

**COMMITTEE OF THE WHOLE (2) – FEBRUARY 8, 2022****COMMUNICATIONS**

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<b><u>Distributed February 4, 2022</u></b>		<b><u>Item</u></b>
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C3	Ron Moro, Tasha Court, Vaughan, dated February 7, 2022	10
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**Please note there may be further Communications.**

February 6, 2022

Tuesday February 8, 2022

10. RESOLUTION SUPPORTING MUNICIPAL FINAL AUTHORITY FOR DEVELOPMENT PLANNING 193 Resolution of Councillor Iafrate and Councillor Shefman with respect to the above.

**Supporting the Resolution for Municipality being the Final Authority for Development Planning**

Dear Members of Vaughan Council:

We have had issues with the OMB, LPAT, and when considering the OLT, we realize that this adjudication body is there to serve the development community at the expense of the environment, the Oak Ridges Moraine, productive farmland, the Greenbelt, and the citizens of Ontario/Vaughan.

We have spent thousands of dollars at LPAT hearings having to hire experts, lawyers, and others. Enormous amounts of our time including many years of negotiations before and after LPATs, efforts having to deal with developers that predictably backslide on agreements, have made us wary and wanting to eliminate the OLT. The lack of support at OMB, LPAT, and OLT for residents, and official plans at the expense of environmentally sensitive areas, make the OLT irrelevant and archaic.

OLT is an unaccountable body that makes a mockery of it of the public process, official plans approved by the province, and what most residents in Vaughan want: to preserve the environment, productive farmland, and other natural heritage features of Vaughan.

Planning matters are the decisions of municipalities and not the jurisdiction of unelected members of the OLT, who rarely (if ever) know the community, and have no stake or accountability as politically appointed adjudicators.

We are the only the province that has this type of tribunal and supports abolishing the OLT.

Robert A. Kenedy, PhD

President of the MacKenzie Ridge Ratepayers Association

MacKenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>

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**From:** Ron Moro [REDACTED]  
**Sent:** Monday, February 07, 2022 10:57 AM  
**To:** Council@vaughan.ca; Clerks@vaughan.ca  
**Cc:** Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Alan Shefman <Alan.Shefman@vaughan.ca>  
**Subject:** [External] February 8, 2022. Committee of the Whole (2,) Item 10

Resolution Supporting Municipal Final Authority for Development Planning

Thank you for the opportunity to address Vaughan Council on the Resolution Supporting Municipal Final Authority for Development Planning.

My name is Ron Moro and my family has lived at [REDACTED] Tasha Court for the last 30 years. We have raised our children in this community, they attended the local schools and participated in the local sports associations. Needless to say, Vaughan has been a great City to raise our family.

This is why over the years I have provided deputations to this Council, to York Region, and spoke at two OMB/OLT hearings. I had to stand up and defend our land locked community from unfair intensification due to poor planning. If you recall my deputation to Vaughan Council on June 22nd, 2021 I ended with the following statement:

"The Municipality blames the Region, the Region blames the Province, the Province claims the Municipality controls height and density. The developers just disregards everyone and go to the OLT. Nice planning process!!!" So I agree the existing system is broken and frustrating for residents.

My understanding of this Resolution is that all stakeholders, Municipal, Regional, Provincial, and Residents will have an opportunity to review the Official Plan at the prescribed intervals, at which point amendments can be discussed and finalized. Subsequent amendments to the zoning would only be considered if and when major infrastructure improvements have been made in and around the affected area.

From a resident's point of view, the onus will be on the elected Municipal Council to ensure most affected residents are directly contacted to participate in the process.

In 2009, our community had to hire a lawyer and a planner to litigate OPA661 at an OMB hearing. The outcome was that the low density residential boundary line was repositioned and properties on the southeast corner of HWY7 & Kipling were zoned as Low Rise Residential. These were embedded in the Official Plan 2010 and agreed upon by all parties to protect the character of the neighbourhood. Today we have an aggressive developer that is requesting amending the zoning to allow 166 units where there were 4 low rise homes. Please note that there have been no infrastructure improvements to justify. The developer has refused our request to consider a built form that is more consistent and harmonious with the surrounding adjacent properties. Instead the developer threatened and did appeal to the OLT. The developer has deep pockets and is confident they will get their way at the OLT. This would be truly be a mockery of the planning process.

If this Resolution by Councillor Iafrate and Councillor Shefman was adopted and implemented we would not be wasting volunteer time and money to litigate this approved zoning once again.

This Resolution has merit and I would support. Thank you again for this opportunity. Be safe!!!

