average of \$608.45 per capita. How has this excess capacity (which equates to \$6.7 million) been accounted for in the calculation of the maximum allowable funding envelope?

Fire Services

- 10) Why have the building size for Station 7-1 and 7-2 changed from the 2018 DC Study?
- a. Station 7-1 was 8,224sf in 2018 DC Study, but 9,269sf in 2022 DC Study;
 - b. Station 7-2 was 8,462sf in 2018 DC Study, but 9,943sf in 2022 DC Study;
 - c. Station 7-3 was 10,075sf in 2018 DC Study,, but 13,843sf in 2022 DC Study.
- 11) Can details regarding the land areas, station locations and per hectare land values (where it is able to be determined) assumed for land acquisition be provided:
- a. Station 7-2 – 0.6 ha - \$5,050,283, or \$8.4 million/ha;
 - b. Station 7-13 – 0.6 ha - \$5,438,795, or \$9.1 million/ha;
- 12) The City has allocated a BTE of 76% for the construction and land costs for Station 7-2, but has not applied any BTE for the vehicle and equipment purchases. What is the rationale for the discrepancy in the various elements of this station? It is noted a similar issue is present for Station 7-6 (48% BTE for land/buildings, 0% for vehicles/equipment)

Public Works

- 13) Project 4.17.11 includes \$16.6 million for the “Dufferin/VMC Yard”, while project 5.3.9 includes another \$17.9 million for the “Dufferin/VMC Yard” project. What does this project entail, and what is the difference between the two line items in the capital project lists?

Roads and Related

- 14) We would like to understand what assumptions have been made regarding land acquisition for road widenings and new roads – what land values were utilized, and what assumptions were made regarding which roads could be widened or construction within existing City rights-of-way, or on land dedicated by landowners through the development process.
- 15) The project costs for several projects have increased substantially since the City’s 2018 DC Study. We would to understand the reasons for the significant cost increases for the sub-set of projects included in the table below.

Figure 1

Capital Cost Increases, City of Vaughan DC Background Studies, 2018-2022

Project Numbers		Description	From	To	2018 Gross	2022 Gross	% Increase
2018	2022				Cost	Cost	
5	5	Portage Parkway	West of Black Creek	Creditstone	69,507,002	148,716,887	114%
8	8	Colossus Drive	Hwy 400 Midblock		71,257,700	176,085,504	147%
60	25	Huntington Road	Langstaff	Kirby	26,360,598	90,759,453	244%
65	30	Huntington Road	Nashville	Kirby	15,125,380	30,353,131	101%
77	77	Teston Road	Pine Valley	Kipling	13,825,008	22,519,010	63%
83	83	Bass Pro Mills	Hwy 400	Weston	12,947,689	29,264,630	126%
92	92	McNaughton Road at Barrie GO Rail	Falvro	Troon	23,642,683	74,755,068	216%
94	94	Kirby Road	Street 6	Keele	38,416,144	87,838,277	129%
123	126	Hwy 400 NB Ramp Extension			18,080,208	28,968,692	60%
191	191	Block 28 (Urban Expansion)			57,192,924	101,983,733	78%
192	192	Block 42 (Urban Expansion)			88,298,212	143,727,317	63%

Source: City of Vaughan

- 16) Many projects don't provide a "Source for Improvements", for example:
- a. Need an updated 2012 Transportation Master Plan indicating road capacity and LOS reduction due to growth;
 - b. Traffic signals warrant justifying locations and BTE allocations (or lack thereof);
 - c. Road/Rail separations "exposure index" review and justification via Transport Canada Grade Separation Assessment Guidelines or other recognized methodology.
- 17) Numerous projects are in Block Plan areas, such as Block 59 that are within developer-driven Secondary Plans – we need to see the City's current version of its local service policy to understand whether local works are being included in the DC or not.
- 18) Grade separations in well established areas (i.e. Rivermede Road) have little to no BTE allocation;
- 19) We would like to request that the City provide details regarding unit costs for the various road projects, as well as other engineered services projects (water, wastewater);
- 20) How were BTE allocations for street lighting and sidewalk projects justified, particularly for those projects installing streetlights or sidewalks in areas where they should have been installed when developed.

