

## **COMMITTEE OF THE WHOLE – FEBRUARY 22, 2011**

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### **COMMUNICATIONS**

#### **Distributed February 11, 2011**

- C1. Mayor John Henry, City of Oshawa, presentation.**  
*(Refer to 8a) Presentations and Deputations)*
- C2. Ms. Kim Gavine, Oak Ridges Moraine Foundation's Executive Director, presentation.**  
*(Refer to 8b) Presentations and Deputations)*
- C3. Mr. Alan Young, Weston Consulting, dated November 1, 2010.**  
*(Refer to 8c) Presentations and Deputations)*
- C4. Mr. Eddy Aceti, dated January 31, 2011.**  
*(Refer to 8d) Presentations and Deputations)*
- C5. Mr. Barry Horosko. Bratty and Partners LLP, dated February 7, 2011.**  
*(Refer to 8e) Presentations and Deputations)*
- C6. Memorandum of the Commissioner of Engineering and Public Works, dated February 11, 2011.**  
*(Refer to 8d) Presentations and Deputations)*

#### **Distributed February 18, 2011**

- C7. Mr. Eddy Aceti, dated January 31, 2011.**  
*(Refer to 8d) Presentations and Deputations)*
- C8. Ms. Kim Gavine, Oak Ridges Moraine Foundation's Executive Director, presentation material entitled, "Oak Ridges Moraine Foundation".**  
*(Refer to 8b) Presentations and Deputations)*
- C9. Mr. Peter Weston, Weston Consulting Group Inc., dated February 4, 2011.**  
*(Refer to 8e) Presentations and Deputations)*
- C10. Confidential Memorandum of the Solicitor, dated February 22, 2011.**  
*(Refer to Item 1)*
- C11. Confidential Memorandum of the Commissioner of Legal and Administrative Services & City Solicitor, dated February 18, 2011.**  
*(Refer to Item 17)*

#### **Received at the February 22, 2011 Committee of the Whole Meeting**

- C12. Mayor John Henry, City of Oshawa, presentation, entitled, "Proposed Phasing of Highway 407 East Extension".**  
*(Refer to 8a) Presentations and Deputations)*
- C13. Mr. Barry Horosko. Conceptual Renderings.**  
*(Refer to 8e) Presentations and Deputations)*

<p><b>Please note there may be further Communications.</b></p>
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COMMUNICATION

CW - February 22/11

ITEM # - Presentations & Deputations a)

**Presentation Outline – Mayor John Henry, City of Oshawa**

Proposed Phasing of Highway 407 East Extension

- Quick facts about Oshawa
- Overview Hwy 407 East Extension and related EA
- Overview recent Provincial phasing decision and implications
- Request your support for the expedited construction of the Hwy 407 East Extension from Pickering to Hwy 35/115 in one phase
- Facilitate the important transportation of goods through the Greater Golden Horseshoe & Quebec/Windsor Corridor
- Further economic development, tourism and job creation for all Southern Ontario
- Adopt Resolution

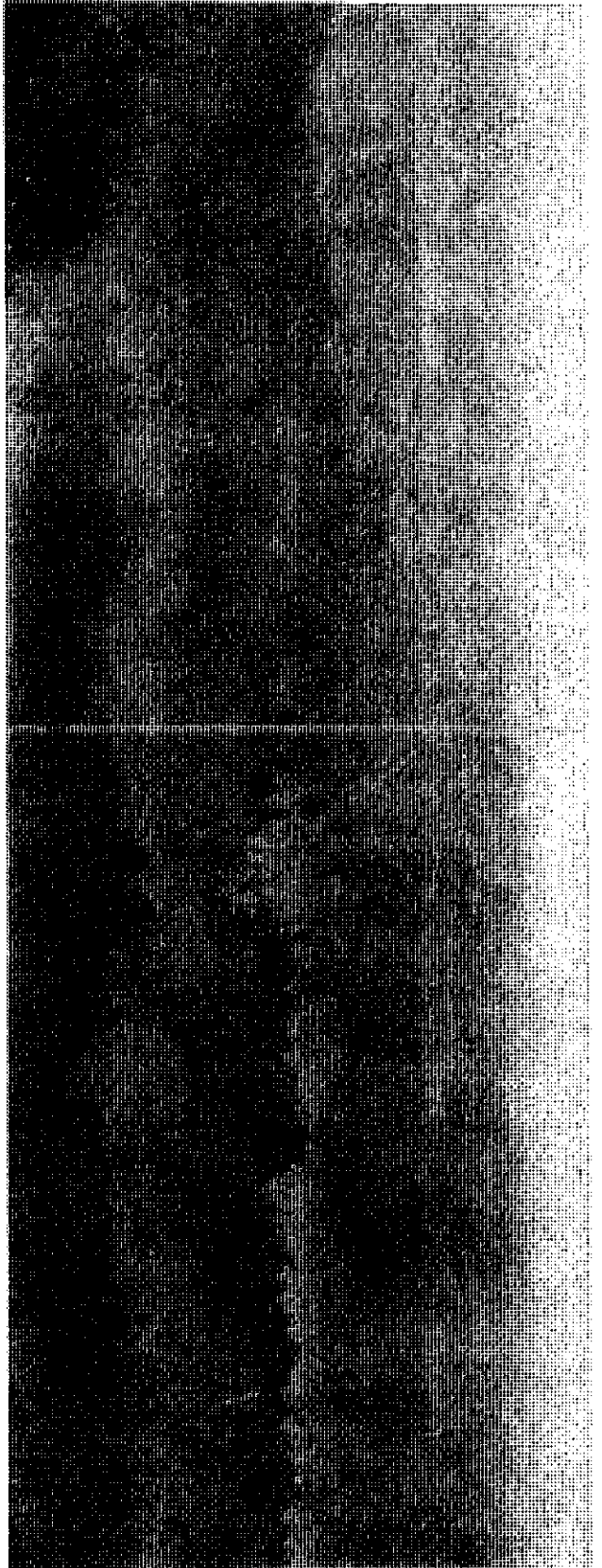
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COMMUNICATION

CW - February 22/11

ITEM # - Presentations & Deputations

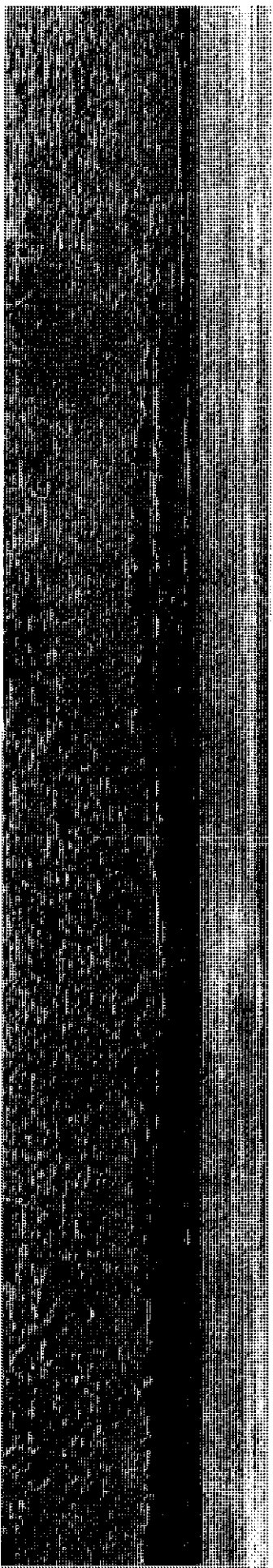
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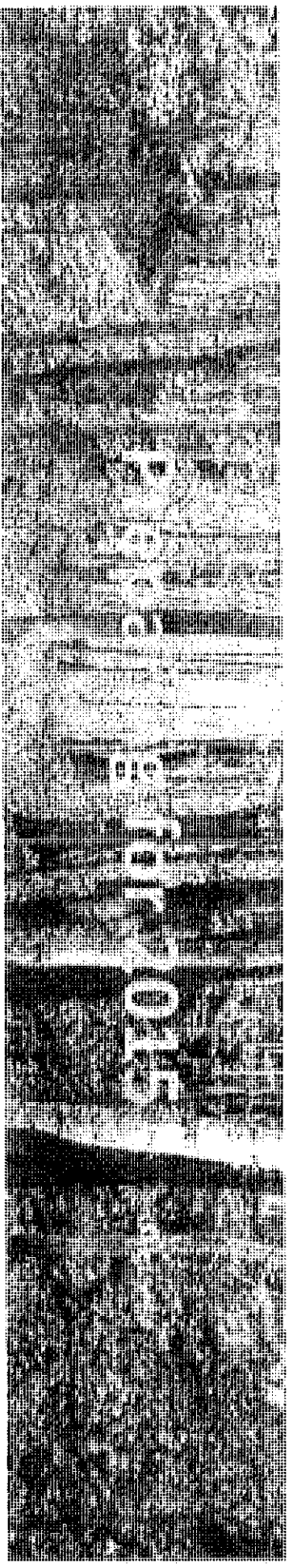


## **Measuring Success on the Oak Ridges Moraine**

Presented by:

Kim Gavine, Executive Director  
Oak Ridges Moraine Foundation

- 
- Stopped funding in 2009
  - Considered closure/overwhelming response from stakeholders/still a role to play!
  - Key focus
    - ORM co-ordination
    - Legacy projects i.e. trail kiosks
    - Preparation for 2015 ORMCP Review
    - Seek re-investment from the Provincial and Federal Governments

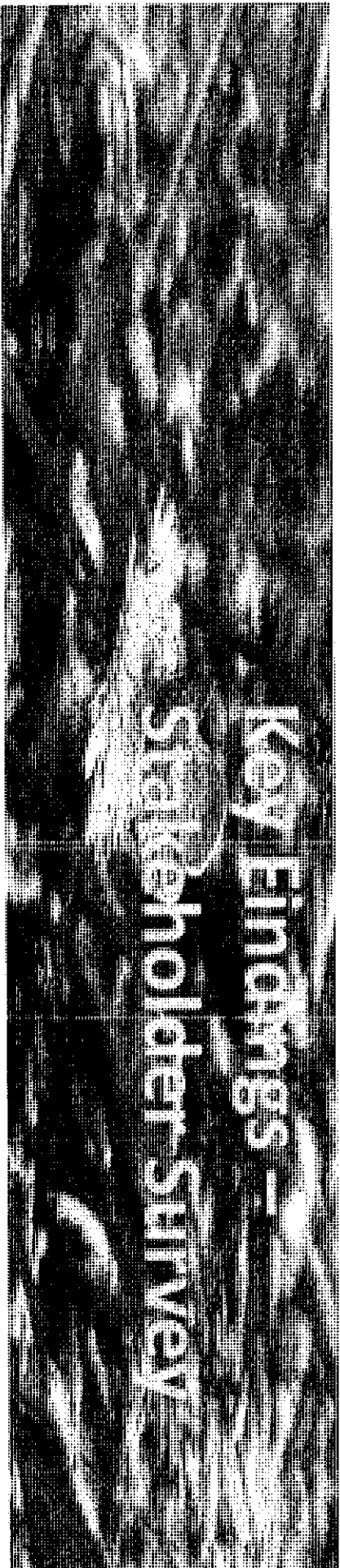


- Health of ORM in a Watershed Context
- Health of ORM in a Landscape and Municipal Context (Ecological Baseline)
- Improvements to the Oak Ridges Moraine Trail
- Compliance Monitoring- Assessing Policy and Regulatory Agency Compliance to the ORMCP
- Assessment of Stakeholder Awareness, Support and Concerns
- Progress in Land Securement
- Progress in Land Stewardship
- Progress in Education and Research



# Findings – Stakeholder survey

- ORMCP is a good plan but changes needed at 2015
  - Harmonization of provincial policies and plans
  - Long term governance
  - Effective monitoring
  - Aggregate extraction
  - Hardship on local municipalities and local economies
  - Transition policies
  - Simplification of small-scale development
  - Boundary adjustments
  - Administration and relationship of the permit to take water
  - Expansion of urban development into countryside area designations



## Key Findings – Stakeholder Survey

- Over 80% felt that the ORMF has provided positive contributions
- Weaknesses – promotion of successes and achievements, partnerships with development, aggregate industry
- Funding Priorities – land securement (43%), public education (36%) and land restoration (23%)



# Compliance

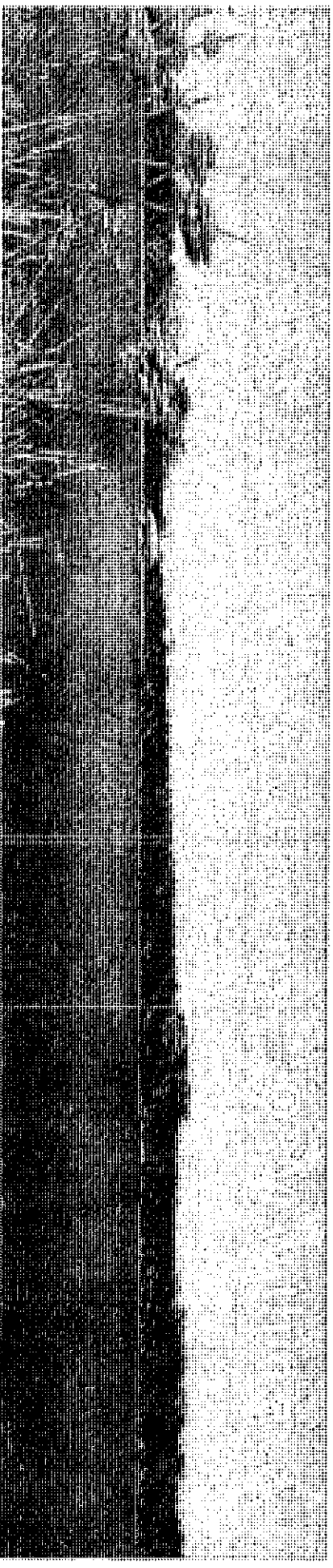
- A tremendous amount of effort has been expended by municipalities and others to ensure their respective policies, procedural and regulatory documents address the requirements of the ORMCP
- Province has met many of its obligations i.e. approval of all official plans, release of 17 technical guidelines, mapping
- Still outstanding obligations – commitment to consult with Aboriginal people, commitment to work with municipalities in developing site alteration by-laws and tree conservation by-laws
- Some municipalities have not completed watershed plans
- Lack of a monitoring or audit capability to track, assess and report on the compliance of various agencies to the ORMCP





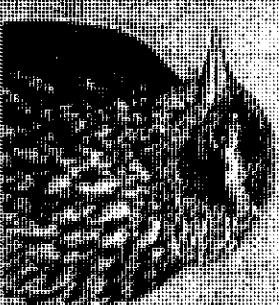
## Key Findings - Ecological Health of the ORMCP

- Simple and easily collected datasets that can be used to monitor trends in ecological integrity of the ORM and the effectiveness of the ORMCP
- Will need to be updated before 2015
- This report can serve as a baseline against which future changes in natural features can be compared



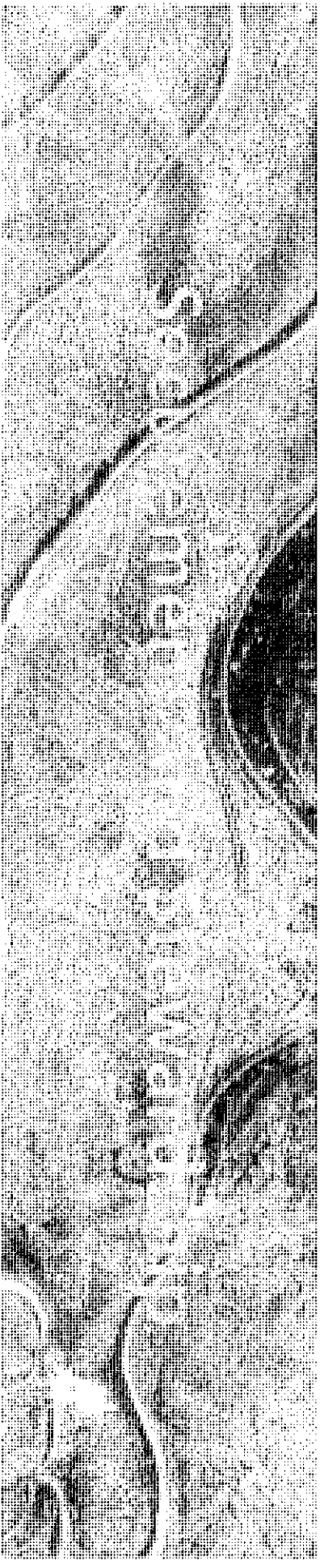
- Natural Terrestrial cover in good shape but more emphasis on restoration of forest interior, prairies and grassland habitat
- Streams on the ORM in poor shape – more restoration needed
- Lack of sufficient monitoring stations
- Lack of committed funding
- Excellent basis for establishing monitoring baseline

# Improve Opportunities to Hike on Oak Ridges Moraine Trail




## Findings:

- Policies of Section 39 of the ORMCP met
- Main east-west trail connected across entire ORM
- Significant improvements in infrastructure
- Establishment of 4 trail gateways
- Identification of opportunities for future improvements i.e. off of roads
- Maintenance of present trail and realization of potential expansions are probably not attainable under current ORTA model

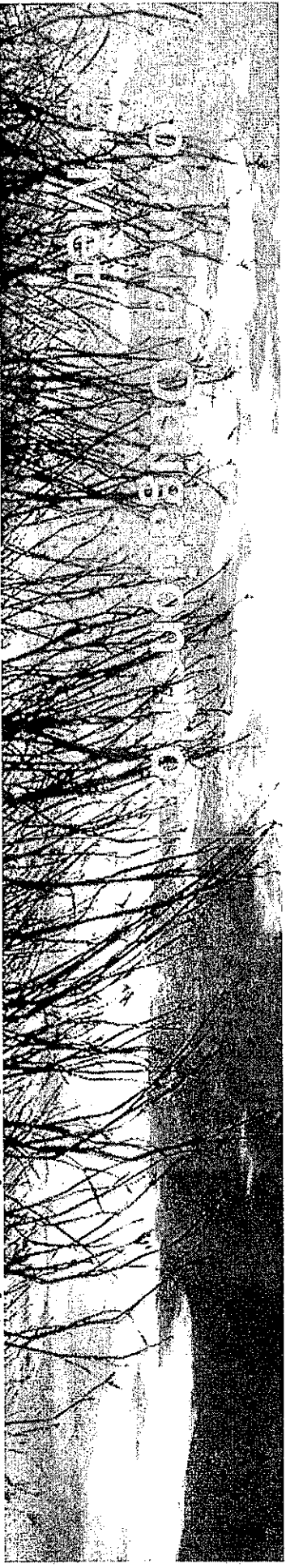


- More than 5,582 acres of conservation lands have been protected through acquisition, donation and conservation easements
- More than 1,000 acres of conservation lands have been enhanced through stewardship projects such as tree planting, wetland creation, habitat management, prairie restoration and livestock diversion

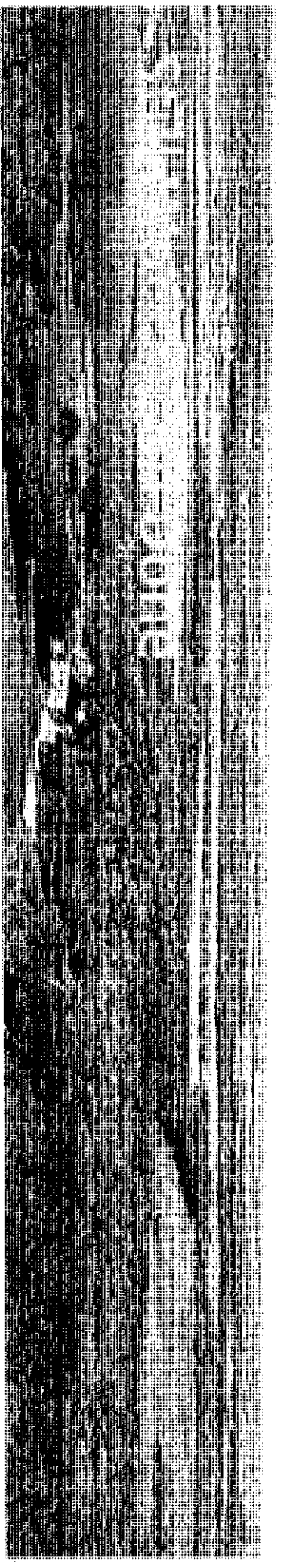


## Research and Education

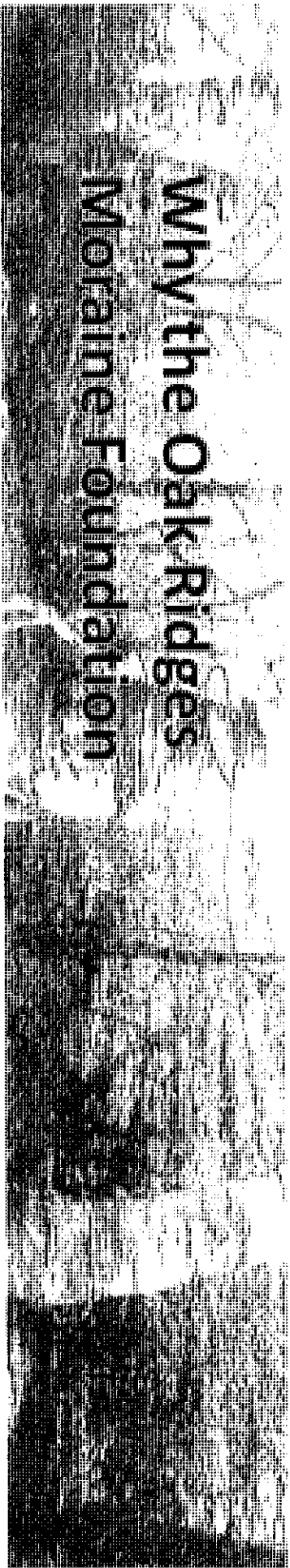
- ORMF has supported research efforts by universities, colleges and non-government organizations in order to fill knowledge gaps on the ORM
- More than 5,700 school children have learned about the importance of water and wildlife protection on the ORM
- 1,000s more have been educated through a variety of Moraine programs



- A data management system has yet to be developed in cooperation with municipalities, conservation authorities and appropriate stakeholders
- The proposed monitoring program for the Greenbelt (including the ORM) has fallen short of expectations insofar as it has identified an insufficient number of effective performance indicators
- Provincial assistance has been insufficient to assist municipalities in the interpretation and application of policies and technical aspects of the ORMCP
- Lack of provincial oversight or tracking of decision-making to comply with the requirements of the ORMCP



- Trail still on public roads
- Continued land restoration – focus on streams, interior forest and grassland areas
- Securement to protect key water resources
- Continued education and outreach
- Monitoring in preparation for 2015



## Why the Oak Ridge Moraine Foundation

- We have a role to play leading up to 2015
- Dependable facilitator of meaningful/substantive results (\$15 million into \$50 million)
- Catalyst for partnership, collaboration and cooperation
- Best positioned/equipped to do the work that remains to be done



## Our Request to the Province

- To continue and expand policy and monitoring, land restoration, land securement and education and outreach until review of the ORMCP in 2015
- \$4 million policy and monitoring
- \$3 million land restoration
- \$2 million land securement
- \$2 million education and outreach
- \$11 million



**WESTON CONSULTING GROUP INC.**

'Land Use Planning Through Experience and Innovation'

November 1, 2010  
File No. 4742

C 3

**COMMUNICATION**

CW - February 22/11

**ITEM # - Presentations & Deputations C)**

Mayor and Members of Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mayor and Members of Council,

**Re: Official Plan and Zoning Amendment Applications OP.07.001, Z 09.38  
Casertano Development Corporation (Greenpark Group of  
Companies)("Casertano")**

**Official Plan and Zoning Amendment Applications OP.09.006, Z.09.37  
Sandra Mammone ("Mammone")**

**West side of Jane Street and east side of Vaughan Mills Circle, north of future  
Bass Pro Mills Drive extension and south of Rimrock Gate**

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I am writing on behalf of Casertano and Mammone to request that the above applications be processed for consideration by Council in advance of the preparation of the Vaughan Mills Centre Secondary Plan.

In the balance of this letter, I will present the justification for this request which is based on the criteria adopted by Council as part of the new Official Plan.

**Original Submission**

The above applications are for official plan and zoning amendments to permit high-rise apartments with grade-related retail/service commercial uses. The Casertano official plan amendment application was submitted in 2007, but was placed in abeyance pending the outcome of the Jane Street land use planning review. In October/November 2009, the Casertano official plan amendment application was revised, and supplemented by the submission of a rezoning application, all in conjunction with the submission of parallel official plan and zoning applications for the adjoining lands owned by Sandra Mammone.

Since  
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Vaughan, Ontario, L4K 5K8  
Tel. 905-738-8080

Oakville Office: 1660 North Service Road East, Suite 114,  
Oakville, Ontario, L6H 7G3  
Tel. 905-844-8749

1-800-363-3558 Fax. 905-738-6637 [www.westonconsulting.com](http://www.westonconsulting.com)

As encouraged by the Development Planning Department, the applications for the two properties were completely co-ordinated. The submissions were supported by reports for the two sites combined, as follows: (1) a Planning Justification Report prepared by Weston Consulting, (2) an Urban Design Brief prepared by Kirkor Architects and Weston Consulting; (3) a functional servicing report prepared by Cole Engineering; (4) a traffic impact and parking demand study prepared by Paradigm Transportation Solutions; and (5) a noise and vibration report prepared by Valcoustics. The owners jointly funded all studies. They also paid significant application fees to the municipality (\$316,505.68 by Casertano and \$259,615.69 by Sandra Mammone).

### **Public Meeting and Deferral**

The applications were considered together at a public meeting held by the Committee of the Whole on January 12, 2010, at which time the Committee directed staff to place the applications in abeyance pending the outcome of the City of Vaughan Official Plan review. With the adoption of the new Official Plan on September 7, 2010, the review is now complete.

### **Revised Proposal**

By letter dated June 23, 2010 (attached), I advised Council that the owners had decided to revise their proposals to respond to input received from Council and staff. Attached to the letter were revised concept plans showing a tower height range of 18-27 storeys which was generally consistent with the maximum height of 24 storeys that was suggested by Urban Strategies in their December 2009 comments on the applications.

As a result of the reduction in building height, the revised concept entailed a reduction in the total number of units from 3,650 to 2,821, and a reduction in the overall density from approximately 5.0 FSI to approximately 3.75 F.S.I.

