

COMMITTEE OF THE WHOLE (1) – APRIL 1, 2025

COMMUNICATIONS

Distributed March 28, 2025

Item No.

C1. Presentation material.

Presentation 1

Received at the meeting

C2. Presentation material titled “*Canada Public Transit Fund Update: Bus Rapid Transit along Jane Street*”

6

Disclaimer Respecting External Communications

Communications are posted on the City’s website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City’s website.

Please note there may be further Communications.

C 1

Communication

CW(1) – April 1, 2025

Item No. Pres1



Supporting Residents and Contractors: Adjusting Noise By-law for a Balanced Approach in Quiet Zones

Presented by: Vladimir Martintsov, MBA and a City of Vaughan resident

Current state

- Schedule 2 of the Noise By-law permits property maintenance/repair activities Mon - Sat, starting at 7am, even in Quiet Zones (within 250m from senior homes)
- After the pandemic, more families begin their workdays later due to remote work, and seniors are sensitive to sudden yet loud noise levels in the neighbourhoods
- Families choose Quiet Zones to ensure quiet living conditions and eventually run into a legislative contradiction permitting loud rumbling sounds early on
- Noise is noise - whether coming from fireworks or unloading activities - and it lowers the quality of life in the City; leaf blowing at 7am is no different than fireworks
- In some cases, recurring property maintenance and contract work will force residents into arguments with contractors to change their operating schedules due to unbearable levels of noise emitted at an early hour
 - Notwithstanding the by-law, the conflicts will occur to remove the anxiety of being awakened by weekly loud banging/revving
- Noise related complaints put additional pressure on by-law officers to explain the dispute resolution processes or track the noise

Better state - achieved!

- I successfully mediated the maintenance/repair activities to begin at 9 am, Mon - Sat, which removed tensions in my Quiet Zone neighbourhood - change is possible!
 - 2 hours in the morning made the needed difference to let residents wake up and be on their days
 - Contractors could emit the necessary levels of noise to complete their work
 - Mediation (often initially met with resistance) included changing schedules for 100% of weekly disturbing noises: leaf blowing, moving garbage bins, garbage trucks to come after 9am
 - Mediation with other contractors to continue as necessary
- 100% positive result: Seniors, families and contractors are thankful to each other for balancing the contract work and everyday life in the neighbourhood - no more arguments!
- No need to engage the by-law officers to mediate weekly work due to noise levels

Proposal

- Pilot permitted property maintenance/repairs and loading activities in other Quiet Zones to begin at 9 AM
- Consider piloting a legislation of snow removal activities in Quiet Zones (private driveways only!) to happen at 7 am or later - currently unregulated even for private properties in Quiet Zones which entices further conflicts
 - Driveways are not used at 4 am by residents in Quiet Zones
- Consider the same schedule change pilot in Residential areas depending on the nature of complaints (property maintenance/repair work vs regular garbage removal)
 - New property developments are excluded, of course
- A change to make the City of Vaughan more attractive to live and work at



Thank you for supporting residents and contractors co-operating in a more balanced approach in Quiet Zones!

