

**CITY OF VAUGHAN  
COMMITTEE OF THE WHOLE (2)  
AGENDA**

Tuesday, December 10, 2019

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

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2. DISCLOSURE OF INTEREST	
3. CEREMONIAL PRESENTATIONS	
4. PRESENTATIONS AND DEPUTATIONS	
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ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE  
PLEASE NOTE THAT THIS MEETING WILL BE AUDIO RECORDED  
AND VIDEO BROADCAST

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## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: 2018 DEVELOPMENT CHARGE PRE-PAYMENT  
AGREEMENTS– REQUEST TO AMEND DATES**

**FROM:**

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

**ACTION:** DECISION

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**Purpose**

To seek authorization to amend the Development Charge Pre-Payment Agreements entered into pursuant to the Council resolution of May 23, 2018 to align the dates for which building permits must be issued for all remaining agreements.

**Report Highlights**

- The original report established different criteria for four scenarios: (1) residential development by subdivision; (2) non-high density residential by site plan; (3) non-residential; and (4) high-density residential, mixed-use high density residential, and high-density office.
- Two owners entered into DC pre-payment agreements under both scenario (1) residential development by subdivision and scenario (2) non-high density residential by site plan, and the milestone dates included in the agreements conflict and cannot be met.
- Requests have been made to extend the milestone dates.
- The remaining DC pre-payment agreements should be amended so that the dates for which a building permit must be obtained is consistent among all the agreements (as is the date for which certain agreements must be executed).

## **Recommendations**

1. That the City Treasurer and Deputy City Manager, Administrative Services and City Solicitor be delegated joint authority to execute Amending Development Charge Pre-Payment Agreements under Section 27 of the *Development Charges Act* and in accordance with the criteria set out in this report and any additional administrative and legal criteria deemed necessary by the City Treasurer and City Solicitor, and that such authority be limited to the period beginning on December 17, 2019 and ending on January 31, 2020.
2. That the date for which a building permit be issued be consistent among all four scenarios, such that the remaining DC pre-payment agreements can be amended to require that a building permit be issued on or before the earlier of September 20, 2021 or the date a new City-Wide DC By-law comes into effect.
3. That the expiry date established in the agreements be amended to align with the dates referenced in Recommendation 2.

## **Background**

On May 23, 2018, Council approved the updated 2018 DC Background Study, by-laws and associated transition measures. One transition measure permitted developers and landowners to enter into DC pre-payment agreements to pre-pay development charges at the rate that was in effect at the time, avoiding the increase in rates that would come into effect on September 21, 2018.

The original report established criteria for four scenarios, being as follows:

1. Residential Developments approved by Draft Plan of Subdivision;
2. Non-High Density Residential Development approved by Site Development Application;
3. Non-Residential Development; and
4. High Density Residential, Mixed-Use High-Density Residential and High Density Office Development.

Each scenario has its own set of criteria and milestone dates. Scenario 2: Non-High Density Residential Development approved by Site Development Application, has the shortest timeframe and requires that the Owner execute a Site Plan Agreement or Letter of Undertaking (as applicable) by December 20, 2019 and that a building permit be issued by March 20, 2020. Scenario 1: Residential Developments approved by Draft Plan of Subdivision has the longest timeframe and requires that the Owner register an executed Subdivision Agreement by March 20, 2020 and that a building permit be issued by September 20, 2021. The expiry date set for Scenario 2 is December 20, 2019 (the date a SPA or LOU is required to be executed) and the expiry date

established for Scenario 1 is March 20, 2020 (the date by which the owner must register an executed Subdivision Agreement).

### **Previous Reports/Authority**

[http://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance\\_0507\\_18\\_2.pdf](http://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance_0507_18_2.pdf)

### **Analysis and Options**

Several requests and inquiries have been made about extending the expiry dates within the DC pre-payment agreements. In one example, there is an Owner who entered into both a Residential Subdivision DC pre-payment agreement for single detached homes on a site (Scenario 1) and a Non-High Density Residential DC pre-payment agreement for townhouses (Scenario 2) located on the same site. The DC pre-payment agreements for Residential Developments approved through a Draft Plan of Subdivision have timelines that surpass those of residential developments by Site Development Application, causing a conflict and resulting in a townhouse development that will not meet the timelines set out in the agreement, resulting in its expiry as of December 20, 2019.

In order to simplify the management and processing of the remaining DC pre-payment agreements staff is recommending that these agreements be amended to re-align the expiry and milestone dates to one date for all, being the earlier of September 20, 2021 or the enactment of a new City-Wide DC by-law.

If the DC pre-payment agreements are not amended, the Owners of the developments who are expecting not to meet the dates set out in the existing agreements (due to external factors) would be required to pay a top-up of their development charges to the current rates.

Currently the expiry and milestone dates within the DC pre-payment agreement for the various scenarios are as follows:

Scenario	Expiry Date	Deadline for Building Permit Issuance
1 – Residential by Subdivision	March 20, 2020	September 20, 2021
2 – Non-High Density Residential by Site Plan	December 20, 2019	March 20, 2020
3 – Non-Residential by Site Plan	June 20, 2020	December 20, 2020
4 – High-Density Residential, Office or Mixed Use by Site Plan	June 20, 2020	December 20, 2020

If this approach was taken the timelines for all Scenarios would be revised to align the expiry dates with the deadline date for which a building permit would need to be issued, being the earlier of September 20, 2021, or the date a new City-wide DC By-law comes into effect.

### **Financial Impact**

The impact to extending these dates results in a missed opportunity to collect additional development charges at the time of building permit issuance for those developments that would have otherwise been unable to achieve the milestone dates contained within their existing agreements.