Stormwater Management / Black Creek Channel Renewal

- 21) There are numerous line items that would appear to overlap with the projects included in the Black Creek ASDC:
- a. VMC Edgeley Pond Construction - \$2.3 million in 2022 DC Study;
 - b. Black Creek Channel Renewal – Land Acquisition - \$40.2 million in 2022 DC Study (B4 of roads project list)
 - c. Other Black Creek Channel Renewal Works – realignment, earthworks, restoration, structures, bank treatments, urban design, landscape (B1-B3 of roads project list);
 - d. SWM Pond / Tank SE Quadrant of VMC (B5);

Vaughan DC
March 14, 2022
Page 5

Document1

Assunta Ferrante

From: Clerks@vaughan.ca
Sent: Tuesday, May 10, 2022 9:22 AM
To: Assunta Ferrante
Subject: FW: [External] DC Background Study Committee May 10th, 2022

From: Cam Milani <cam.milani@milanigroup.ca>
Sent: Monday, May 09, 2022 8:00 PM
To: Clerks@vaughan.ca
Subject: [External] DC Background Study Committee May 10th, 2022

Hi,

Please include these comments to the DC Background item tomorrow. See email below.

Thanks.

Cam Milani

----- Forwarded message -----

From: Cam Milani <cam.milani@milanigroup.ca>
Date: Tue, May 3, 2022 at 7:40 PM
Subject:
To: Coroneos, Michael <Michael.Coroneos@vaughan.ca>, Spensieri, Nick <Nick.Spensieri@vaughan.ca>, Matthew Di Vona <matthew@divonalaw.com>, Musacchio, Vince <Vince.Musacchio@vaughan.ca>, Michael Frieri <Michael.Frieri@vaughan.ca>

Hi Mr Coroneos,

I've been watching the DC Background Study items and see it coming forward for consideration next week.

Could you provide me with the following:

- Specifically identify each capital project, and the related benefit to existing as determined by Hemson; and
- Please direct me to any assumptions made by Hemson related to inflation rates and interest rates.

Furthermore, I see a significant amount of Citywide Engineering Capital Program Costs identified in the report that seem out of the ordinary. Appendix G, Table 3 totals \$3B+, however all projects don't seem to be appropriate. For Example, Block 41 and 27 have a significant amount of mid block collector roads and crossings that will be borne by the developers developing those lands in due course. Similarly Block 66 Valley Crossings, West Vaughan Employment Area Valley Crossings, VMC Road Extensions. Those projects will be built and paid for by the developer under the planning act, therefore artificially inflating the capital requirements and DC rates.

Conversely, you are missing a few NE Vaughan infrastructure upgrades that are needed to service growth. There is a water pressure issue in NE Vaughan for example as well as surcharging in some pipes near Block 12. I have copied Mike Frieri as I believe some studies are underway to fully assess those things. Those needs should be captured in this report.

Lastly, the land acquisition rate you are using seems to be artificially high as well. Approx \$3.5M/Acre on the low end? I have watched Vaughan use MUCH lower rates when actually attempting to acquire lands, while over budgeting acquisition costs when projecting DC rates. This inconsistency also artificially inflates the DC rates. Could you provide me with the Appraisal reports/Opinions you used to justify the land acquisition assumptions?

Happy to set up a meeting to discuss.

Thanks.

Cam Milani

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Cam Milani II

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GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP

May 9, 2022

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

COMMUNICATION C11.
ITEM NO. 1
COMMITTEE OF THE WHOLE (2)
May 10, 2022

Attention: City Clerk and Honourable Mayor & Members of Council

RE: **Statutory Public Meeting – May 10, 2022**
Vaughan City-Wide Development Charges Update, and
Community Benefits Charge Strategy

The purpose of this letter is to advise you of our opposition to Vaughan's proposed City-Wide Development Charges Update, and to the proposed Community Benefits Charge Strategy, which was documented in the Committee of the Whole Report dated April 12, 2022, and is the subject of the statutory Public Meeting on May 10, 2022.

The City-Wide Development Charges Update proposes a 43 % increase from the current DC rates on mid and high-density developments including small and large apartment units. In addition, the Community Benefits Charge Strategy proposes a 4 % charge on the land value on the date prior to the issuance of a Building Permit.

The combined financial hit that is associated with both charges does not assist to make housing prices lower and more affordable but rather has the opposite effect. For new and those projects in process, the costs are passed onto the purchasers and the cost of housing increases substantially. For projects that have been approved already but have not been issued a Building Permit and where a substantial number of units have been sold, the added costs have the effect of potentially cancelling a project as the added costs cannot be absorbed by the developer. Unless the City includes a transition provision to allow developers to lock into paying DC's at the current prevailing rate and an exemption for paying the CBC charge particularly when the Owner has previously paid several millions of dollars in Section 37 costs to address the height and density increase for the Highway 7 project. Without the transition and exemptions, current and future projects on Highway 7 could become non-viable and questionable.

