

**COMMUNICATIONS**

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**Please note there may be further Communications.**

**COMMUNICATION C1**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**

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

From: Philip Madonia [REDACTED]  
Sent: Thursday, December 02, 2021 11:05 AM  
To: Council@vaughan.ca; Clerks@vaughan.ca  
Cc: Nick Borcescu <Nick.Borcescu@vaughan.ca>  
Subject: [External] 9929 Keele St development  
Importance: High

To the Council Members of Vaughan,

It has come to our attention that the above address has a proposed development for a 5 story mixed residential/commercial building.

We are concerned the building does not meld well with the surrounding development, and although we understand the need for higher density development to accommodate growing population, this particular development will not do much toward that goal. It seems to be simply a profit maximization exercise for the developer.

Furthermore the proposed building will dwarf the residential/commercial building just to the south of it and as well the homes on Oakdale Rd. east of it. Having lived in Vaughan on Oakdale Rd. for some 33 years we have watched closely the developments on Keele St. behind us and it is plain to see now that everything on Keele St. has been maximum 3 stories until now. Why would this change at this point?

Please consider limiting the development for the sake of those who have lived in the area for the long haul as this is what they would and should expect.

Philip and Colleen Madonia

[REDACTED] Oakdale Rd.

Maple ON  
[REDACTED]

**COMMUNICATION C2**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**

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

From: Sandra [REDACTED]  
Sent: Wednesday, December 01, 2021 8:44 PM  
To: Council@vaughan.ca; Clerks@vaughan.ca  
Cc: Kevin Waithe [REDACTED]  
Subject: [External] REFUSE APPLICATION /Grande Cheese& Plaza

Dear Vaughan Heritage Committee ,

We sincerely request that the Vaughan heritage committee DENY the application to construct the proposed five story commercial residential building at the grande cheese plaza in Maple. I live at [REDACTED] Oakdale Rd. which is directly behind grande cheese. This construction will greatly affect my home and family.

It would be a great nuisance for my family to have this building directly in view from our backyard. The construction of this building alone will cause a lot of issues such as vibration damage to my home. It will obstruct the view that we currently have, we will lose our privacy, and the beauty of open space. I also believe that there will be a decrease in my property value of my home when you have a huge apartment building right in your backyard. We will also lose a very loved and signature delicatessen store, Grande Cheese in our neighborhood.

This is very upsetting to learn of the plans being presented. This is an outrage! This Neighborhood is being crammed with so many townhomes in apartment buildings that we have enough. Leave the current plaza as is.

I sincerely hope that you take the homeowners views in consideration and deny this request.

Sincerely

Homeowners at [REDACTED] Oakdale Road  
Kevin Waithe and Sandra [REDACTED]

Sent from my iPad

**COMMUNICATION C3**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**

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**From:** Miao Guo [REDACTED]  
**Sent:** Wednesday, December 01, 2021 8:11 PM  
**To:** [council@vaughan.ca](mailto:council@vaughan.ca); [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] RE Construction Plan at 9929 Keele St. (Grande Cheese & Plaza) - Refusal of the application in support of Vaughan Heritage Committee's Recommendation

Hello Vaughan City Council,

As the owners of [REDACTED] Oakdale Road, Maple, we have been advised about the plan to construct a five story mixed residential building at 9929 Keele Street (Grande Cheese & Plaza).

We feel strongly against this construction plan due to the proposed height of the mixed use five story building as well as the undesirable amount of traffic it would bring.

We highly recommend the city council to support the recommendation from Vaughan Heritage Committee and **refuse** the application of this construction.

Kind regards,  
Miao & Ashish  
Owners of the [REDACTED] Oakdale Road, Maple ON

**COMMUNICATION C4**

**ITEM NO. 9**

**COMMITTEE OF THE WHOLE (2)**

**December 7, 2021**

**From:** Anthony LaMantia [REDACTED]  
**Sent:** Friday, December 3, 2021 10:53 AM  
**To:** Council@vaughan.ca; Clerks@vaughan.ca  
**Subject:** [External] RE: 9929 KEELE STREET, PROPOSED CONSTRUCTION OF FIVE STORY MIXED-RESIDENTIAL BUILDING

**Importance:** High

Dear Vaughan Council/Staff,

I'm sending this email to voice my concerns regarding the application for consideration of the above-noted proposal, in support of the Maple Heritage Conservation District's (Heritage Vaughan's) recommendation to refuse it, which will go before City of Vaughan's Committee of the Whole on Tuesday, December 7<sup>th</sup>.

I/my family live on [REDACTED] Oakdale Road, directly behind the proposed new 20 metre high structure (including 4.5m mechanical penthouse).

My position is aligned with the vast majority of affected residents on Oakdale Road. My specific concerns are set out below:

- 1) This would be considerably higher than any building in the surrounding area;
- 2) The wood fence that is currently separating homeowners from the existing commercial plaza is falling apart—my section alone (behind my home) has three (3) posts that are broken and I could easily/manually push the fence to the ground in its severely weakened state. When I called the City to assist (over 2 years ago), someone representing History Hill/Greenpark simply hammered a 2x4 alongside one of the failing posts for support (when no one was home). My calls to the City of Vaughan came with assurances that the fence would be repaired, but no actions were taken. The existing fence is a major issue for all residents of Oakdale Road, and this will be an even more critical issue given the proposed new building(s) will have parking and cars moving in and out of that back area, requiring snow plowing in the winter directly behind our decrepid fence;
- 3) Finally, I'd like to believe that new/updated and credible traffic studies done by accredited professionals have been undertaken by the City apropos this new development. If so, can staff kindly point me to them? Anyone familiar with the area can attest that, between 3:30 and 6:00 pm on ALL weekdays, the congestion on Keele Street going north past Barhill right to Major Mackenzie and north of that is (in a word) stifling. It's literally bumper-to-bumper for almost three hours, every night. Has the City factored in the additional pressure on Keele Street N traffic flow that will be engendered with the addition of so many more residential units? It's a real and major concern for the radius of residents immediately behind the proposed development and well beyond it on both East and West sides and North of Keele St.