### **Broader Regional Impacts/Considerations**

There are no broader regional impacts or considerations associated with this report as the Regional development charges are not subject to our pre-payment agreements.

### **Conclusion**

Staff are recommending the remaining DC pre-payment agreements be amended to align the milestone and expiry dates to the earlier of September 20, 2021, or the date a new City-Wide DC By-law would come into effect. One consistent approach would serve as an answer to the numerous requests City staff have received to amend the DC pre-payment agreements, and would allow those who are having issues meeting the established deadlines more time to advance their respective development applications and benefit from the lower City DC rates that the pre-payment agreements allowed (which were originally paid to the City in 2018).

**For more information**, please contact: Nelson Pereira, Manager Development Finance, ext. 8393.

### **Prepared by**

Nelson Pereira, Manager Development Finance, 8393

## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: NEPOTISM POLICY**

**FROM:**

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

**ACTION:** DECISION

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**Purpose**

The City of Vaughan is required to abide by all employment legislation in the Province of Ontario including laws relating to fair and equitable hiring practices. This report provides Council with the details of a new Nepotism Policy and seek approval of the Policy allowing Staff to implement.

**Report Highlights**

- The current Hiring and Nepotism Policy was established in 2007 and requires a review and update
- The Nepotism Policy drafted using the City's existing policy and leading practice from other municipal and public sector organizations, including provincial legislation
- Separate Nepotism Policy from Recruitment Policy is in keeping with other large municipalities
- Policy requires certain conditions are met before hiring family members
- Nepotism Policy is linked to other policies and procedures (i.e. Recruitment and Employee Code of Conduct)

## **Recommendations**

1. That Council approve the new Nepotism Policy (Attachment 1).

## **Background**

Hiring in the City of Vaughan is done by individual departments with guidance from Human Resources. Hiring managers and Human Resources are committed to hiring the best staff possible and currently abide by leading practices and legal obligations with respect to recruitment. The City's current Hiring and Nepotism Policy required a review and update in order to strengthen our current hiring and employment practices.

The updated Nepotism Policy reflects the City's existing policy as well as leading practices from other public sector organizations. The Recruitment and Nepotism policies could be merged; however, it would mean that the Nepotism Policy would have to be shortened, which would take away some of the details in the current policy as well as its importance and the significance of having a policy dedicated to nepotism. It is recommended that a separate policy that deals specifically with nepotism be maintained. It is especially important for public sector organizations, responsible for maintaining the public's trust, to have a clear standard on the issue of nepotism. In addition, a separate Nepotism Policy from a Recruitment Policy is in keeping with other large municipalities who are also responsible for a significant amount of hiring and who must ensure their recruitment processes are free from conflicts.

The Nepotism Policy outlines the guiding principles, purpose, definitions, application and responsibilities with respect to preventing nepotism and addressing incidents that could lead to the perception of nepotism. The purpose of this policy is to legitimately prevent a conflict of interest or the appearance of a conflict of interest that arises through the hiring or employment of family members; and/or legitimately prevent the misuse of authority and influence or the appearance of such misuse. The adoption of the revised Nepotism Policy will ensure that our hiring processes continue to be free of any conflict of interest, and allow for a fair, open, and transparent recruitment process.

The Policy is aligned with the City's Recruitment policies and practices, and consistent with requirements set out in employment legislation. The Nepotism Policy applies to all employees of the City of Vaughan, and clearly outlines responsibilities for employees, managers/supervisors and Human Resources.

## **Analysis and Options**

The Nepotism Policy has been drafted in a way that is open, inclusive, protects the rights of all applicants, and establishes controls to prevent the perception of a conflict and/or addresses issues when identified through an established process.

The Nepotism Policy has been updated and strengthened by including supplementary definitions to ensure clearer understanding of the Policy requirements; Clearer roles and responsibilities for employees and management; Specific accountabilities and requirements for handling and resolving issues; Reference to legislative requirements and links made to Employee Code of Conduct and Recruitment Policy and Procedures and finally, well-defined process to avoid conflict of interest.

Adoption of this strengthened policy will provide clear standards, requirements and accountabilities on the issue of nepotism. Maintaining an up to date policy will guide and inform all employees of the City's standards and expectations. An effective implementation and communication plan will prevent issues associated with nepotism and conflict of interest in the City's hiring and employment practices.

### **Financial Impact**

There is no financial impact associated with this Policy.

### **Broader Regional Impacts/Considerations**

Research has been conducted with respect to other municipal and public sector practices involving nepotism. There are no broader Regional impacts/implications.

### **Conclusion**

For the reasons outlined above, it is recommended that Council approve the updated Nepotism Policy and direct the Office of the Chief Human Resources Officer and appropriate staff to take the necessary steps to implement the Policy effective immediately.

The adoption of this policy will provide necessary guidance to managers/supervisors in their hiring and employment related decisions. Once the policy is adopted a detailed implementation plan will be rolled out including an education session with our senior leaders in the first quarter of 2020 with further education session for all staff and front line leaders. This will further ensure fair hiring practices and prevent any conflict of interest. Ultimately, these efforts will continue to make the City an attractive place to work and increase employee engagement and retention.

**For more information**, please contact:

Demetre Rigakos, Chief Human Resources Officer, at [Demetre.Rigakos@vaughan.ca](mailto:Demetre.Rigakos@vaughan.ca) or at 905-832-8585 extension 8297.