### **New Vaughan Official Plan**

The new City of Vaughan Official Plan identifies the Vaughan Mills Centre and adjoining parcels, including the Casertano and Mammone lands, as a Primary Centre where mixed use development and intensification are encouraged. The Vaughan Mills Primary Centre is designated "High Rise Mixed Use". The maximum density and height have not yet been determined, pending the completion of a secondary plan.

The development proposed for the subject lands is in keeping with direction provided by the new Official Plan, as will be explained below.

The general policy in the new Official Plan is that no zoning amendments will take place in areas where Secondary Plans are required until the Secondary Plan has been adopted. Flexibility is provided, however, in the following policy:

*“Notwithstanding the policies concerning the Required Secondary Plan Areas identified in Schedule 14, Council may permit the continuance of processing of an existing development application submitted prior to May 17, 2010, when it is demonstrated to Council's satisfaction that the proposed development is generally compatible with the vision contemplated in the Official Plan; is significant in terms of its contribution to city-building; and that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a secondary plan process” (10.1.1).*

### **Request and Justification**

On behalf of Casertano and Mammone, we hereby request that Council authorize staff to continue processing the official plan and zoning amendment applications as contemplated by the above-quoted policy.

The official plan amendment applications may no longer be required since the proposed developments are in keeping with the land use vision of the new Official Plan. However, we would ask that they continue to be processed because it may take some time for the new Vaughan Official Plan to be finally approved.

The justification for processing the applications is presented under four headings, based on the new Official Plan's criteria: (1) date of submission of the applications; (2) compatibility with the vision in the new Official Plan; (3) significance for City-building; and (4) adverse effects of having to wait for the completion of a secondary plan.

### Date of Submission

The Casertano official plan amendment application was submitted in 2007, and the other development applications were submitted in 2009, all well before May 17, 2010, which is the qualifying date for consideration.

We would also note that the applications were the subject of a public meeting in January 2010, and that the Committee of the Whole deferred consideration of the applications pending completion of the Official Plan review. That review is now complete.

### Compatibility with the Vision

Council's primary direction as expressed in the new Official Plan is “to establish a land-use planning framework and make decisions that will foster the continued transformation of Vaughan into a vibrant and sustainable city” (2.1.2.1). This will be achieved by pursuing twelve “overarching strategies”, eight of which would be advanced by the approval of the development proposed by Casertano and Mammone.

The analysis below sets out the eight relevant strategies in italics, and comments on how they would be advanced by the approval of the Casertano and Mammone development proposals.

- (a) *"identifying natural features, agricultural lands and rural areas where urban growth is not to be directed."*

The subject properties are within the existing built-up area, and accordingly are located within the area where growth is directed by the City's strategy.

- (b) *"directing a minimum of 45% of residential growth through intensification and identifying Intensification Areas as the primary locations for accommodating intensification within Vaughan's built-up areas."*

The subject lands are within a designated Primary Centre, which is one of the intensification areas to which growth is directed in the City's strategy.

The Casertano/Mammone proposals yield a total of 2,821 units, which is about 10% of the total demand for units within the built boundary to the year 2031 (see "Housing Analysis and Employment Land Needs", Hemson Consulting, April 2010, Table 6).

Accordingly, approval of the requested rezonings would make a significant contribution towards Vaughan's intensification strategy as expressed above.

- (c) *"ensuring that the character of established communities is maintained."*

Because the Casertano/Mammone lands are not located within or adjacent to an established residential community, there is no impact on the character of any such communities. The nearest residential uses, in the northeast quadrant of Jane Street and Rutherford Road, have a high-rise residential character like the proposals for the subject lands.

- (e) *"ensuring a sufficient supply of employment lands are maintained to support economic growth."*

The Casertano/Mammone lands are located within a commercial area, not an employment area. However, the development proposals for both sites provide for retail/service commercial and office uses at the first and second floor levels, which will create on-site employment, thereby providing locations for population-related employment outside of an employment area.

- (f) *"identifying a hierarchy of mixed-use centres to be developed in a compact form and at appropriate densities to support transit service and promote walking and cycling".*

The Casertano/Mammone lands are located within the Vaughan Mills Primary Centre. A primary centre is at second rank within the hierarchy of centres. At an average density of approximately 3.75 F.S.I., the proposed developments are compact in form, and will support the future implementation of a rapid transit corridor along Jane Street, as envisaged by York Region and the City of Vaughan. In the meantime, the future residents will have convenience of the existing Jane Street bus service and the existing YRT bus terminal, not to mention the employment opportunities and the vast array of commercial services within the Vaughan Mills Centre, all within immediate walking distance.

- (g) *"promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly at VIVA stations, GO stations and future rapid transit stations."*

The subject lands are within a Regional Rapid Transit Corridor (Vaughan Official Plan, Schedule 10), and adjacent to the Vaughan Mills YRT bus station. The proposed high density development is in an excellent location for promoting the use of public transit, as envisaged in the above strategy. The proposed mix of uses includes pedestrian-oriented retail and service commercial uses at grade, which would be conveniently accessible to residents on the way to and from the bus stop.

- (h) *"providing for a diversity of housing opportunities in terms of tenure, affordability, size and form."*

As noted in the new Official Plan, Vaughan's community areas are primarily low-rise residential areas at the present time. The proposed Casertano/Mammone development contains high-rise apartment units which will help diversify the City's housing stock and will help transform the City as envisaged in the Official Plan.

- (i) *"establishing a culture of design excellence with an emphasis on providing for a high-quality public realm, appropriate built form and beautiful architecture through all new development"*

We have received very favourable comments from staff on the Urban Design Guidelines that accompanied the development applications. Adjustments have been made to respond to staff's suggestions for courtyards opening out from the public sidewalks along Jane Street and the future extension of Bass Pro Mills Drive. The public realm is also enhanced by the proposed provision of a public parkette in a prominent location at the northwest corner of Jane Street and Bass Pro Mills Drive.

The new Vaughan Official Plan designates the Casertano/Mammone lands as "High-Rise Mixed Use". A high-rise building is defined as a building that exceeds 12 storeys in height. The proposed development achieves the land uses and building heights envisaged in this designation.

### Significant Contribution to City-Building

The proposed Casertano/Mammone development would make a significant contribution to city-building by concentrating a large number of units (2821, or about 10% of the total City demand for intensification units) in a location that is highly supportive of public transit, both existing and proposed.

In addition, the proposed development will help diversify the City's housing stock, which, at the present time, is primarily ground-oriented. Finally, because the residents of the development would have an array of commercial facilities and employment opportunities within easy walking distance, approval of the proposal would reduce the need to travel by automobile for a large number of residents.

The significance of this particular site to the success of the future Jane Street rapid transit line cannot be over-emphasized. Unlike the Casertano and Mammone sites, most of the rest of the Jane Street corridor is already developed, and redevelopment may not become feasible for many years. The employment area designations between the Vaughan Metropolitan Centre and Rutherford Road will inhibit significant intensification along much of the corridor.

Early approval of the zoning amendments for the Casertano and Mammone sites will help to ensure construction of the apartments begins at the earliest possible date, thereby helping to establish this project and build the case for public investment in rapid transit along Jane Street.

### Adverse Effects of Delay

At the present time it is not known when the Vaughan Mills secondary plan will be commenced or completed. Because the City has several significant secondary plans to prepare, for both intensification areas and new community areas, and because there are no other known development pressures within the Vaughan Mills Primary Centre, it is difficult to anticipate what priority would be given to the initiation and completion of the Vaughan Mills secondary plan.

A delay in the rezoning approval is not warranted because the proposed developments are in keeping with the vision for the Vaughan Mills Centre, and because of the city-building potential of the project as described above.

In our submission, the City should take advantage of the current interest of Casertano and Mammone in working together and proceeding with developments that are completely in line with the overarching objectives of the City's new Official Plan. The fallback position of the owners, i.e. to develop in accordance with the existing commercial zoning, will not achieve the transformation the City so rightly seeks.

## Conclusion

In conclusion, Casertano and Mammone are ready to proceed with a complete resubmission based on the concept that was provided in June, in order that the processing of the rezoning applications may be reactivated in advance of the initiation of the secondary planning process.

We would request that Council provide the required direction to staff, since all of the Official Plan's criteria are satisfied, as set out in this letter.

Yours truly,

**Weston Consulting Group Inc.**

Per:

A handwritten signature in black ink, appearing to read "Alan Young", written in a cursive style.

Alan Young BES MSc MCIP RPP  
Senior Associate

cc. Councillor Sandra Yeung-Racco, City of Vaughan  
Joe DiGiuseppe, Greenpark Group of Companies  
Sandra Mammone  
Cliff Korman, Kirkor Partnership  
Vincent Santamaura, SRN Architects  
John Zipay, City of Vaughan  
Grant Uyeyama, City of Vaughan  
Stephen Lue, City of Vaughan  
Augustine Ko, Region of York





**WESTON CONSULTING GROUP INC.**

'Land Use Planning Through Experience and Innovation'

June 23, 2010

File No. 4742

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

Dear Sir:

**Re: Draft City of Vaughan Official Plan - April 2010**  
Casertano Development Corporation ("Casertano") and Sandra Mammone  
"Mammone")  
Vaughan Mills Primary Centre – West side of Jane Street  
File # OP.25.1

Further to our written submission dated May 14, 2010 in relation to the Draft City of Vaughan Official Plan – April 2010 and subsequent deputation made at the public hearing on May 17, 2010 regarding the Casertano and Mammone official plan and zoning amendment applications, we are pleased to submit the attached revised concept plans for the Casertano and Mammone sites which respond to input from the Committee of the Whole at the public hearing held on January 12, 2010, City Staff and the City's Official Plan review consultants.

The revised plans show a tower height range of 18-27 storeys, which is generally consistent with the maximum height of 24 storeys suggested by Urban Strategies in December 2009.

As expressed in our previous submissions, it is our opinion that the completion of a Secondary Plan for the Vaughan Mills Primary Centre is not necessary for the Casertano and Mammone applications to proceed to approval. Our submissions in support of these applications were prepared and submitted on a joint basis and constitute a Tertiary or Neighbourhood Plan for the remaining undeveloped lands within the Primary Centre.

The approval of the Casertano and Mammone applications and commencement of the building program will help make the case for a future rapid transit line proposed for Jane Street to serve the future hospital at Jane Street and Major Mackenzie Drive. Intensification would occur in this Rapid Transit Corridor without converting employment lands or impacting any stable, low-rise residential areas.

Our work that has been provided with the applications shows how the proposed developments fit into the existing context. Included is a highly visible park to be dedicated to the City, as well as pedestrian connections and linkages to the Vaughan Mills Shopping Centre and existing transit terminal.

Since  
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Main Office: 201 Millway Avenue, Unit 19,  
Vaughan, Ontario, L4K 5K3  
Tel. 905-738-8080

Oakville Office: 1660 North Service Road East, Suite 114,  
Oakville, Ontario, L6H 7G3  
Tel. 905-844-8749

1-800-363-3558 Fax. 905-738-6637 [www.westonconsulting.com](http://www.westonconsulting.com)

The subject properties will be predominantly residential with a grade-related commercial component on each property. Approval of the applications will transform Vaughan Mills into a mixed-use centre as proposed in the draft Official Plan.

The densities proposed with the revised plans have been reduced to 3.5 to 4.0 FSI on the two sites. These densities are well below the maximum density being proposed for the Vaughan Metropolitan Centre (VMC).

At the public meeting, the Committee of the Whole directed staff not to bring the Casertano and Mammone applications back for a decision pending completion of the Official Plan review. We did not oppose this deferral because, at that time, adoption of the new Official Plan was scheduled for June 2010.

We would be pleased to refine our submission further to create a "Tertiary Plan" or "Neighbourhood Plan" to respond to the policies in the Draft Official Plan, and which could be incorporated into the new Official Plan.

On this basis and the comments provided, and because the applications were submitted prior to the adoption of the new Official Plan, we think that the Casertano and Mammone development applications should be exempted from the Secondary Plan requirement. This will help these lands proceed to development as soon as possible, thereby promoting the provision of rapid transit within the Jane Street corridor.

We look forward to continued discussions regarding this matter.

Yours truly,  
**Weston Consulting Group Inc.**  
Per:



Alan Young, BES MSC MCIP RPP  
Senior Associate

cc. Joe DiGiuseppe, Greenpark Group of Companies  
Sandra Mammone  
John Zipay, City of Vaughan  
Diana Birchall, City of Vaughan  
Grant Uyeyama, City of Vaughan  
Stephen Lue, City of Vaughan  
Pino DiMascio, Urban Strategies  
Emily Reisman, Urban Strategies

Attachments (2): Revised Proposed Site Plan (Combined) and Proposed Massing (Combined)

### GREENPARK SITE

OVERALL AREA: 28,254 sq ft (262,864 sq ft)  
SUN PROTECTED (estimated): 14,128 sq ft (55,114 sq ft)  
OVERALL UNIT COUNT (estimated): 1,537  
PROPOSED RENTALS: 2,125 sq ft (2,125 sq ft) (underground level)  
PROPOSED UNIT (estimated): 1.12  
COMMERCIAL AREA: 1,125 sq ft (1,125 sq ft)  
BASEL AREA (estimated): 1,125 sq ft (1,125 sq ft)

### STAMMONE SITE

OVERALL AREA: 20,515 sq ft (205,155 sq ft) (including East Fire Deck)  
SUN PROTECTED (estimated): 14,128 sq ft (55,114 sq ft)  
OVERALL UNIT COUNT (estimated): 1,537  
PROPOSED RENTALS: 2,125 sq ft (2,125 sq ft) (underground level)  
PROPOSED UNIT (estimated): 1.12  
COMMERCIAL AREA: 1,125 sq ft (1,125 sq ft)  
BASEL AREA (estimated): 1,125 sq ft (1,125 sq ft)

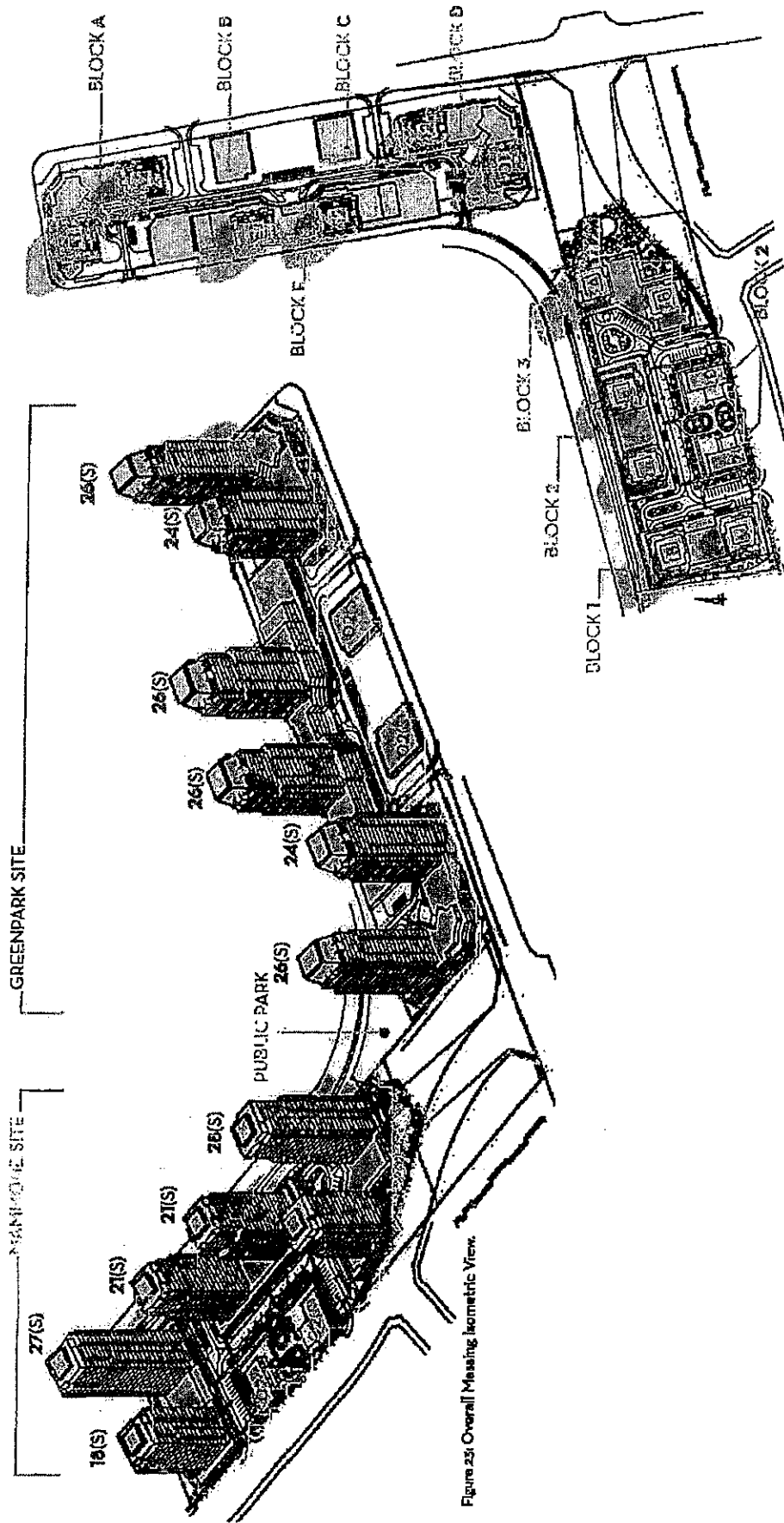


Figure 23 Overall Massing Isometric View

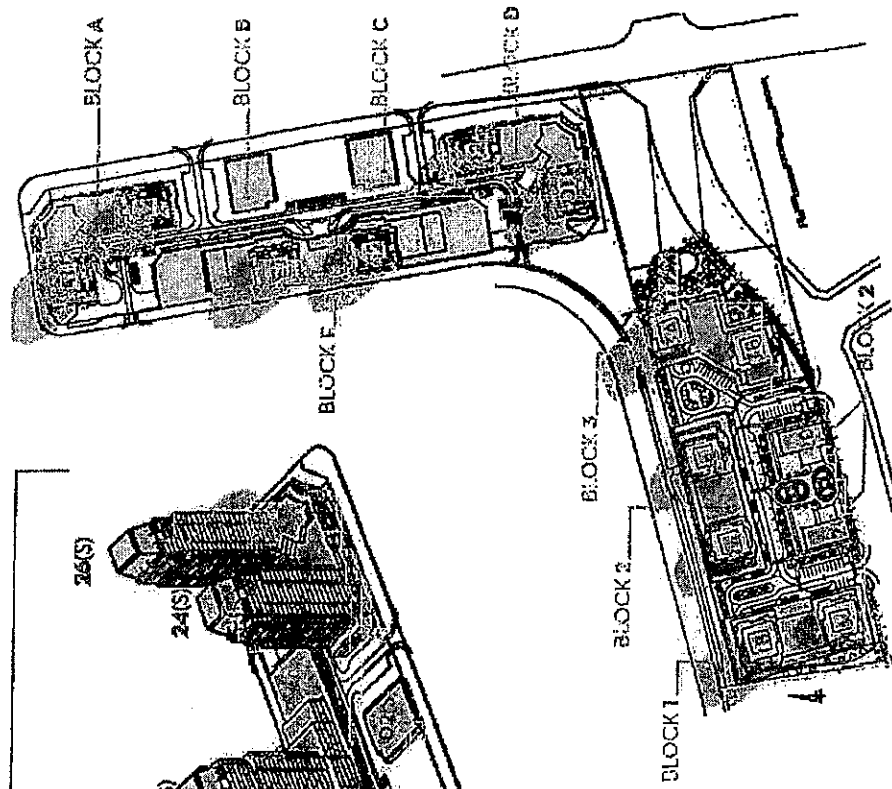


Figure 24 Massing Plan

c 4

## COMMUNICATION

CW - February 22/11ITEM # - Presentations & Deputations d)

**From:** Eddy Aceti [eaceti@pathcom.com]  
**Sent:** Monday, January 31, 2011 2:22 PM  
**To:** Bellisario, Adelina  
**Subject:** RE:

Hi Adelina,

would like to attend the next city council meeting at 3pm February 22nd. The topic I'd like to discuss is traffic on Melville Ave. between Rutherford & Major Mackenzie. I find the traffic to be, at times, as heavy as that you would find on Jane St. There is currently 5 bus routes using Melville & heavy trucks consistently use Melville. Everyday dump trucks, 18 wheel tractor trailers, roll-offs, etc are using Melville. On top of the local traffic Melville is being used by outside traffic as a go between Rutherford & Major Mackenzie. All this heavy traffic is very noisy & when it gets moving above the speed limit, which it often does, it is a danger to the residents.

In the interest of increasing safety for the kids at Maple High school, & for the kids playing at one of the 2 parks on Melville I am seeking to have the speed limit on Melville reduced to 40km & have heavy vehicles restricted from using the street. Much greater measures have been implemented on Melville north of Major Mackenzie and may be useful to my side also.

Please do not hesitate to contact me with any questions; I look forward to hearing from you on the matter.

Regards,

*Eddy Aceti, BA, CGA*

***Certified General Accountants***

3581A Dundas St W, 2nd Fl  
 Toronto, ON M6S 2S8  
 ☎ tel: 416 604 2590 ext.101  
 ☎ fax: 416 233 6167  
 ✉ [eaceti@pathcom.com](mailto:eaceti@pathcom.com)

***A Step in the Right Direction***

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**From:** Bellisario, Adelina [mailto:Adelina.Bellisario@vaughan.ca]  
**Sent:** Monday, January 31, 2011 2:10 PM  
**To:** 'eaceti@pathcom.com'  
**Cc:** Abrams, Jeffrey  
**Subject:** RE:

Mr. Aceti,

As per the Procedural By-law (Section 202 - Deputations and Presentations), a detailed written request shall be submitted to the City Clerk's Office by 12:00 noon on the Tuesday, of the second week prior to

the meeting. Please forward us more details with respect to your request. Also, please advise which Committee of the Whole meeting you would like to make your deputation at. The next few meetings are as follows:

February 22, 2011

March 22, 2011

April 12, 2011

Please note deputations are heard at 3:00 p.m. and are 5 minutes in length.

*Adelina Bellisario*

*Assistant City Clerk*

*City of Vaughan*

*Tel: 905-832-8585, Ext. 8698*

*Fax: 905-832-8535*

---

**From:** Eddy Aceti [mailto:[eaceti@pathcom.com](mailto:eaceti@pathcom.com)]

**Sent:** Sunday, January 30, 2011 08:18 AM

**To:** Abrams, Jeffrey

**Subject:**

To whom it may concern,

I'd like to be deputized at the next city council meeting. The topic I'd like to address the council members with is traffic on Melville Ave.

Regards,

Eddy Aceti, BA, CGA  
Certified General Accountants  
3581A Dundas St W, 2nd Fl  
Toronto, ON M6S 2S8  
tel: 416 604 2590 ext.101  
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A Step in the Right Direction

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**BRATTY AND PARTNERS, LLP**  
BARRISTERS AND SOLICITORS

PLEASE REFER TO:  
Barry Horosko (Ext: 339)  
Email: bhorosko@bratty.com  
Caterina Facciolo (Ext: 293)  
Email: cfacciolo@bratty.com  
Telephone: (905) 760-2700

February 7, 2011

*Delivered via E-mail*

Committee of the Whole  
2141 Major Mackenzie Drive  
Vaughan, Ontario. L6A 1T1

c 5  
COMMUNICATION  
CW - February 22/11  
ITEM # - Presentations & Deputations e)

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

Dear Chair and Members of the Committee of Whole:

**Re: Official Plan and Zoning Amendment Applications OP.08.005 and Z.08.022  
7777 Weston Road, City of Vaughan  
2159645 Ontario Inc. c/o Liberty Development Corporation**

We are the solicitors acting on behalf of 2159645 Ontario Inc. (Liberty Development Corporation), with respect to the above referenced property.

We are writing to request that we be placed as a deputation on the agenda of the Committee of the Whole meeting scheduled for February 22<sup>nd</sup> at 1:00pm. The nature of the deputation is to request that the subject applications be processed for consideration by Council in advance of the preparation of the Highway 7 and Weston Road Secondary Plan.

Please find enclosed our letter addressed to the Mayor and Members of Council dated February 4, 2011 outlining the nature of the applications and our justification in proceeding ahead of the preparation of the Secondary Plan.

Yours truly,

**BRATTY AND PARTNERS, LLP**

  
Barry A. Horosko

encl:

cc: *See list attached*

Liberty Development Corporation  
Peter Weston, Weston Consulting Group Inc.  
Councillor DeFrancesca, City of Vaughan  
Heather Wilson, City of Vaughan  
John Zipay, City of Vaughan  
Grant Uyeyama, City of Vaughan  
Christina Napoli, City of Vaughan  
Augustine Ko, Region of York





**WESTON CONSULTING GROUP INC.**

'Land Use Planning Through Experience and Innovation'

February 4, 2011

File No. 4654-1

Mayor and Members of Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mayor and Members of Council,

**Re: Official Plan and Zoning Amendment Applications OP.08.005 and Z.08.022  
7777 Weston Road, City of Vaughan  
2159645 Ontario Inc. c/o Liberty Development Corporation**

---

**Executive Summary**

Liberty Development's applications are representative of the kind of development that the City envisions for this major intersection in the vicinity of the Vaughan Metropolitan Centre. The proposal has considerable merit by virtue of the site's location at a prominent corner at a Regional Corridor. Redevelopment of an obsolete use on the subject site for a "true" high density mixed-use development will support the planned transit initiatives and contribute to transforming Vaughan into an attractive, vibrant and sustainable city.

Liberty Development are herein requesting that Council resolve that the development applications at 7777 Weston Road can proceed for a Final Report notwithstanding Policy 10.1.1.4 of the newly adopted Official Plan for the following reasons:

1. The original applications were filed with the City in April 2008, which is outside the May 17, 2010 cut-off date to be eligible for consideration, as identified in Policy 10.1.1.10; and
2. The applications respond to the criteria and objectives identified in Policy 10.1.1.10 and Policy 2.1.3.2 of the new Official Plan, providing sufficient justification for processing the applications in advance of the secondary plan.

**Introduction**

We are the Planning Consultants acting for Liberty Development Corporation ("Liberty"), the owner of the above referenced site. We are writing to request that the above noted Official Plan and Zoning Amendment applications be processed for consideration by Council in advance of the Weston Road and Highway 7 Secondary Plan.

Since  
1981

Vaughan Office: 201 Millway Avenue, Unit 18,  
Vaughan, Ontario, L4K 5K8  
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Oakville, Ontario, L6H 7G3  
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1-800-363-3558 Fax: 905-738-6637 [www.westonconsulting.com](http://www.westonconsulting.com)

This letter provides the justification for this request which demonstrates that the proposed development applications are generally compatible with the vision contemplated in the Official Plan; are significant in terms of its contribution to city-building; and that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a secondary plan process.