Ron Moro

■ Tasha Court

■

**Ron Moro**



## COMMUNICATION C4

ITEM NO. 10

COMMITTEE OF THE WHOLE (2)

February 8, 2022

### Committee of the Whole

Feb 7<sup>th</sup> 2022

#### Item #10

#### **MEMBER'S RESOLUTION: RESOLUTION SUPPORTING MUNICIPAL FINAL AUTHORITY FOR DEVELOPMENT PLANNING**

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The Vellore Woods Ratepayer's Association's Executive Committee has unanimously voted in favour of supporting **Item #10 "Member's Resolution supporting municipal final authority for development planning."**

On November 9<sup>th</sup> 2021, our Chair Elvira Caria spoke against an item during COW in regards to an ongoing application that was before the Ontario Land Tribunal, where staff recommended that the Ontario Land Tribunal be advised that City of Vaughan Council ENDORSE a slew of amendments including Official Plan Amendments, Zoning Amendments, and mapping changes to delete the Subject Lands from an actual Designated District Centre which would NEVER have allowed this application to move forward.

After voicing our strong opposition on the matter, Mayor Bevilacqua stated that (paraphrasing) "The City are simply children of the Province, and that we (residents/ ratepayers) should really be taking our concerns and voice to the Province, and that we should evolve!"

Well here we are! The challenge has been accepted. We are doing our part, now it's time you do yours!

To keep with Mayor Bevilacqua's metaphor, it's time that you **kids** (Council) grow up and fly the coop, and break away from the Province and the gross failure of the OLT, and all its previous renditions!

In order to succeed and move our beautiful City forward, WE must all have a voice. And the voice that is NEVER heard at the OLT is that of its Citizens. The people who in fact, live in the communities, and are expected to thrive in the communities once everyone is gone!

So, if PEOPLE are the most important part of building neighbourhoods, why then, are we negated from being heard?

Since Council is OUR IMMEDIATE and direct voice, we are in fact, asking YOU to stand by us, listen to your residents and MOVE THIS RESOLUTION forward! We need to send a clear and loud message to the Province, that as it stands, the OLT is lacking one of the most fundamental aspects of Planning a community: **THE VOICE OF ITS PEOPLE.**

**We want to be clear,** we have been a strong and dedicated Ratepayer's Association working for our community for over 20+ years. We have built profound mutual respect for each other and have had enormous success with Developers who have ALWAYS worked WITH us (SmartCentres, TACC, ZZen Group, Arista Homes, Dr Goodfellows, etc to name a few) and as a result, we've created developments that make all of us proud. And they continue to work with us and meet with us BEFORE ever submitting applications to the City.



But this is **NOT** the case for several years now. The “nouveau” land owners turned developers have expressed **ZERO** desire to work with residents, and in many cases, even Planning Staff, instead opting to head directly to the OLT where they have told us blatantly “we’ll take our chances there, we know we’ll win.”

The system is grossly flawed! When it allows you to bypass an entire community and head to the OLT – there is a problem –a HUGE problem. And as was in the case of the November 9<sup>th</sup> Application we refer to above, the developer **IGNORED** repeated recommendations by Council to meet with us to come to a mutually agreeable and amicable plan. That never happened.

AND, in the eyes of the developer, it **DIDN’T HAVE TO** happen, because in the end they opted to head to OLT where they will likely get rubber stamped.

And that Ladies and Gentlemen, is a problem.

What is the point of an Official Plan? Why spend thousands and thousands of dollars on consultations and waste people’s time every few years for it to become an “antiquated and ignored” document?

Why are we allowing OPA’s to take place when, the Region has approved the Official Plan, and The Province has also approved it (and then sending it back to a Provincial body (OLT) just so it can **IGNORE** what it approved to begin with?)

Why do we even bother to have **Municipal Government**, if your “hands are tied?”

UNTIE THEM –AND TAKE BACK YOUR CITY –and stand by your Official Plan and **WITH** your residents!