Mark Bond, Manager, Human Resources, at [Mark.Bond@vaughan.ca](mailto:Mark.Bond@vaughan.ca) or at 905-832-8585 extension 8327.

## **Attachments**

1. Nepotism Policy, Office of the Chief Human Resources Department

## **Prepared by**

Demetre Rigakos, Chief Human Resources Officer

Mark Bond, Manager, Human Resources

**POLICY TITLE: NEPOTISM**

**POLICY NO.: 13.A.05**



# CITY OF VAUGHAN

## CORPORATE POLICY

**POLICY TITLE: NEPOTISM**

**POLICY NO.: 13.A.05**

<b>Section:</b>	Human Resources		
<b>Effective Date:</b>	December 17, 2019	<b>Date of Last Review:</b>	November 26, 2007
<b>Approval Authority:</b> Council		<b>Policy Owner:</b> Chief Human Resources Officer	

### POLICY STATEMENT

The Corporation of the City of Vaughan (City of Vaughan) is an equal opportunity employer and will strive to ensure that fair hiring practices are utilized at all times. To ensure that our organization and hiring processes are free of any conflict of interest, we have adopted this policy to prevent nepotism and address incidents that could lead to the perception of nepotism.

### PURPOSE

The purpose of this policy is to:

1. Prevent a conflict of interest or the appearance of a conflict of interest that arises through the hiring or employment of friends and relatives; and/or
2. Prevent the misuse of authority and influence or the appearance of such misuse.

The policy must be considered when hiring, promoting, appointing or transferring any employee.

### SCOPE

This policy applies to all Staff and Elected Officials.

### LEGISLATIVE REQUIREMENTS

1. Canadian Human Rights Act
2. Employment Standards Act
3. Municipal Act
4. Municipal Freedom of Information and Protection of Privacy Act

**POLICY TITLE: NEPOTISM**

**POLICY NO.: 13.A.05**

5. Ontario Human Rights Code

**DEFINITIONS**

1. Nepotism: Favoritism granted to relatives or close friends, usually in the form of hiring practices, and employment activities.
2. Conflict of Interest: Conflict of interest exists when an employee is able to gain a special advantage due to being a relative of another City of Vaughan employee, or conversely, where City of Vaughan is at risk as a result of the fact that two or more employees are relatives. Management, in consultation with Human Resources, will investigate potential conflicts of interest and determine if a violation of the Nepotism Policy has occurred. In the hiring and employment of relatives, conflict of interest situations include:
  - 2.1. Any influence exercised directly or indirectly by a City of Vaughan employee in the selection and hiring process in which their friend or relative is a candidate;
  - 2.2. Direct or indirect supervisory relationship;
  - 2.3. The ability of one family member to influence or exert financial or administrative control over another;
  - 2.4. The ability of one family member to influence human resource matters including, but not limited to, performance reviews, preferred work assignments, promotions, reclassifications, disciplinary matters, special leaves, and/or access to additional hours and/or overtime; and/or
  - 2.5. Relatives that are employed in positions that establish a real or potential security, confidentiality, or financial risk to the City of Vaughan.
3. For the purposes of this policy, “family member” means:
  - spouse, common-law partner, or any person with whom the person is living as a spouse outside of marriage
  - parent, including step-parent and legal guardian
  - child, including step-child and grandchild
  - siblings and children of siblings
  - aunt/uncle, niece/nephew, first cousins
  - in-laws, including mother/father, sister/brother, daughter/son
  - any person who lives with the staff member on a permanent basis

**POLICY TITLE: NEPOTISM**

**POLICY NO.: 13.A.05**

4. Direct Reporting Relationship: Occurs when an employee reports directly to a supervisor or manager.
5. Indirect Reporting Relationship: Occurs when an employee reports to a supervisor and the supervisor reports to a manager; thus, the employee indirectly reports to the manager.

#### **POLICY**

In accordance with the Ontario Human Rights Code, the City of Vaughan will not discriminate in its hiring practices on the basis that a person is a relative to a current employee. However, the City of Vaughan hires based on merit, providing equal opportunity for employment, and will not tolerate acts of favouritism or discrimination, in favour of relatives or close friends, in the selection process.

To this end, relatives of City of Vaughan employees are eligible for employment with the City provided that:

1. The hiring process is open and equitable, and candidates are selected in accordance with the City's Recruitment Policy HR - 021;
2. The City of Vaughan shall accept applications from, and consider a member of an employee's family for employment if the candidate has all the requisite qualifications;
3. Individuals who are being considered for a position at the City are required to identify any employee who is a family member and/or individual(s) with whom they have an intimate or close personal relationship. This identification shall be made before and/or during the application process, in confidence, to the Hiring Manager or the Chief Human Resource Officer.
4. A family member shall not be considered for employment if by doing so, it might create a direct or indirect managerial/subordinate relationship with the friend or family member, or if his/her employment could create a conflict of interest either real or perceived; be appointed to a position where job responsibilities would be incompatible with positions occupied by family members.
5. City of Vaughan employees do not directly or indirectly influence the selection and hiring process in which their family member is a candidate;