**For these reasons, I strongly encourage the City's Committee of the Whole to support Heritage Vaughan's position, and refuse the developer's application.**

Many thanks in anticipation,

Tony LaMantia

PS Staff support and follow up re: the decrepid wood fence, which is long overdue, would be genuinely/much appreciated!

[REDACTED] (home office)

[REDACTED] (mobile)

[REDACTED] (personal email address)

**COMMUNICATION C5**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**

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**From:** Rosalie Chiarelli [REDACTED]  
**Sent:** Sunday, December 05, 2021 5:25 PM  
**To:** Council@vaughan.ca; Clerks@vaughan.ca  
**Subject:** [External] Proposed Development Grande Cheese and Plaza / 9929 Keele Street / Objection to proposed height of new structure

This Email is in support of Heritage Vaughan's denial to the proposed five storey commercial residential building exceeding 15.5 meters in height.

I support residential construction but I would like it to be in keeping with the height restrictions presently existing within the community of Maple. The proposed height will be intrusive to the many families that back on to the proposed structure. The proposed structure will be out of character with the existing buildings to the north and south.

As a former member of the Maple Streetscape Committee we fought hard and strong to keep Maple a quaint community. Once again, I strongly support Heritage Vaughan's objection to the proposed height of this development.

Rosalie Chiarelli

**COMMUNICATION C6**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**

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**From:** A PERRELLA [REDACTED]  
**Sent:** Sunday, December 05, 2021 9:14 PM  
**To:** Council@vaughan.ca; Clerks@vaughan.ca; Mario Ferri <Mario.Ferri@vaughan.ca>; gino.rossati@vaughan.ca  
**Subject:** [External] 9929 Keele st proposed 5 storey mixed residential building

Please support the recommendation by Vaughan Heritage Committee to REFUSE the application for the proposed, extremely high, 20.0 m overall construction at 9929 Keele St. I'm not opposed to development, but this structure does not fit into my neighbourhood due to its excessive height. This building would be close to the height of City Hall. The ground floor should remain retail with suitable parking.

The proposal for a 5 storey commercial- residential building must be denied.

Please listen to the residents

Regards  
Stay Safe  
Aldo Perrella  
[REDACTED] Oakdale Rd  
Maple Ont.

**COMMUNICATION C7**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**

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

From: Loren Siegal [REDACTED]  
Sent: Monday, December 06, 2021 10:03 AM  
To: Council@vaughan.ca; Clerks@vaughan.ca  
Subject: [External] Grande Cheese & Plaza  
Importance: High

Hi,

Just lending my support to the Heritage Vaughan Committee to refuse the application to demolish the existing structures and construct the proposed five-story commercial residential building. I live on Oakdale Road and we already have one condo building behind us that blocks some of the sun during the summer, certainly don't want to see another that will have the same negative affect.

Vaughan's great city, don't need it turning into just another city full of high rises all over the place.

Thank you,

Loren Siegal



**WESTON  
CONSULTING**

planning + urban design

**COMMUNICATION C8**

**ITEM NO. 9**

**COMMITTEE OF THE WHOLE (2)**

**December 7, 2021**

City of Vaughan  
c/o Clerk for City of Vaughan  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

December 6, 2021  
File 9497

**Attn: Committee of the Whole Chair and Members**

Dear Sirs and Madams,

**RE: 9929 Keele Street  
Official Plan Amendment and Zoning By-law Amendment Applications  
OP.20.016 & Z.20.043  
Item 9.5 Heritage Vaughan Committee (Report No.7)**

Weston Consulting is the planning consultant for Sharewell Investments Inc./Trinity Point Developments, the landowner of 9929 Keele Street. The purpose of this written correspondence is to provide Committee of the Whole with the background information related to the above noted development applications and amendments to those applications that respond to City staff recommendations since the original application in December 2020. A resubmission of the applications will be provided to the City in the very near future.

**Policy Planning Context**

The subject property is designated for growth and intensification according to the hierarchy of land use planning policies. The Provincial Policy Statement and the Growth Plan directs that development should be directed towards built-up areas designated for growth, in proximity to transit and servicing infrastructure, and should support the development of complete communities. The development will support the provincial objective to provide for a mix and range of housing options and densities in support of a complete and healthy community.

Schedule 1: Urban Structure of the Vaughan Official Plan identifies the property as being within a *Local Centre*. Local Centres are intensification areas developed with a mix of housing types and tenures that are lower in scale and contain a more limited range of uses than other communities in the City of Vaughan. All Intensification Areas are to be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities, according to Section 2.2.1.2. Section 2.2.5.7 states that Local Centres should, “*develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each Local Centre.*” The proposed development is within 800 metres of the Maple GO Station MTSA and is

located along Keele Street, which is a *Regional Transit Priority Network* and is in proximity to Major Mackenzie Drive West, which is a *Regional Rapid Transit Corridor*. Section 2.2.5 of the Vaughan Official Plan states that the historic village cores, such as the Village of Maple, will continue to be the “*main areas for local commercial activity and community facilities. Each village core will experience development and/or intensification to varying degrees, as befits the local context.*” It is our opinion that the proposed development is contextually appropriate given the local context and supports provincial, regional and municipal planning objectives.