Thank You

*Vellore Woods Ratepayer’s Association*



# ventureLAB

*Matt Skynner, Chief Operating Officer*  
**Presentation to Vaughan City Council**  
**February 8, 2022**



# OUR MISSION

WE GROW GLOBALLY COMPETITIVE  
TECH TITANS THAT BUILD-TO-SCALE  
IN CANADA





# ventureLAB IMPACT

*ventureLAB is a leading global founder community for hardware technology and enterprise software companies in Canada.*



2,000+

TECH COMPANIES +  
ENTREPRENEURS  
SUPPORTED

4,500+

JOBS created by  
ventureLAB-supported  
companies

\$200M+

Raised by  
ventureLAB-supported  
companies

## ventureLAB x Vaughan Impact

180+

Vaughan-based  
ventureLAB-supported  
companies

\$46.1M

Capital raised by VL  
companies engaged  
through Vaughan  
programs



# ventureLAB's INNOVATION SPACE



50,000

SQUARE  
FEET

7,000+

VISITORS  
ANNUALLY

45+

TECH  
COMPANIES &  
INNOVATION  
PARTNERS

300+

PEOPLE  
EMPLOYED

## ventureLAB @ Vaughan



Launched with **virtual ribbon cutting ceremony** on July 14, 2021

**34 companies** have voiced interest in Vaughan space since launch





# HARDWARE CATALYST INITIATIVE



**50%**

**COMPANIES FILED IP  
PATENTS IN YEAR 1  
HARDWARE CATALYST  
COHORT 1**

**1st**

**IN NORTH AMERICA  
LAB AND INCUBATOR FOR  
HARDWARE AND  
SEMICONDUCTOR-RELATED  
TECHNOLOGIES**

**24**

**COMPANIES  
SELECTED  
ACROSS THREE  
COHORTS SINCE 2020**



**35+**

**GLOBAL PARTNERS**

**\$9.7M**

**INVESTMENT  
THROUGH GOVERNMENT  
OF CANADA (FEDDEV) TO  
CREATE HARDWARE  
CATALYST**

**\$50M+**

**PRIVATE SECTOR  
CONTRIBUTIONS THROUGH  
RESOURCES, EXPERTISE, AND  
MENTORSHIP**



# ventureLAB x Vaughan



ventureLAB @ Vaughan Innovation Space



Vaughan Healthcare Centre Precinct



Programming for Vaughan Entrepreneurs



Activate!Vaughan Partner



Vaughan Business Expo Mentor and Exhibitor



ventureLAB's HardTech Conference



# Success Stories



NANOPORT™



CANADIAN STARTUP NEWS & TECH INNOVATION

STEDIWEAR RAISES \$1.1 MILLION CAD TO FUEL  
LAUNCH OF GLOVE DESIGNED TO COMBAT HAND  
TREMORS



CANADIAN STARTUP NEWS & TECH INNOVATION

RAINSTICK RAISES \$1 MILLION CAD TO  
COMMERCIALIZE WATER CONSERVATION TECH

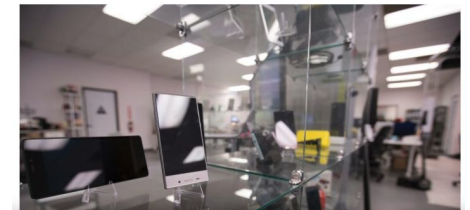


**IT WORLD CANADA**

VentureLab HardTech  
Pitch Competition winners  
innovating amidst  
ongoing chip shortage

JORI NIGIN-SHECTER

AUGUST 17, 2021



# Looking Forward

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**Leaders in Health +  
Advanced  
Manufacturing**



**A Hardware and  
MedTech Innovation  
Space**



**The Canadian  
Destination for  
Hardware and Health  
Innovators**

# THANK YOU

[www.venturelab.ca](http://www.venturelab.ca)