**POLICY TITLE: NEPOTISM**

**POLICY NO.: 13.A.05**

6. In accordance with the Recruitment Policy and Employee Code of Conduct, managers/supervisors must disclose and/or flag any potential conflict of interest related to the hiring process;
7. Managers and supervisors must exclude themselves from any hiring process where their family member is a candidate;
8. A direct or indirect supervisor/subordinate reporting relationship is not created between such employees; and/or
9. Family members are not employed in positions where a real or perceived conflict of interest exists. If a real or perceived conflict of interest arises due to marriage/cohabitation, or if two or more related employees work in a situation where there is a real or perceived conflict of interest:
  - 9.1. The employees will notify their manager/supervisor or Chief Human Resources Officer immediately.
  - 9.2. The manager/supervisor and Chief Human Resources Officer will work together to assess the situation and determine whether there is a real or perceived conflict of interest. If there is a real or perceived conflict of interest, the Deputy City Manager will be informed.
  - 9.3. The Deputy City Manager, in consultation with the Chief Human Resources Officer and the director/manager/supervisor, will make reasonable efforts to investigate suitable options within the Corporation for one of the related employees.
10. If two related employees or two employees in a relationship are working in a real or perceived conflict of interest and fail to notify their manager/supervisor or Human Resources, they may be subject to disciplinary action. Similarly, it is the responsibility of every City employee to declare any potential or existing personal relationship which falls under the definitions provided in this policy.
11. Relationships formed after employment, are subject to the policy. Personal and familial relationships that would contravene this policy must be declared to the directing Manager and/or the Chief Human Resources Officer.
12. If a manager/supervisor has knowledge of a relationship between two employees where a real or perceived conflict of interest exists, the manager/supervisor shall notify the Deputy City Manager, Director, Manager or the Chief Human Resources Officer as soon as he/she become aware of the situation. If the director/manager/supervisor fails to notify the Deputy City Manager or Human Resources, the director/ manager/supervisor may face disciplinary action.

**POLICY TITLE: NEPOTISM**

**POLICY NO.: 13.A.05**

13. A final determination with respect to violations of this policy will come from the Office of the Chief Human Resources Officer, in consultation with the appropriate Deputy City Manager and City Manager.

#### **ADMINISTRATION**

*Administered by the Office of the City Clerk.*

<b>Review Schedule:</b>	Other (specify) Annually	<b>Next Review Date:</b>	February 1, 2022
<b>Related Policy(ies):</b>	13.C.02 – Delegation of Powers & Duties Policy, 13.A.02 – Employee Code of Conduct, HR-021 – Recruitment, City of Vaughan Collective Agreements, Code of Ethical Conduct for Members of Council		
<b>Related By-Law(s):</b>	012-2013 – Roles and Responsibilities of the City Manager		
<b>Procedural Document:</b>			
<b>Revision History</b>			
<b>Date:</b>	<b>Description:</b>		
Click or tap to enter a date.			



## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: FEASIBILITY ASSESSMENT FOR A FAIR WAGE POLICY FOR  
THE CITY OF VAUGHAN**

**FROM:**

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

**ACTION:** DECISION

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**Purpose**

The City's consultant, Prism Economics & Analysis ("Prism"), has conducted a feasibility assessment for a Fair Wage Policy for the City and proposed several Options in that regard. Council feedback is sought on Staff's recommended Option, which feedback will inform the next steps of this initiative.

**Report Highlights**

- Prism was engaged to conduct stakeholder interviews, complete high level analysis and develop options for consideration on the adoption of a Fair Wage Policy for the City of Vaughan.
- Stakeholder consultations included Unions and Union Organizations, Employer and Business Organizations and Senior City of Vaughan staff
- Bill 53 – *Government Contract Wages Act* received Royal Assent on May 8, 2018, replacing Order-in-Council 773/95 and the Provincial Fair Wages Program (Fair Wage Schedules established by 773/95 have not been revoked)
- The Prism Report presents five Options for consideration when considering the feasibility of adopting a Fair Wage Policy for the City of Vaughan

## **Recommendations**

1. THAT Council consider this Report and the Prism Report in providing direction for next steps to promote health and safety and economic fairness for workers.
2. THAT to promote the health and safety and economic fairness for workers, Council direct staff to put into effect the identified actions under Option 1.

## **Background**

At the December 2016 Council meeting, staff Report 'Feasibility Assessment – Fair Wage Policy for City of Vaughan', in response to a May 2016 Council Resolution, was adopted as amended deferring consideration of a feasibility assessment for a potential Fair Wage Policy. It was identified that external resources would be required to complete a fulsome feasibility assessment.

In May 2017, staff advised Council that a contract for consulting services was awarded to Prism through competitive procurement RFP17-045.

Prism assessed the feasibility of implementing a Fair Wage Policy applicable to City of Vaughan construction contracts. The assessment included:

- Consultations with relevant stakeholders
- Review of Municipal, Provincial and Federal Fair Wage Policies
- Overview the underground economy and implications on workplace health and safety
- Review of implementation and budget implications of a Fair Wage Policy
- Review of Fair wage policies of other municipalities and provincial and federal governments
- Review and analysis of Labour costs in construction work tendered by City and other municipalities

A key component of this assessment was the consultation of Federal, Provincial, Municipal and labour organization stakeholders. In November 2017, staff advised Council that stakeholder consultations had been completed with:

- 7 unions and union organizations
- 10 employer and business organizations
- 6 municipalities with a fair wage policy
- City of Vaughan staff
- Provincial and Federal governments

While Prism and City Staff were finalizing the consultant's report, Bill 53 – *Government Contract Wages Act* 2018 (Act) received Royal Assent (May 2018). Prism considered the impact of this new Act on Fair Wage Policy in Vaughan.

The Prism Report '[Feasibility Assessment for a Fair Wage Policy](#)' outlines assessment results and Options for City to consider with respect to the adoption of a Fair Wage Policy. Each Option outlines additional work that may be required to be completed and the estimated cost associated with implementing the Option.