### **Review of Comments, Modifications and Improvements**

A Statutory Public Meeting was virtually held on April 7, 2021, to receive comments from the public on the proposed development. No members of the public provided comments or written submissions on the proposed development. Furthermore, in our view, the applications were well received by members of Council, with several Councillors making positive comments on the proposal.

Comments received on the planning application pertain primarily to heritage and urban design considerations. Through discussions with City Heritage and Urban Design staff, a number of revisions have been made to the building to better address the intent of the Maple Heritage Conservation District guidelines and comments received from City of Vaughan Heritage and Urban Design staff. The Applicant and its project consultants met with City staff to discuss the revisions on April 28, 2021, July 5, 2021, and August 12, 2021. Heritage comments received April 19, 2021 were discussed with Heritage staff and the project Heritage Consultant, Sharon Vattay of GBCA, in regards to massing, setbacks and materiality.

A number of revisions have been made to the proposed development to respond to City staff and Heritage committee recommendations:

- The revised development concept reduced the height of the original development concept from 17 metres to 15.5 metres, through a reduction in the floor-to-ceiling heights of floors 2-4.
- The rear setback has been increased to 9.4 metres, from 9 metres.
- With reductions from rear stepbacks, stepping down to two storeys (as opposed to three as previously proposed), the proposed building now fits within a 45-degree angular plane as measured from the rear property line.
- The fourth floor remains stepped back 3 metres from the main wall along the building’s frontage and sides.
- The development incorporates generous setbacks from adjacent properties and provides appropriate landscaping along its periphery thereby providing visual screening from existing uses.
- The articulation of the building façade has also been revised to “break up” the length of the building through the introduction of recessed balconies and roof top cornices, to be consistent with the intent of the Maple HCD Urban Design Guidelines and the three storey façade has also been maintained.

- Within the Heritage Report, staff allude to the “frontage” of the building as 132.91 metres. The subject property’s lot frontage is 132.91 metres but the length of the building along Keele Street is 108.7 metres as confirmed by the project architect.

In addition to the above, the original development application contemplated commercial space within the entire ground floor of the development. To avoid potential vacant commercial units and to respond to market conditions, the commercial is now wholly within the north portion of the ground floor area, with the south portion replaced with 6 grade-related inset townhouse units. The proposed “U” shaped building now contemplates 114 residential units consisting of 1 bedroom, 2 bedroom and 3-bedroom units that are distributed throughout the remainder of the building.

The revised development concept plans were submitted to Heritage and Urban Design staff for their review and consideration by Heritage Committee on October 20, 2021. Unfortunately, both the staff report and the staff presentation to Heritage Committee failed to even acknowledge the numerous discussions with staff and the resulting revisions to the development concept. Furthermore, Heritage Committee offered no constructive, or even specific built form related or design comments but rather only provided negative reproaches. Staff recommended a refusal of the application; however, the Committee decided to issue a deferral, subject to the applicant providing a letter agreeing to freeze the 90-day timeline prescribed by the Ontario Heritage Act. The applicant did not agree to provide such letter, and as such, one was not provided. Therefore, on November 24, 2021 the Heritage application was brought again before Heritage Committee, where a recommendation to refuse the application was passed.

To summarize, the expression of the façade at the ground floor is three storeys, with the fourth storey stepped back to minimize visual impact. As demonstrated in our previous communications to staff, the proposed building is compatible with adjacent buildings of similar height and there are examples of four storey buildings of similar height within the Maple Heritage Conservation District.

We respectfully request that Committee of the Whole not endorse the Heritage application denial, as outlined in Report No.7 of the Heritage Vaughan Committee but rather direct staff to accept and review our forthcoming resubmission and that it be comprehensively analyzed and reported to future Committee of the Whole and Council Meetings.

## **Conclusion**

In our opinion, the proposed development is contextually appropriate, given the surrounding built form and its proximity to higher-order transit and, in our opinion, is consistent with and conforms to the applicable land use planning framework.

We ask that Committee of the Whole consider the merits of the proposed development holistically alongside the principal goals of the City of Vaughan, not limited to the provision of housing, efficient mixed-use built forms, attractive design and activation of street frontages and the public realm.

We thank Staff for their ongoing consultation with the applicant and consultant team and we appreciate Committee of the Whole’s review and consideration of this written submission. Should

you have any further questions, please do not hesitate to contact Sandra K. Patano at extension 245 or the undersigned at extension 241.

Yours truly,

**Weston Consulting**

**Per:**



Ryan Guetter, BES, MCIP, RPP  
Executive Vice President

- c. Councillor Marilyn Iafrate, Ward 1  
Haiqing Xu, Deputy City Manager, Planning and Growth Management  
Nick Borescu, Senior Heritage Planner  
Shahrzad Davoudi-Strike, Manager of Urban Design & Cultural Heritage  
G. DiMartino/J. Baldassarra, Sharewell Investments Inc./Trinity Point Developments

**Attachments:**

1. Air Photo
2. Renderings

# Attachment 1



File Number: 9497  
Date: 2020-06-04  
Cad: 9497/schedules/site aerial.dgn

LEGEND  
— Subject Property

## SITE AERIAL

9929 KEELE STREET  
CITY OF VAUGHAN  
REGIONAL MUNICIPALITY OF YORK

 **WESTON CONSULTING**  
planning + urban design



Air Photograph from First Base Solutions (2019)



FRONT VIEW

▪ Trinity Point ▪ Keele Street & Major Mackenzie Drive ▪ 1240.14D ▪ Oct. 20, 2021