### **1.0 The Original Applications**

On April 23<sup>rd</sup> 2008 applications were submitted to the City of Vaughan to amend the provisions of the City of Vaughan Official Plan (OPA No. 500) and to amend the City of Vaughan Zoning By-Law 1-88, to permit a mixed-use development.

As originally filed, the Official Plan Amendment (OP.08.005) proposed to amend the "Corporate Centre District" policies of OPA No. 500 (Corporate Centre Plan), as amended by OPA No. 663 to increase the maximum permitted Floor Space Index (FSI) from 2.5 to 5.0; and increase the maximum building height from 25 m to 114 m.

The accompanying Zoning By-law Amendment Application (Z.08.022) sought to rezone the subject lands from C2 General Zone to C9 Corporate Centre Zone and to permit the zoning exceptions required to implement the concept plan.

The Applications were required to facilitate the development of three high-density residential condominium buildings, consisting of 24, 28, and 32 storey towers on the property. The three buildings would provide a total of 1050 units. This development also proposed a one to three storey landscaped podium which included street related retail and office uses, and surface and underground parking.

The Applications were considered complete in May 2008 and a Public Meeting was held on June 3, 2008. A revision addressing the comments received was subsequently submitted on December 16, 2008, which included a revised development concept and various studies, including an Urban Design Brief and Master Landscape Plan, Wind Study, Functional Servicing Report, and an updated Phase 1 Environmental Site Assessment. An updated Traffic Impact Study, Noise Study and Shadow Impact Study were submitted to the City on March 10, 2009.

On June 23, 2009, the applications proceeded to the City of Vaughan Committee of the Whole. In the Staff Report of June 23, 2009, the City of Vaughan Development Planning Staff ("Staff") recommended that the OPA and ZBL Amendment for the property be approved. Specifically, it was indicated in the staff report that the Development Planning Department can support a maximum FSI of 2.5 and a maximum building height of 25 m, which are as-of-right permissions granted by the governing official plan (OPA #663) and the implementing C9 (H) Zone, respectively. However, the Development Planning Department proposed a framework within their recommendation for the consideration of additional density and building height to be included in the Official Plan without further amendment to the plan, based on a number of criteria including but not limited to, the submission of a complete Site

Development Application, a Planning Justification Report, Traffic Study and bonusing in exchange for community benefit, which would be reviewed to the satisfaction of the City and/or appropriate external agencies. There is a clear recognition by Planning Staff in 2009 that the applications could proceed under specific circumstances, in advance of a Secondary Plan.

No action was taken by Council as the Planning Report was adjourned sine die at the request of the current owner.

In August 2009, the subject lands were transferred from 1483969 Ontario Limited c/o Franco Palladini to 2159645 Ontario Inc. c/o Liberty Development Corporation. The new owner hired a new architect, the Kirkor Architects & Planners, to prepare a revised development scheme.

## **2.0 Revised Proposal**

In November/December 2009, based on feedback received from the City, Region and other agencies, Liberty submitted a revised proposal which was supported by the following reports: (1) Planning Justification Report prepared by Weston Consulting Group, (2) an Urban Design Brief prepared by Kirkor Architects, (3) a Traffic Impact and Parking Study prepared by Cole Engineering, (4) a Noise Study prepared by Valcoustics, (5) a Wind Study prepared by Theakston Environmental Consulting Engineers, (6) a Functional Servicing Report prepared by Valdor Engineering.

The revised proposal is for a true mixed-use development consisting of two residential towers of 30 and 33 storeys, and one office tower of 10 storeys, all sharing a landscaped podium containing apartments and commercial and office uses. In particular, there is 2 storey retail building fronting Northview Boulevard, as well as a one storey office building above the two storey retail along Weston Road and a 2 storey office building above the one storey retail along Highway 7.

The proposed development has a ratio of 2:1 residential to non-residential, an optimal blend of uses for a successful mixed use development. The residential towers and podium would contain a total of 728 units. The podium would contain 11,977.31m<sup>2</sup> of commercial gross floor area, and 13,196.28m<sup>2</sup> of office gross floor area. The total gross floor area of the proposed development is 86,346.97m<sup>2</sup>. The density of the proposed development was reduced to 4.48 FSI.

A total of 1530 parking spaces would be provided. Underground parking is proposed to be shared between all uses included in the development and is proposed to be located on up to three (3) levels below grade and one level at grade. All parking and loading areas are either below grade or at grade within the podium. Vehicular access to the site would be provided from Weston Road, Northview Boulevard, and Highway 7 (via the driveway on the adjoining lands).

The primary access points for the redevelopment of the site will include: a new full-movement access driveway to Northview Boulevard located immediately east of the existing site driveway, which will be closed; and a right-in/right-out access from/to Weston Road, which is currently operating as a full-movement access driveway. A secondary driveway connection is proposed to the existing private roadway along the site's east property line. This secondary access will also serve as the service/delivery driveway. An additional entrance is proposed for the east side of the property, by way of an existing private driveway that connects Highway 7 and Northview Boulevard. The existing right-in access driveway from Highway 7 to the private driveway is proposed to be expanded to a right-in/right-out access.

The proposed development is in close vicinity to the newly constructed and operating Highway 400 Overpass at Portage Parkway/Chrislea Road. The Highway 400 Overpass connects Weston Road to Jane Street and provides a key link in the road network for the area and proposed development.

The entranceways to the underground parking garage are located within the podium at the centre of the site. This location achieves efficiencies in the layout of the underground parking garage. In addition to the proposed underground parking, at-grade enclosed parking is proposed within the podium. Loading spaces are provided within the podium at the east side of the site. The loading spaces will be accessed via the driveway on the adjoining lands.

The organizational structure of the proposed development has strategically placed each of the proposed buildings to achieve pedestrian scaled built form and address height, noise and amenity issues. The proposed development complies with the airport zoning regulation.

The pedestrian scaled built form is achieved at street level by providing for street-side retail uses adjoining Highway 7, Weston Road, and Northview Boulevard. By placing retail uses alongside these roads, the design will create a vibrant streetscape that promotes pedestrian movement.

The bulk of the proposed development in terms of height is attributed to the proposed residential towers. However, the two towers have slender floor plates with typical floor area not exceeding 880 m<sup>2</sup> and a penthouse floor area not exceeding 750 m<sup>2</sup>. With the elimination of one of the towers and the relocation of the two residential towers to the Highway 7 side of the site, the proposed residential towers will be located even further from the closest low density residential area. The closest tower will be approximately 470 metres compared with 409 metres previously. This significant separation distance confirms that there will be no overview or shadow impacts.

The revised applications were considered at a Public Meeting by the Committee of the Whole on February 2, 2010, at which time the Committee of the Whole directed that the applicant meet with staff, the Ratepayers Association and the Ward 3 Sub-Committee to discuss the concerns expressed by the deputants.

### 3.0 New City of Vaughan Official Plan

The new City of Vaughan Official Plan, adopted on September 7, 2010 identifies the Weston Road and Highway 7 Intersection, including the Liberty lands, as a Primary Centre where intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit are encouraged.

It is our view that sufficient analysis was carried out during the Official Plan Review process to approximate the heights and densities. In fact, upon initial release of the Official Plan, a schedule was included (see attached) indicating a Floor Space Index of 5.0 and a height of 24 storeys for the subject property. While this schedule was later retracted and replaced with the need for a Secondary Plan, sufficient consideration had been carried out for the subject property to proceed on a site specific basis.

The subject lands are designated "High Rise Mixed Use" (Schedule 13-R). The maximum density and height have not yet been determined and is pending the completion of the Highway 7 and Weston Road Secondary Plan (Schedule 14-A). The proposed development however, is in keeping with the land use vision and objectives of the new Official Plan.

The new Official Plan contains a policy that does not permit amendments to the Plan or the zoning by-law where it has been determined that a Secondary Plan is required but not yet completed (10.1.1.4). *It is not clear as to whether this policy is applicable to the subject applications.* However, the new Official Plan provides some flexibility where it is appropriate for an individual application to proceed before the preparation of the secondary plan. Policy 10.1.1.10 indicates:

*"Notwithstanding the policies concerning the Required Secondary Plan Areas identified in Schedule 14, Council may permit the continuance of processing of an existing development application submitted prior to May 17, 2010, when it is demonstrated to Council's satisfaction that the proposed development is generally compatible with the vision contemplated in the Official Plan; is significant in terms of its contribution to city-building; and that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a secondary plan process".*

### 4.0 Request for Processing of Applications in Advance of Secondary Plan

At this time, we are requesting on behalf of Liberty Development Corporation, that a recommendation report be brought forward to Council authorizing staff to continue processing the official plan and zoning applications per the new Official Plan Policy 10.1.1.10. The justification for processing the applications is outlined below and responds to the criteria identified in the new Official Plan, Policy 10.1.1.10.

## 5.0 Justification for Request

### *Submission of Applications*

The original applications were submitted in April 2008 with a revision in November/December 2009. This is prior to the May 17, 2010 cut off date to be eligible for consideration. The applications have been subject to two Public Meetings, one on June 3, 2008 and the other on February 2, 2010. It has been approximately 2 ½ years since the applications were filed and significant work and study has been undertaken in support of the development proposal.

### *Compatibility with the Vision of the New Official Plan*

The City of Vaughan's new Official Plan contains goals and strategic directions that will aid City Council to shape the future of the City and guide its continued transformation into a vibrant, beautiful and sustainable City. Policy 2.1.2.1 states that it is the policy of Council:

*"To establish a land-use planning framework and make decisions that will foster the continued transformation of Vaughan into a vibrant and sustainable city as articulated in Section 2.1.3 of this Official Plan and as specifically outlined in the main objectives of the Official Plan contained in Policy 2.1.3.2"*

Policy 2.1.3.2 contains 12 objectives to address the City's main land-use planning challenges and to manage future growth. The approval of the Liberty applications would essentially advance nine of these objectives. The relevant objectives that would be advanced by the approval of the Liberty proposal are as follows:

- (a) *"identifying natural features, agricultural and rural areas where urban growth is not to be directed."*

The subject properties are located within the existing built-up area along a Regional Corridor and Key Development Area, where urban growth is directed by both the Region and City.

- (b) *"directing a minimum of 45% of residential growth through intensification and identifying Intensification Areas as the primary locations for accommodating intensification within Vaughan's built-up areas".*

The subject lands are located in a designated Primary Centre which is one of the significant intensification areas to which growth is directed and development at an intensity that is supportive of transit will be located. The approval of the Liberty proposal will help the City to achieve the total demand for residential units within the built boundary to the year 2031.

- (c) *"ensuring that the character of established communities is maintained".*

The proposed residential towers will be located a significant distance from the existing residential area to the north-west, with the closest tower being approximately 470 meters away. This significant separation distance confirms that there will be no overview or shadow impacts, and the character of the existing residential community will be maintained.

- (e) *"ensuring a sufficient supply of employment lands are maintained to support economic growth."*

The Liberty lands are not located within an employment area. However, the development proposal will contain retail/commercial uses, as well as a significant office component that will supply jobs and contribute to Vaughan's economic growth. The proposed development has a ratio of 2:1 residential to non-residential, an optimal blend of uses for a successful mixed use development that will create on-site employment.

- (f) *"Identifying a hierarchy of mixed-use centres to be developed in a compact form and at appropriate densities to support transit service and promote walking and cycling."*

The proposed development is located at the north-east corner of Highway 7 and Weston Road, within the Highway 7 and Weston Road Primary Centre. A Primary Centre is at second rank within the hierarchy of Centres, with the Vaughan Metropolitan Centre (VMC) being at the top. Primary Centres are considered to be a significant location for accommodating predominately mixed-use high and mid-rise buildings, developed at intensity supportive of transit.

The Highway 7 and Weston Road intersection is a transportation focal point which currently accommodates routes for north/south and east/west bus services and has been identified by provincial and regional documents for major infrastructure investments. The location of the subject site as a Regional Corridor, within a Key Development Area and at a new transit stop makes this site appropriate to accommodate heights (i.e. 30 and 33 storeys) and densities (i.e. 4.48 FSI) that will help achieve compact urban form and transit supportive development, which are important objectives of Provincial, Regional and Municipal Policy.

- (g) *"promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly at VIVA stations, GO stations and future rapid transit stations."*

The subject lands are located within a Regional Rapid Transit Corridor and Regional Transit Priority Network (City of Vaughan Official Plan, Schedule 10). While the site is currently serviced by York Region Transit, VIVA and Toronto Commission bus routes, there are a number of transportation initiatives being undertaken by the Province, Region and City, which include the Highway 7 Rapid Transit and the University-

Spadina Subway Extension in the Vaughan Metropolitan Centre. Accordingly, Liberty's proposed high density mixed use development is at a significant location for promoting public transit which would be conveniently accessible to the residents who would live there. The proposed density and mix of uses will support the existing and planned transportation initiatives for the Highway 7 Corridor, and will also contribute to the long term vision of the Vaughan Metropolitan Centre.

- (h) "providing for a diversity of housing opportunities in terms of tenure, affordability, size and form."

The housing stock in Vaughan's community areas is primarily low-rise residential dwellings. However, the proposed development will supply high-rise condominium units in an area that offers opportunities for a more intense urban form development, helping to diversify the housing stock in Vaughan and to transform the City into a vibrant and sustainable city as articulated in the Official Plan.

- (i) *"establishing a culture of design excellence with emphasis on providing for a high quality public realm, appropriate built form and beautiful architecture through all new development."*

Liberty has prepared an Urban Design Brief in support of the development applications. This brief illustrates various elements of the development with emphasis on a high quality public realm and appropriate built form and architecture.

The development proposal enhances the public realm by integrating a public monumental featured piazza at grade and a landscaped courtyard on the 2<sup>nd</sup> floor podium with the overall architectural theme and built form. These elements join the greater city to the activities at the site, and bring residents and visitors together in the out-of-doors and create community.

The proposed monumental large open space featured piazza, at the intersection of Highway 7 and Weston Road could take the form of a fountain, sculpture, and/or a public art installation, and will guide pedestrians into the indoor glass atrium with the unity in paving pattern. The featured glass foyer serves as a link between the street activities at Weston Road and Highway 7 to the diverse garden community on the second floor. These features will be focal points providing for pedestrian activities at grade and circulation between the exterior and the internal space. By integrating streetscapes, landscaped elements and architectural treatments, the site has the potential to become a visual and cultural node. Streetscapes and sidewalks along Highway 7, Weston Road and Northview Boulevard will help define the edges of the site and create a friendly pedestrian atmosphere along the main streets.

The new Vaughan Official Plan designates the subject land as "High-Rise Mixed Use". The Official Plan defines high-rise building as a building that exceeds 12 storeys in height. The proposed development achieves the land uses and building



height envisaged in the "High-Rise Mixed Use" designation. By incorporating a mixture of land uses, high quality architecture and urban design principles, and an appropriately massed built form, the proposed development will achieve a high standard of community based design. The proposed height and small floor plate of the residential towers is desirable in terms of design and sustainability. The small floor plate essentially facilitates higher buildings but allows less consumption of land and more green space on the building lot; achieves a good relationship between the two buildings; and has less impact on the existing residential neighbourhood concerning overviews and shadows.

- (j) *"ensuring environmental sustainability through the protection of natural features and ecological functions and through the establishment of green development standards to be achieved by all new development."*

The Liberty development proposal will contain elements of sustainability and green development standards where appropriate. These include a green roof and large landscaped courtyard on the second floor podium, and a reduction in traffic as a result of creating a ratio of 2:1 residential to non-residential, an optimal blend of uses for a successful mixed use development. The proposal will also include components of a Leadership in Energy and Environmental Design (LEED) Building.

#### ***Significant Contribution to City Building***

The approval of Liberty's proposal for high-density mixed use development will have a significant contribution to Vaughan's initiatives for city building by:

- Directing intensification (i.e. 728 units) in an area that is well served by existing bus routes, and where significant infrastructure in the form of public transit (i.e. VIVA Highway 7 rapid transit and the extension of the Spadina subway line) and road improvements are planned;
- Facilitating the transformation of Highway 7 from an arterial road to a multi-purpose transit supportive urban corridor that will not only serve this major intersection and the Vaughan Metropolitan Centre, but will link it together with various centres in other municipalities;
- Providing additional variety in the type of housing choices and residential units available within the City of Vaughan. The Liberty proposal will help to diversify the type of housing available in Vaughan, which at the current time is primarily singles, semis and townhouses; and
- Providing a mix of uses that will provide housing, employment opportunities and commercial facilities so that the need to travel by automobile is reduced. The Liberty proposal provides a mix of uses for the site and close proximity of the site to existing employment uses will allow residents to live close to their place of work. This will contribute towards creating healthy, balanced and complete communities.

Approving the Liberty applications in advance of the secondary plan will have a significant contribution to city building. The Liberty Development proposal, will not only act as a catalyst for other mixed use projects to develop in this important corridor, but it will also support future investment in rapid transit.

#### ***Adverse Effects of Delay***

It is our opinion that placing these applications in any further abeyance pending the completion of a secondary plan will only delay the need to achieve desired intensification objectives as identified in the new Official Plan. The owner is of the view that marketing conditions are receptive for a true mixed use proposal and they are anxious to proceed. Delays will jeopardize the owner's ability to pre-sale units while there are optimal market conditions to ensure a successful project.

A secondary plan exercise can take several years to complete, and there is no need to delay approval of applications that are compatible with the vision of the new Official Plan and more specifically, the Highway 7 and Weston Road Primary Centre. The new Vaughan Official Plan already assigns a High Rise Mixed Use designation on these lands and the proposed high-rise residential condominium, mixed-use development is in conformity with the City's vision for this area.

The owner is ready to proceed and has direct experience in mixed use developments in York Region. This project has the opportunity to be used as a model for other developments in the City and will also act as a catalyst for mixed use projects to be developed to help the City achieve its goals for intensification. It is also important to recognize the need to develop on this corridor in order to support the subway in the Vaughan Metropolitan Centre and the future VIVA rapid transit system.

The owner has undertaken extensive study of this area, and is currently in the process of updating their traffic study to include a comprehensive study that will address development on all four quadrants of the Highway 7 and Weston Road intersection, as well as looking at pedestrian movements and various traffic improvements. The information and knowledge that is gained through Liberty's site specific applications will lay the ground work for the secondary plan exercise for this area.

#### ***Other Considerations***

These applications arise from submissions made in April 2008, long before the new Official Plan. Policy 10.1.1.5 purports to freeze applications already underway, which is contrary to the establish case law at the Ontario Municipal Board (i.e. clergy line of cases). While we believe that it is relevant to establish the Official Plan in the review of the applications filed, it is irregular to suggest that a new Official Plan would result in a single freezing of a 2 ½ year application. It is important that reasonable steps are taken to facilitate the timely processing of development applications.

We emphasize that the application was made approximately 2 ½ years ago and that the applicant, the municipality and the public have invested a considerable amount of time in proceeding to the point at which we have now arrived. We point out that as a response to this process, and other considerations, the applicant has made and submitted complete revisions to the concept and to the type of development being proposed. The applicant is also currently undertaking an area wide transportation study. The revisions and the work completed to date have been made at considerable cost and in good faith.

We find it unreasonable that the investment in the property, the application, and the process should be placed on hold for an extensive period of time, possibly over a 2 year time frame, to integrate this development into plans for other land holdings, for which no applications have been made. We anticipate negligible interest by some parties in a costly secondary plan process since many landowners are sitting on relatively new income generating properties.

In light of the above, we feel that we have earned the right to an expeditious process. An expeditious process and the redevelopment of an obsolete use on the subject property would be of significant value to the municipality.

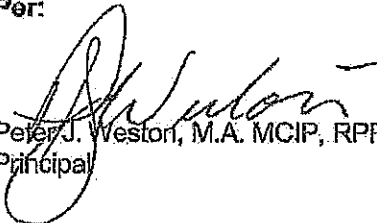
### **Conclusion**

Liberty has been patient in the processing of their own site specific application and with the City's Official Plan review. Tremendous work and effort has been undertaken to date and Liberty is anxious to continue working with all levels of staff and members of the public in order that the processing of their applications continues.

As indicated above, the work completed to date illustrates that the Liberty applications qualifies with the criteria set out in the new Official Plan, and is therefore appropriate to proceed before the preparation of a secondary plan. The Liberty proposal has considerable merit and is the type of development that is appropriate for this major intersection and that the City envisions in this Primary Centre.

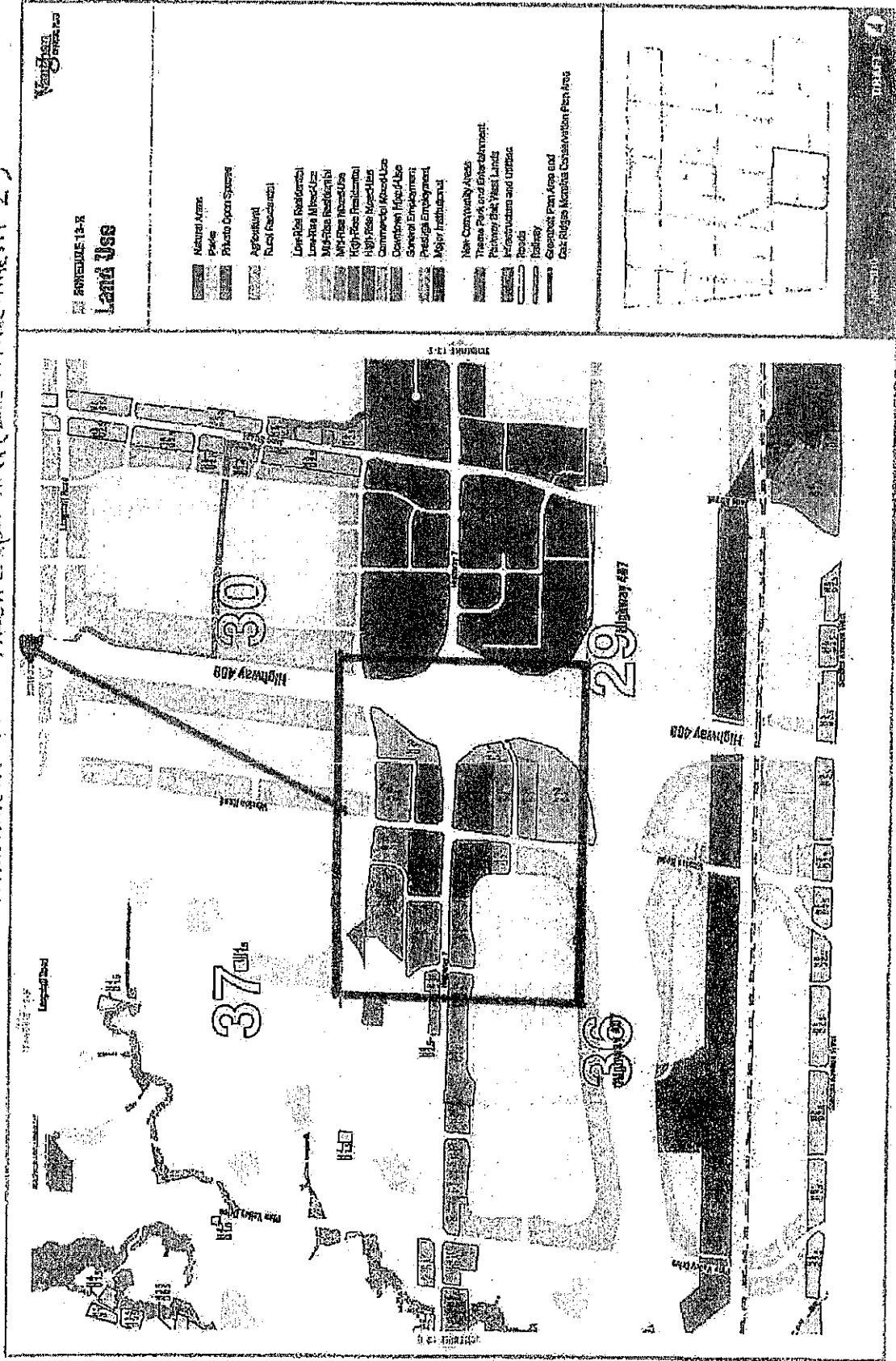
Accordingly, we request that Council provide the required direction to staff and that a recommendation report be brought to Council requesting that the Liberty applications continue to be processed in advance of the secondary plan.