# Vaughan Committee of the Whole - Project Update

**COMMUNICATION C6**

**ITEM NO. 7**

**COMMITTEE OF THE WHOLE (2)**

**February 8, 2022**

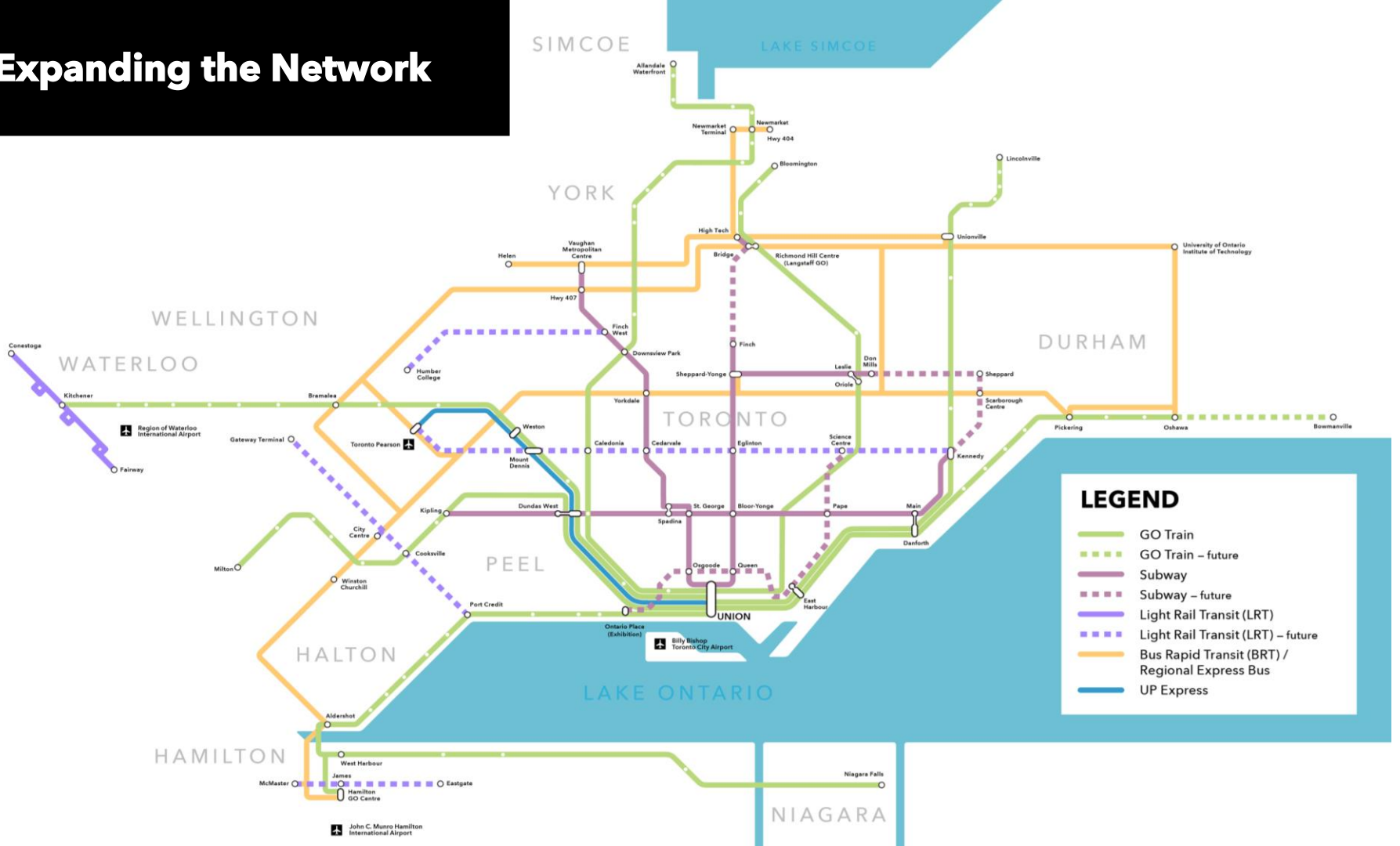


February 8, 2022





# Expanding the Network



# Subways are Happening

## Eglinton Crosstown West Extension

**7 stops, 9.2 km**

### Recent milestones

- Excavation of tunnel launch site and arrival of TBMs

### Upcoming milestones

- Identifying teams to build the tunnel and elevated section
- Tunnelling to start this spring

## Ontario Line

**15 stops, 15.6 km**

### Recent milestones

- Last of five early works EA reports finalized

### Upcoming milestones

- Early works to begin in shared rail corridor
- Execution for two major contracts; RFQ for last major contract to be issued

## Scarborough Subway Extension

**3 stops, 7.8 km**

### Recent milestones

- Excavation of tunnel launch site and arrival of TBMs

### Upcoming milestones

- Procurement for stations, rail and systems contract will wrap this year
- Tunnelling to start later this year

**Scarborough Subway Extension Tunnel Launch Site**

# A Much-Needed Subway Extension

- 1994 : York Region identifies the extension in Official Plan
- 2009 : York Region and City of Toronto complete first Environmental Project Report for the extension from Finch Station to Richmond Hill Centre
- 2010/2011: Cities of Markham, Richmond Hill and Vaughan adopt secondary plans for intensification that requires the extension to support planned growth
- 2014: York Region and City of Toronto complete addendum to the 2009 Environmental Project Report to include a train storage facility
- 2018: York Region and City of Toronto, supported by Metrolinx, initiate preliminary design and engineering
- 2021: Metrolinx releases initial business case for the extension and adjustments to the route in response to community concerns
- 2022: Metrolinx releases Environmental Project Report Addendum Report assessing changes since the completion of the 2009 and 2014 studies