C 2

Communication

CW(1) – April 1, 2025

Item No. 6

Canada Public Transit Fund Update: Bus Rapid Transit along Jane Street

City of Vaughan Council – April 1, 2025



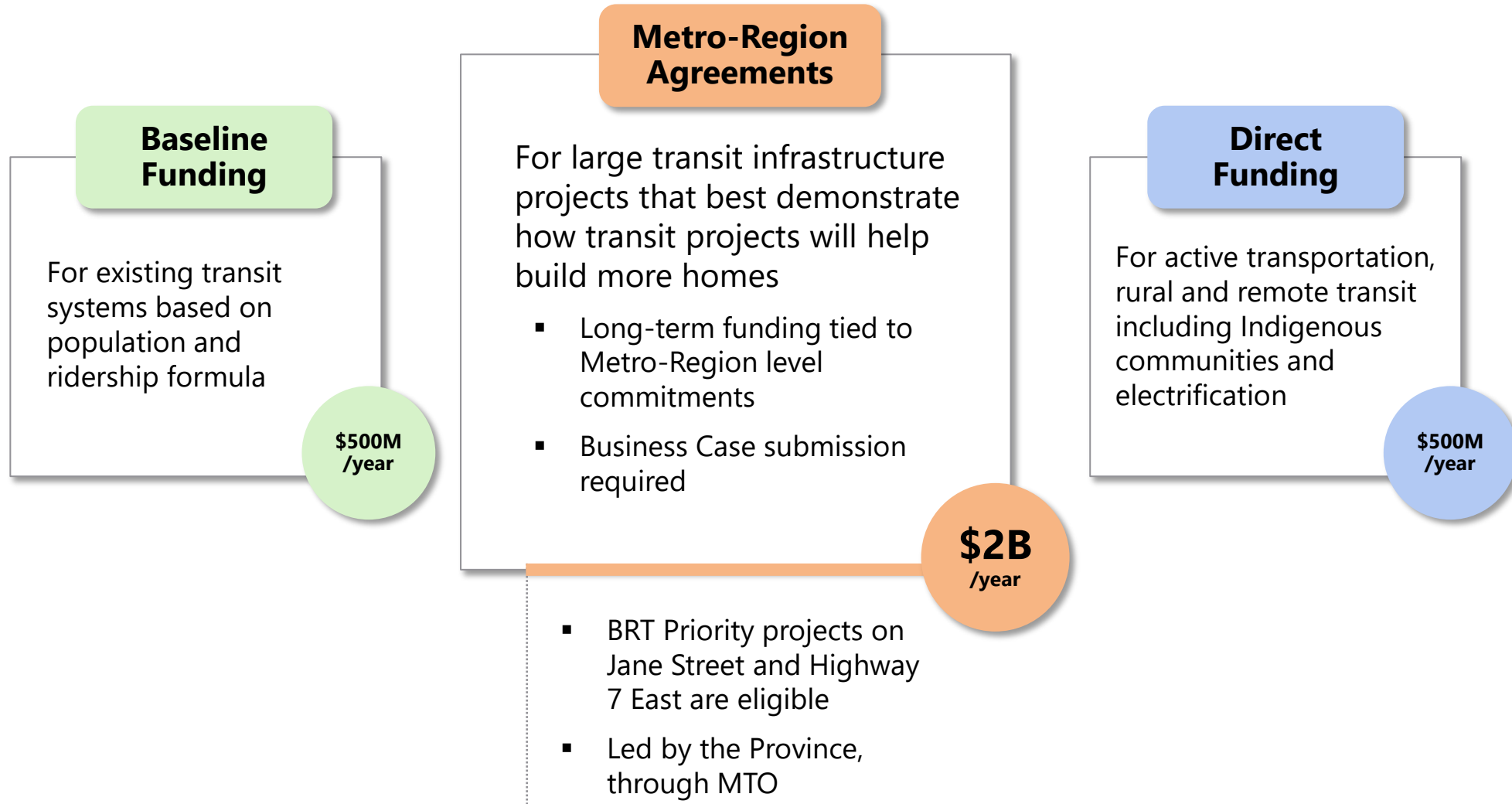
Today's Agenda



- 1. Canada Public Transit Fund**
- 2. Priority BRT Corridors**
- 3. Development Context**
- 4. Collective Mission**