# 2022 TRANSPORTATION MASTER PLAN UPDATE: PROPOSED 2051 TRANSPORTATION NETWORKS

COMMUNICATION C9  
ITEM NO. 4  
COMMITTEE OF THE WHOLE (2)  
December 7, 2021

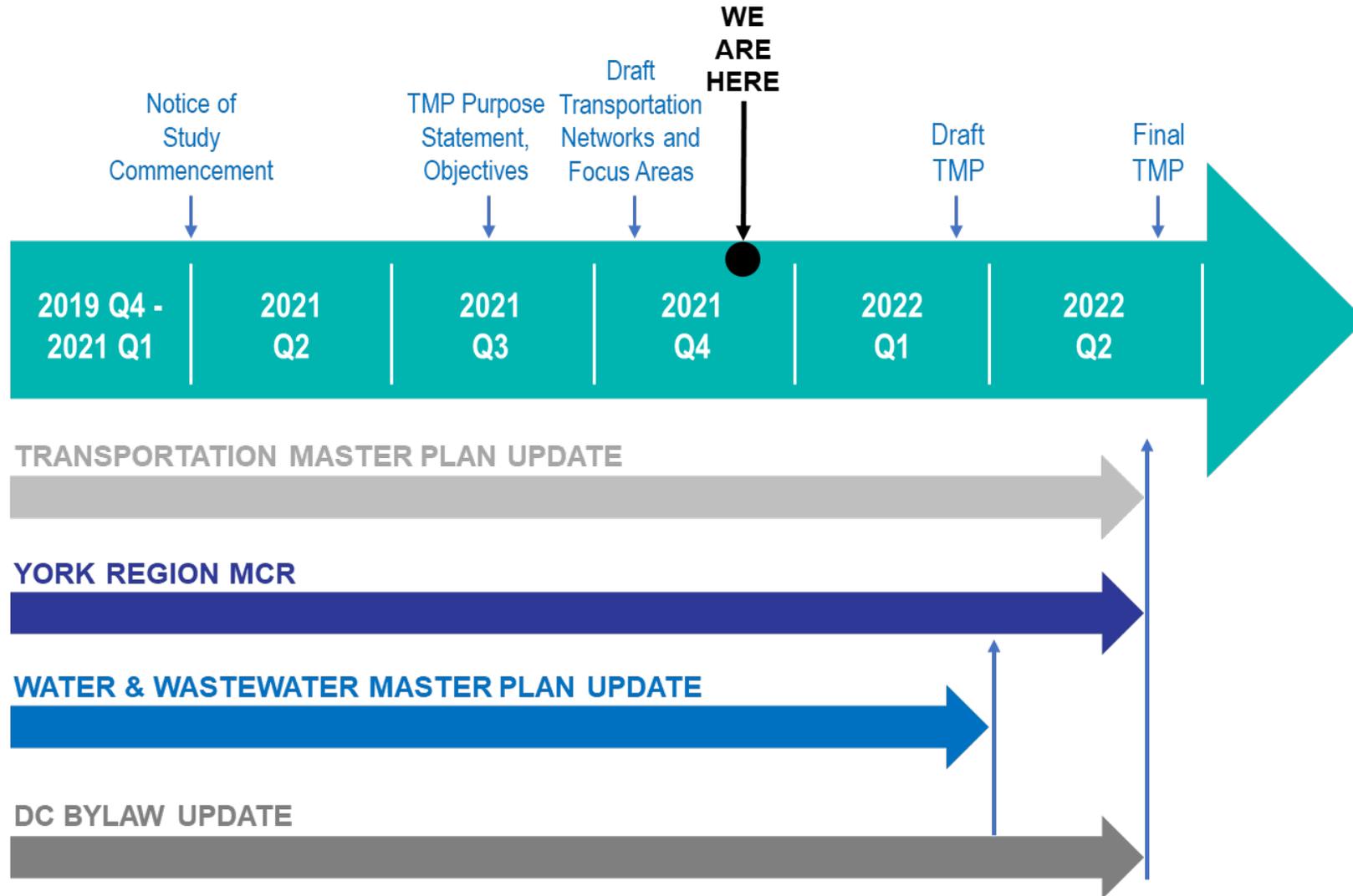
Presentation to City of Vaughan Committee of the Whole  
December 7, 2021



# MEETING OUTLINE

- TMP Study Progress
- Proposed 2051 Transportation Networks
  - Active Transportation
  - Rapid Transit
  - Roads
- Focus Areas
- Next Steps