Yours truly,  
**Weston Consulting Group Inc.**  
Per:

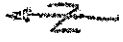
  
Peter J. Weston, M.A. MCIP, RPP  
Principal

Cc. Fred Darvish and Lezile Phillips, Liberty Development Corporation  
Cliff Korman, Kirkor Architects  
Barry A. Horosko, Bratty and Partners, LLP  
Heather Wilson, City of Vaughan  
John Zipay, City of Vaughan  
Grant Uyeyama, City of Vaughan  
Christina Napoli, City of Vaughan  
Augustine Ko, Region of York

Attachment 1: AREA EXPLORED (see Attachment 2)



Attachment 2 EXPANDED AREA

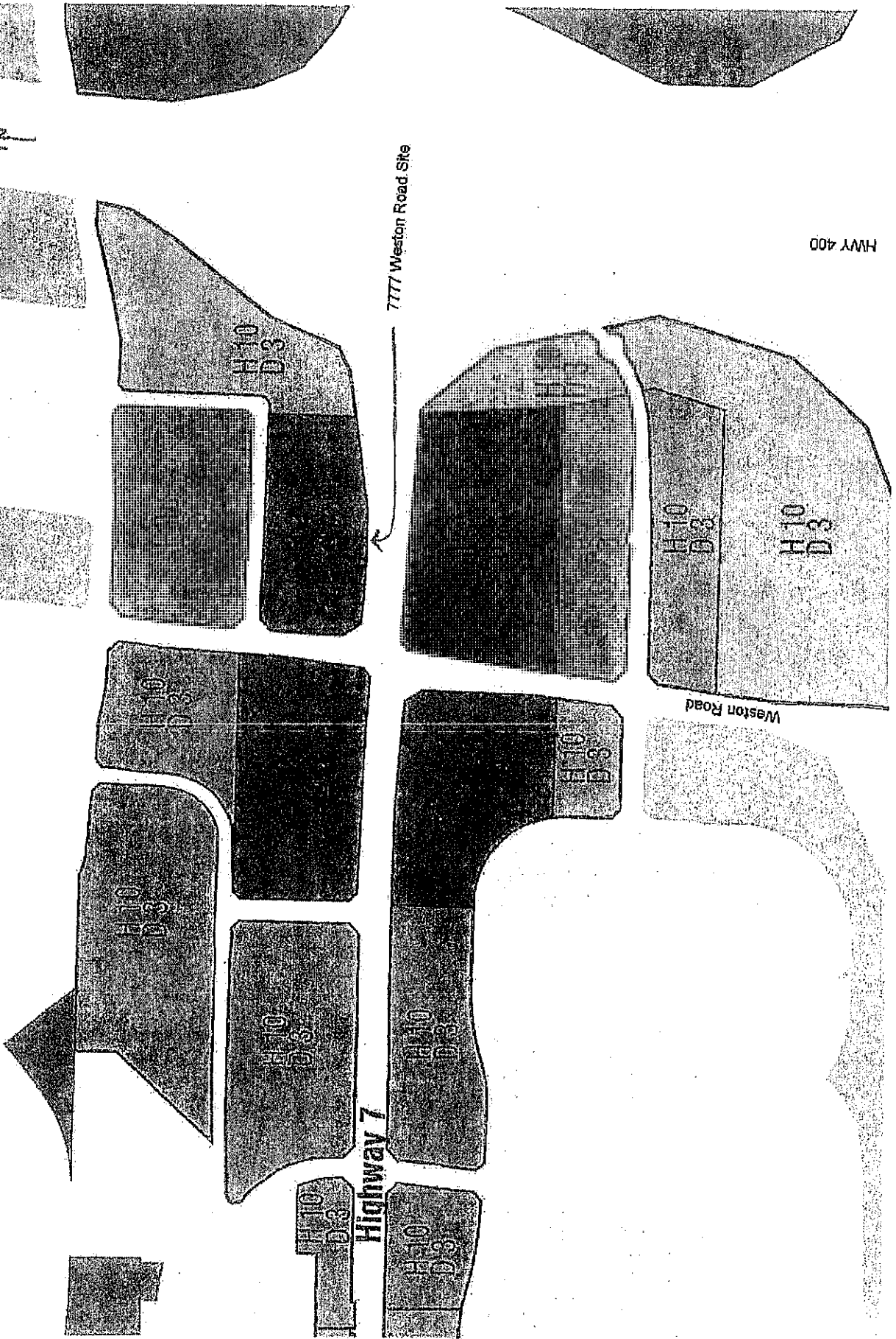


7777 Weston Road Site

HWY 400

Weston Road

Highway 7



---

**From:** Suzette Gotha [sgotha@bratty.com]  
**Sent:** Monday, February 07, 2011 12:59 PM  
**To:** Bellisario, Adelina  
**Cc:** Lezlie Phillips; 'augustine.ko@york.ca'; 'Sandra Patano'; Zipay, John; DeFrancesca, Rosanna; Uyeyama, Grant; Napoli, Christina; Wilson, Heather; Barry Horosko  
**Subject:** 7777 Weston Road - OP.08.005 and Z.08.022  
**Attachments:** Let to C.O.W. Feb 7.11.pdf

Good Afternoon Ms. Bellisario,

Please see attached hereto, correspondence from Mr. Barry Horosko regarding the above subject matter.

Kindly confirm receipt of same.

Regards,

Suzette Gotha  
Executive Assistant

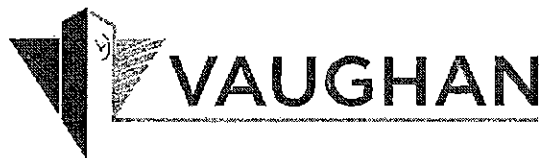


7501 Keele Street, Suite 200  
Vaughan, Ontario L4K 1Y2

T: 905 760 2600 ext 240  
F: 905 760 2900  
[www.bratty.com](http://www.bratty.com)

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## memorandum

c 6

COMMUNICATION

CW - February 22 11

DATE: February 11, 2011

TO: Honourable Maurizio Bevilacqua, Mayor  
And Members of Council

ITEM # - Presentations & Deputations

RE: Deputation – Mr. E. Aceti – Melville Avenue  
Committee of the Whole meeting February 22, 2011

I am writing to provide you with background material for reference in hearing the upcoming deputation from Mr. E. Aceti. I understand that Mr. Aceti will be asking for a speed limit reduction on Melville Avenue and implementation of a heavy truck prohibition between Rutherford Road and Major Mackenzie Drive.

Committee heard a deputation from Mr. Aceti at its meeting of May 11, 2010 and the extract from the Council meeting of May 18, 2010 is attached. As well, the May 5, 2010 memorandum from the Director of Engineering detailing the various traffic studies undertaken by staff in response to Mr. Aceti's concerns is attached.

In summary, traffic data collected in 2008 and 2009 showed that truck traffic averaged 1.4% and 1.3% respectively of the total volume of traffic on the street. Traffic volumes and speeds recorded were in keeping expectations for the function served by this section of Melville Avenue; i.e. a 4-lane collector road. Attachment No. 1 illustrates the locations of traffic signals, a pedestrian signal and an all-way stop on the subject section of Melville.

Staff concluded that traffic on Melville Avenue was operating in a safe and efficient manner which does not require the implementation of a truck prohibition nor a reduction in the speed limits.

Respectfully submitted,

Bill Robinson,  
Commissioner of Engineering and Public Works  
(Ext 8247)

Copy: Clayton Harris, City Manager  
Jeffrey Abrams, City Clerk

Encl.



CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES MAY 18, 2010

85. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION

**COMMITTEE OF THE WHOLE REPORT NO. 21**

(Refer to Committee Report for complete recommendations and documentation on all Committee items.)

ITEM - 42      DEPUTATION – MR. EDDY ACETI WITH RESPECT TO TRAFFIC ON  
MELVILLE AVENUE BETWEEN RUTHERFORD ROAD & MAJOR  
MACKENZIE DRIVE

MOVED by Councillor Shefman  
seconded by Councillor Carella

THAT Item 42, Committee of the Whole Report No. 21 be adopted and amended, as follows:

By approving the following recommendation in accordance with the report of the Commissioner of Engineering and Public Works, dated May 18, 2010:

1.      That a "Heavy Truck" prohibition not be implemented on Melville Avenue between Rutherford Road and Major Mackenzie Drive; and
2.      That the existing speed limit not be reduced from 50 km/h to 40 km/h on Melville Avenue between Rutherford Road and Major Mackenzie Drive.

CARRIED

May 5, 2010

To: Mayor Linda D. Jackson  
And Members of Council

Re: **Deputation By Eddy Aceti - Melville Avenue**  
**Committee of the Whole Meeting – May 11, 2010**  
**Ward 1**

The purpose of this memorandum is to provide background information to the concerns raised by the above mentioned Deputant, regarding the vehicle speeds and traffic volumes on Melville Avenue.

Engineering Services staff have compiled the following traffic data information which has been provided to the Deputant as per his request. The subject area is identified in Attachment No.1.

**Total Vehicles and Trucks Volume Data**

Utilizing Automatic Traffic Recorders (ATR's) staff conducted traffic volume and classification studies on Melville Avenue in the vicinity of Hawker Road from November 2, 2009 to November 5, 2009. The data covered a 24-hour time period and was compared to data from September 22, 2008, to September 26, 2008, to determine the amount of heavy vehicle traffic on Melville Avenue. The results for the 3 days (November 2009) and the 4 days (September 2008) of data collection have been summarized below.

**Automatic Traffic Recorders (ATR's)**

Direction	Total Vehicles	Total number of Trucks	Total Truck Percentage	Trucks Between 7:00 am to 7:00 pm	Trucks Between 7:00 pm to 7:00 am
Northbound	21,480 (19,082)	282 (177)	1.3% (0.93%)	260 (156)	22 (21)
Southbound	20,106 (16,439)	285 (266)	1.4% (1.6%)	245 (226)	40 (40)

The heaviest recorded truck hours from the September 2008 and November 2009 traffic studies occurred:

Direction	Time Periods		
	7:00 am – 9:00 am	11:00 am – 2:00 pm	4:00 pm – 7:00 pm
Northbound	39 trucks (16 trucks)	40 trucks (37 trucks)	156 trucks (80 trucks)
Southbound	113 trucks (129 trucks)	43 trucks (80 trucks)	66 trucks (33 trucks)

memorandum

Note: the first number indicates previous study results from September 22, 2008, to September 26, 2008 and the bold number in brackets represents study results from November 2, 2009, to November 5, 2009.

### **September 2008 Data**

In total, 567(282+285) heavy vehicles were recorded utilizing Melville Avenue throughout the four days the studies were conducted, resulting in an average of 1.4% of the overall traffic. Of those 567 heavy vehicles there were 495 recorded in the classifications between class 6 and class 8, 51 recorded in classes 9 and 10 and the remaining 21 vehicles were recorded between classes 11 and 13.

### **November 2009 Data**

In total, 443(177+266) heavy vehicles were recorded utilizing Melville Avenue throughout the three days the studies were conducted, resulting in an average of 1.3% of the overall traffic. Of those 443 heavy vehicles there were 398 recorded in the classifications between class 6 and class 8, 33 recorded in classes 9 and 10 and the remaining 12 vehicles were recorded between classes 11 and 13.

### **Vehicle Classification**

The traffic counters class a vehicle by axle and not by numbers as was done in the past. The classification of heavy trucks are indicated by 3 single axles to 6 axles or more. (Please refer to Attachment No. 2 - The Federal Highway Administration Vehicle Classification Figures for a graphical representation of the different vehicle classes)

<b>Class</b>	<b>Vehicle Classes</b>	<b>Definitions</b>
<b>6</b>	Three-Axle Single-Unit Trucks	<i>All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.</i>
<b>7</b>	Four or More Axle Single-Unit Trucks	<i>All trucks on a single frame with four or more axles.</i>
<b>8</b>	Four or Fewer Axle Single-Trailer Trucks	<i>All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.</i>
<b>9</b>	Five-Axle Single-Trailer Trucks	<i>All five-axles vehicles consisting of two units, one of which is a tractor or straight truck power unit</i>
<b>10</b>	Five or fewer Axle Multi-Trailer Trucks	<i>All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.</i>
<b>11</b>	Six or More Axle Single-Trailer Trucks	<i>All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.</i>
<b>12</b>	Six-Axle Multi-Trailer Trucks	<i>All six-axles vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.</i>
<b>13</b>	Seven or More Axle Multi-Trailer Trucks	<i>All vehicles with seven or more axles consisting of three or more units, one of which is a straight truck power unit.</i>

The Deputant identified to staff that the traffic volume on Melville Avenue is the same as the traffic volume of Jane Street (between Rutherford Road and Major Mackenzie Drive). Engineering Services staff have received the latest traffic volume data from the Region of York for Jane Street, which is summarized below along with the data for Melville Avenue.

Street	Total 24Hr Volume
Jane Street	25,074 vehicles
Melville Avenue	12,373 vehicles

#### **Request for the Speed Limit Reduction to 40km/h**

Staff have reviewed and analyzed the traffic data collected over a 3 day period in November 2009 on Melville Ave and have reported:

- that 85th percentile speeds (average speeds) are 59 km/h (51km/h) and 67 km/h (60 km/h) in the northbound and southbound directions respectively.
- the traffic volume over the same 3 day period was 19,082 and 16,439 vehicles in the northbound and southbound directions respectively.

Based on the design criteria for a road of this classification:

- Melville Avenue would have been designed to 70km/h (given that there are no homes fronting, nor any institutions).
- the traffic volumes recorded and the 85th percentile speeds are in keeping with industry standards.
- there was only 1 reported vehicle accident at the intersection of Melville Ave and Norwood Ave that has been received from York Regional Police in 2009.
- there are no schools immediately fronting on to this area.
- both the average and 85th percentile speeds are appropriate for a four-lane collector type roadway.
- there are no residential homes with frontage onto the roadway.

In addition, there are traffic signals on Melville Avenue at Springside Road as well as Avro Road. There is a pedestrian signal located at West Maple Creek Park (south of Norwood Avenue), and an all-way stop control at Hawker Road.

The lowering of the speed limit from 50 km/h to 40 km/h on Melville Avenue between Rutherford Road and Major Mackenzie Drive will likely create a speed enforcement issue for York Regional Police.

In view of the above, traffic on Melville Avenue is operating in a safe and efficient manner, which does not require the implementation of a truck prohibition nor a reduction in the speed limits.

Attachments

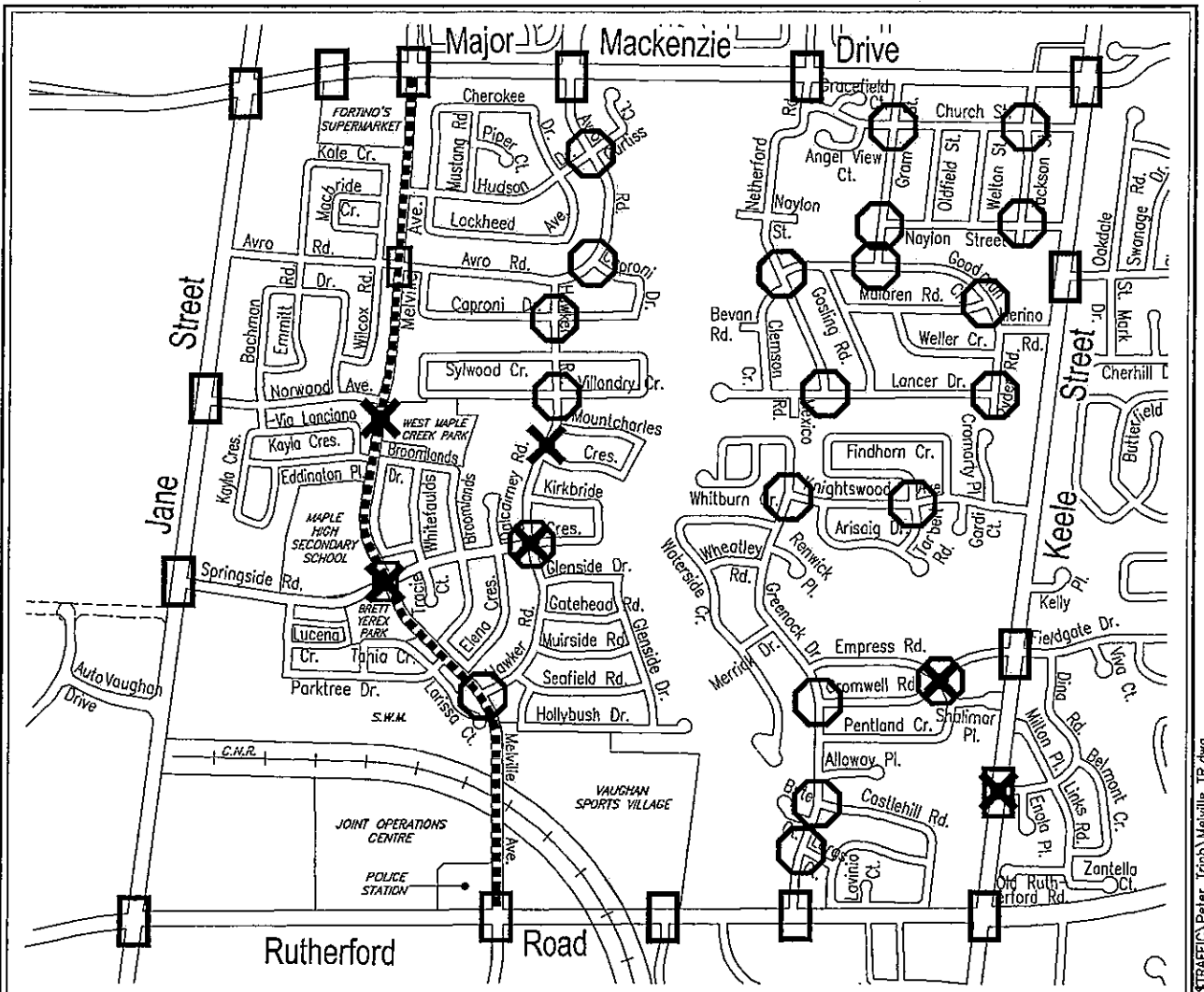
1. Location Map
2. The Federal Highway Administration Vehicle Classification Figures

Respectfully submitted,

Jack Graziosi, P. Eng., M. Eng.,  
Director of Engineering Services  
(Ext 3101)

Copy: Clayton D. Harris, City Manager  
Bill Robinson, P. Eng., Commissioner of Engineering and Public Works  
Jeffrey Abrams, City Clerk  
Mike Dokman, Supervisor of Traffic Engineering Services

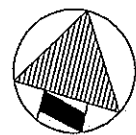
# ATTACHMENT No. 1



## MELVILLE AVENUE HEAVY TRUCK REVIEW

### LEGEND

- ROADWAY UNDER REVIEW
- EXISTING TRAFFIC SIGNALS
- EXISTING ALL-WAY STOP CONTROL
- ✕ EXISTING SCHOOL CROSSING GUARD



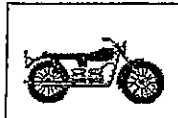
NOT TO SCALE

## ATTACHMENT NO. 2

### FHWA Vehicle Classification Figures

Anchor: #1106433

#### FHWA Vehicle Classifications



Anchor: #1061909

Figure 1-14. FHWA Class 1 — Motorcycles



Anchor: #1061911

Figure 1-15. FHWA Class 2 — Passenger Cars (With 1- or 2-Axle Trailers)



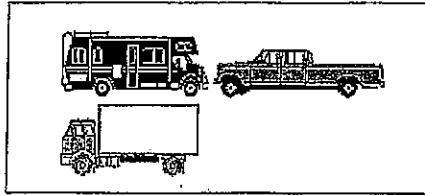
Anchor: #1061913

Figure 1-16. FHWA Class 3 — 2 Axles, 4-Tire Single Units, Pickup or Van (With 1- or 2-Axle Trailers)



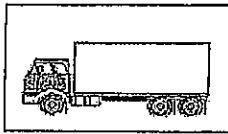
Anchor: #1061915

Figure 1-17. FHWA Class 4 — Buses



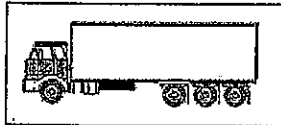
Anchor: #i1061917

Figure 1-18. Figure 1-18: FHWA Class 5 — 2D - 2 Axles, 6-Tire Single Units (Includes Handicapped-Equipped Bus and Mini School Bus)



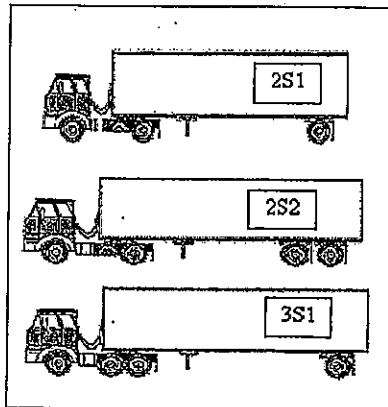
Anchor: #i1061919

Figure 1-19. FHWA Class 6 — 3 Axles, Single Unit



Anchor: #i1061921

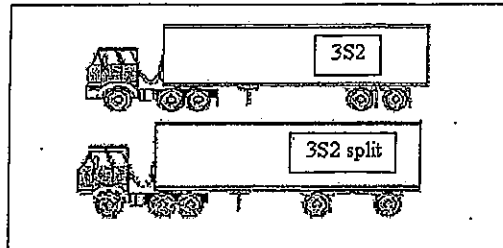
Figure 1-20. FHWA Class 7 — 4 or More Axles, Single Unit



Anchor: #i1061923

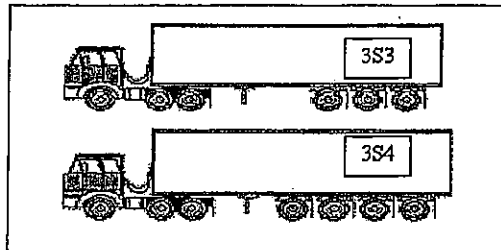


Figure 1-21. FHWA Class 8 — 3 to 4 Axles, Single Trailer



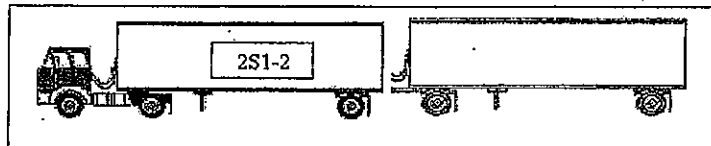
Anchor: #1061925

Figure 1-22. FHWA Class 9 — 5 Axles, Single Trailer



Anchor: #1061927

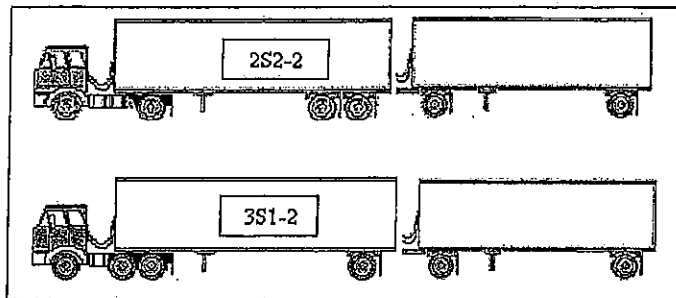
Figure 1-23. FHWA Class 10 — 6 or More Axles, Single Trailer



Anchor:

#1061929

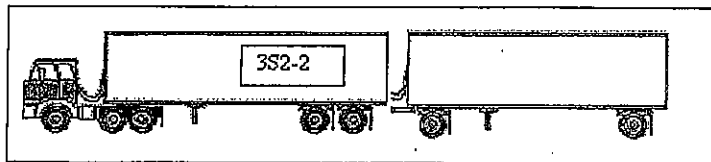
Figure 1-24. FHWA Class 11 — 5 or Less Axles, Multi-Trailers



Anchor:

#11061931

Figure 1-25. FHWA Class 12 — 6 Axles, Multi-Trailers



Anchor: #11061933

Figure 1-26. FHWA Class 13 — 7 or More Axles, Multi-Trailers

**Subject:** RE: Deputation Request

**Attachments:** Melville Avenue - Information Request.pdf; Melville 2009.pdf; Melville 2008.pdf

From: Eddy Aceti [<mailto:eaceti@pathcom.com>]  
Sent: Monday, February 14, 2011 3:39 PM  
To: Bellisario, Adelina  
Cc: 'eddy\_'  
Subject: RE: Deputation Request

c 7  
COMMUNICATION  
CW - February 22/11

Hi Adelina,

ITEM # - Presentations & Deputations 8 d)

As per your email to me below, please have the attached material processed for the meeting.

Thank you.

Eddy Aceti, BA, CGA  
Certified General Accountants  
1581A Dundas St W, 2nd Fl  
Toronto, ON M6S 2S8  
tel: 416 604 2590 ext.101  
fax: 416 233 6167  
[eaceti@pathcom.com](mailto:eaceti@pathcom.com) <<mailto:eaceti@pathcom.com>>

A Step in the Right Direction

P Please consider the environment before printing this email

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From: Bellisario, Adelina [<mailto:Adelina.Bellisario@vaughan.ca>]  
Sent: Thursday, February 10, 2011 1:01 PM  
To: 'eaceti@pathcom.com'  
Subject: Deputation Request

Hello Mr. Aceti,

Please be advised that you have been placed on the February 22, 2011 Committee of the Whole agenda for deputation.

Deputations are heard a 3:00 p.m. and are 5 minutes in length.

If there is any information material, please forward it to our office asap to allow processing. If the material is brought to the meeting please provide 18 copies to the Clerks Department staff.

Personal information relating to the deputation is being collected pursuant to the Municipal Act, 2001 for the purpose of producing meeting materials and minutes for or arising from the City of Vaughan Committee of Council meeting. The information will be available to the general public in a hard copy format and on the City's website. Questions about this collection should be directed to the City Clerk, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, Ontario L6A 1T1, Telephone Number: 905-832-8504.

Thank you.