Canada Public Transit Fund: Program Approach





Canada Public Transit Fund: Core Objectives of Funding

Increase use of public transit & active transportation relative to car travel

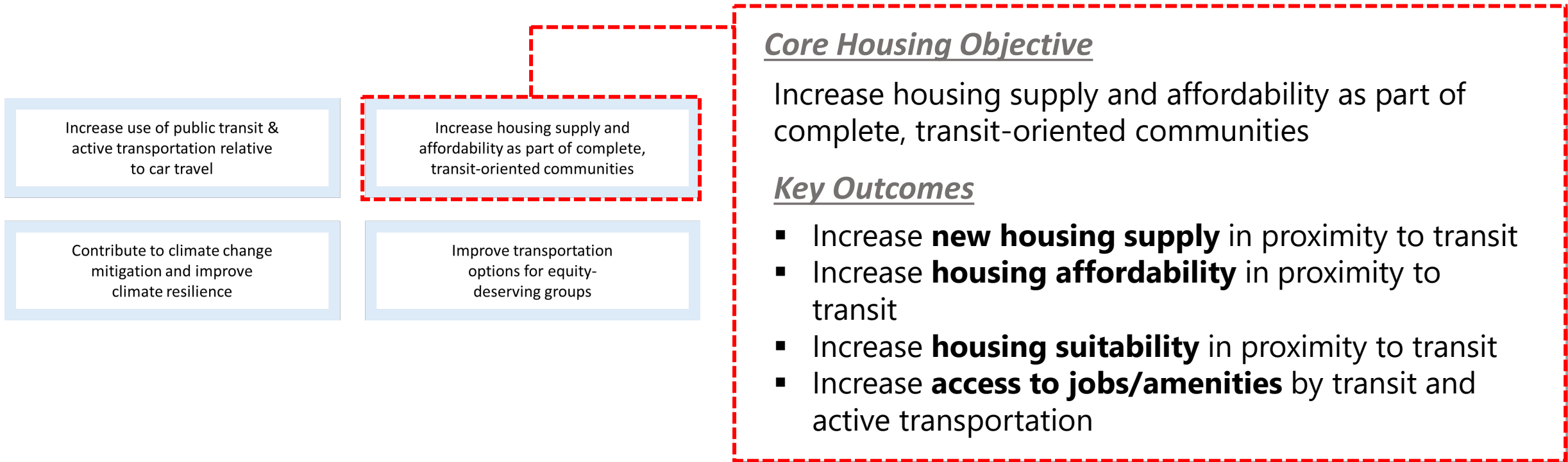
Increase housing supply and affordability as part of complete, transit-oriented communities

Contribute to climate change mitigation and improve climate resilience

Improve transportation options for equity-deserving groups



Canada Public Transit Fund: Core Objectives of Funding



GGH Metro-Region Agreement Overview

- MTO will lead the development of the GGH MRA following the stages below
- Project funding could flow as early as April 2026
- Updated timing is expected to be communicated to municipalities in the coming weeks



EXPRESSION OF INTEREST

- ✓ **GGH Region defined**
- ✓ **MTO letters sent**
- ✓ **1:1 meetings conducted with all municipalities**
- ✓ **Draft EOI shared**
- ✓ **Municipal input for EOI and planning funding**
- EOI submitted

INTEGRATED REGIONAL PLAN

- Establish TOR for Metro-Region Table
- Identify priority projects for 10-year investment plan
- Establish region-wide targets for housing supply, transit ridership, and emissions reductions

METRO-REGION AGREEMENT

- MTO to lead negotiations with federal government and secure funding for MRA
- Target formal signatures on MRA, including funding commitments from all partners, by winter 2026

PROJECT FUNDING APPLICATION

- Metro-region signatories bring forward funding requests for projects identified in the IRP
- Funding applications reviewed and assessed by HICC

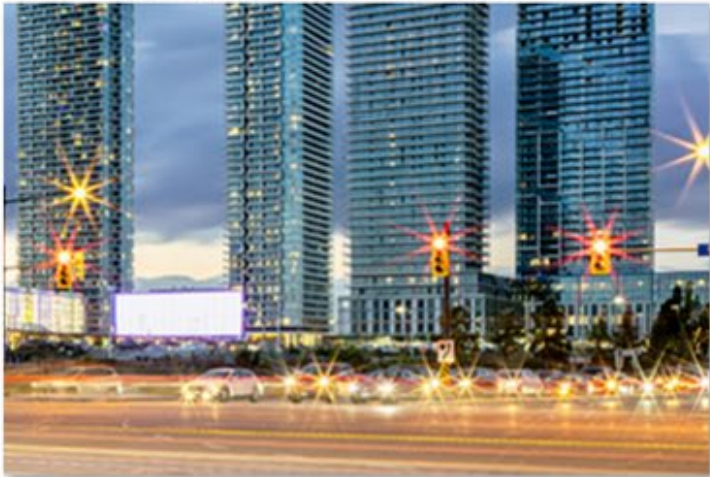
CONTRIBUTION AGREEMENT AND FUNDING TRANSFER

- Project-specific contribution agreements developed for recipients implementing projects
- MTO works with Metrolinx and municipal partners to support the project-level approval process and transfer of funds



Canada Public Transit Fund: Jane Street Funding Submission Business Case

**City of
Vaughan**



**Bus Rapid
Transit Delivery**

**Housing
Supply
& Affordability
Implementation**

**York Region /
YRRTC**



WORKING TOGETHER = SUCCESS IN FUNDING PURSUIT

Jane Street BRT

- 6.3km BRT from Highway 7 to Major Mackenzie Drive
- Population & Employment:
 - Active Development Applications: 58,000+ units
 - By 2051:
 - 151,000+ people
 - 23,000+ jobs