# TMP PROJECT OVERVIEW AND TARGET SCHEDULE



**TMP Update aligns with ROP, WWMP and DC Bylaw Updates**

Please note that this timeline is subject to change

# PROCESS FOR DELIVERING THE TMP

**PHASE 1**  
**Discover**  
January to July 2021



**NEEDS AND  
OPPORTUNITIES**

**WE ARE HERE** →

**PHASE 2**  
**Explore**  
July to December 2021



**NETWORKS &  
FOCUS AREAS**

**PHASE 3**  
**Reveal**  
January to June 2022



**DRAFT &  
FINAL PLAN**

# WHAT WE HEARD IN PHASE ONE



Connections are key



Safety a top priority



All Roads for All Modes



More walking, cycling  
and transit

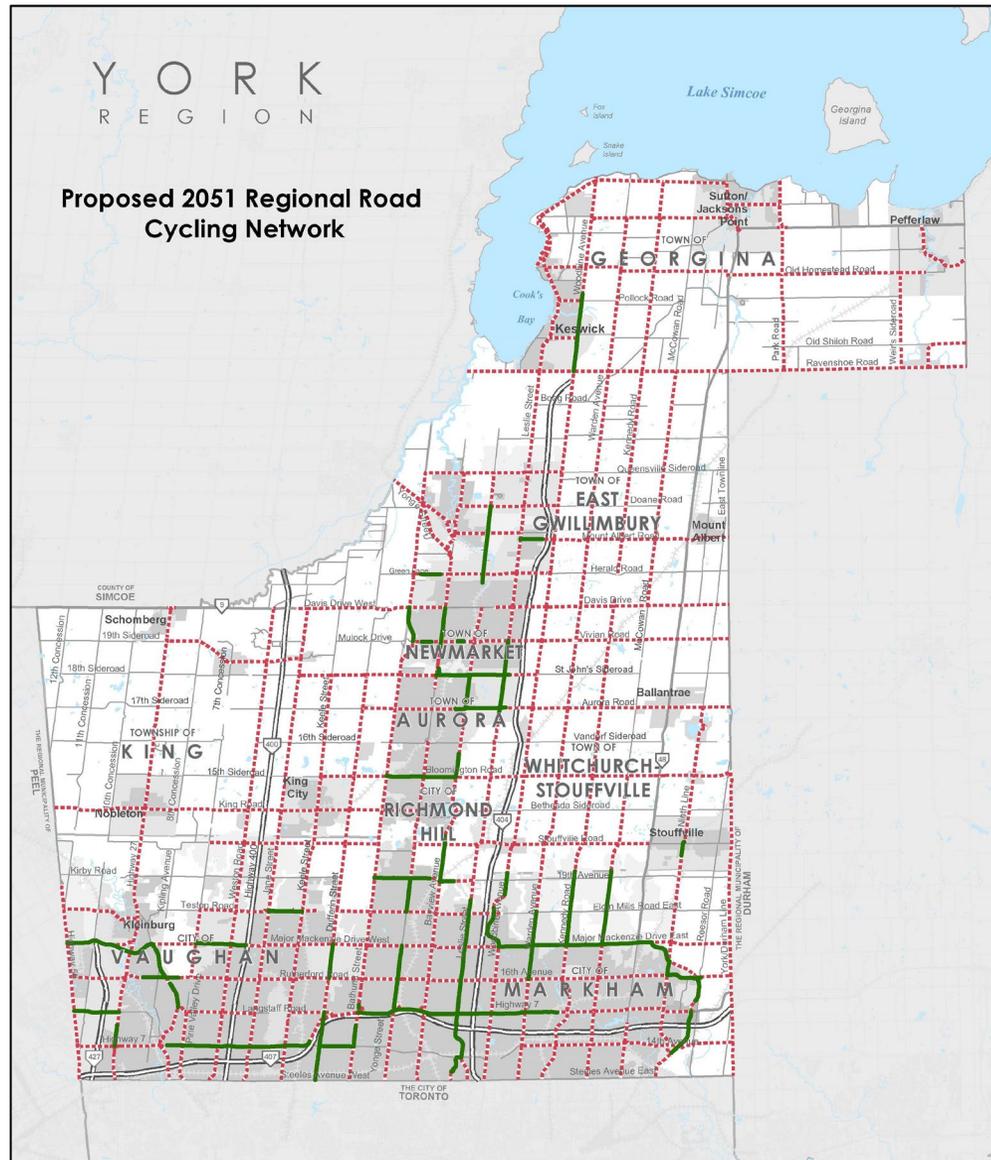


Fast and convenient travel  
options



Environmental sustainability is  
top of mind

# PROPOSED 2051 REGIONAL ROAD CYCLING NETWORK



## GUIDELINES:

- Enhance safety
- Provide connections to other systems
- Align with Pedestrian and Cycling Planning and Design Guidelines

## LEGEND

### Existing Network\*

— Dedicated/Separated Facilities

*(Protected Bike Lane, Shared Path in Boulevard, Bike Lane)*

### Proposed Cycling Facilities

--- Cycling facility to be determined in consultation with Pedestrian and Cycling Planning and Design Guidelines