We ask the following of Vaughan Council:

1. To consider a transition provision in the City-Wide DC Rate By-law that will allow developers that have approved development applications to enter into an agreement with the City to pay DC's at the current existing rate.
2. To consider an exemption provision for the Community Benefits Charge By-law for developers that have already paid a Section 37 height and/or density bonussing charge to the City.
3. To consider lower City-Wide DC and CBC rates, and to consider various scenarios whereby the applicable rates can be lowered further where the developers commit to implementing desirable community benefits within the development design to off-set the total costs that would likely be passed onto the purchasers and have the effect of lowering housing prices in Vaughan.

We would appreciate a copy of the Minutes of the Public Meeting and to be notified of all future meetings associated with this matter. We look forward to Vaughan Council making amendments to the City-Wide DC and CBC By-laws to address our comments. If any Member of Vaughan Council or Vaughan Planning and Finance staff have any questions, I make myself available to meet with you.

Respectfully submitted,

GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP



Alireza Khosrowshahi
Senior Management

Copy to: Grant Uyeyama, KLM Planning Partners Inc.
Billy Tung, KLM Planning Partners Inc.
Kirill Blotskii, Melrose Investments Inc.
Olenka Karetnik, Melrose Investments Inc.

COMMUNICATION C12.

ITEM NO. 13

COMMITTEE OF THE WHOLE (2)

May 10, 2022

Assunta Ferrante

From: Clerks@vaughan.ca
Sent: Tuesday, May 10, 2022 9:29 AM
To: Assunta Ferrante
Subject: FW: [External] Item 13 CW Block 11 District Park and Library Cost Sharing

From: Cam Milani <cam.milani@milanigroup.ca>
Sent: Monday, May 09, 2022 8:35 PM
To: Clerks@vaughan.ca; Sandra Yeung Racco <Sandra.Racco@vaughan.ca>; Linda Jackson <Linda.Jackson@vaughan.ca>; Gino Rosati <Gino.Rosati@vaughan.ca>; Mario Ferri <Mario.Ferri@vaughan.ca>; Maurizio Bevilacqua <Maurizio.Bevilacqua@vaughan.ca>; Matthew Di Vona <matthew@divonalaw.com>; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Tony Carella <Tony.Carella@vaughan.ca>; Alan Shefman <Alan.Shefman@vaughan.ca>; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Vince Musacchio <Vince.Musacchio@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>
Subject: [External] Item 13 CW Block 11 District Park and Library Cost Sharing

Please include these comments to Committee on the above noted item.

<https://pub-vaughan.escribemeetings.com/Meeting.aspx?Id=899de636-020f-4de3-861b-334189b2fed8&Agenda=Addendum&lang=English&Item=33&Tab=attachments>

I see Vaughan Purchased these lands in June 2010 for \$11.5M. Did Vaughan enter into the Block 11 Developers Group Agreement as a landowner developing in the area? If not, why not? If so, can you provide the agreement? Did the \$11.5M include provisions for payment towards Community Use Lands Ultimate Storm water outfall land and construction?

I see Vaughan is proposing to enter into a new Developer Group Agreement for the interim design, however, should the taxpayers be paying twice for infrastructure already provided to them in the Block 11 Agreement? A quick scan of property ownership in the area seems to indicate that a private entity owns where the Ultimate SWM pond will go. My guess is that private owner is not part of the Block 11 Developer Group Agreement yet and perhaps is a non participating owner, thus creating the need for this interim design scenario? What assurances do the taxpayers have that the ultimate design will occur? The interim design seems like a bandaid to a problem in Block 11 surrounding the Block 11 Developers Group Agreement showing the City's Storm solution on lands that are not even party to the Block 11 Agreement. I could be wrong on the facts, as that owner may be a party to the agreement so I am simply asking the question. Perhaps that owner has issues with the Agreement itself, which is not uncommon.

If the facts are correct, perhaps Vaughan should initiate a review of the Block 11 Agreement to see how solutions can be found to avoid unnecessary interim costs to the taxpayer and have that ultimate storm pond constructed or other ultimate solutions found. Interim solutions throw tax payer money away. Why cant Vaughan have the ultimate solution today? Is there any reasonable prospect that the Ultimate solution is achievable?

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