Cortellucci Vaughan Hospital
York University's School of Medicine



Canada's Wonderland



Vaughan Mills Mall



VMC BRT Station



Major Mackenzie West Bus Terminal

DAILY PASSENGER TRIPS

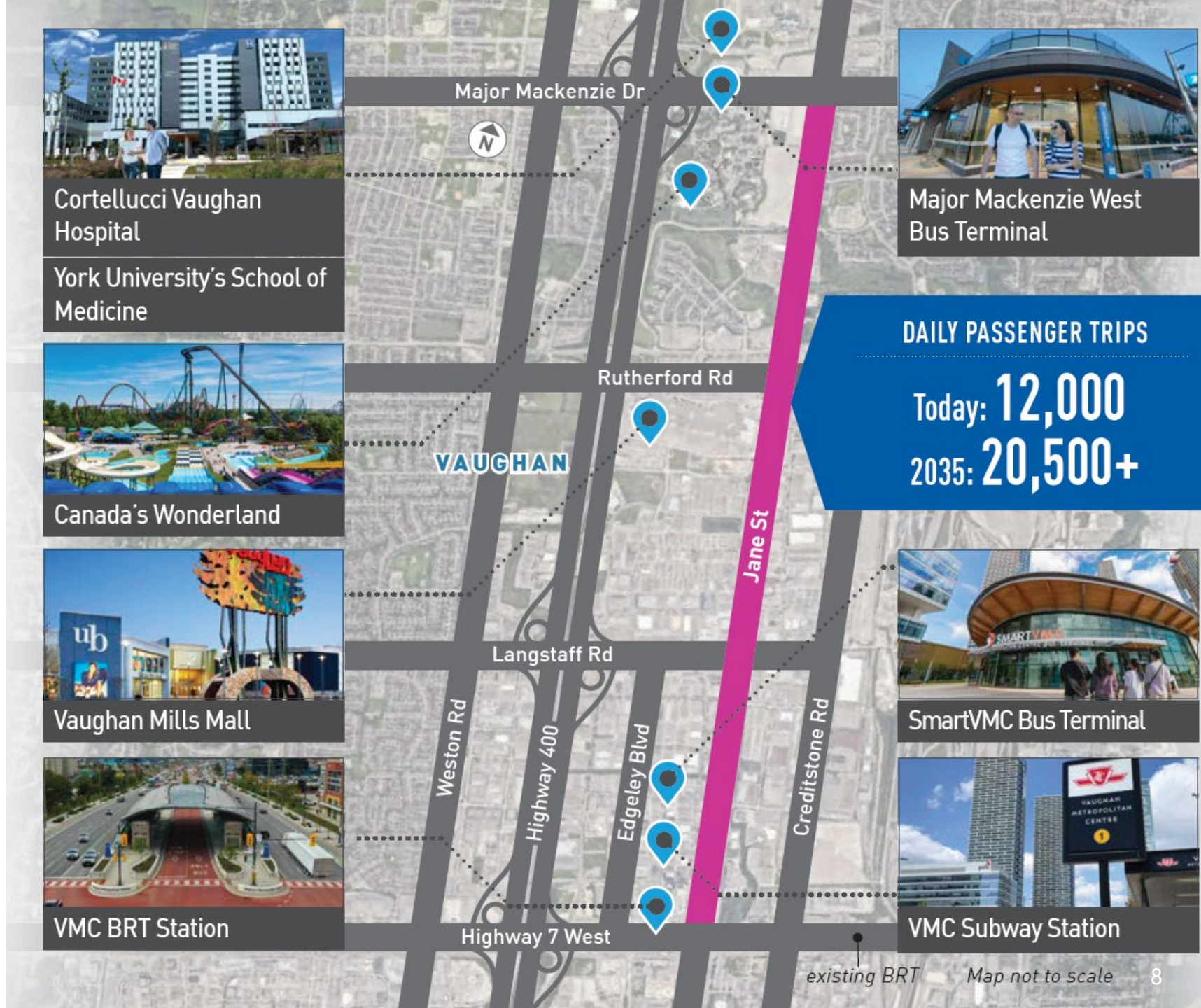
Today: **12,000**
2035: **20,500+**



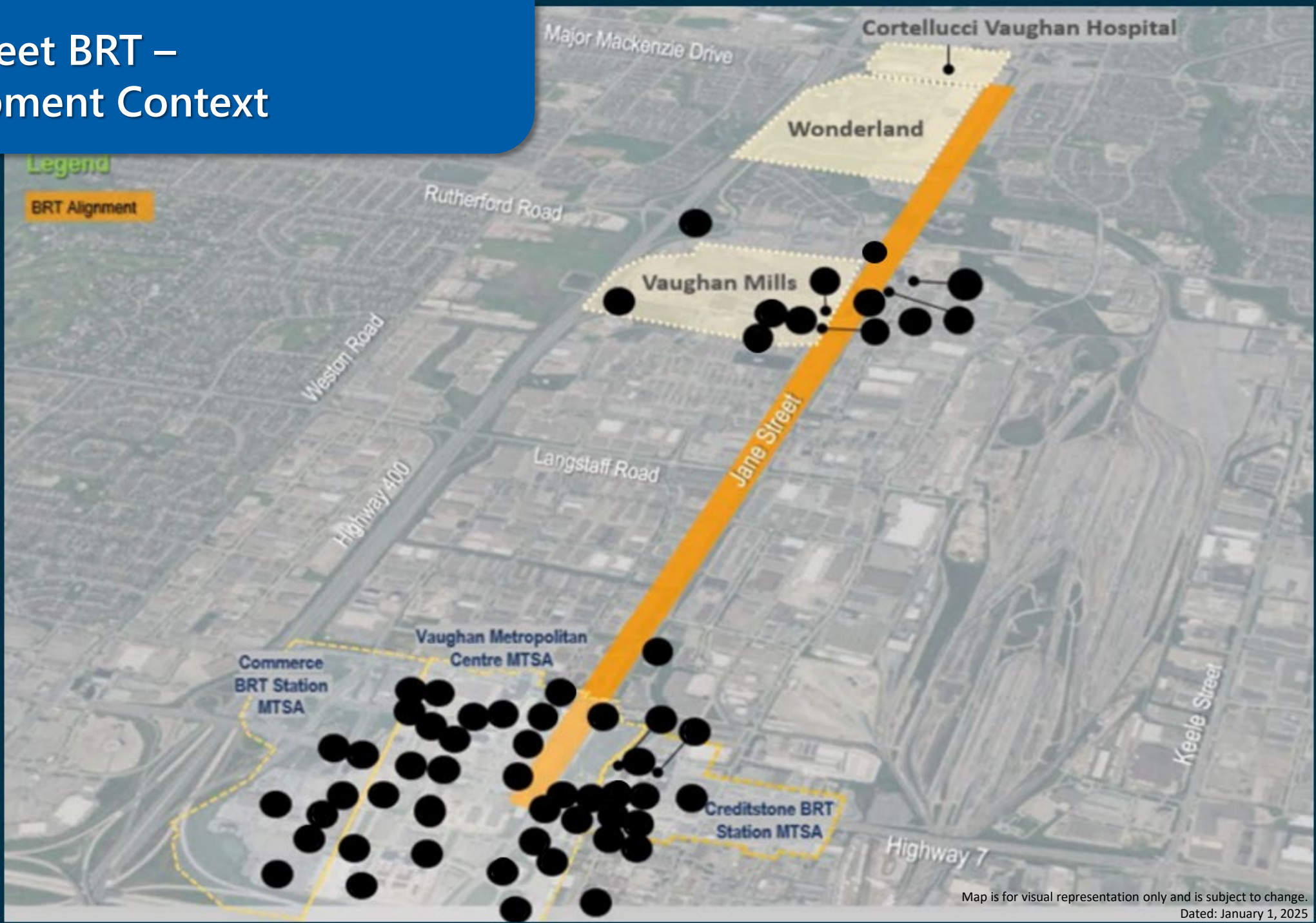
SmartVMC Bus Terminal



VMC Subway Station



Jane Street BRT – Development Context



Collective Mission:

We need successful applications to the ***Canada Public Transit Fund Metro-Region Agreement Stream***.

Together, we must build the best cases to secure critical funding for the Jane Street and Highway 7 East BRT projects.

Commitments:

- Cities of Vaughan and Markham – achieving Housing Supply & Affordability targets
- York Region – delivering the transit infrastructure

THANK YOU



@rapidtransitYR

YORK
REGION
RAPID
TRANSIT
CORPORATION

York Region