### BASE MAP INFORMATION

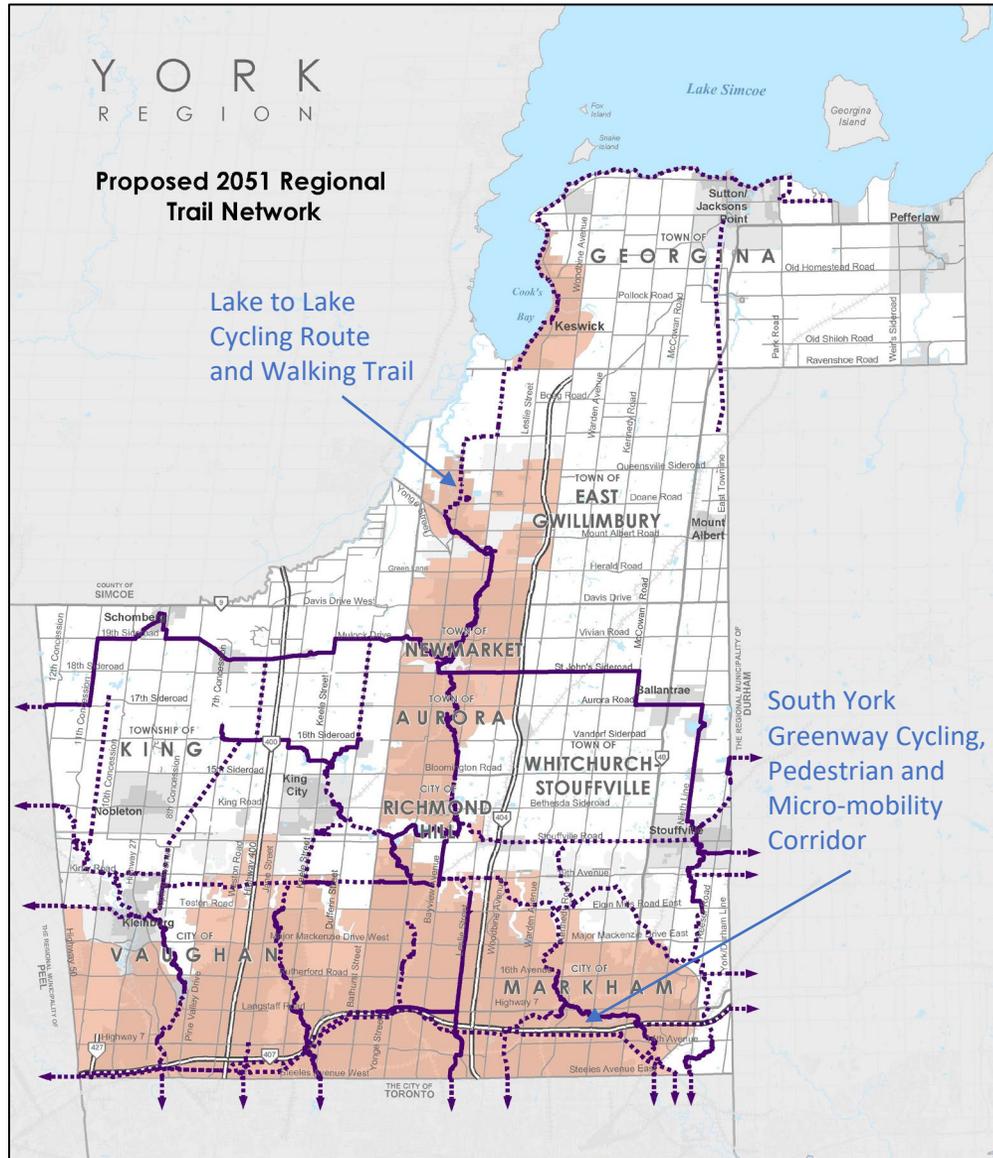
— Provincial Freeway

— Provincial Highway

— Road

— Railway

# PROPOSED 2051 REGIONAL TRAIL NETWORK

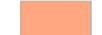


## LEGEND

### Trails of Regional Significance

-  Existing Region-Wide Trail Network
-  Proposed Region-Wide Trail Network

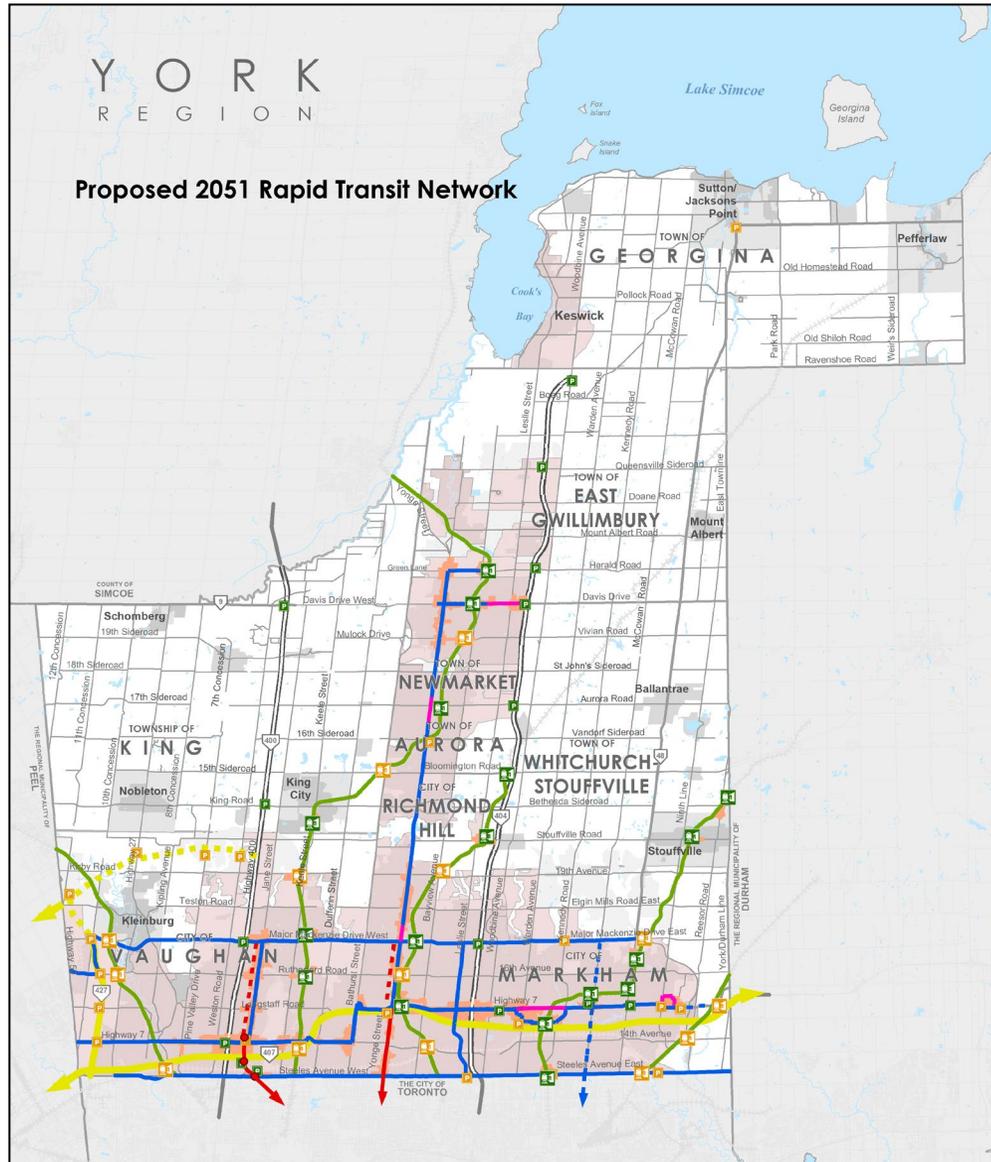
### Base

-  Urban Boundary

### BASE MAP INFORMATION

-  Provincial Freeway
-  Provincial Highway
-  Road
-  Railway

# PROPOSED 2051 RAPID TRANSIT NETWORK



## GUIDELINES:

- Alignment with provincial plans
- Protect additional corridors
- Infrastructure focused