Adelina Bellisario  
Assistant City Clerk  
City of Vaughan  
Tel: 905-832-8585, Ext. 8698  
Fax: 905-832-8535

This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

2/15/2011

#### September 2008 Data

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#### Vehicle Classification

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#### Speed Limit Reduction to 40km/h

Traffic Engineering staff have reviewed and analyzed the traffic data collected over a 3 day period in November 2009 on Melville Ave and have reported that 85th percentile speeds (average speeds) are 59 km/h (51km/h) and 67 km/h (60 km/h) in the northbound and southbound directions respectively. The traffic volume over the same 3 day period was 19,082 and 16,439 vehicles in the northbound and southbound directions respectively. Based on design criteria for a road of this classification, Melville would have been designed to 70km/h (given that there are no

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009115  
Station ID:  
Melville Ave 0.12 km south of Hawker Rd

Latitude: 0' 0.000 Undefined

NB																
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total	
11/02/09																
01:00																
02:00																
03:00																
04:00																
05:00																
06:00																
07:00																
08:00																
09:00																
10:00																
11:00	2	154	24	2	9	1	0	3	0	0	0	0	0	9	204	
12 PM	1	215	38	0	8	1	0	1	0	0	0	0	0	14	278	
13:00	6	207	39	0	13	2	0	1	0	0	0	0	0	11	279	
14:00	7	230	38	7	9	0	0	2	0	0	0	0	0	17	310	
15:00	5	412	63	2	5	3	2	5	0	0	0	0	0	20	517	
16:00	5	638	88	3	12	1	0	7	0	0	0	0	0	54	808	
17:00	8	806	81	3	11	2	0	4	0	2	1	0	0	50	968	
18:00	4	500	49	3	12	0	0	0	0	0	0	0	0	33	601	
19:00	2	255	42	1	2	0	0	1	0	0	0	0	0	35	338	
20:00	10	210	29	0	2	0	0	1	0	0	0	0	0	26	278	
21:00	6	155	22	0	0	0	0	0	0	0	0	0	0	10	194	
22:00	2	105	14	0	2	0	0	0	0	0	0	0	0	17	140	
23:00	1	87	12	0	1	0	0	0	0	0	0	0	0	3	105	
Total	59	3974	539	21	86	10	2	26	0	3	1	0	0	299	5020	
Percent	1.2%	78.2%	10.7%	0.4%	1.7%	0.2%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	6.0%		
AM Peak Vol.	2	154	24	2	9	1		3						9	204	
PM Peak Vol.	10	806	88	7	13	3	2	7		2	1			54	968	

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009115  
Station ID:  
Melville Ave 0.12 km south of Hawker Rd

Latitude: 0' 0.000 Undefined

NB																
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total	
11/04/09	2	50	2	0	0	0	0	0	0	0	0	0	0	4	58	
01:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	
02:00	0	12	1	1	0	0	0	0	0	0	0	0	0	0	14	
03:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15	
04:00	0	7	1	1	0	1	0	0	0	0	0	0	0	2	12	
05:00	0	14	5	4	1	0	0	0	0	0	0	0	0	0	24	
06:00	0	37	12	2	6	0	0	0	0	0	0	0	0	4	61	
07:00	0	125	27	6	11	2	0	0	0	0	0	0	0	19	190	
08:00	7	172	38	3	12	0	0	1	0	0	0	0	0	37	270	
09:00	1	113	33	11	11	0	0	0	0	0	0	0	0	12	181	
10:00	1	131	30	3	7	4	0	1	0	0	0	0	0	9	186	
11:00	1	154	41	0	7	0	0	1	0	0	0	0	0	7	211	
12 PM	0	219	40	0	6	3	0	2	0	0	0	0	0	12	282	
13:00	2	186	27	1	6	1	0	2	0	0	0	0	0	14	239	
14:00	0	232	40	9	9	1	0	1	0	1	0	0	0	6	289	
15:00	8	425	60	2	10	1	0	2	0	2	0	0	0	29	537	
16:00	7	646	140	1	23	1	0	9	0	2	0	0	0	60	889	
17:00	12	800	108	3	21	1	0	3	0	2	0	0	0	81	1031	
18:00	3	516	60	2	7	3	0	7	0	0	1	0	0	54	653	
19:00	8	277	37	1	5	0	0	2	0	0	0	0	0	36	366	
20:00	3	236	32	0	1	2	0	1	0	0	0	0	0	20	297	
21:00	5	174	17	0	1	0	0	0	0	0	0	0	0	15	212	
22:00	1	119	8	0	2	0	0	0	0	0	0	0	0	15	145	
23:00	2	90	12	0	0	0	0	0	0	0	0	0	0	9	113	
Total	63	4777	773	50	146	20	0	32	0	5	1	0	0	445	6312	
Percent	1.0%	75.7%	12.2%	0.8%	2.3%	0.3%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	7.1%		
AM Peak Vol.	08:00	08:00	11:00	09:00	08:00	10:00		08:00						08:00	08:00	
	7	172	41	11	12	4		1						37	270	
PM Peak Vol.	17:00	17:00	16:00	14:00	16:00	12:00		16:00		16:00	18:00			17:00	17:00	
	12	800	140	9	23	3		9		2	1			81	1031	

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009116

Station ID:

Melville Ave 0.14 km south of Hawker Rd

Latitude: 0' 0.000 Undefined

SB	Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/02/09	01:00															
	02:00															
	03:00															
	04:00															
	05:00															
	06:00															
	07:00															
	08:00															
	09:00															
	10:00															
	11:00	0	141	64	0	14	0	0	2	1	0	0	0	0	4	226
	12 PM	0	164	59	0	11	0	0	2	1	0	0	0	0	3	240
	13:00	0	180	74	2	9	2	0	1	0	0	1	0	0	3	272
	14:00	0	161	66	3	22	0	0	2	0	1	0	0	0	2	257
	15:00	1	184	80	3	18	6	0	6	0	0	0	0	0	6	304
	16:00	0	179	76	4	19	1	0	2	0	0	0	0	0	4	285
	17:00	0	176	60	2	18	2	1	2	1	0	0	0	0	6	258
	18:00	0	128	53	4	14	0	0	2	0	0	0	0	0	5	206
	19:00	0	149	66	8	9	0	0	1	0	0	0	0	0	4	237
	20:00	1	94	32	2	6	0	0	0	0	0	0	0	0	3	138
	21:00	0	81	28	0	1	0	0	0	0	0	0	0	0	1	112
	22:00	0	63	25	0	2	0	0	0	0	1	0	0	0	0	91
	23:00	0	28	13	1	0	0	0	0	0	0	0	0	0	0	45
	Total	2	1728	686	29	145	11	1	21	3	3	1	0	0	41	2671
	Percent	0.1%	64.7%	25.7%	1.1%	5.4%	0.4%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	1.5%	
AM	Peak		11:00	11:00		11:00			11:00	11:00					11:00	11:00
	Vol.		141	64		14			2	1					4	226
PM	Peak	15:00	15:00	15:00	19:00	14:00	15:00	17:00	15:00	12:00	14:00	13:00			15:00	15:00
	Vol.	1	184	80	8	22	6	1	6	1	1	1			6	304

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009116

Station ID:

Melville Ave 0.14 km south of Hawker Rd

Latitude: 0' 0.000 Undefined

SB	Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
	11/04/09	0	13	5	1	0	0	0	0	0	0	0	0	0	0	19
	01:00	0	8	5	0	1	0	0	0	0	0	0	0	0	0	14
	02:00	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
	03:00	0	4	6	1	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	20	13	0	4	0	0	0	0	0	0	0	0	0	37
	05:00	0	61	28	0	9	0	0	0	0	0	0	0	0	0	102
	06:00	2	341	132	3	42	1	0	14	1	0	1	0	0	8	545
	07:00	2	675	231	4	36	0	0	19	0	2	1	0	0	18	988
	08:00	0	703	231	7	25	1	0	18	1	0	1	0	0	25	1012
	09:00	0	232	104	6	16	0	0	2	0	0	0	0	0	0	361
	10:00	0	144	89	2	13	0	0	1	0	0	0	0	0	2	251
	11:00	0	132	65	1	17	0	0	2	0	0	0	0	0	2	219
	12 PM	0	149	70	1	11	0	0	2	1	0	0	0	0	6	240
	13:00	0	154	52	5	11	0	0	0	0	0	0	0	0	3	226
	14:00	0	165	72	4	18	3	0	1	0	0	0	0	0	8	271
	15:00	0	209	82	3	13	1	0	4	0	1	0	0	0	9	317
	16:00	0	166	75	3	28	4	0	4	0	0	0	0	0	9	289
	17:00	0	185	71	2	13	1	0	1	0	0	0	0	0	6	279
	18:00	0	175	66	3	12	0	0	0	0	0	0	0	0	5	261
	19:00	0	156	50	5	5	0	0	0	0	0	0	0	0	4	220
	20:00	0	119	35	5	4	0	0	0	0	0	0	0	0	0	163
	21:00	0	76	30	0	0	0	0	0	0	0	0	0	0	0	106
	22:00	0	52	19	0	6	0	0	0	0	0	0	0	0	1	78
	23:00	0	27	17	1	1	0	0	0	0	0	0	0	0	0	46
	Total	4	3968	1550	58	286	12	0	89	3	3	3	0	0	105	8061
	Percent	0.1%	65.5%	25.6%	1.0%	4.7%	0.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM	06:00	08:00	07:00	08:00	08:00	08:00			07:00	06:00	07:00	06:00			08:00	08:00
Peak Vol.	2	703	231	7	42	1			19	1	2	1			25	1012
PM		15:00	15:00	13:00	16:00	16:00			15:00	12:00	15:00				16:00	15:00
Peak Vol.		209	82	5	28	4			4	1	1				9	317



800-776-0940

Melville Ave 0.12 km south of Hawker Rd

Page 1

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009115

Station ID:

Melville Ave 0.12 km south of Hawker Rd

[illegible]

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009116

Station ID:

Melville Ave 0.14 km south of Hawker Rd

SB		Latitude: 0° 0.000 Undefined																																								Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Start	Time	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2009116  
Station ID:  
Melville Ave 0.14 km south of Hawker Rd

SB		Time																								Latitude: 0° 0.000 Undefined																							
Start	20	21	25	29	33	37	41	45	49	53	57	61	65	69	73	77	81	85	89	93	97	101	105	109	113	117	121	125	129	131																			
17/04																																																	
01:00	1	0	0	0	0	0	1	2	4	3	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19																		
02:00	0	0	0	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14																		
03:00	0	0	0	0	0	0	0	1	1	2	1	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6																		
04:00	0	0	0	0	0	0	1	0	0	1	4	8	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11																		
05:00	3	0	0	0	0	0	1	1	7	8	19	14	25	11	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37																		
06:00	7	0	0	0	0	0	4	18	40	115	96	148	54	38	16	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	102																		
07:00	17	0	0	0	0	0	1	4	15	43	185	191	308	121	109	28	12	4	0	0	0	0	0	0	0	0	0	0	0	0	545																		
08:00	23	2	0	0	0	0	6	5	37	55	167	215	256	127	86	20	6	3	4	0	0	0	0	0	0	0	0	0	0	0	988																		
09:00	1	0	0	0	0	0	4	17	28	66	165	192	153	53	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1012																		
10:00	3	1	0	0	0	0	4	12	28	62	44	56	20	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	361																		
11:00	2	0	0	0	0	0	1	8	24	39	49	51	17	22	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	251																		
12																															219																		
PM																																																	
13:00	6	0	0	0	0	0	1	2	9	16	51	55	23	17	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	240																	
14:00	3	0	0	0	0	0	2	0	8	20	37	43	55	28	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	226																	
15:00	7	2	0	0	0	0	5	20	18	69	39	62	18	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271																	
16:00	4	2	1	0	0	0	5	5	20	30	71	58	65	19	23	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	317																	
17:00	9	4	0	0	0	0	3	1	4	30	62	45	55	20	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289																	
18:00	6	2	0	0	0	0	6	5	13	23	63	58	53	29	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	289																	
19:00	5	0	0	0	0	0	1	0	7	15	18	55	44	52	31	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	261																	
20:00	3	1	0	0	0	0	1	2	5	17	52	47	47	22	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220																	
21:00	0	1	0	0	0	0	0	0	6	18	41	28	43	16	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163																	
22:00	0	0	0	0	0	0	0	0	2	5	11	23	23	20	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	106																	
23:00	1	0	0	0	0	0	1	5	5	17	15	22	3	5	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	78																	
Total	102	15	1	7	11	29	60	251	453	163	1148	1497	630	483	134	55	14	5	1	0	0	0	0	0	0	0	0	0	0	0	46	6051																	

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

Meville Ave 75m north of Hawker Rd

Meville Ave 75m north of Hawker Rd

Latitude: 0' 0.000 Undefined

## Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/22/08															
01:00															
02:00															
03:00															
04:00															
05:00															
06:00															
07:00															
08:00															
09:00															
10:00															
11:00	60	144	21	1	5	0	0	1	0	0	0	0	0	0	172
12 PM	1	168	21	2	5	0	0	0	0	0	0	0	0	2	199
13:00	60	203	19	1	1	2	0	0	0	0	1	0	0	0	229
14:00	2	173	19	2	4	0	0	0	1	0	0	0	0	5	206
15:00	0	192	29	4	6	0	0	7	0	0	0	1	1	7	247
16:00	1	206	21	5	8	6	0	0	0	0	0	0	0	2	249
17:00	0	175	16	2	7	3	0	0	0	1	0	0	0	6	241
18:00	2	217	14	2	11	0	0	2	0	0	0	0	0	2	250
19:00	0	200	12	5	5	0	0	1	0	2	0	0	0	2	227
20:00	0	163	12	3	2	0	0	0	0	0	0	0	0	2	182
21:00	0	102	6	0	1	0	0	0	0	0	0	0	0	0	109
22:00	0	72	10	0	0	0	0	0	0	0	0	0	0	0	82
23:00	0	50	6	0	1	0	0	0	0	0	0	0	0	0	57
Total	6	2065	206	27	56	11	0	13	1	3	1	1	1	28	2420
Percent	0.2%	85.3%	8.5%	1.1%	2.3%	0.5%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	1.2%	
AM Peak		11:00	11:00	11:00	11:00			11:00							11:00
Vol.		144	21	1	5			1							172
PM Peak	14:00	18:00	15:00	16:00	18:00	16:00		15:00	14:00	19:00	13:00	15:00	15:00	15:00	18:00
Vol.	2	217	29	5	11	6		7	1	2	1	1	1	7	250

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044.  
800-776-0940

Site Code: 2008141

Station ID:

Meville Ave 75m north of Hawker Rd

Meville Ave 75m north of Hawker Rd

Latitude: 0' 0.000 Undefined

## Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/24/08	0	18	1	3	0	0	0	0	0	0	0	0	0	0	22
09:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
09:05	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
09:10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
09:20	0	70	12	0	1	0	0	0	0	0	0	0	0	0	83
09:25	1	259	60	2	6	1	0	3	0	1	0	1	1	8	343
09:30	4	576	56	7	6	5	1	6	1	1	0	0	0	41	704
09:35	7	568	42	3	9	3	0	6	1	1	1	0	0	121	762
09:40	3	336	32	3	4	0	0	0	0	0	0	0	0	13	392
09:45	1	158	19	2	2	1	0	4	0	0	0	0	0	2	189
09:50	0	156	21	2	2	0	0	0	0	0	0	0	0	0	189
09:55	1	184	13	2	4	1	0	1	0	1	0	0	0	0	207
10:00	1	181	19	2	2	0	0	1	0	0	0	0	0	2	208
10:05	3	186	23	4	6	1	0	0	0	0	0	0	0	2	225
10:10	0	217	27	5	5	2	0	3	0	0	0	0	0	4	263
10:15	2	200	19	5	13	5	0	1	0	0	0	0	0	3	248
10:20	1	213	12	3	10	1	0	3	0	0	0	0	1	5	249
10:25	1	205	15	2	10	3	0	2	0	1	0	0	0	1	240
10:30	2	204	12	3	2	2	0	5	1	0	0	0	0	2	233
10:35	2	164	9	1	3	0	0	1	0	1	0	0	0	1	182
10:40	0	122	11	0	2	0	0	0	0	0	0	0	0	0	135
10:45	0	76	8	0	0	0	0	0	0	0	0	0	0	0	84
10:50	0	331	57	1	0	0	0	0	0	0	0	0	0	0	339
Total	29	4152	422	49	87	26	1	40	4	6	1	1	3	208	5029
Percent	0.6%	82.6%	8.4%	1.0%	1.7%	0.5%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.1%	4.1%	
AM Peak	08:00	07:00	06:00	07:00	08:00	07:00	07:00	07:00	07:00	06:00	08:00	06:00	08:00	08:00	08:00
Vol.	7	576	60	7	9	5	1	6	1	1	1	1	1	121	762
PM Peak	14:00	15:00	15:00	15:00	16:00	16:00		19:00	18:00	12:00			17:00	17:00	15:00
Vol.	3	217	27	5	13	5		5	1	1			1	5	263

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

Meville Ave 75m north of Hawker Rd

Meville Ave 75m north of Hawker Rd

Latitude: 0' 0.000 Undefined

## Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/26/08	0	28	0	3	2	0	0	0	0	0	0	0	0	0	33
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	9	3	0	0	0	0	0	1	0	0	0	0	0	13
05:00	0	70	11	0	1	0	0	1	0	0	0	0	0	0	83
06:00	3	262	43	3	9	0	0	3	0	0	0	0	0	4	327
07:00	4	562	63	4	8	3	0	5	0	1	1	0	1	17	669
08:00	9	644	44	4	5	3	0	3	0	0	0	0	0	49	761
09:00	1	313	21	2	4	2	0	2	0	0	0	0	0	6	351
10:00															
11:00															
12 PM															
13:00															
14:00															
15:00															
16:00															
17:00															
18:00															
19:00															
20:00															
21:00															
22:00															
23:00															
Total	18	1904	185	16	29	8	0	14	1	1	1	0	1	76	2254
Percent	0.8%	84.5%	8.2%	0.7%	1.3%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	
AM Peak	08:00	08:00	07:00	07:00	06:00	07:00		07:00	04:00	07:00	07:00		07:00	08:00	08:00
Vol.	9	644	63	4	9	3		5	1	1	1		1	49	761
PM Peak															
Vol.															
Grand Total	107	16797	1705	187	369	85	2	144	14	20	10	4	5	658	20106
Percent	0.5%	83.5%	8.5%	0.9%	1.8%	0.4%	0.0%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	3.3%	

199 vehicles

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

Meville Ave 75m north of Hawker Rd

Meville Ave 75m north of Hawker Rd

Latitude: 0' 0.000 Undefined

## Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/23/08	0	36	21	0	0	0	0	1	0	0	0	0	0	0	58
01:00	0	17	8	0	1	0	0	0	0	0	0	0	0	0	26
02:00	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	11	3	3	2	0	0	0	0	0	0	0	0	0	19
06:00	0	23	12	5	6	0	0	0	0	0	0	0	0	1	47
07:00	0	54	25	3	8	1	0	2	0	0	0	0	0	17	110
08:00	3	111	56	3	24	1	0	4	0	0	0	0	0	11	213
09:00	0	82	33	8	8	3	0	3	0	0	0	0	0	0	133
10:00	1	75	35	1	9	1	0	1	0	0	0	0	0	2	125
11:00	0	98	53	2	11	0	0	1	0	0	0	0	0	0	166
12 PM	1	134	55	1	13	0	0	1	0	0	0	0	0	2	207
13:00	0	55	27	2	9	0	0	2	0	0	0	0	0	2	228
14:00	1	149	73	4	15	0	0	1	1	0	0	0	0	1	245
15:00	3	301	115	7	25	1	0	5	0	0	0	0	0	6	463
16:00	0	462	152	6	21	0	0	8	1	0	0	0	0	10	650
17:00	5	648	212	4	31	4	0	15	0	1	0	0	0	27	944
18:00	7	493	149	2	30	1	1	13	0	0	0	0	0	8	704
19:00	0	296	90	1	14	0	0	2	0	0	0	0	0	7	411
20:00	2	181	70	0	9	0	0	1	1	0	0	0	0	3	267
21:00	2	149	46	0	3	0	0	2	0	0	0	0	0	2	204
22:00	2	107	30	0	3	0	0	0	0	0	0	0	0	0	142
23:00	1	63	20	0	1	0	0	0	0	0	0	0	0	1	86
Total	28	3662	1325	45	243	13	1	63	3	2	0	0	0	101	5486
Percent	0.5%	66.6%	24.2%	0.8%	4.4%	0.2%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	1.8%	

AM Peak	08:00	08:00	08:00	06:00	08:00	09:00		08:00						07:00	08:00
Vol.	3	111	56	5	24	3		4						17	213
PM Peak	18:00	17:00	17:00	15:00	17:00	17:00	18:00	17:00	14:00	17:00				17:00	17:00
Vol.	7	648	212	7	31	4	1	15	1	1				27	944



# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

Meville Ave 75m north of Hawker Rd

Meville Ave 75m north of Hawker Rd

Latitude: 0' 0.000 Undefined

## Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/25/08	0	38	15	0	2	0	0	0	0	0	0	0	0	0	55
01:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
02:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	10	6	1	1	0	0	0	0	0	0	0	0	0	18
05:00	0	6	4	4	0	1	0	0	0	0	0	0	0	0	15
06:00	0	21	13	6	5	1	0	0	0	0	0	0	0	1	47
07:00	0	88	24	5	5	4	0	1	2	0	0	0	0	10	116
08:00	2	129	57	5	17	1	0	0	0	0	0	0	0	17	228
09:00	1	93	59	6	10	1	0	2	0	0	0	0	0	1	167
10:00	0	88	50	1	9	0	0	4	0	0	0	0	0	2	154
11:00	0	122	41	4	11	0	0	0	0	0	0	0	0	0	178
12 PM	1	147	70	0	9	0	0	2	0	0	0	0	0	2	231
13:00	2	163	48	2	16	1	0	0	0	0	0	0	0	3	243
14:00	1	161	56	5	17	1	0	0	2	0	0	0	0	3	246
15:00	5	282	106	6	21	0	0	2	1	0	0	0	0	5	408
16:00	2	473	135	6	23	2	0	6	0	0	0	0	0	12	659
17:00	6	738	193	2	21	1	0	8	0	0	0	0	0	19	988
18:00	2	469	135	2	22	0	0	6	1	0	0	0	0	8	645
19:00	4	261	85	3	12	0	0	1	0	0	0	0	0	2	368
20:00	1	232	55	0	3	0	0	1	0	0	0	0	0	1	293
21:00	2	158	35	0	2	0	0	0	0	0	0	0	0	4	201
22:00	0	118	31	0	0	0	0	0	0	0	0	0	0	0	149
23:00	3	80	22	0	4	0	0	0	0	0	0	0	0	1	110
Total	32	3880	1248	58	200	10	0	33	6	0	0	0	0	89	5536
Percent	0.6%	69.7%	22.5%	1.0%	3.6%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	1.6%	

AM Peak	08:00	08:00	08:00	08:00	08:00	05:00		10:00	07:00					08:00	08:00
Vol.	2	129	57	6	17	1		4	2					17	228
PM Peak	17:00	17:00	17:00	15:00	16:00	16:00		17:00	14:00					17:00	17:00
Vol.	6	738	193	6	23	2		8	2					19	988

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horseshoe, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

Melville Ave 75 m north of Hawker Rd

Melville Ave 75 m north of Hawker Rd

Latitude: 0° 0' 0.000 Undefined

Southbound		Latitude: 0.0000																												Undefline:
Start	Time	21	25	29	33	37	41	45	49	53	57	61	65	69	73	77	81	85	89	93	97	101	105	109	113	117	121	125	129	131
20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	84	88	92	96	100	104	108	112	116	120	124	128	130	959	Total
09/22																														
09																														
10																														
11																														
12																														
13																														
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46																														
47																														

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

Melville Ave 75 m north of Hawker Rd

Melville Ave 75 m north of Hawker Rd

Latitude: 0' 0.000 Undefined

Southbound	21	25	29	33	37	41	45	49	53	57	61	65	69	73	77	81	85	89	93	97	101	105	109	113	117	121	125	129	131	Total
Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time	20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	84	88	92	96	100	104	108	112	116	120	124	128	132	599
09/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 2008141

Station ID:

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Horsham, PA, USA 19044  
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# OAK RIDGES MORaine FOUNDATION

c 3

COMMUNICATION

CW - February 22/11

ITEM # - Presentations & Deputations 8b)

The Oak Ridges Moraine Foundation was founded in 2002 as a governing body dedicated to the enhancement and preservation of the Moraine as a healthy and vibrant ecosystem. Comprised of an independent board of directors, the Foundation has diligently distributed in excess of \$14 million in grants to 177 projects since 2002. Working closely with Moraine partners, the ORMF leveraged an additional \$35.8 million in funding for land securement, stewardship, education and public understanding, Oak Ridges Moraine Trail, and research projects.

WWW.ORMF.COM

# STEWARDSHIP

The Oak Ridges Moraine Foundation (ORMF) developed a Stewardship Strategy in 2005 to ensure that Foundation funds focused where maximum environmental protection and preservation could be achieved. To date over 1,000 acres of conservation lands have been enhanced through stewardship projects such as tree planting, wetland creation and restoration, habitat management, prairie restoration and livestock diversion. Close to 16 km of stream-bank restoration has also been completed. Through projects like the Caring for the Moraine more than 85,000 Oak Ridges Moraine (ORM) landowners received stewardship advice from ORMF partners.

## ORMF STEWARDSHIP GRANTS:

- **Conservation Foundation of Greater Toronto -**  
Stewardship Strategy \$10,000  
Preston Lake Shoreline Restoration \$5,800  
Chadwick Restoration Project \$2,000  
Oak Ridges Corridor Park Management Plan \$30,000  
Oak Ridges Corridor Park Management Plan Implementation \$125,010  
Oak Ridges Corridor Park Management Plan Implementation #2 \$91,230
- **Conservation Foundation of Greater Toronto/Seneca College -**  
Eaton Hall Wetland and Forest Enhancement \$72,465
- **Ganaraska Region Conservation Authority -**  
Ganaraska Forest Tallgrass Prairie Maintenance \$2,500  
Ganaraska Plains Initiative \$21,000
- **Central Lake Ontario Conservation Authority -**  
Reforestation Project \$7,500  
ORM Research Officer \$40,000  
Tapping Into Nature - Oak Ridges Moraine Displays \$8,997
- **Lake Simcoe Region Conservation Authority -**  
Reforestation Project \$6,000  
Reforestation Project \$2,000  
Reforestation Project \$2,287
- **Credit Valley Conservation -**  
Reforestation Project \$570  
Wetland Naturalization \$7,155  
Reforestation in Wetland Complex \$792  
Kilmangh Swamp Restoration \$1,587
- **Wetland Habitat Fund -**  
Cold Creek Headwaters Woodland/Wetland Planting \$4,000  
Orono Creek Riparian and Upland Habitat Restoration \$2,000  
Red Cloud Cemetery Prairie Restoration and Management Project \$2,000
- **Nature Conservancy of Canada -**  
Rice Lake Plains Initiative \$333,290  
Rice Lake Plains Joint Initiative #2 \$33,902  
Caring for the Moraine in the Rice Lake Plains \$60,270
- **York Environmental Stewardship - Rouge Watershed**  
Wetland Creation and Re-naturalization \$19,000
- **Kawartha Region Conservation Authority -**  
East Cross Forest Restoration \$19,000
- **Willow Beach Field Naturalists -**  
ORM Restoration Strategy \$12,000
- **Ducks Unlimited -**  
Wetland Conservation and Enhancement Program \$184,400
- **Citizens Environment Watch -**  
ORM Community-led Monitoring Program \$402,000  
Strengthening the Oak Ridges Moraine Network: Bringing Together Monitoring and Stewardship \$92,428
- **Oak Ridges Moraine Landowner Contact Program -**  
Funds Distributed to 11 Conservation Groups for Implementation \$200,959
- **Stewardship Projects in the Conservation Priority Areas of the ORM (Caring for the Moraine Year 1) -**  
Funds Distributed to 15 Conservation Groups for Stewardship Work \$474,750
- **Lake Simcoe Region Conservation Authority/Ontario Soil and Crop Improvement Association/Conservation Ontario -**  
ORM Environmental Enhancement Program for Farmers on the Moraine \$450,314
- **Trees Ontario Foundation -**  
ORM Tree Seed and Seedling Management \$137,400
- **Ontario Federation of Anglers and Hunters -**  
Community Stream Steward Program \$159,877  
ORM Restoration Database \$25,000  
Stewardship Rangers \$30,000  
Community Stream Steward Program #2 \$66,414
- **Caring for the Moraine**  
Year 2 - Funding Distributed to 14 Conservation Groups for Stewardship Work \$574,252  
Year 3 - Funding Distributed to 14 Conservation Groups for Stewardship Work \$802,866  
Year 4 - Funding Distributed to 17 Conservation Groups for Stewardship Work \$726,632  
Year 5 - Funding Distributed Through Small Grants Program \$30,000
- **Evergreen - Phyllis Rawlinson Park:**  
Greening a Growing Community \$24,683
- **Lower Trent Conservation Authority -**  
Caring for the Moraine in the Rice Lake Plains \$80,413



# LAND SECUREMENT

The ORMF helped its partners to obtain land according to its Land Securement Strategy (2003). Lands secured included those that contain significant natural and hydrological features and values, lands within natural core and linkage areas, lands that serve important ecological functions and lands identified in the Oak Ridges Trail Strategy. Securement was undertaken in the form of fee simple purchase, donations or easements. To date more than 5,582 acres of conservation lands have been protected through acquisition, donation and conservation easements.