# Yonge North Subway Extension

## By the Numbers



**~8-km route**



**4\* new stations**



**94,100 daily riders**



**Up to 22 minutes saved on a trip from York Region to downtown Toronto**



**4,800 tonnes in yearly greenhouse gas emission reductions**

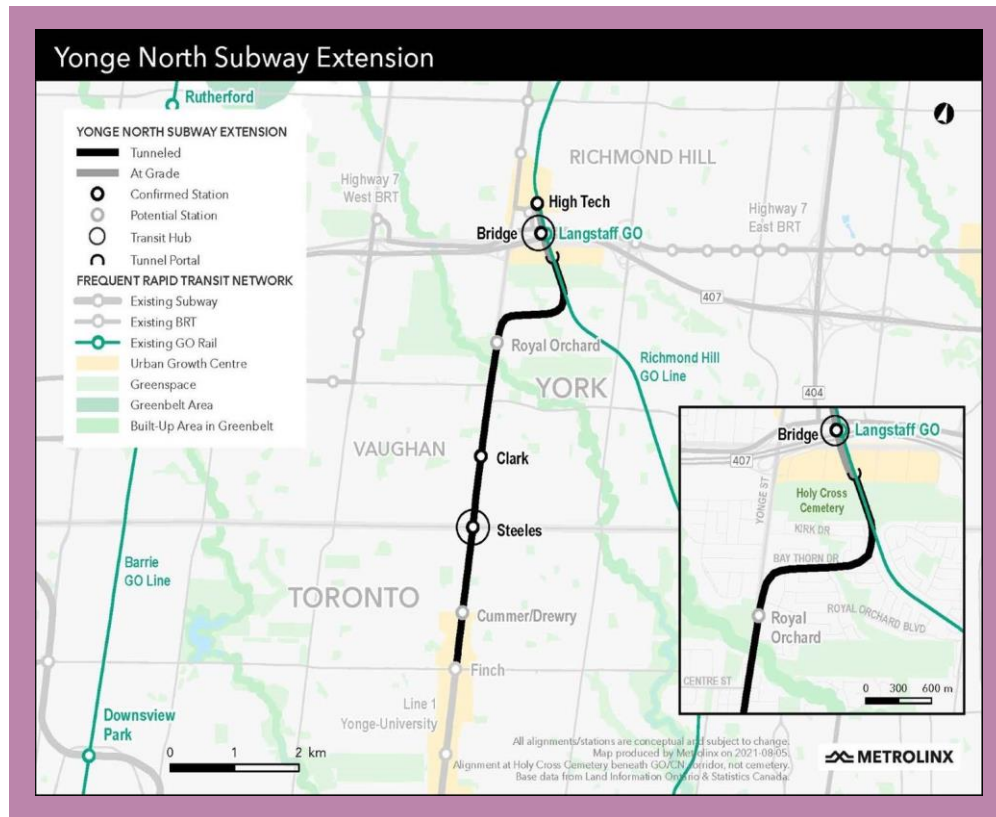


**26,000 more people with in 10-minute walk to transit**



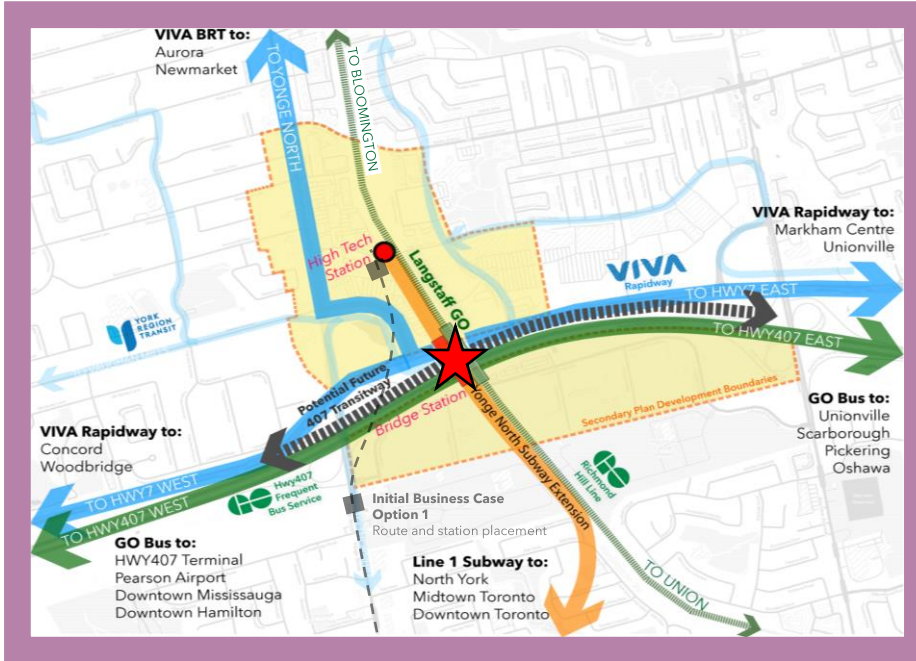
**7,700 fewer km traveled by cars during morning rush hour**