## LEGEND

### Subway Stations

- Subway Station

### GO Rail Stations

- 🚆 GO Rail Station

- 🚆 GO Rail Station subject to further study

### Commuter Parking Lots

- P Active Lot
- P Potential Lot

### BASE MAP INFORMATION

- 🛣 Provincial Freeway
- 🛣 Provincial Highway
- 🛣 Road
- 🚂 Railway

### Rapid Transit Service

- 🚊 Rapid Transit Corridor
- 🚊 Rapid Transit subject to further study
- 🚊 BRT Curbside Service

### Provincial GO Rail

- 🚆 GO Rail Corridor

### Subway Service

- 🚇 Subway
- 🚇 Subway subject to further study

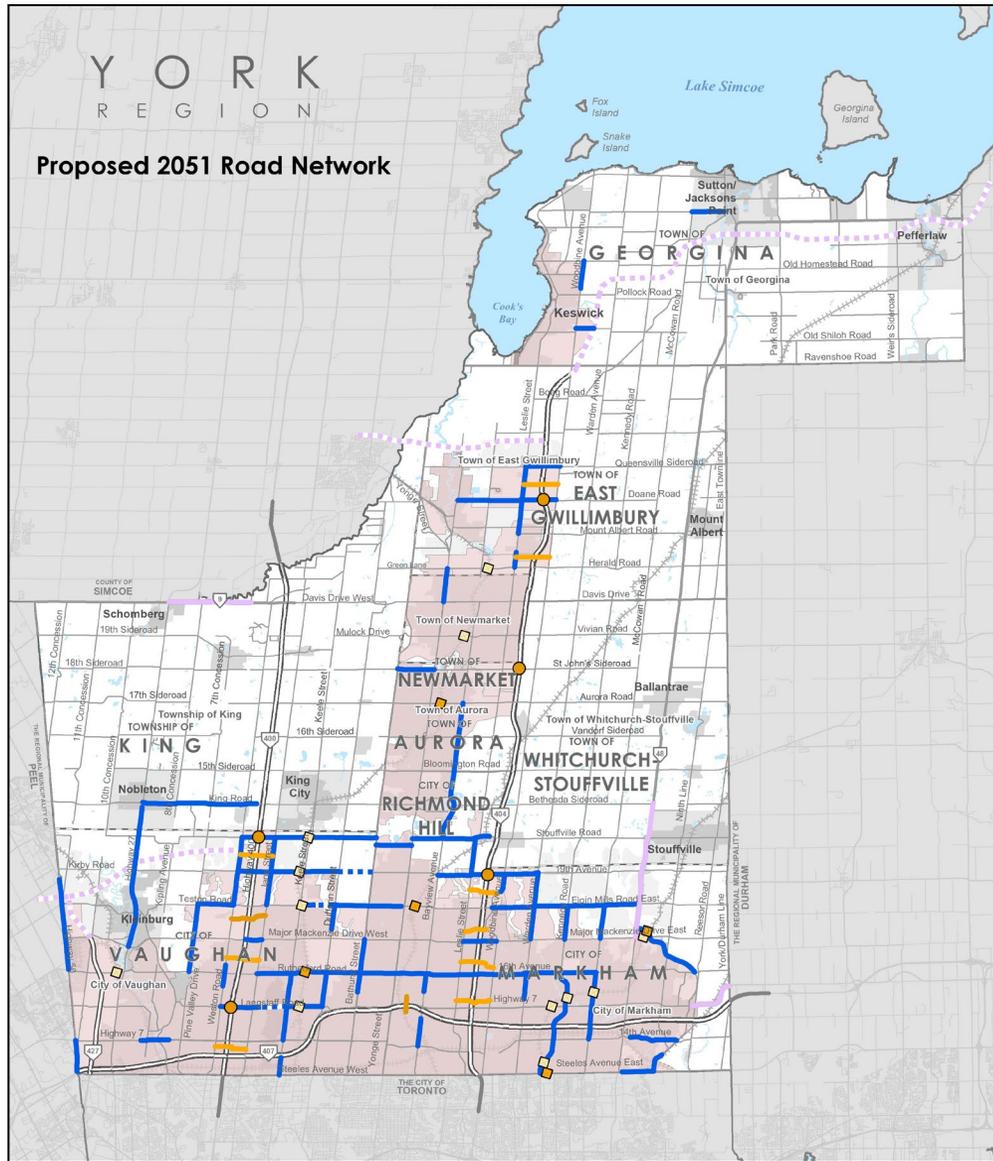
### Transitway Service

- 🚊 Transitway on Existing Provincial Highway
- 🚊 Transitway on Proposed Provincial Highway

### Other

- 🏠 Urban Boundary
- 🏠 Built-up Area
- 🏠 Designated Urban Area
- 🏠 Major Transit Station Area

# PROPOSED 2051 ROAD NETWORK



## GUIDELINES:

- Prioritizes investments to maximize the benefit to travellers and connecting communities
- Recognizes financial realities for both today and into the future
- Informed by the Region's priority setting process