**Previous Reports/Authority**Council Extract May 21, 2016: FAIR WAGE POLICY FOR THE CITY OF VAUGHAN:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance0502\\_16\\_8.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance0502_16_8.pdf)

Council Extract December 14, 2016: FEASIBILITY ASSESSMENT – FAIR WAGE POLICY FOR CITY OF VAUGHAN:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance1205\\_16\\_3.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance1205_16_3.pdf)

Council Extract May 16, 2017: UPDATE: FEASIBILITY ASSESSMENT – FAIR WAGE POLICY FOR CITY OF VAUGHAN:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance0501\\_17\\_2.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance0501_17_2.pdf)

Council Extract November 21, 2017: UPDATE: FEASIBILITY ASSESSMENT – FAIR WAGE POLICY FOR CITY OF VAUGHAN:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance1106\\_17\\_4.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance1106_17_4.pdf)

**Analysis and Options****Findings from Stakeholder Consultations**

After stakeholder consultations, Prism summarized the topics of discussion into four categories: occupational health and safety performance, investments in training and apprenticeship, the underground economy and preventing a race to the bottom.

**Occupational Health and Safety Performance**

There are no studies which reveal a definitive connection between a Fair Wage Policy and stronger health and safety performance.

Prism reported that, based on its research, contractors that pay less than the prevailing wage are unlikely to incur the additional costs of investing in health and safety beyond the minimum requirements. On this basis, the Prism reports that establishment and use of a Fair Wage Policy could result in greater contractor investments in health and safety therefore improved occupational health and safety performance.

### Investments in Training and Apprenticeship

While there is no definitive connection between a Fair Wage Policy and increased investments in training and apprenticeships, the design of a Fair Wage Policy can have an impact on this relationship. If the Policy were to only apply to direct wages, investments in training and apprenticeships would not be impacted. If the Policy were to take into account total compensation, including investments in training, there could be a positive connection between the existence of a Fair Wage Policy and greater contractor investments in training and apprenticeships.

### Underground Economy

The Prism Report identifies two types of underground economies: (1) cash payments to general contractor who then pay their workers in cash and (2) improperly classifying employees as independent operators. Cash payments by City to general contractors is highly improbable due to the requirements for transparency. If a company chooses to use independent contractors instead of employees, the company can improve profitability by saving on payroll costs. A threat of scrutiny via a Fair Wage Policy could discourage these underground practices. It could also require contractors to ensure their subcontractors are remunerated at the prevailing wage.

### Preventing a Race to the Bottom

This phrase refers to the potential to improve bid prices by reducing the remuneration paid to workers. As the construction industry is cyclical in nature, when times are good the labour market can be relied upon to maintain the prevailing wage. Over the last 10-15 years, the unemployment rate in the construction industry has not been high enough to trigger a race to the bottom. When unemployment rates are higher, a Fair Wage Policy could dissuade this practice due to the threat of scrutiny.

## **Jurisdictional Scan of Fair Wage Policies Completed**

### **Federal Government**

The federal government operated a Federal Fair Wage Policy from the 1930s until 1984 when the Policy was rescinded, following a change of government. The Federal Fair Wage Policy was then reinstituted in 1997 and continued until 2014 when it was rescinded. The current government has stated its intention to re-introduce a Fair Wage Policy. To date, no steps have been announced towards implementing this Policy.

### **Provincial Government**

The Provincial Fair Wage Policy has operated without interruption since it was introduced in the 1930s. The most recent version of this Policy was based on Order-in-

Council 773/95. However, the Fair Wage Schedules under this Policy were last updated in 1995. Since 1995, wages for construction workers have increased by more than 50%, thereby rendering the province's Fair Wage Schedules largely irrelevant to actual market conditions. In May 2018, the government enacted Bill 53, The *Government Contract Wages Act* which, if implemented, would supersede OIC 773/95. Although enacted and proclaimed, The *Government Contract Wages Act*, has not been implemented. The new government has not indicated how it intends to proceed on this matter. Municipalities, it should be noted, are not 'prescribed bodies' under the Public Service Act of Ontario and, therefore, would not be covered by the *Government Contract Wages Act*, however, as described below, Vaughan could require contractors to adhere to any new Fair Wage Schedules created under that Act.

## Municipalities

Of the 444 municipalities in Ontario, only six have Fair Wage Policies, representing less than 2 percent. Municipalities the currently have Fair Wage Policies are Toronto, Hamilton, Thunder Bay, Sudbury, Oshawa and Clarington. Toronto is the only municipality that undertakes proactive inspections and has an office dedicated to Fair Wage compliance. In the remaining five municipalities compliance is achieved through a complaint-based process and is investigated by the City's Procurement department. The figure below provides a summary of some of the components of other municipal fair wage policies at the time the Prism Report was prepared.

**Figure 1: Components of Municipal Fair Wage Policies**

	Process to Establish Wage Schedules	Sectors	Contract Thresholds	Enforcement	Complaint Fee or Cost*	Charges and Sanctions for Non-Compliance
<b>Toronto</b>	Updated every 3 years based on union rate. The City of Toronto Fair Wage Office estimates that its Fair Wage Schedule is approximately 90-95% of the current union total compensation.	All Sectors	No Thresholds	Proactive – by City's Fair Wage Office.	No	15% administration charge on owed wages. Cited on City Web Site 2 <sup>nd</sup> Violation: may be barred for 2 years
<b>Hamilton</b>	Updated every 3 years based on union rate	All Sectors	\$500,000	Payroll audit required for three years after 1 <sup>st</sup> offence.	\$5,000	\$5,000 administrative fee. 2 <sup>nd</sup> Violation: may be barred for a period of time.
<b>Thunder Bay</b>	Last updated 2004 based on union	ICI* only	\$100,000 (may be	Payroll audit required for	\$1,687.50	2 <sup>nd</sup> Violation: may be barred for a