- We're continuing to explore opportunities with our project partners that could support additional stations.



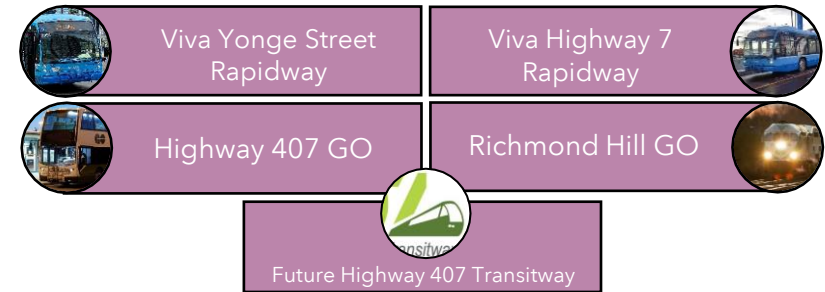


# A Launchpad to Explore the Region



A new transit hub at Bridge Station will open up new travel possibilities in York Region and beyond.

- Brings **convenient transit access** to the heart of the Richmond Hill Centre and Langstaff Gateway development areas
- Places **stations closer to where people will live and work** making walking and cycling to the stations a viable option
- Offers **fast and convenient transfers** to as many as **five** existing and future regional transit lines:



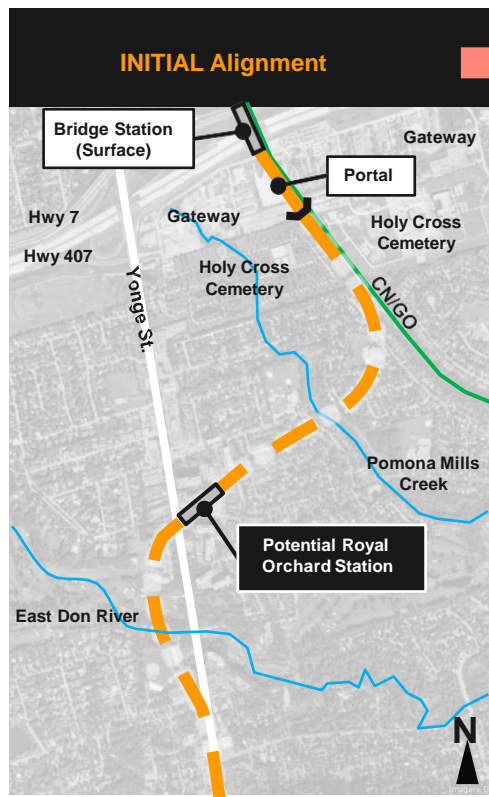
# The Final Alignment

We've adjusted the route of the Yonge North Subway Extension through the Royal Orchard community to travel deeper and under fewer single-family homes.

- The route will travel under Bay Thorn Drive instead of directly under single-family homes, wherever possible.
- In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21 metres (19.5 metres to where the train wheels interact with the tracks).