## ORMF LAND SECUREMENT GRANTS:

- **Conservation Foundation of Greater Toronto -**
  - Acquisition of 160 acres \$215,000
  - Acquisition of 30 acres \$87,375
  - Acquisition of 232 acres \$270,000
  - Acquisition of 25 acres \$247,000
  - Acquisition of 5 acres \$33,167
  - Acquisition of 92 acres \$322,500
  - Acquisition of 50.45 acres \$895,000
  - Acquisition of 82.71 acres \$82,667
- **Central Lake Ontario Conservation Authority -**
  - Acquisition of 325 acres \$219,834
  - Acquisition of 216 acres \$225,000
  - Acquisition of 135 acres \$140,000
  - Acquisition of 300 acres \$275,000
  - Acquisition of 630 acres \$575,000
  - Acquisition of 120 acres \$40,000
  - Acquisition of 124 acres \$35,000
- **Oak Ridges Moraine Land Trust -**
  - Easement Acquisitions 2003 \$14,160
  - Easement Acquisitions 2004 \$24,421
  - Secure Conservation Land and the Oak Ridges Trail \$219,943
  - Acquisition of 25.55 acres \$6,833
  - Acquisition of 49.8 acres \$5,248
  - Donation of Conservation Easement \$6,833
- **Nature Conservancy of Canada -**
  - Acquisition of 50 acres \$220,000
  - Acquisition of 96 acres \$87,000
  - Acquisition of 388 acres \$156,000
  - Acquisition of 100 acres \$11,000
  - Acquisition of 226 acres \$59,310
  - Acquisition of 71 acres \$230,400
- **Regional Municipality of York -**
  - Acquisition of 60 acres \$108,000
  - Acquisition of 71 acres \$80,000
- **Lower Trent Region Conservation Authority -**
  - Acquisition of 107 acres \$41,000
- **Kawartha Heritage Conservancy -**
  - Building Securement Capacity on the Eastern Oak Ridges Moraine \$92,000
- **Kawartha Region Conservation Authority -**
  - East Cross Forest Land Acquisition and Protection \$235,200
  - Acquisition of 29.5 acres \$16,151
  - Acquisition of 599 acres \$427,500
- **Ganaraska Region Conservation Authority -**
  - Acquisition of 115 acres \$8,075
  - Acquisition of 100 acres \$23,736
- **Northumberland Land Trust -**
  - Acquisition of 52.85 acres \$26,110

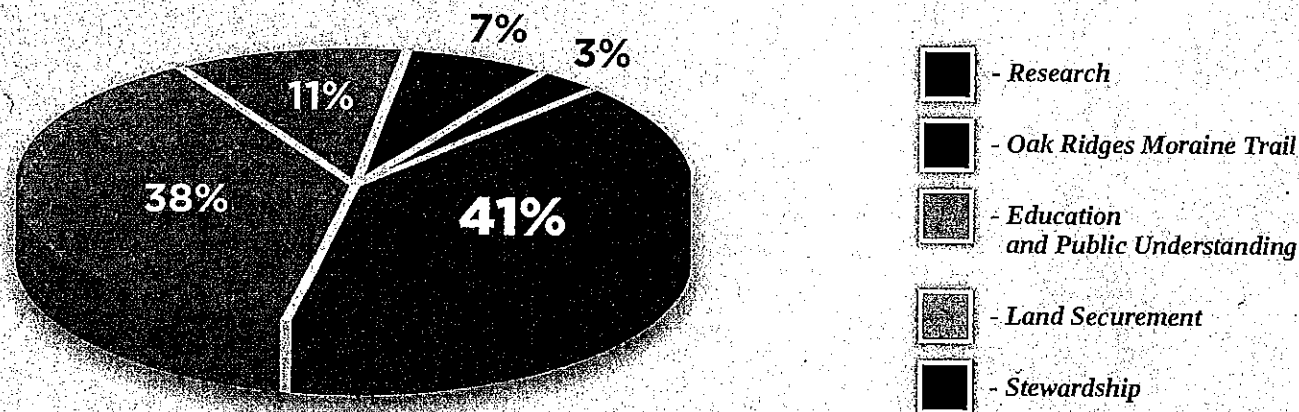
# RESEARCH

The ORMF has supported selected research efforts conducted by universities, colleges, and non-government organizations in order fill knowledge gaps on the Moraine.

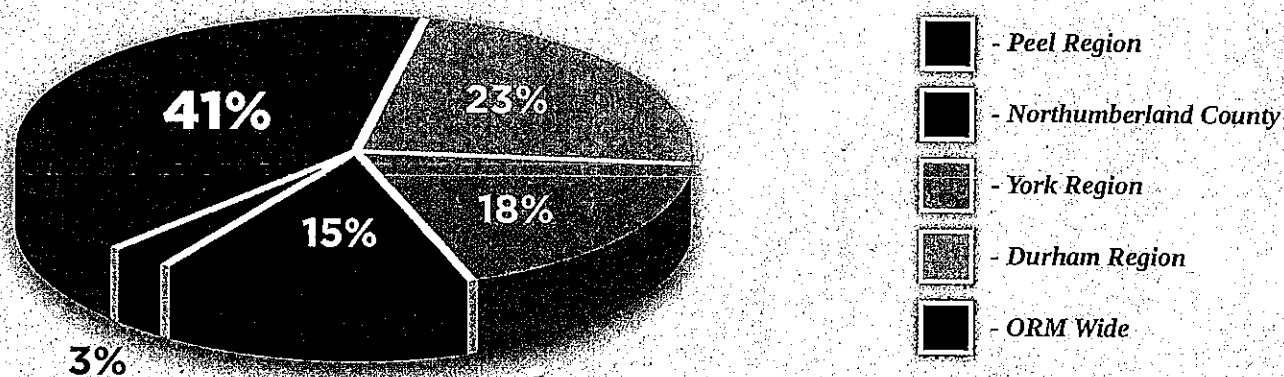
## ORMF RESEARCH GRANTS:

- **Conservation Foundation of Greater Toronto -**
  - Permeable Pavement/Bioretenention Swale Demonstration \$25,000
- **University of Waterloo**
  - Investigation of ORM as a Biosphere Reserve \$45,000
  - ORM as a Biosphere Reserve \$66,180
- **Ecojustice Canada -**
  - Understanding the Cumulative Impact of Water Takings on the ORM \$50,000
- **Watershed Science Centre/Trent University -**
  - Impacts of Roads and Trails on Forest Bird Communities \$24,250
  - Impacts of Roads and Trails on Forest Bird Communities #2 \$32,035
- **Conservation Foundation of Greater Toronto -**
  - Evaluating the Natural Function of Headwater Streams \$118,750

## % OF GRANTS ALLOCATED TO PROGRAM AREAS



## % OF GRANTS ALLOCATED PER MUNICIPALITY



## FUNDING

ORMF funds have leveraged \$35.8 million dollars including:

- \$10 million from the private sector
- \$20 million from the public sector
- \$5.8 million from in-kind contributions

As a result, over \$49.8 million in new conservation and protection projects have been undertaken on the Oak Ridges Moraine.



# OAK RIDGES MORaine TRAIL

One of the Moraine's greatest assets is a publicly accessible trail system that traverses its entire length. The trail makes the unique features and beauty of the Moraine accessible to anyone who wishes to experience it firsthand. The Oak Ridges Trail Association has been in place since 1992 as a volunteer organization dedicated to securing a trail across the Moraine. The Foundation has supported the work of the Association and has developed an Oak Ridges Moraine Trail Strategy in order to direct and coordinate the efforts of the various stakeholders and funding partners.

## ORMF OAK RIDGES MORaine TRAIL GRANTS

- **Oak Ridges Trail Association -**  
Oak Ridges Trail Strategy \$43,000  
Organizational Support \$18,600  
Implementation of Trail Plan  
Recommendations \$36,000  
ORM Trail Improvements  
and Raising Public Awareness \$123,000  
ORM Trail Improvements  
and Raising Public Awareness #2 \$302,000  
Organizational Support \$67,500  
Organizational Support \$80,000  
Strategic Legacy Building Collaboration \$56,025  
2009 Selected Strategic Activities \$39,500
- **Township of Uxbridge -**  
Uxbridge Trail Securement \$25,201
- **Oak Ridges Moraine Land Trust -**  
Securement of the Oak Ridges Trail \$99,769
- **Oak Ridges Moraine Foundation -**  
Securement of the Oak Ridges Trail \$75,000
- **Conservation Foundation of Greater Toronto -**  
Uxbridge Trail Linkage \$20,150

# EDUCATION & PUBLIC UNDERSTANDING

One of the primary objectives of the ORMF is to share information and research gathered from across the Moraine with schools and the general public. The Foundation has developed and implemented programs and projects to help meet this objective. More than 5,700 school children have learned about the importance of water and wildlife protection on the Moraine through in-class education presentations supported by Foundation funds. 1000's more have been educated through a variety of Moraine programs.

## ORMF EDUCATION AND PUBLIC UNDERSTANDING GRANTS

- **Centre for Land and Water Stewardship -**  
ORM Stewardship Handbook \$27,333  
Pond Management Handbook \$5,000
- **Nature Conservancy of Canada -**  
Rice Lake Plains Initiative - Communications \$58,850
- **Otonabee Region Conservation Foundation -**  
Oak Ridges Moraine Education Program \$5,000
- **Rouge Valley Foundation -**  
Community Resource Centre Projects \$6,000
- **Oak Ridges Moraine Foundation**  
**Educational Materials -**  
Program #1 \$100,000  
Program #2 \$220,000  
Program #3 \$25,000  
Program #4 \$15,500
- **Ganaraska Region Conservation Authority -**  
Oak Ridges Moraine Information Centre \$500,000
- **Town of Richmond Hill -**  
Oak Ridges Moraine Eco-Centre \$86,486
- **Ontario Streams -**  
Newberry Park: Wetland Restoration and Education Facility \$40,000
- **Green Communities Canada -**  
Well Aware in the Oak Ridges Moraine \$171,665
- **Conservation Foundation of Greater Toronto -**  
Homeowners Information Toolkit \$18,350  
Support for Three Children's Water Festivals \$30,000
- **Oak Ridges Moraine Foundation -**  
Outreach and Education In-Class  
Programming \$107,915  
Training Partner Volunteers for In-Class  
Presentations \$31,100  
2015 Plan Review Preparedness \$100,000



PHOTO BY PHIL NEWTON

## CONTACT THE FOUNDATION

### The Oak Ridges Moraine Foundation

The Gate House

13990 Dufferin Street North

King City, Ontario L7B 1B3

905-833-5733

support@ormf.com



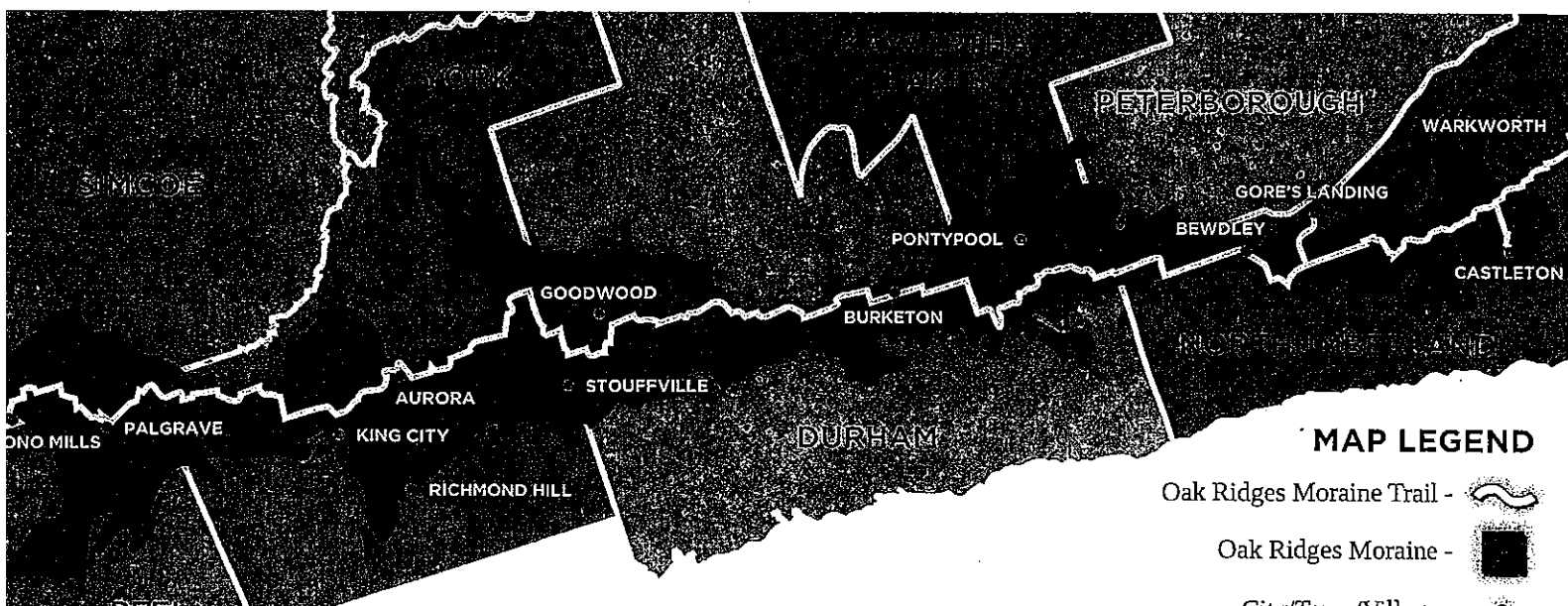
**THE MORaine.  
FOR LIFE.**

## THE ORMF'S ROLE TODAY

Although we have suspended our granting role, the Foundation continues to play a very important coordination and collaboration role. With our connections to the many different stakeholders, the Foundation acts as a clearinghouse of information and as a central hub of coordination on the Moraine. We have been playing a lead role in pulling together the information needed for the review of the Oak Ridges Moraine Conservation Plan in 2015. A series of eight reports are being undertaken to determine how effective both the legislation and non-regulatory work of the Foundation have been in contributing to the overall protection and enhancement of the Moraine. As well, we continue to work on the Oak Ridges Trail -- aiming to take the trail off roads and onto public lands and continuing to create more side trails that will link communities directly with the Oak Ridges Trail. And lastly, we are continuing to seek additional funding so we can continue our important work.

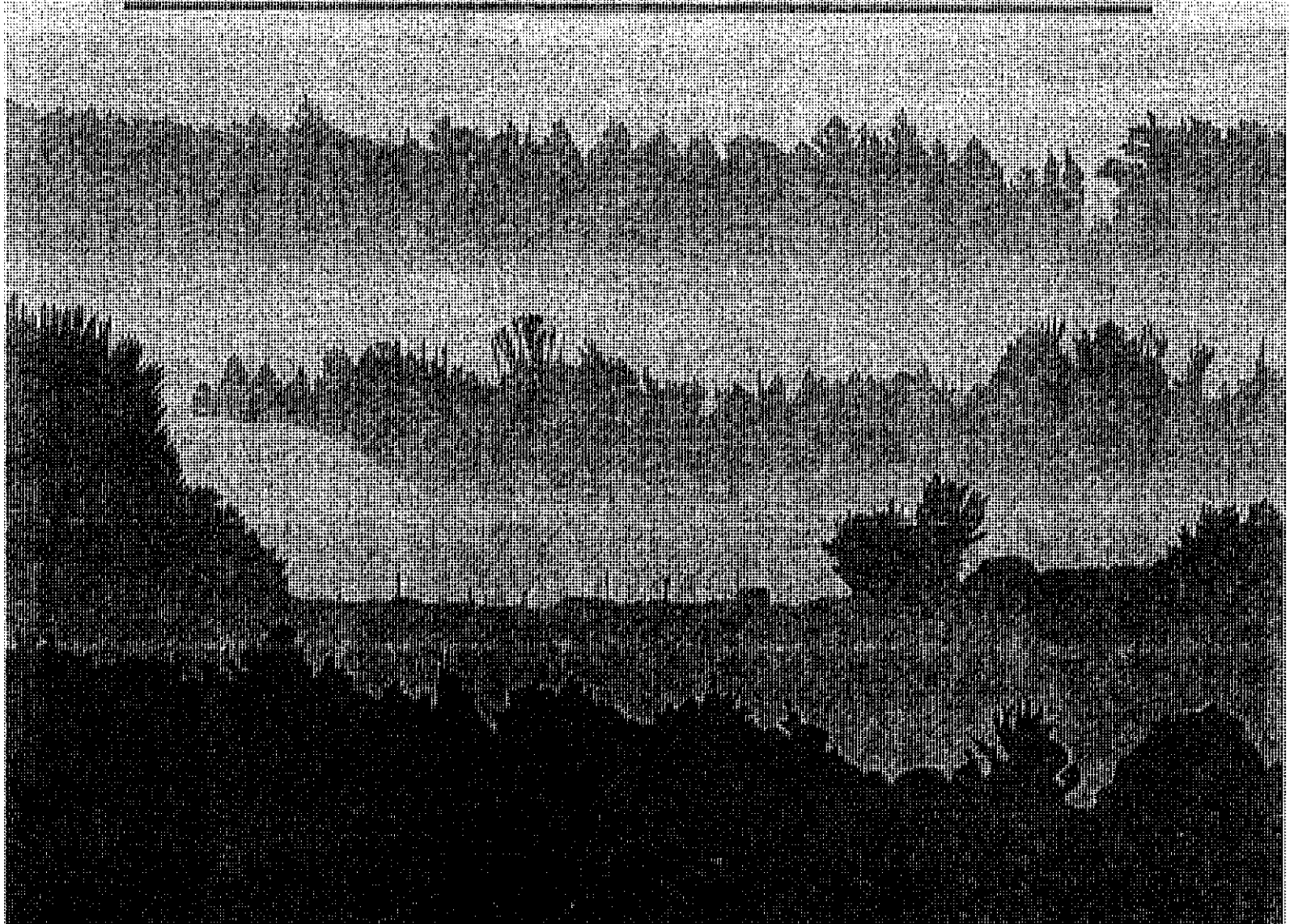


## OAK RIDGES MORaine





# OAK RIDGES MORaine

A black and white photograph of a forested landscape. In the foreground, there is a body of water, possibly a lake or a wide river, which reflects the surrounding trees. The middle ground is filled with a dense forest of tall, thin trees, likely evergreens. The background shows more forested hills or mountains under a light sky. The overall scene is serene and natural.

The Oak Ridges Moraine is a unique and irreplaceable landscape located in your community. Shared and enjoyed by millions of people, it is the source of water for many river systems, home to a wealth of natural habitats and an enormous groundwater recharge system for central southern Ontario. Boasting 273 kilometres of trail and countless outdoor recreation activities, the Moraine offers something for everyone. It is a vibrant place for people to live, work and play in harmony with nature.

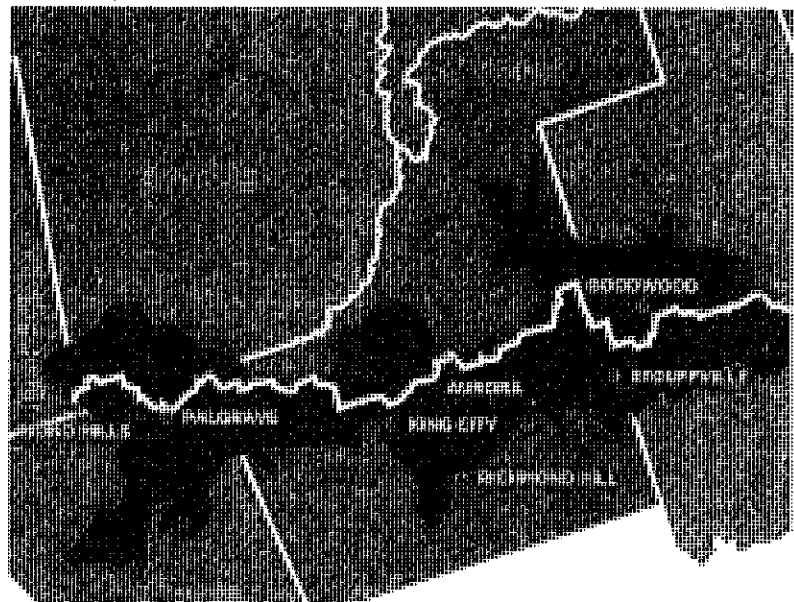
[WWW.MORAINEFORLIFE.ORG](http://WWW.MORAINEFORLIFE.ORG)

**The Oak Ridges Moraine?** It made newspaper headlines in 2001 when the Oak Ridges Moraine Protection Act and subsequent Oak Ridges Moraine Conservation Plan were passed. Still, several years later there are many people who are unsure of what it is or why it is such an important landscape.

- # HOW THE MORaine HELPS.

One of the Moraine's most important functions is water recharge and discharge. It has been described as Southern Ontario's rain barrel - permeable sands and gravels absorb and collect rain and snow melt, which then slowly filters into the deep aquifers below the ground. This groundwater is used for drinking water in private and public wells across the Moraine.

- # OAK RIDGE



# WHAT THE MORaine IS HOME TO.

The Oak Ridges Moraine is a land and water rich natural resource. It is home to over 900 species of plants and many birds, mammals, reptiles and amphibians including the provincially and nationally threatened species, the Jefferson Salamander. You can learn a great deal about our natural environment on the Moraine — a living classroom close to home!

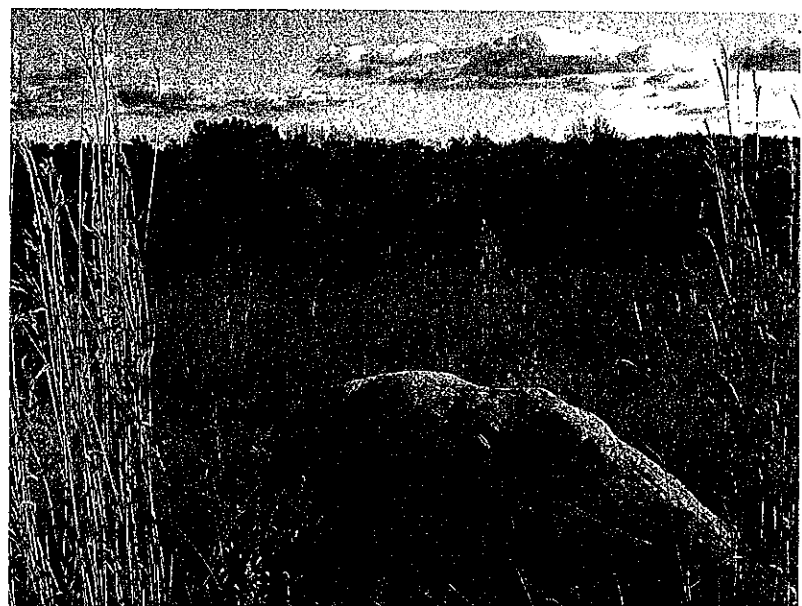
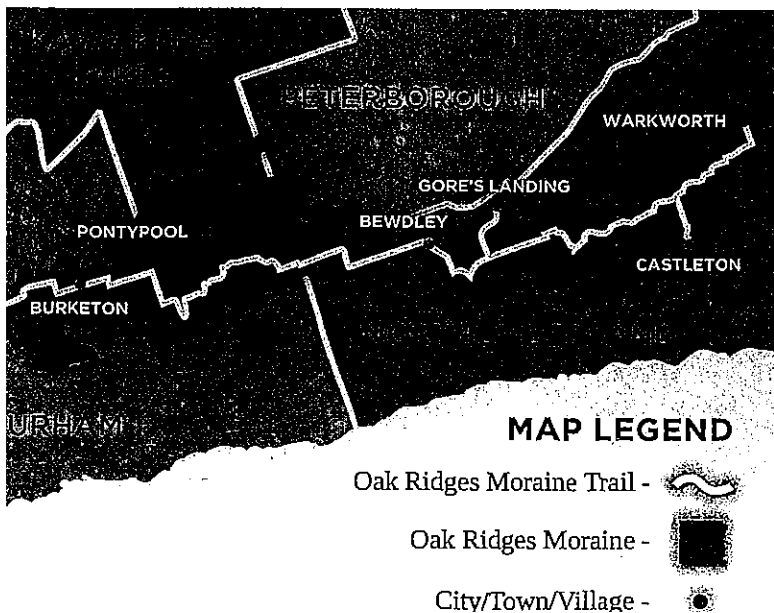
- Thirty-two percent of the Moraine is covered in a variety of natural and replanted forests. Five forest areas are greater than 2,000 hectares in size.
- The Moraine's forests and woodlands support the largest and most diverse breeding populations of birds in Southern Ontario.
- There are 32 kettle lakes on the Moraine, most of them in the western portion.
- Only 1% of southern Ontario's original tallgrass prairie and savanna remains. Much of it can be found in the Eastern portion of the Moraine known as the Rice Lake Plains.

# HIKING ON THE MORaine.

Hiking is one of the best ways to enjoy a person's nature. The Oak Ridges Moraine Trail provides a spectacular landscape to see and improve your physical health. The trail connects urban areas and rural farms, passing through over 15 local communities, 8 creeks and rivers and 3 conservation areas. It provides Ontarians with the opportunity to visit and enjoy the natural and scenic wonders of one of the largest and most diverse natural landscapes in Ontario.

- The Oak Ridges Trail extends 273 km along the entire length of the Oak Ridges Moraine.
- There are two trails in the Oak Ridges Moraine and a third and one in the west where it meets the Bruce Trail in Lake Simcoe.
- Elevated viewpoints provided a variety of views across the Moraine.
- Parking areas and viewpoints in many communities and in some rural areas.
- A variety of facilities are available to enhance the hiking experience along the Moraine, including picnic areas, playgrounds, and well equipped with picnic areas, restrooms, interpretive and conservation information, and educational displays. The trail is also a great place to see some of the most beautiful scenery in Ontario.

## S MORaine





## ABOUT THE FOUNDATION.

The Oak Ridges Moraine Foundation (ORMF) was founded in 2002 as a governing body dedicated to the enhancement and preservation of the Moraine as a healthy and vibrant ecosystem. Comprised of an independent board of directors, the Foundation diligently distributed in excess of \$14 million in grants since 2002. Working closely with Moraine partners, the ORMF leveraged an additional \$35.0 million in funding for land acquisition, stewardship, education and public awareness, Oak Ridges Moraine Trail, and research programs. Over the past eight years, the ORMF has successfully supported 177 new conservation and protection projects on the Moraine.