	Process to Establish Wage Schedules	Sectors	Contract Thresholds	Enforcement	Complaint Fee or Cost*	Charges and Sanctions for Non-Compliance
	rates. Update under consideration.		raised to \$500,000)	three years after 1 <sup>st</sup> offence.		period of time.
<b>Sudbury</b>	1995 Provincial rates	ICI* only	\$160,000	Payroll audit required for three years after 1 <sup>st</sup> offence.	Complainant must pay cost of investigation.	2 <sup>nd</sup> Violation: may be barred for a period of time.
<b>Oshawa</b>	Applies City of Toronto Fair Wage Schedule	ICI* only	\$500,000	Payroll audit required for three years after 1 <sup>st</sup> offence.	\$5,000	2 <sup>nd</sup> Violation: may be barred for a period of time.
<b>Clarington</b>	Updated every 3 years based on union rate	ICI* only	\$1,000,000	Payroll audit required for three years after 1 <sup>st</sup> offence.	\$2,500	2 <sup>nd</sup> Violation: may be barred for a period of time.

Source: *Feasibility Assessment for a Fair Wage Policy*, Prism Economics & Analysis, Figure Nos 5a & 5b  
(\*ICI – Industrial, Commercial & Institutional)

## Items to be considered in the Development of a Fair Wage Policy

There are a few things for Vaughan to consider if a Fair Wage Policy is developed:

### Figure 2: Items to be Considered if Undertaking the Development of a Fair Wage Policy

Topics for Consideration	Potential Options	Potential Implications
<b>Method to establish Fair Wage Schedules</b>	<ul style="list-style-type: none"> <li>Adopt schedules under the <i>Government Contract Wages Act</i></li> <li>Base on GTA union rates or some proportion of those rates</li> <li>Adopt City of Toronto's Fair Wage Schedules</li> <li>Conduct a survey to determine wages</li> </ul>	Option chosen will impact cost of implementation
<b>Thresholds for applicable projects</b>	<ul style="list-style-type: none"> <li>No threshold</li> <li>Determine applicable threshold i.e. &lt;\$100,000, &lt;\$500,000</li> </ul>	Option chosen will impact the number of projects covered by policy
<b>Sector</b>	<ul style="list-style-type: none"> <li>All sectors</li> <li>Industrial, Commercial, Institutional (ICI)</li> </ul>	Option chosen will impact the number of projects covered by policy
<b>Basis for investigation</b>	<ul style="list-style-type: none"> <li>Complaint-based</li> <li>Proactive</li> </ul>	Option chosen will impact cost of administration
<b>Method to recover administration costs</b>	<ul style="list-style-type: none"> <li>Administrative fee on non-compliant contractors</li> <li>Refundable fee to register complaint, recovered by contractors if found non-compliant</li> </ul>	Option selected will have an impact on the method of funding these investigations

Topics for Consideration	Potential Options	Potential Implications
<b>Administration of the Policy</b>	<ul style="list-style-type: none"> <li>Administered by a City Department with current staffing i.e. Procurement Services</li> <li>Establish a Fair Wage Office</li> <li>Petition the Province to include municipalities in its</li> </ul>	Option chosen will impact cost of administration

### Contracted Construction in the City of Vaughan

The Prism Report provides analysis into the number and value of maintenance and new construction contracts from 2014-2016. This analysis could help inform decisions regarding thresholds and sectors to which a Fair Wage Policy would apply.

Over this period, there were 757 awarded contracts at a value of \$210 million.

**Figure 3: Number and Value of Maintenance and New Construction, 2014-2016**

No. of Projects, 2014, 2015 and 2016						
	Buildings	Linear	Other	Total	Average	Percent
<b>\$0 to \$100,000</b>	63	33	457	553	184	73.1%
<b>\$100,001 to \$500,000</b>	9	29	91	129	43	17.0%
<b>\$500,001 to \$1,000,000</b>	5	5	16	26	9	3.4%
<b>&gt;\$1,000,000</b>	5	19	9	33	11	4.4%
<b>Unspecified</b>	-	3	13	16	5	2.1%
<b>Total</b>	82	89	586	757	252	100.0%

Value of Projects, 2014, 2015 and 2016						
	Buildings	Linear	Other	Total	Average	Percent
<b>\$0 to \$100,000</b>	\$1,934,125	\$1,538,703	\$11,536,295	\$15,009,123	\$5,003,041	7.1%
<b>\$100,001 to \$500,000</b>	\$1,156,072	\$6,883,920	\$18,456,855	\$26,496,847	\$8,832,282	12.6%
<b>\$500,001 to \$1,000,000</b>	\$4,773,175	\$3,095,609	\$10,564,823	\$18,433,607	\$6,144,536	8.8%
<b>&gt;\$1,000,000</b>	\$26,019,329	\$63,224,656	\$61,182,786	\$150,426,771	\$50,142,257	71.5%
<b>Unspecified</b>	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total</b>	\$33,882,701	\$74,742,888	\$101,740,759	\$210,366,348	\$70,122,116	100.0%
<b>Percent of Total</b>	16.1%	35.5%	48.4%	100.0%		

Source: *Feasibility Assessment for a Fair Wage Policy*, Prism Economics & Analysis, Figure No. 6

A Fair Wage Policy with a contract value threshold of \$500,000 or more would result in 80.3% of contracted work qualifying. Per the above, this would equate to 20 contracts.