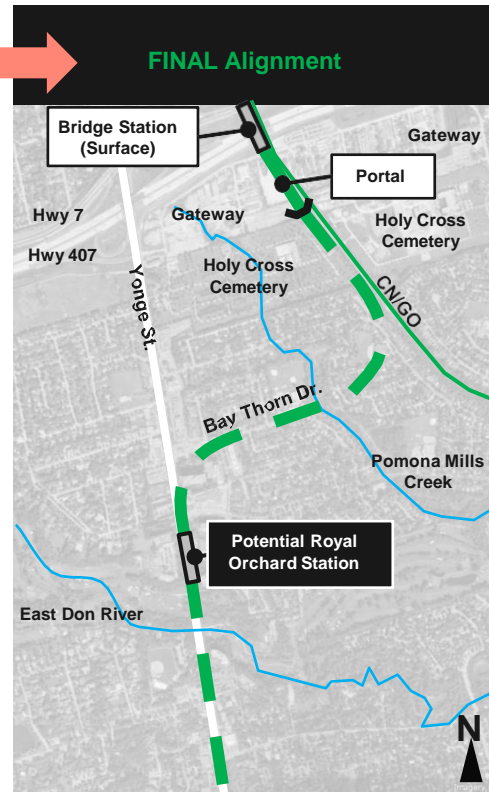


# Alignment Update - Overview

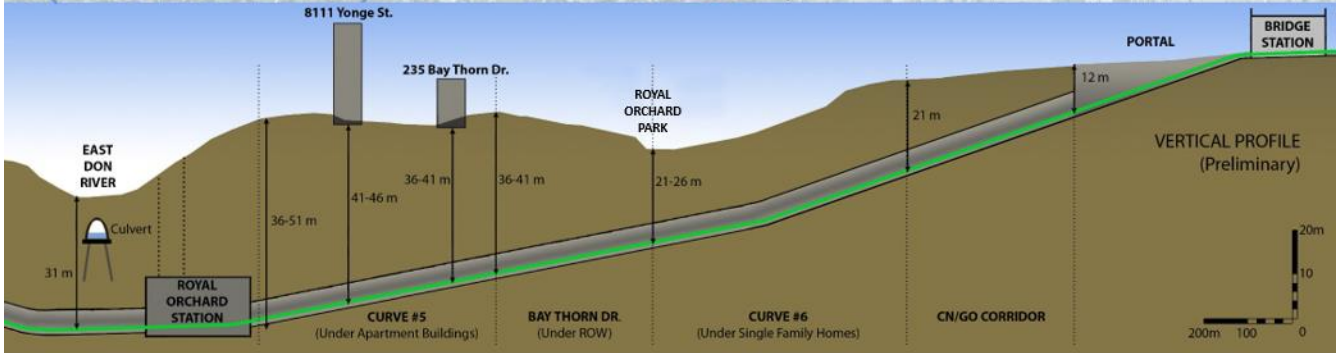
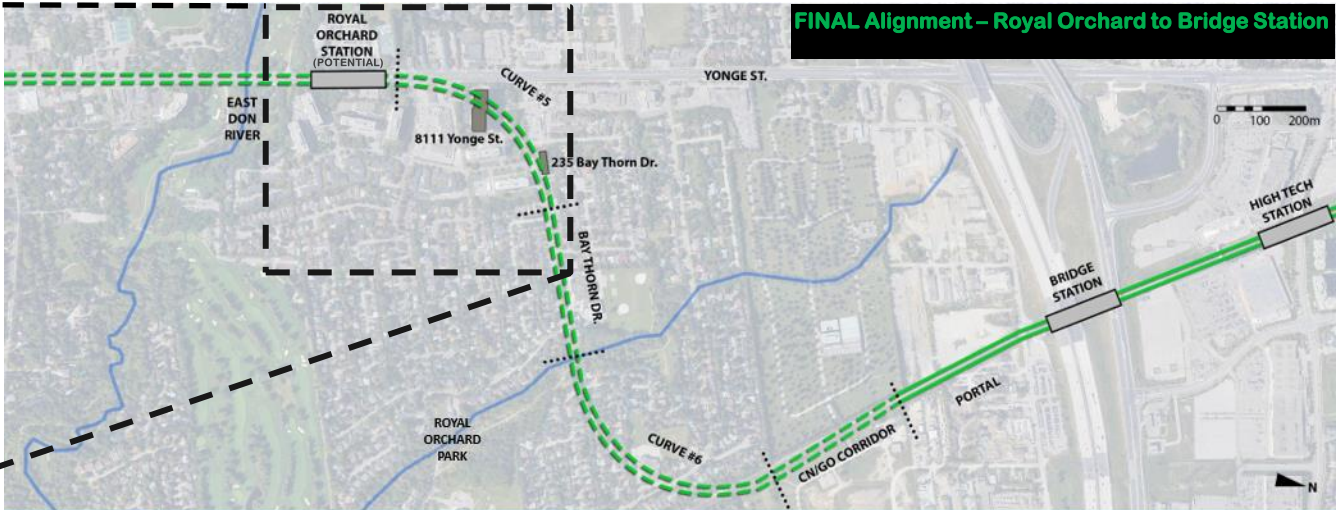
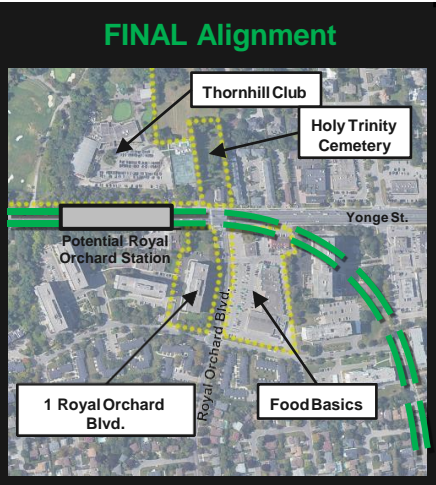