## CONTACT THE FOUNDATION.

### The Oak Ridges Moraine Foundation

The Gate House

13990 Dufferin Street North

King City, Ontario L7B 1B3

905-833-5733

support@ormf.com



# THE MORaine. FOR LIFE.

## THE FOUNDATION FUNDING AT WORK.

- More than 5,582 acres of conservation lands have been protected through acquisition or conservation easements
- More than 1000 acres of conservation lands have been enhanced through stewardship projects such as tree planting, wetland creation, riparian plantings, habitat management, wetland enhancement, livestock diversion and prairie restoration
- Close to 16 kilometers of stream or stream-bank restoration has been completed
- More than 85,500 landowners have received stewardship advice
- More than 5,700 school children have learned about the importance of water and wildlife protection through educational programs

It is imperative that the Moraine remain healthy in order to sustain the individual and ecological communities that it impacts. Ongoing resources and efforts are needed to help protect this Provincial treasure. Despite plans to close its doors in 2010, the Foundation will continue to seek resources to persevere and provide long-term funding for ongoing program initiatives, in response to an overwhelming show of support from Moraine stakeholders. For more information on the *Oak Ridges Moraine Foundation*, visit: [www.ormf.com](http://www.ormf.com)





**WESTON CONSULTING GROUP INC.**

"Land Use Planning Through Experience and Innovation"

February 4, 2011  
File No. 4654-1Mayor and Members of Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1c 9

COMMUNICATION

CW - February 22/11

Dear Mayor and Members of Council,

ITEM # - Presentations & Deputations 8e)Re: **Official Plan and Zoning Amendment Applications OP.08.005 and Z.08.022**  
**7777 Weston Road, City of Vaughan**  
**2159645 Ontario Inc. c/o Liberty Development Corporation****Executive Summary**

Liberty Development's applications are representative of the kind of development that the City envisions for this major intersection in the vicinity of the Vaughan Metropolitan Centre. The proposal has considerable merit by virtue of the site's location at a prominent corner at a Regional Corridor. Redevelopment of an obsolete use on the subject site for a "true" high density mixed-use development will support the planned transit initiatives and contribute to transforming Vaughan into an attractive, vibrant and sustainable city.

Liberty Development are herein requesting that Council resolve that the development applications at 7777 Weston Road can proceed for a Final Report notwithstanding Policy 10.1.1.4 of the newly adopted Official Plan for the following reasons:

1. The original applications were filed with the City in April 2008, which is outside the May 17, 2010 cut-off date to be eligible for consideration, as identified in Policy 10.1.1.10; and
2. The applications respond to the criteria and objectives identified in Policy 10.1.1.10 and Policy 2.1.3.2 of the new Official Plan, providing sufficient justification for processing the applications in advance of the secondary plan.

**Introduction**

We are the Planning Consultants acting for Liberty Development Corporation ("Liberty"), the owner of the above referenced site. We are writing to request that the above noted Official Plan and Zoning Amendment applications be processed for consideration by Council in advance of the Weston Road and Highway 7 Secondary Plan.

Since  
1981Vaughan Office: 201 Millway Avenue, Unit 19,  
Vaughan, Ontario, L4K 5K8  
Tel. 905-738-8080Oakville Office: 1660 North Service Road East, Suite 114,  
Oakville, Ontario, L6H 7G3  
Tel. 905-844-8749

02/17/2011 13:21 FAX

BRATTY & PARTNERS

003/018

This letter provides the justification for this request which demonstrates that the proposed development applications are generally compatible with the vision contemplated in the Official Plan; are significant in terms of its contribution to city-building; and that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a secondary plan process.

### **1.0 The Original Applications**

On April 23<sup>rd</sup> 2008 applications were submitted to the City of Vaughan to amend the provisions of the City of Vaughan Official Plan (OPA No. 500) and to amend the City of Vaughan Zoning By-Law 1-88, to permit a mixed-use development.

As originally filed, the Official Plan Amendment (OP.08.005) proposed to amend the "Corporate Centre District" policies of OPA No. 500 (Corporate Centre Plan), as amended by OPA No. 663 to increase the maximum permitted Floor Space Index (FSI) from 2.5 to 5.0; and increase the maximum building height from 25 m to 114 m.

The accompanying Zoning By-law Amendment Application (Z.08.022) sought to rezone the subject lands from C2 General Zone to C9 Corporate Centre Zone and to permit the zoning exceptions required to implement the concept plan.

The Applications were required to facilitate the development of three high-density residential condominium buildings, consisting of 24, 28, and 32 storey towers on the property. The three buildings would provide a total of 1050 units. This development also proposed a one to three storey landscaped podium which included street related retail and office uses, and surface and underground parking.

The Applications were considered complete in May 2008 and a Public Meeting was held on June 3, 2008. A revision addressing the comments received was subsequently submitted on December 16, 2008, which included a revised development concept and various studies, including an Urban Design Brief and Master Landscape Plan, Wind Study, Functional Servicing Report, and an updated Phase 1 Environmental Site Assessment. An updated Traffic Impact Study, Noise Study and Shadow Impact Study were submitted to the City on March 10, 2009.

On June 23, 2009, the applications proceeded to the City of Vaughan Committee of the Whole. In the Staff Report of June 23, 2009, the City of Vaughan Development Planning Staff ("Staff") recommended that the OPA and ZBL Amendment for the property be approved. Specifically, it was indicated in the staff report that the Development Planning Department can support a maximum FSI of 2.5 and a maximum building height of 25 m, which are as-of-right permissions granted by the governing official plan (OPA #663) and the implementing C9 (H) Zone, respectively. However, the Development Planning Department proposed a framework within their recommendation for the consideration of additional density and building height to be included in the Official Plan without further amendment to the plan, based on a number of criteria including but not limited to, the submission of a complete Site

Development Application, a Planning Justification Report, Traffic Study and bonusing in exchange for community benefit, which would be reviewed to the satisfaction of the City and/or appropriate external agencies. There is a clear recognition by Planning Staff in 2009 that the applications could proceed under specific circumstances, in advance of a Secondary Plan.

No action was taken by Council as the Planning Report was adjourned sine die at the request of the current owner.

In August 2009, the subject lands were transferred from 1483969 Ontario Limited c/o Franco Palladini to 2159645 Ontario Inc. c/o Liberty Development Corporation. The new owner hired a new architect, the Kirkor Architects & Planners, to prepare a revised development scheme.

## **2.0 Revised Proposal**

In November/December 2009, based on feedback received from the City, Region and other agencies, Liberty submitted a revised proposal which was supported by the following reports: (1) Planning Justification Report prepared by Weston Consulting Group, (2) an Urban Design Brief prepared by Kirkor Architects, (3) a Traffic Impact and Parking Study prepared by Cole Engineering, (4) a Noise Study prepared by Valcoustics, (5) a Wind Study prepared by Theakston Environmental Consulting Engineers, (6) a Functional Servicing Report prepared by Valdor Engineering.

The revised proposal is for a true mixed-use development consisting of two residential towers of 30 and 33 storeys, and one office tower of 10 storeys, all sharing a landscaped podium containing apartments and commercial and office uses. In particular, there is 2 storey retail building fronting Northview Boulevard, as well as a one storey office building above the two storey retail along Weston Road and a 2 storey office building above the one storey retail along Highway 7.

The proposed development has a ratio of 2:1 residential to non-residential, an optimal blend of uses for a successful mixed use development. The residential towers and podium would contain a total of 728 units. The podium would contain 11,977.31m<sup>2</sup> of commercial gross floor area, and 13,196.28m<sup>2</sup> of office gross floor area. The total gross floor area of the proposed development is 86,346.97m<sup>2</sup>. The density of the proposed development was reduced to 4.48 FSI.

A total of 1530 parking spaces would be provided. Underground parking is proposed to be shared between all uses included in the development and is proposed to be located on up to three (3) levels below grade and one level at grade. All parking and loading areas are either below grade or at grade within the podium. Vehicular access to the site would be provided from Weston Road, Northview Boulevard, and Highway 7 (via the driveway on the adjoining lands).

The primary access points for the redevelopment of the site will include: a new full-movement access driveway to Northview Boulevard located immediately east of the existing site driveway, which will be closed; and a right-in/right-out access from/to Weston Road, which is currently operating as a full-movement access driveway. A secondary driveway connection is proposed to the existing private roadway along the site's east property line. This secondary access will also serve as the service/delivery driveway. An additional entrance is proposed for the east side of the property, by way of an existing private driveway that connects Highway 7 and Northview Boulevard. The existing right-in access driveway from Highway 7 to the private driveway is proposed to be expanded to a right-in/right-out access.

The proposed development is in close vicinity to the newly constructed and operating Highway 400 Overpass at Portage Parkway/Chrislea Road. The Highway 400 Overpass connects Weston Road to Jane Street and provides a key link in the road network for the area and proposed development.

The entranceways to the underground parking garage are located within the podium at the centre of the site. This location achieves efficiencies in the layout of the underground parking garage. In addition to the proposed underground parking, at-grade enclosed parking is proposed within the podium. Loading spaces are provided within the podium at the east side of the site. The loading spaces will be accessed via the driveway on the adjoining lands.

The organizational structure of the proposed development has strategically placed each of the proposed buildings to achieve pedestrian scaled built form and address height, noise and amenity issues. The proposed development complies with the airport zoning regulation.

The pedestrian scaled built form is achieved at street level by providing for street-side retail uses adjoining Highway 7, Weston Road, and Northview Boulevard. By placing retail uses alongside these roads, the design will create a vibrant streetscape that promotes pedestrian movement.

The bulk of the proposed development in terms of height is attributed to the proposed residential towers. However, the two towers have slender floor plates with typical floor area not exceeding 880 m<sup>2</sup> and a penthouse floor area not exceeding 750 m<sup>2</sup>. With the elimination of one of the towers and the relocation of the two residential towers to the Highway 7 side of the site, the proposed residential towers will be located even further from the closest low density residential area. The closest tower will be approximately 470 metres compared with 409 metres previously. This significant separation distance confirms that there will be no overview or shadow impacts.

The revised applications were considered at a Public Meeting by the Committee of the Whole on February 2, 2010, at which time the Committee of the Whole directed that the applicant meet with staff, the Ratepayers Association and the Ward 3 Sub-Committee to discuss the concerns expressed by the deputants.

### 3.0 New City of Vaughan Official Plan

The new City of Vaughan Official Plan, adopted on September 7, 2010 identifies the Weston Road and Highway 7 intersection, including the Liberty lands, as a Primary Centre where intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit are encouraged.

It is our view that sufficient analysis was carried out during the Official Plan Review process to approximate the heights and densities. In fact, upon initial release of the Official Plan, a schedule was included (see attached) indicating a Floor Space Index of 5.0 and a height of 24 storeys for the subject property. While this schedule was later retracted and replaced with the need for a Secondary Plan, sufficient consideration had been carried out for the subject property to proceed on a site specific basis.

The subject lands are designated "High Rise Mixed Use" (Schedule 13-R). The maximum density and height have not yet been determined and is pending the completion of the Highway 7 and Weston Road Secondary Plan (Schedule 14-A). The proposed development however, is in keeping with the land use vision and objectives of the new Official Plan.

The new Official Plan contains a policy that does not permit amendments to the Plan or the zoning by-law where it has been determined that a Secondary Plan is required but not yet completed (10.1.1.4). *It is not clear as to whether this policy is applicable to the subject applications.* However, the new Official Plan provides some flexibility where it is appropriate for an individual application to proceed before the preparation of the secondary plan. Policy 10.1.1.10 indicates:

*"Notwithstanding the policies concerning the Required Secondary Plan Areas identified in Schedule 14, Council may permit the continuance of processing of an existing development application submitted prior to May 17, 2010, when it is demonstrated to Council's satisfaction that the proposed development is generally compatible with the vision contemplated in the Official Plan; is significant in terms of its contribution to city-building; and that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a secondary plan process".*

### 4.0 Request for Processing of Applications in Advance of Secondary Plan

At this time, we are requesting on behalf of Liberty Development Corporation, that a recommendation report be brought forward to Council authorizing staff to continue processing the official plan and zoning applications per the new Official Plan Policy 10.1.1.10. The justification for processing the applications is outlined below and responds to the criteria identified in the new Official Plan, Policy 10.1.1.10.

## 5.0 Justification for Request

### *Submission of Applications*

The original applications were submitted in April 2008 with a revision in November/December 2009. This is prior to the May 17, 2010 cut off date to be eligible for consideration. The applications have been subject to two Public Meetings, one on June 3, 2008 and the other on February 2, 2010. It has been approximately 2 ½ years since the applications were filed and significant work and study has been undertaken in support of the development proposal.

### *Compatibility with the Vision of the New Official Plan*

The City of Vaughan's new Official Plan contains goals and strategic directions that will aid City Council to shape the future of the City and guide its continued transformation into a vibrant, beautiful and sustainable City. Policy 2.1.2.1 states that it is the policy of Council:

*"To establish a land-use planning framework and make decisions that will foster the continued transformation of Vaughan into a vibrant and sustainable city as articulated in Section 2.1.3 of this Official Plan and as specifically outlined in the main objectives of the Official Plan contained in Policy 2.1.3.2"*

Policy 2.1.3.2 contains 12 objectives to address the City's main land-use planning challenges and to manage future growth. The approval of the Liberty applications would essentially advance nine of these objectives. The relevant objectives that would be advanced by the approval of the Liberty proposal are as follows:

- (a) *"identifying natural features, agricultural and rural areas where urban growth is not to be directed."*

The subject properties are located within the exiting built-up area along a Regional Corridor and Key Development Area, where urban growth is directed by both the Region and City.

- (b) *"directing a minimum of 45% of residential growth through intensification and identifying Intensification Areas as the primary locations for accommodating intensification within Vaughan's built-up areas".*

The subject lands are located in a designated Primary Centre which is one of the significant intensification areas to which growth is directed and development at an intensity that is supportive of transit will be located. The approval of the Liberty proposal will help the City to achieve the total demand for residential units within the built boundary to the year 2031.

- (c) *"ensuring that the character of established communities is maintained".*

The proposed residential towers will be located a significant distance from the existing residential area to the north-west, with the closest tower being approximately 470 meters away. This significant separation distance confirms that there will be no overview or shadow impacts, and the character of the existing residential community will be maintained.

- (e) *"ensuring a sufficient supply of employment lands are maintained to support economic growth."*

The Liberty lands are not located within an employment area. However, the development proposal will contain retail/commercial uses, as well as a significant office component that will supply jobs and contribute to Vaughan's economic growth. The proposed development has a ratio of 2:1 residential to non-residential, an optimal blend of uses for a successful mixed use development that will create on-site employment.

- (f) *"identifying a hierarchy of mixed-use centres to be developed in a compact form and at appropriate densities to support transit service and promote walking and cycling."*

The proposed development is located at the north-east corner of Highway 7 and Weston Road, within the Highway 7 and Weston Road Primary Centre. A Primary Centre is at second rank within the hierarchy of Centres, with the Vaughan Metropolitan Centre (VMC) being at the top. Primary Centres are considered to be a significant location for accommodating predominately mixed-use high and mid-rise buildings, developed at intensity supportive of transit.

The Highway 7 and Weston Road intersection is a transportation focal point which currently accommodates routes for north/south and east/west bus services and has been identified by provincial and regional documents for major infrastructure investments. The location of the subject site as a Regional Corridor, within a Key Development Area and at a new transit stop makes this site appropriate to accommodate heights (i.e. 30 and 33 storeys) and densities (i.e. 4.48 FSI) that will help achieve compact urban form and transit supportive development, which are important objectives of Provincial, Regional and Municipal Policy.

- (g) *"promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly at VIVA stations, GO stations and future rapid transit stations."*

The subject lands are located within a Regional Rapid Transit Corridor and Regional Transit Priority Network (City of Vaughan Official Plan, Schedule 10). While the site is currently serviced by York Region Transit, VIVA and Toronto Commission bus routes, there are a number of transportation initiatives being undertaken by the Province, Region and City; which include the Highway 7 Rapid Transit and the University-



Spadina Subway Extension in the Vaughan Metropolitan Centre. Accordingly, Liberty's proposed high density mixed use development is at a significant location for promoting public transit which would be conveniently accessible to the residents who would live there. The proposed density and mix of uses will support the existing and planned transportation initiatives for the Highway 7 Corridor, and will also contribute to the long term vision of the Vaughan Metropolitan Centre.

- (h) "providing for a diversity of housing opportunities in terms of tenure, affordability, size and form."

The housing stock in Vaughan's community areas is primarily low-rise residential dwellings. However, the proposed development will supply high-rise condominium units in an area that offers opportunities for a more intense urban form development, helping to diversify the housing stock in Vaughan and to transform the City into a vibrant and sustainable city as articulated in the Official Plan.

- (i) *"establishing a culture of design excellence with emphasis on providing for a high quality public realm, appropriate built form and beautiful architecture through all new development."*

Liberty has prepared an Urban Design Brief in support of the development applications. This brief illustrates various elements of the development with emphasis on a high quality public realm and appropriate built form and architecture.

The development proposal enhances the public realm by integrating a public monumental featured piazza at grade and a landscaped courtyard on the 2<sup>nd</sup> floor podium with the overall architectural theme and built form. These elements join the greater city to the activities at the site, and bring residents and visitors together in the out-of-doors and create community.

The proposed monumental large open space featured piazza, at the intersection of Highway 7 and Weston Road could take the form of a fountain, sculpture, and/or a public art installation, and will guide pedestrians into the indoor glass atrium with the unity in paving pattern. The featured glass foyer serves as a link between the street activities as Weston Road and Highway 7 to the diverse garden community on the second floor. These features will be focal points providing for pedestrian activities at grade and circulation between the exterior and the internal space. By integrating streetscapes, landscaped elements and architectural treatments, the site has the potential to become a visual and cultural node. Streetscapes and sidewalks along Highway 7, Weston Road and Northview Boulevard will help define the edges of the site and create a friendly pedestrian atmosphere along the main streets.

The new Vaughan Official Plan designates the subject land as "High-Rise Mixed Use". The Official Plan defines high-rise building as a building that exceeds 12 storeys in height. The proposed development achieves the land uses and building

height envisaged in the "High-Rise Mixed Use" designation. By incorporating a mixture of land uses, high quality architecture and urban design principles, and an appropriately massed built form, the proposed development will achieve a high standard of community based design. The proposed height and small floor plate of the residential towers is desirable in terms of design and sustainability. The small floor plate essentially facilitates higher buildings but allows less consumption of land and more green space on the building lot; achieves a good relationship between the two buildings; and has less impact on the existing residential neighbourhood concerning overviews and shadows.

- (j) *"ensuring environmental sustainability through the protection of natural features and ecological functions and through the establishment of green development standards to be achieved by all new development."*

The Liberty development proposal will contain elements of sustainability and green development standards where appropriate. These include a green roof and large landscaped courtyard on the second floor podium, and a reduction in traffic as a result of creating a ratio of 2:1 residential to non-residential, an optimal blend of uses for a successful mixed use development. The proposal will also include components of a Leadership in Energy and Environmental Design (LEED) Building.

### ***Significant Contribution to City Building***

The approval of Liberty's proposal for high-density mixed use development will have a significant contribution to Vaughan's initiatives for city building by:

- Directing intensification (i.e. 728 units) in an area that is well served by existing bus routes, and where significant infrastructure in the form of public transit (i.e. VIVA Highway 7 rapid transit and the extension of the Spadina subway line) and road improvements are planned;
- Facilitating the transformation of Highway 7 from an arterial road to a multi-purpose transit supportive urban corridor that will not only serve this major intersection and the Vaughan Metropolitan Centre, but will link it together with various centres in other municipalities;
- Providing additional variety in the type of housing choices and residential units available within the City of Vaughan. The Liberty proposal will help to diversify the type of housing available in Vaughan, which at the current time is primarily singles, semis and townhouses; and
- Providing a mix of uses that will provide housing, employment opportunities and commercial facilities so that the need to travel by automobile is reduced. The Liberty proposal provides a mix of uses for the site and close proximity of the site to existing employment uses will allow residents to live close to their place of work. This will contribute towards creating healthy, balanced and complete communities.

Approving the Liberty applications in advance of the secondary plan will have a significant contribution to city building. The Liberty Development proposal, will not only act as a catalyst for other mixed use projects to develop in this important corridor, but it will also support future investment in rapid transit.

### ***Adverse Effects of Delay***

It is our opinion that placing these applications in any further abeyance pending the completion of a secondary plan will only delay the need to achieve desired intensification objectives as identified in the new Official Plan. The owner is of the view that marketing conditions are receptive for a true mixed use proposal and they are anxious to proceed. Delays will jeopardize the owner's ability to pre-sale units while there are optimal market conditions to ensure a successful project.

A secondary plan exercise can take several years to complete, and there is no need to delay approval of applications that are compatible with the vision of the new Official Plan and more specifically, the Highway 7 and Weston Road Primary Centre. The new Vaughan Official Plan already assigns a High Rise Mixed Use designation on these lands and the proposed high-rise residential condominium, mixed-use development is in conformity with the City's vision for this area.

The owner is ready to proceed and has direct experience in mixed use developments in York Region. This project has the opportunity to be used as a model for other developments in the City and will also act as a catalyst for mixed use projects to be developed to help the City achieve its goals for intensification. It is also important to recognize the need to develop on this corridor in order to support the subway in the Vaughan Metropolitan Centre and the future VIVA rapid transit system.

The owner has undertaken extensive study of this area, and is currently in the process of updating their traffic study to include a comprehensive study that will address development on all four quadrants of the Highway 7 and Weston Road intersection, as well as looking at pedestrian movements and various traffic improvements. The information and knowledge that is gained through Liberty's site specific applications will lay the ground work for the secondary plan exercise for this area.

### ***Other Considerations***

These applications arise from submissions made in April 2008, long before the new Official Plan. Policy 10.1.1.5 purports to freeze applications already underway, which is contrary to the establish case law at the Ontario Municipal Board (i.e. clergy line of cases). While we believe that it is relevant to establish the Official Plan in the review of the applications filed, it is irregular to suggest that a new Official Plan would result in a single freezing of a 2 ½ year application. It is important that reasonable steps are taken to facilitate the timely processing of development applications.

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February 4, 2011

We emphasize that the application was made approximately 2 ½ years ago and that the applicant, the municipality and the public have invested a considerable amount of time in proceeding to the point at which we have now arrived. We point out that as a response to this process, and other considerations, the applicant has made and submitted complete revisions to the concept and to the type of development being proposed. The applicant is also currently undertaking an area wide transportation study. The revisions and the work completed to date have been made at considerable cost and in good faith.

We find it unreasonable that the investment in the property, the application, and the process should be placed on hold for an extensive period of time, possibly over a 2 year time frame, to integrate this development into plans for other land holdings, for which no applications have been made. We anticipate negligible interest by some parties in a costly secondary plan process since many landowners are sitting on relatively new income generating properties;

In light of the above, we feel that we have earned the right to an expeditious process. An expeditious process and the redevelopment of an obsolete use on the subject property would be of significant value to the municipality.

### Conclusion

Liberty has been patient in the processing of their own site specific application and with the City's Official Plan review. Tremendous work and effort has been undertaken to date and Liberty is anxious to continue working with all levels of staff and members of the public in order that the processing of their applications continues.

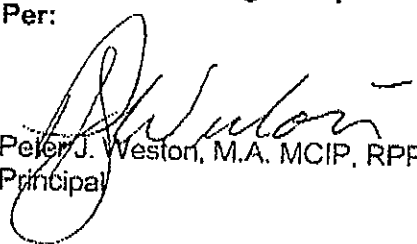
As indicated above, the work completed to date illustrates that the Liberty applications qualifies with the criteria set out in the new Official Plan, and is therefore appropriate to proceed before the preparation of a secondary plan. The Liberty proposal has considerable merit and is the type of development that is appropriate for this major intersection and that the City envisions in this Primary Centre.

Accordingly, we request that Council provide the required direction to staff and that a recommendation report be brought to Council requesting that the Liberty applications continue to be processed in advance of the secondary plan.