Limiting the application of a Fair Wage Policy to non-residential building construction, as other municipalities do, would cover 16.1% of contracted construction work. Per the above, there would be no threshold value and 27 contracts would qualify.

The decisions regarding thresholds and sectors to which a Fair Wage Policy would apply determines the number of contracts covered. Layering in the basis for investigation, proactive versus complaint-based, will also have an impact on the number of investigations that could result. This will have an impact on the administrative burden to the City to administer a Fair Wage Policy.

### **The Prism Report provides five potential Fair Wage Policy Options for the City.**

After the conclusion of the stakeholder consultations and independent analysis and research, Prism has presented the City with five Fair Wage Policy options to consider. Figure 4 summarizes these options, tying in Prism's findings as it relates to the Option.

**Figure 4: Options for a Fair Wage Policy**

Option	Description	Things to Consider
1	Enhancement to Current Practices (Prism report reference: <i>Status Quo</i> )	<ul style="list-style-type: none"> <li>• Modify language in bid documents to reference Provincial Legislation Compliance</li> <li>• Need to develop administration, investigation and enforcement policies</li> <li>• Determine applicable threshold of projects that qualify</li> <li>• Provide clarity on the treatment of independent operators</li> <li>• Implement Certificate of Recognitions (COR) to strengthen health and safety performance</li> <li>• Encourage employers to invest in apprenticeships</li> <li>• Discourage classification of independent operators</li> </ul>
2	Adopt the 'Toronto Model'	<ul style="list-style-type: none"> <li>• Methodology has been in place for decades</li> <li>• Proactive audit and inspections promote compliance</li> <li>• Eliminate administrative costs of developing Fair Wage Schedules</li> <li>• Additional staff required</li> <li>• No exemption threshold (all projects qualify)</li> </ul>
3	Adopt a Made-in-Vaughan Fair Wage Policy	<ul style="list-style-type: none"> <li>• Elements of a Fair Wage Policy would need to be developed (Chapter 3 of Consultant's report)</li> <li>• Determine how to develop, and then develop, Fair Wage Schedules</li> <li>• Determine thresholds and industries to which it applies</li> <li>• Determine legal obligation of prime contractors</li> <li>• Determine Complaint versus Proactive investigation basis</li> <li>• Cost of Administration</li> </ul>
4	If and when the <i>Government Contract Wages Act</i> is implemented, adopt the new Provincial Fair Wage Schedules with a Made-in-Vaughan Administrative Policy; and	<ul style="list-style-type: none"> <li>• Avoid costs of developing Fair Wage schedules</li> <li>• As with Option 3, incur costs to develop an administrative policy</li> <li>• Cost of Administration</li> </ul>

Option	Description	Things to Consider
5	If and when the <i>Government Contract Wages Act</i> is implemented, the City of Vaughan could adopt the new Provincial Fair Wage schedules and explore the possibility of arranging with the Provincial Director of Government Contract Wages and the Provincial Director of Employment Standards for administration, investigation and enforcement. The feasibility of this option is uncertain as is the potential cost that the provincial government might require for providing administration, investigation and enforcement services.	<ul style="list-style-type: none"> <li>• Avoid costs of developing Fair Wage schedules</li> <li>• Avoid costs of developing a policy and administering the policy</li> <li>• May result in some fees payable to the Province for administration services</li> <li>• Currently, nothing in play nor any known plans for development at the Provincial level</li> </ul>

Source: *Feasibility Assessment for a Fair Wage Policy*, Prism Economics & Analysis

For Options 4 and 5, there is reason to defer a decision on these options as the province has not released its updated and modernized Fair Wage Policy. The present government has not indicated whether it intends to implement, modify or set aside Bill 53 – *Government Contract Wages Act 2018*.

Option 2 considers the Toronto model. The City of Toronto has approximately \$2.8 billion of contracting. The City of Vaughan's annual value of contracting is approximately \$70 million, less than 3% of Toronto's. It is estimated that the number of contractors and sub-contractors completing work in the City of Vaughan is 300-350, 10-12% of the number overseen by Toronto's Fair Wage Office. Based on these statistics, it would be more appropriate for Vaughan to adopt the approach of smaller municipalities. This approach is based on a complaint-based model. A separate office would not be established and there is the option of using external consultants to conduct investigations.

Of the remaining options, 1 and 3, Option 1 would give the City the ability to protect interests of workers engaged through City contracts without the administrative burden of developing the City's own Fair Wage Schedules. Some policies would need to be developed to assist in clarifying roles and responsibilities and procedures in the investigation and enforcement of ensuring contractors pay the prevailing wage. Implementing the Certificate of Recognitions (COR) program in the City should strengthen the health and safety performance of its contractors. The efforts to implement and administer Option 1 are in line with the value and number of construction contracts undertaken within the City.

**Financial Impact** The costs associated with the implementation and administration of a Fair Wage Policy will depend upon the option chosen. Figure 5 provides a summary of the estimated costs for each Option.