## Why did we shift from the Initial Alignment to the Final Alignment?

- Reduce number of single-family residential properties tunnelled under
- Placed tunnels even deeper below the community
- Maintained project benefits within approved budget



# Yonge North Subway Extension



## Single Family Residential Properties



# Noise and Vibration Effects Will be Mitigated

We will work with communities to ensure a comprehensive array of solutions are in place to address noise or vibration concerns. These solutions can include, but are not limited, to:



### Resiliently supported rail ties

An elastic pad under the rail ties that prevents vibration caused by coming into direct contact with the crushed rock that forms the track bed



### Rubber rail dampers

Discs that tend to look a lot like oversized hockey pucks attach to the rails and help soak up the vibration energy to reduce the sound of passing trains



### Ballast mats

A continuous layer of material that reduces the vibration transmitted into the ground as trains pass over



### Noise walls

These walls can be designed with a combination of solid and transparent panels, and have been installed across many parts of the Metrolinx rail network



### High-grade rail fasteners

These fasteners keep all the track parts tightly together and compress to absorb vibration



### Floating concrete slabs

The rails would be attached to large concrete slabs that are cushioned below by thick rubber pads that soak up vibrations.



# Noise and Vibration Studies Complete

Study results indicate that noise and vibration will be at or lower than applicable thresholds at all locations near the project.

For example, in the Royal Orchard community with solutions such as floating slab track in place:

- ground-borne noise levels are predicted to be no higher than the sound of background noise in a broadcast studio;
- ground-borne vibration levels are predicted to be below the threshold of what the average person can feel.



Examples  
of Floating  
Slab Track

# Environmental Project Report Addendum Review

February 10  
Notice of EPR  
Addendum

March 14  
Public Review Closes

April 15  
Notice of Updated  
EPR Addendum

Up to 35 days  
MECP Minister  
Issues Notice



Public Review of EPR Addendum (30 days) and updates to the Addendum  
Total up to 65 Days

MECP Minister's Review of Updated EPR Addendum  
Up to 35 Days

*\*All dates are subject to change*

- Public review on YNSE Metrolinx Engage
- Virtual open houses will be hosted through February and March
- Public can also email questions to [YongeSubwayExt@metrolinx.com](mailto:YongeSubwayExt@metrolinx.com)

# Ongoing Public Engagement and Stakeholder Outreach

- 30,000 homes received project postcard. Second postcard in distribution.
- Royal Orchard Community Liaison Committee established with on the ground community presence
- Participated in Vaughan Yonge Steeles Centre Working Group, hosted by Councillor Shefman
- Keep York Moving meeting on Clark Station planning
- 7 virtual open house meetings with 2633 attendees and 1577 questions answered
- 1500 notification flyers distributed, 23 stakeholder briefings, 36 elected official briefings, 15 eNews, biweekly meetings with Communications Working Group (municipal staff), community walks and canvassing.
- 8 Council presentations
- Open letter from CEO Phil Verster to the Royal Orchard community
- Community Office for project staff to be in the community and available to share information and answer questions
- Noise and Vibration Mitigation Experiential Program with local subway tours, scale model demonstration of train and track vibration reduction, sound lab experience of existing and projected sound levels when the subway is in operation



# Community Benefits/Supports in Every Subway Project

### Employment Opportunities

Description: Promoting apprenticeship training and workforce development opportunities to local communities.

### Local Business Supports

Description: Building and fostering relationships with local businesses to minimize and alleviate business disruptions as a result of construction impacts.

### Public Realm Improvements

Description: Where construction as a result of the project creates a temporary disruption, we find ways to improve and leave the surroundings in an improved state.

### Supporting Community Improvements

Description: Support municipalities and communities to maximize benefits possible from new transit investment/infrastructure, outside of public realm improvements.

### Community Benefits Program - Ontario Line examples



### Community Support Program Eglinton Crosstown LRT

- As of December 2021, included:
- 455 placements, including professional, administrative, and technical hires and apprentices and journey persons.
  - Over \$8 million spent in support of local business and social procurement.



# Project Timeline