Yours truly,

**Weston Consulting Group Inc.**

Per:

  
Peter J. Weston, M.A., MCIP, RPP  
Principal

Page 12

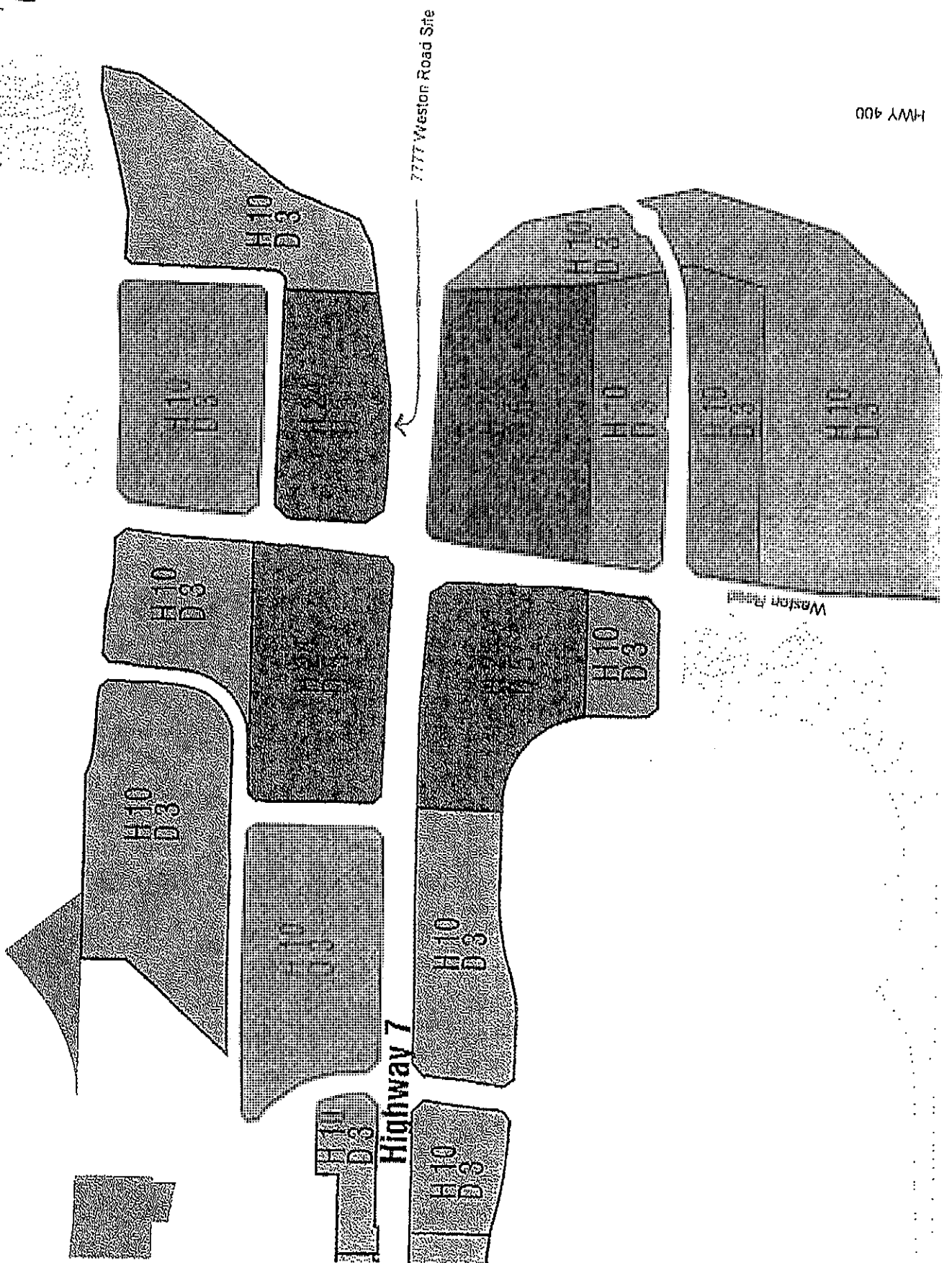
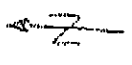
February 4, 2011

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Cc. Fred Darvish and Lezlie Phillips, Liberty Development Corporation  
Cliff Korman, Kirkor Architects  
Barry A. Horosko, Bratty and Partners, LLP  
Heather Wilson, City of Vaughan  
John Zipay, City of Vaughan  
Grant Uyeyama, City of Vaughan  
Christina Napoli, City of Vaughan  
Augustine Ko, Region of York



Attachment 2 Environmental Review





**BRATTY AND PARTNERS, LLP**  
BARRISTERS AND SOLICITORS

If all pages are not received, please call Caterina Facciolo at (905) 760-2600 ext. 293

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### FACSIMILE TRANSMISSION

DATE : February 17, 2011  
FIRM/COMPANY : City of Vaughan  
ATTENTION : Adelina Bellisario  
FAX NUMBER : 905-832-8535  
RE : Horosko Deputation – February 22, 2011  
7777 Weston Road  
FROM : Caterina Facciolo  
NO. OF PAGES : 15 (including cover)

### MESSAGE

As per our earlier telephone discussion, please find attached hereto communication from Weston's Office dated February 4, 2011 which should be distributed with Mr. Horosko's correspondence in advance of his deputation scheduled for Tuesday.

Should you have any questions or concerns, please do not hesitate to contact me.

(Please also note that I have attempted to e-mail this correspondence to you, but that it failed.)

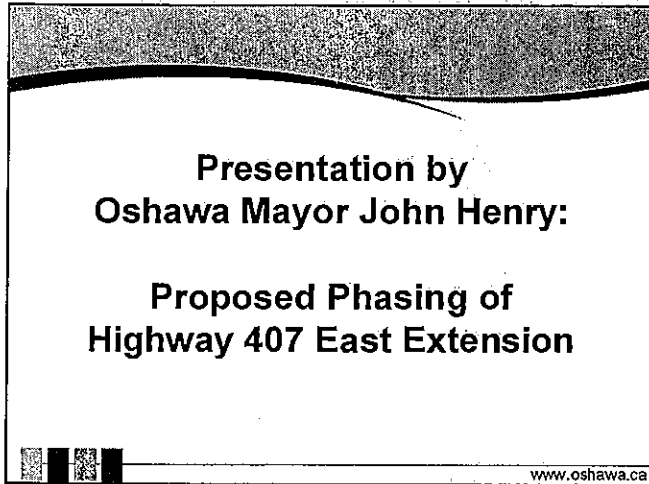
**RECEIVED**

**FEB 17 2011**

**CITY OF VAUGHAN  
CLERKS DEPARTMENT**



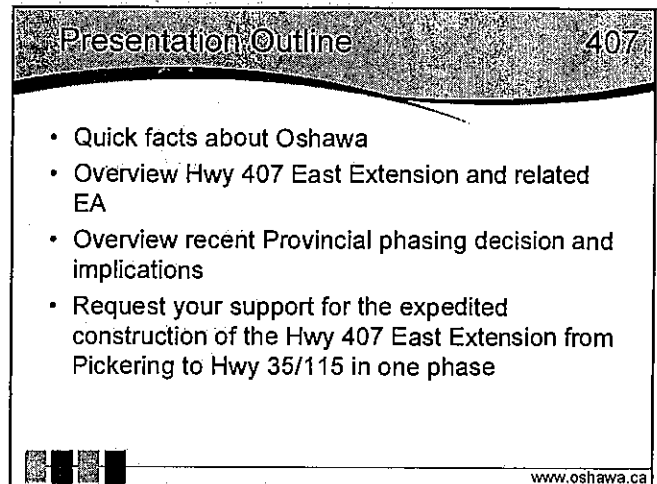
ITEM # - Presentations & Deputations 8a)



**Presentation by  
Oshawa Mayor John Henry:**

**Proposed Phasing of  
Highway 407 East Extension**

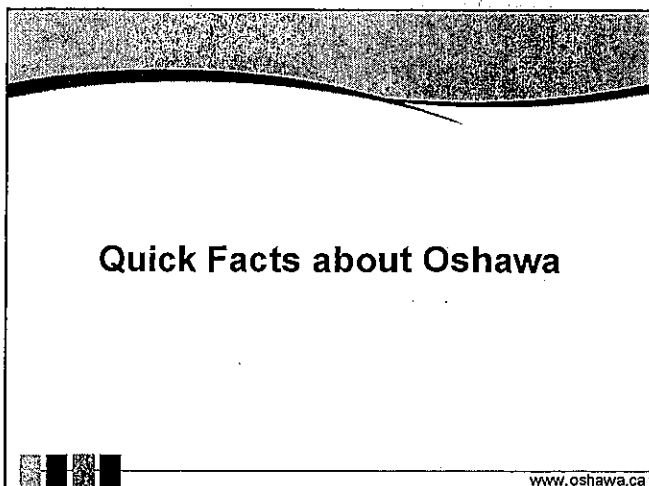
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**Presentation Outline** 407

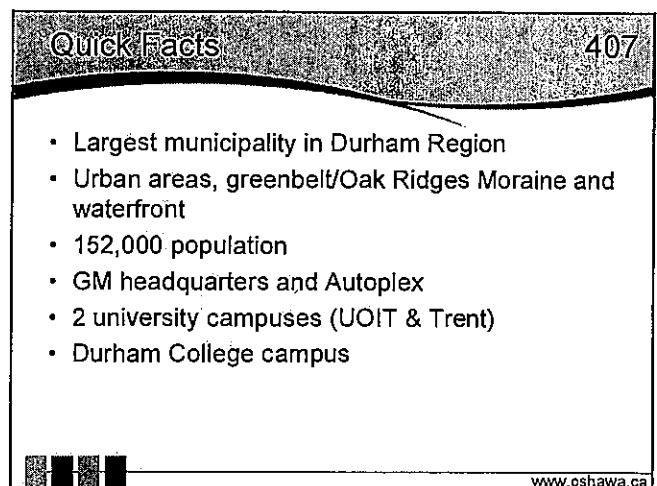
- Quick facts about Oshawa
- Overview Hwy 407 East Extension and related EA
- Overview recent Provincial phasing decision and implications
- Request your support for the expedited construction of the Hwy 407 East Extension from Pickering to Hwy 35/115 in one phase

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**Quick Facts about Oshawa**

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**Quick Facts** 407

- Largest municipality in Durham Region
- Urban areas, greenbelt/Oak Ridges Moraine and waterfront
- 152,000 population
- GM headquarters and Autoplex
- 2 university campuses (UOIT & Trent)
- Durham College campus

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## Quick Facts

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- Queen's University and Seneca College presence
- Major health care/cancer care centre
- Economy in transition

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## Why am I here?

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## Why am I here?

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- Future prosperity of Oshawa, Durham Region and Southern Ontario depends on infrastructure
- Expansion of Hwy 407 East from Pickering to Hwy 35/115 is a key part of that infrastructure
- Province has now decided to phase the Hwy 407 East Extension and terminate it in the middle of Oshawa
- This will have dire consequences for all of us!

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## Why am I here?

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- I need your support to convince the Province to abandon the proposed phasing and immediately extend Hwy 407 east to Hwy 35/115 in one phase as promised in the FLOW Agreement
  - FLOW is a legal term that references a contractual obligation where one party provides funds in exchange for a certain obligation or commitment from the other party

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## The Hwy 407 East Project and the Related Provincial Environmental Assessment

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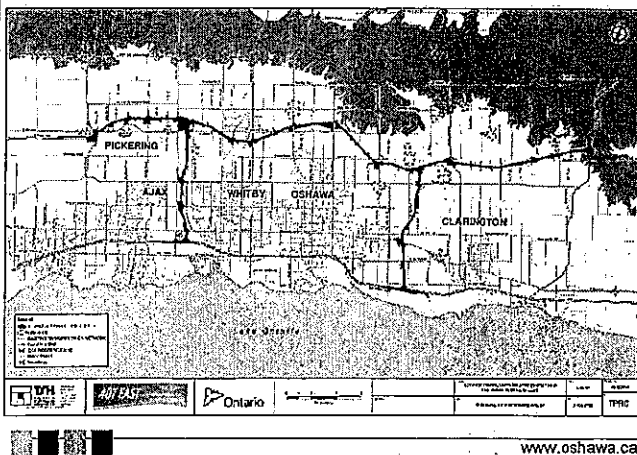
### Provincial EA

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- Between 2005 and 2010, the Province conducted an EA on extending Hwy 407 East through Durham Region to Hwy 35/115

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Coh-AE ES-3: Technically Preferred Route



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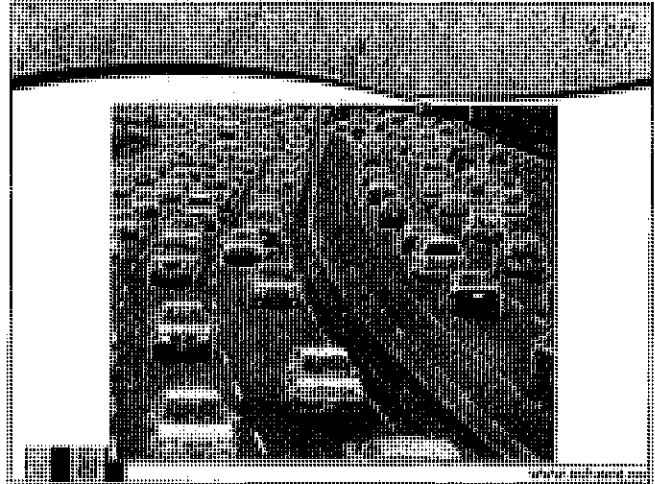
### Provincial EA

407

- Provincial EA documents state that:
  - International trade and goods movement through Durham Region is critical to the GTA and the Greater Golden Horseshoe
  - Durham Region is an eastern gateway for international/national tourist trips
  - There are existing and anticipated capacity constraints between Durham Region and the Greater Golden Horseshoe
  - No alternative exists to Hwy 401 for commercial traffic

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- Congestion on Hwy 401 has a large influence on Provincial, national and international trade
- Current and anticipated congestion levels severely impact existing and future industry, trade, tourism and economic growth



## Proposed Phasing

## Proposed Phasing

- Commenting agencies supported the EA but consistently indicated that the Hwy 407 extension to Hwy 35/115 must be completed in one phase
- In June 2010 the Provincial government approved the EA
- A few days later, without any notice or prior consultation with the affiliated municipalities, MPP Leal (City of Peterborough) issued a media release confirming that the Hwy 407 extension would in fact be phased, with Phase 1 terminating on Simcoe Street in the middle of Oshawa

- The phasing was never considered as part of the EA, it is inconsistent with a Federal/Provincial FLOW agreement and will have devastating impacts on Oshawa, Durham Region and the economy of Southern Ontario

## Rationale for Opposition to Phasing

- Unfair and misleading EA process
- Inconsistent with Federal/Provincial FLOW Agreements
- Loss of GTA by-pass benefits
- GTA congestion, quality of life, safety and environmental concerns not addressed
- Southern Ontario's potential for economic growth, tourism and job creation negatively impacted

- According to North America transportation experts, the 401 and 400 area is the busiest highway in the WORLD, often called a "linear warehouse" full of goods destined for millions of consumers world wide, seven days a week
- The Toronto Board of Trade estimates that congestion in the GTA is responsible for an annual \$6 billion loss of productivity
- Also, we face the longest commute times worldwide: GTA (79 mins), New York (77mins) and LA (57 mins) (source: Toronto Board of Trade: Scorecard on Prosperity 2010)

## Rationale for Opposition

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- Ultimately greater costs for the taxpayers of Ontario
- Inappropriate "dumping" of Provincial highway traffic onto Regional and City roads will cost residents approximately+\$329M in capital plus ongoing operation and maintenance costs
- Legacy of overbuilt infrastructure and throwaway costs

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## Support for Full Extension to Hwy 35/115

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## Support for Full Extension

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- The following oppose the Province's recently announced phasing and support the full extension of Hwy 407 to Hwy 35/115 in one phase as a priority:
  - Region of Durham Chair Roger Anderson and Council
  - Municipality of Clarington Mayor Adrian Foster and Council
  - Municipality of Scugog Mayor Chuck Mercer and Council
  - City of Oshawa Mayor John Henry and Council
  - City of Peterborough Mayor Daryl Bennett and Council
  - City of Kawartha Lakes Mayor Ric McGee and Council
  - Township of Cavan Monaghan Deputy Reeve Scott McFadden and Councillor Jim Chaplin
  - City of St. Catharines Mayor Brian McMillan and Council
  - Municipality of Port Hope (pending Committee approval)
  - Township of Uxbridge Mayor Gerri Lynn O'Connor and Council
  - Town of Markham Mayor Frank Scarpitti and Council
  - Ontario Chamber of Commerce
  - Keller Williams Energy Realtors
  - Oshawa Generals Hockey Club
  - Durham Real Estate Board

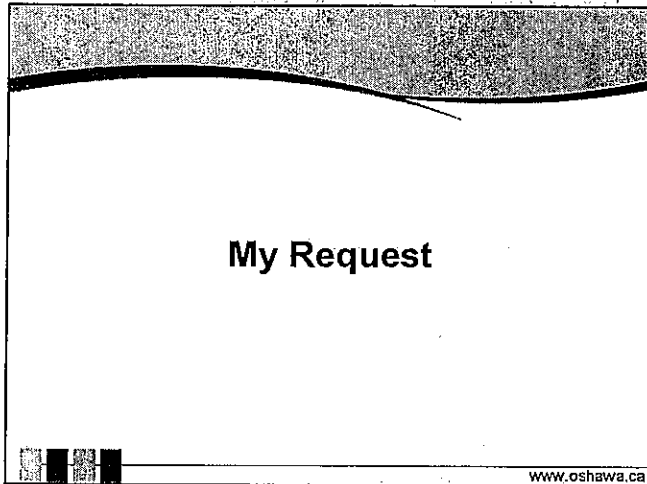
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## Support for Full Extension

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- MP Jim Flaherty
  - MP Bev Oda
  - MP Colin Carrie
  - MP Dean Del Mastro
  - MP Bob Rae
  - MPP Christine Elliott
  - MPP Jerry Ouellette
  - MPP John O'Toole
  - MPP Tim Hudak, Ontario PC Leader
  - MPP Joyce Savoline
  - MPP Norm Miller
  - MPP Frank Klees
  - Residents and stakeholder groups in Durham and Peterborough
- We hope to add the City of Vaughan to the growing list

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**My Request** 407

- The Province has not yet issued the RFP for the construction of Phase 1
  - Infrastructure Ontario is in the process of qualifying project teams who will design, build, finance and maintain Hwy 407 East from Brock Rd in Pickering to Simcoe St in Oshawa
  - The Province will retain control and ownership of the Hwy 407 East Extension
  - The Hwy 407 East Extension will be tolled in order to free up funds for transit investment and to facilitate construction and maintenance
- There is still time to get the Province to change its decision on phasing
- But, I need your help!
- The Hwy 407 East Extension to Hwy 35/115 is critical to all of Southern Ontario

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**My Request** 407

- I respectfully request that this Council adopt the following resolution:  
"That the Provincial Government rescind its decision to phase the Highway 407 East Extension with termination in Oshawa and commit, consistent with the Federal Provincial funding agreements, to build the Highway 407 East Extension from Brock Road in Pickering to Highway 35/115 in one phase as a priority;  
And that this resolution be sent to Premier McGuinty, Minister of Transportation Wynne and Minister of Infrastructure Chiarelli."

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**My Request** 407

- I also respectfully request that the City of Vaughan join in our campaign advocating for the Province to honour its commitment
- Consider distributing email messages and petition postcards and submit petition business letters
- For additional information and online petition [www.oshawa.ca/407](http://www.oshawa.ca/407)

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**Thank you**

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7777 WESTON ROAD

C13

COMMUNICATION

CW - February 22/11

ITEM # - Dec: 2)



## CONCEPTUAL NIGHT RENDERING

7777 WESTON ROAD MIXED USE DEVELOPMENT | WESTON ROAD / HIGHWAY 7  
VAUGHAN, ONTARIO  
LIBERTY DEVELOPMENT CORPORATION

PROJECT NO. 09038  
DECEMBER 14, 2009

**KIRKOR**

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7777 WESTON ROAD



## CONCEPTUAL NIGHT RENDERING

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PROJECT NO. 09038  
DECEMBER 14 2009

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## CONCEPTUAL RENDERING

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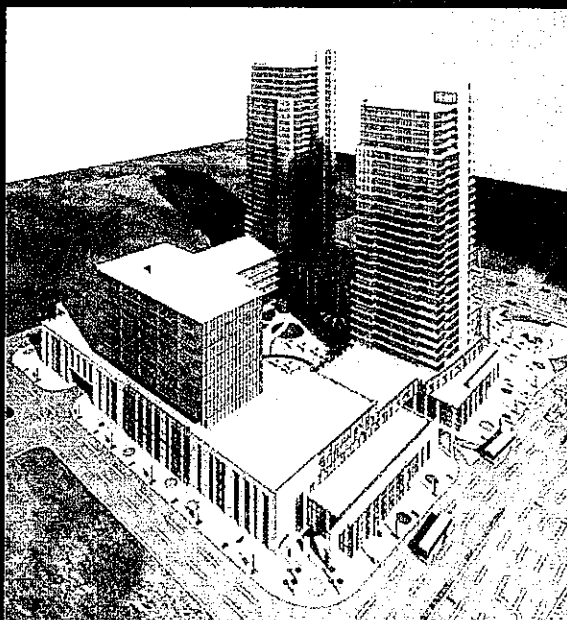
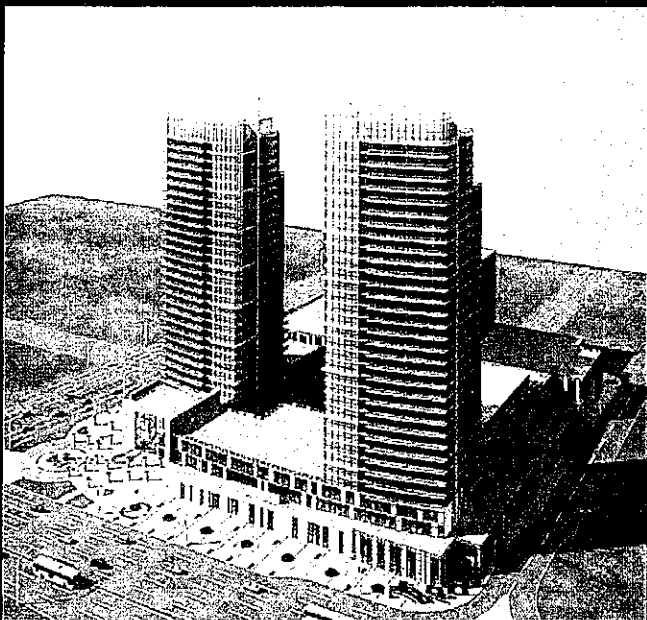
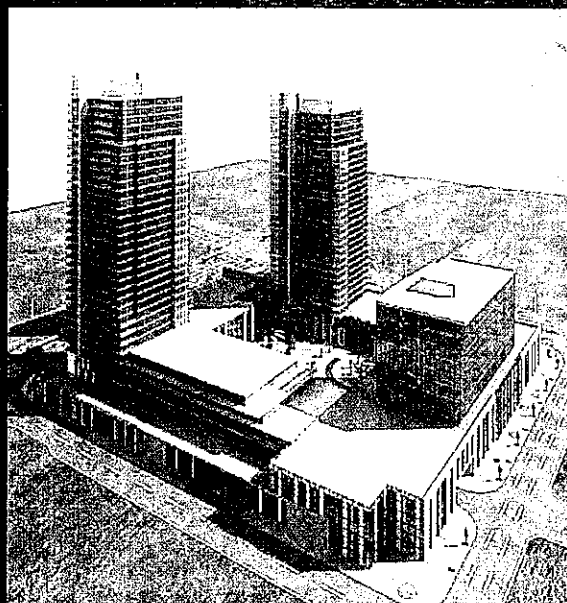
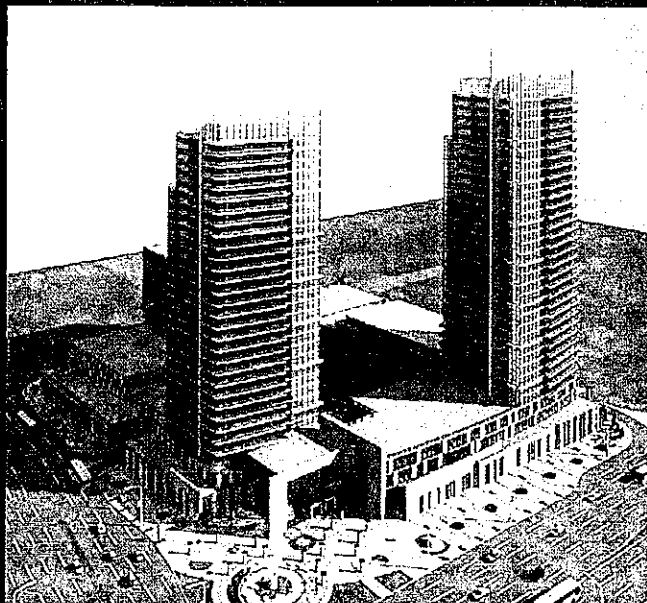
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## 7777 WESTON ROAD



### 3D BUILDING STUDY AERIAL VIEWS

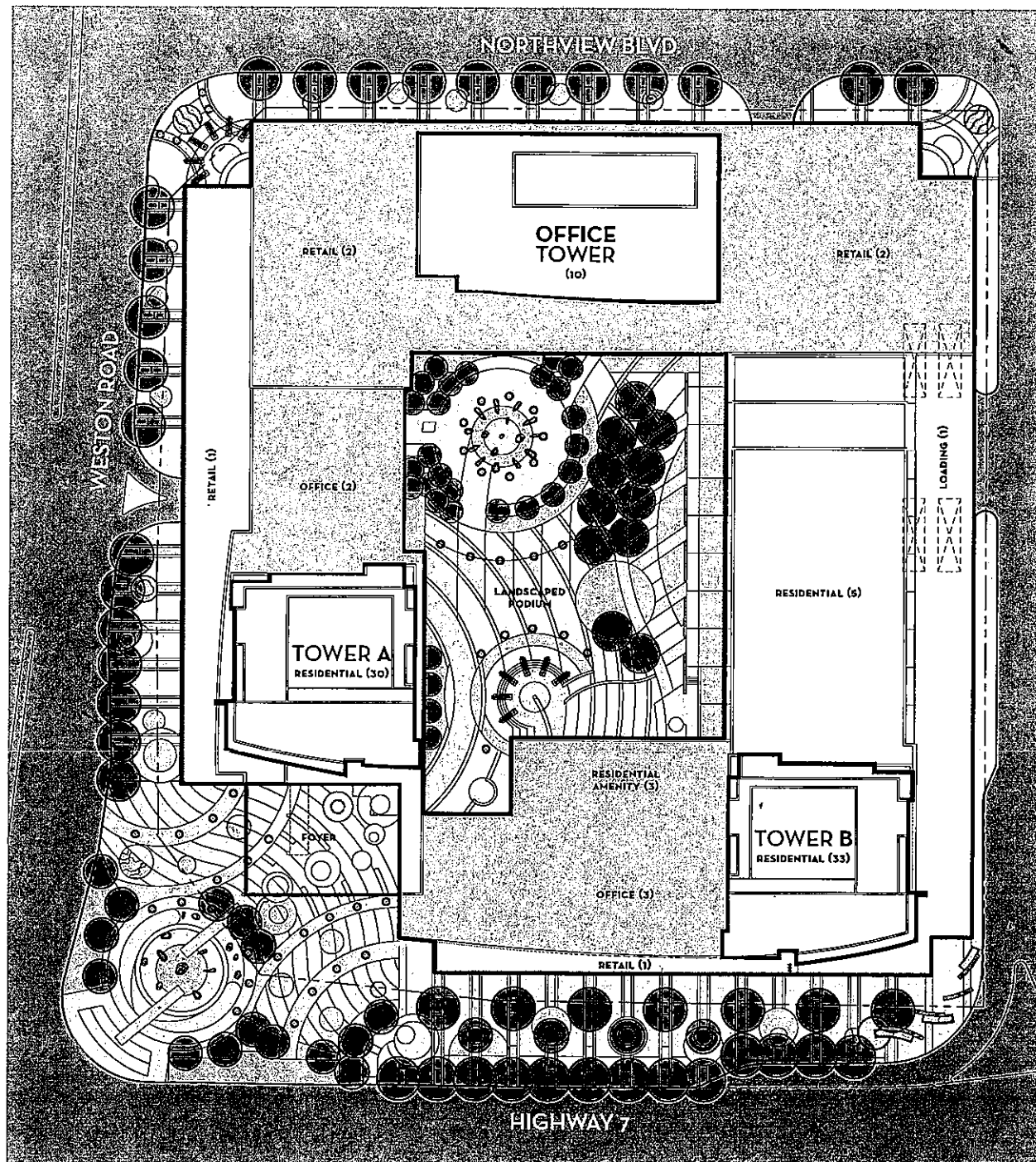
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## LANDSCAPE PLAN

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| WESTON ROAD / HIGHWAY 7

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