## LEGEND

<p><b>Road Projects</b></p> <ul style="list-style-type: none"> <li><span style="color: orange;">—</span> Midblock Crossing</li> <li><span style="color: blue;">—</span> Road Improvements</li> <li><span style="color: blue;">- - -</span> New Road Link</li> <li><span style="color: purple;">—</span> Road Improvements (Provincial Jurisdiction)</li> <li><span style="color: pink;">- - -</span> Future Highway</li> </ul> <p><b>Interchanges</b></p> <ul style="list-style-type: none"> <li><span style="color: orange;">●</span> Interchange (Municipal Initiative)</li> </ul>	<p><b>Grade Separations</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 10px; height: 10px;"></span> Grade Separation (Capital Program)</li> <li><span style="border: 1px solid purple; display: inline-block; width: 10px; height: 10px;"></span> Grade Separation (Prioritized)</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #f8d7da; border: 1px solid #f5c6cb; display: inline-block; width: 15px; height: 10px;"></span> Urban Boundary</li> <li><span style="background-color: #d6d8db; border: 1px solid #c6c8ca; display: inline-block; width: 15px; height: 10px;"></span> Built-up Area</li> <li><span style="background-color: #e2e3e5; border: 1px solid #d6d7d8; display: inline-block; width: 15px; height: 10px;"></span> Designated Urban Area</li> </ul>	<p><b>BASE MAP INFORMATION</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid grey; width: 20px; display: inline-block;"></span> Provincial Freeway</li> <li><span style="border-bottom: 2px solid grey; width: 20px; display: inline-block;"></span> Provincial Highway</li> <li><span style="border-bottom: 1px solid grey; width: 20px; display: inline-block;"></span> Road</li> <li><span style="border-bottom: 2px dashed grey; width: 20px; display: inline-block;"></span> Railway</li> </ul>
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# PROPOSED FOCUS AREAS

1. **Safety** for all travellers
2. **Transportation equity** - providing transportation options that fit all lifestyles and abilities
3. **Reduce car travel** - especially during rush hours
4. Financial and environmental **sustainability**
5. Review the role and function of **Regional corridors**



# KEY MESSAGES

- In alignment with the Region's fiscal strategy
- Reflects the delivery of projects included in the 10-Year Roads and Transit Capital Construction Program
- Consistent with both provincial and regional plans
- Focus Areas are departmental priorities to be further studied, approved and delivered over the next 4-year term of Council



# NEXT STEPS

- Draft maps and focus areas introduced to Council for consideration (November 2021)
- Presentation to local Councils (November 2021 to February 2022)
- Draft TMP book for Council consideration (March 2022)
- Third and Final PIC (Spring 2022)
- Final TMP report for Council approval (June 2022)

# THANK YOU!

**Brian Titherington**

Director

Transportation &  
Infrastructure Planning

1-877-464-9675 ext. 75901

[Brian.Titherington@york.ca](mailto:Brian.Titherington@york.ca)

**Lauren Crawford**

Manager

Transportation Long-Term  
Planning

1-877-464-9675 ext. 73115

[Lauren.Crawford@york.ca](mailto:Lauren.Crawford@york.ca)



**COMMUNICATION C10**  
**ITEM NO. 9**  
**COMMITTEE OF THE WHOLE (2)**  
**December 7, 2021**







# Unspent municipal reserves affect livability, affordability



**DAVE  
WILKES**  
OPINION

A few weeks ago, I wrote about the impact of the large reserves that many GTA municipalities accumulate from the revenues they collect on new housing, which are meant to fund growth-related infrastructure and services.

When the money is not spent in a timely manner, its effectiveness is undermined due to inflation while residents are deprived of the infrastructure and services that have been paid for by new development. Unspent reserves can also hinder the building of new housing as communities must wait for much-needed infrastructure.

Now, thanks to a new study by Altus Group, we can quantify the size of municipal reserves for development charges, parkland charges and Section 37 — or community benefit — charges in the GTA. The study, “New Homeowner Money in the Government’s Bank: How Unspent Municipal Reserves Are Impacting Building Livable, Affordable Communities in the GTA,” reviews trends in the collection and usage of various government hous-

ing charges in the GTA. The study examined 16 GTA municipalities and found they have accumulated over \$5 billion in reserves over the last decade.

Development charges are levied on new homes and commercial spaces to help the municipality pay for growth-related infrastructure and services. For the 2013-19 period, the studied municipalities saw their combined development charge (DC) reserve fund balances increase to \$3.25 billion as of 2019, an increase of \$1.35 billion from 2013. The City of Toronto was responsible for the majority of the increase and its reserve fund balance rose by \$839 million over that time period. Durham Region amassed \$695 million and the City of Vaughan \$482 million over the same period.

Parkland cash-in lieu (CIL) are cash payments imposed on new developments to enable municipalities to acquire parkland and other forms of open space. CIL revenues and expenditures have caused Parkland CIL reserve fund balances to increase by nearly 300 per cent over the 2009-19 period, from \$375 million in 2009 to \$1.48 billion in 2019. Again, the City of Toronto saw the largest increase at \$1.03 billion as of 2019, up 372 per cent or \$815 million from 2009. The other

major, high-density-oriented municipalities have also amassed significant Parkland CIL reserves: Mississauga, \$133 million; Brampton, \$98 million; Vaughan, \$72 million; and Markham, \$59 million.

Section 37 contributions are meant to help municipalities provide community infrastructure in areas that are denser than normally allowed. At the end of 2019, the City of Toronto had a surplus of approximately \$303 million in its Section 37 reserve fund, with over 70 per cent of this balance attributed to four wards within downtown Toronto.

With many municipalities across the GTA currently in the process of updating their development charge bylaws and parks policies, and creating a community benefits charge, the costs added on new development are anticipated to increase next year.

These increases will not only affect the prices of new homes, but will also contribute to the already large reserves that municipalities have amassed.

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