**Figure 5: Cost Implications for Proposed Options**

Option	Description	Financial Implications
1	Enhancement to Current Practices (Prism report reference: <i>Status Quo</i> )	<ul style="list-style-type: none"> <li>\$24,500 - \$45,500 Policy Development</li> </ul>
2	Adopt the 'Toronto Model'	<ul style="list-style-type: none"> <li>\$24,500 - \$45,500 Policy Development</li> <li>\$186,000 annually for a Fair Wage Office</li> </ul>
3	Adopt a Made-in-Vaughan Fair Wage Policy	<ul style="list-style-type: none"> <li>\$24,500 - \$45,500 Policy Development</li> <li>\$52,500 - \$157,500 Develop Schedules</li> <li>Operating costs: <ul style="list-style-type: none"> <li>Proactive Model: \$186,000 annually for a Fair Wage Office</li> <li>Complaint-based Model: \$8,750 - \$35,000 annually for administration (offset by recovery via fees)</li> </ul> </li> </ul>
4	If and when the <i>Government Contract Wages Act</i> is implemented, adopt the new Provincial Fair Wage Schedules with a Made-in-Vaughan Administrative Policy; and	<ul style="list-style-type: none"> <li>\$24,500 - \$45,500 Policy Development</li> </ul>
5	If and when the <i>Government Contract Wages Act</i> is implemented, the City of Vaughan could adopt the new Provincial Fair Wage schedules and explore the possibility of arranging with the Provincial Director of Government Contract Wages and the Provincial Director of Employment Standards for administration, investigation and enforcement. The feasibility of this option is uncertain as is the potential cost that the provincial government might require for providing administration, investigation and enforcement services.	<ul style="list-style-type: none"> <li>Annual Fees payable to the Province for administration services</li> </ul>

Source: *Feasibility Assessment for a Fair Wage Policy*, Prism Economics & Analysis

Continuing the discussion from the above *Options for a Fair Wage Policy*, Option 1: Enhancement to Current Practices (Prism report reference: *Status Quo*) provides for a financially sustainable solution. There would be one-time initial costs for policy development and COR implementation of upwards of \$45,000. There may be future consulting costs to update these policies, but there is the possibility that these updates could be performed by City. If a complaint-based approach is adopted, the cost of administering the fair wage program could be performed by existing City staff, or by external consultants.

### Implications to City Contract Costs if a Fair Wage Policy were Implemented

Prism completed analysis to determine the potential impact a Fair Wage Policy could have on contracts if the prevailing wage is not currently being paid.

Inputs from Statistics Canada and 2011 National Household Survey were used to estimate the labour portion of City contracts.

### Figure 6: Estimated Labour Cost of City Contracts

	Average Annual Value of Construction 2014-2016	Trades Labour Percent of Total Cost	Estimated Trades Labour Cost
<b>Buildings (New Construction)</b>	\$10,264,168	23%	\$2,360,759
Linear	\$24,914,296	20%	\$4,982,859
Other	\$33,913,586	35%	\$11,869,755
<b>Repair Construction (Buildings)</b>	\$1,030,066	40%	\$412,026
<b>Total</b>	\$70,122,116		\$19,625,399

Source: *Feasibility Assessment for a Fair Wage Policy*, Prism Economics & Analysis, Figure No 9

The only time there would be an impact to the cost of City contracts is if contractors need to increase wages to the prevailing wage. For every 1 percent increase in wages, the impact is estimated to be \$196,000.

There is no evidence that contractors are paying their workers less than the prevailing wage. During the consultation phase of this initiative, employers stated that market conditions prevent them from paying less than the prevailing wage. If this is correct, a Fair Wage Policy would not affect construction costs.

**Broader Regional Impacts/Considerations** As the City continues in its investigation into a Fair Wage Policy for the City and decides next steps, it is important that communication and engagement continues with all stakeholders whose workers are employed on contracts within the City of Vaughan. These discussions would include, and are not limited to, such topics as:

- Consultation on policy development: administration, investigation, enforcement
- Consultation on an education program between the City and stakeholders
- Discussions on the costs to industry, and impact on Vaughan contracts, with implementation of options

The City should have discussions with the Region of York and its municipalities, as well as all neighbouring municipalities, to advise them of the City's intent when it comes to a Fair Wage Policy. For example, for cross-Municipal/Regional projects, such as City of Vaughan and Region of York, will need to be discussed to determine the extent of their inclusion, or exclusion, from the City's Fair Wage Policy.

Staff will continue to monitor what is happening at the Federal and Provincial levels as it relates to their Fair Wage Policy initiatives.

**Conclusion** There is limited evidence on the impact of a Fair Wage Policy on health and safety performance, investment in training and apprenticeship, the underground

economy, or preventing downward pressure on wages and working conditions. However, there is reason to believe that a Fair Wage Policy could have some positive effect, although these goals could also be pursued through other policies.<sup>i</sup>

A Fair Wage Policy, or form thereof, would provide staff with the means by which to administer, investigate and enforce a fair wage, the prevailing wage, in City contracts. Some decisions are required to help shape this Policy. Decisions such as Fair Wage Schedule development, thresholds for contract inclusion, sectors affected, and type of investigation will impact the costs of implementation and administration.

Should Council adopt to implement a Fair Wage Policy, staff recommend Option 1: Enhancement to Current Practices (Prism report reference: *Status Quo*) be implemented. This would give the City the ability to protect interests of workers engaged through City contracts without the administrative burden of developing the City's own Fair Wage Schedules. Some policies would need to be developed to assist in clarifying roles and responsibilities and procedures in the investigation and enforcement of ensuring contractors pay the prevailing wage. Implementing the Certificate of Recognitions (COR) program in the City should strengthen the health and safety performance of its contractors. The efforts to implement and administer Option 1 are in line with the value and number of construction contracts undertaken within the City.

**For more information**, please contact: Asad Chughtai, Director Procurement Services, Ext.8306

**Prepared by**

Jackie Lee Macchiusi, CPA, CGA, Procurement Manager, Client Relations & Category Management, Ext.8267

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## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE:** RENAMING OF THE MULTI-PURPOSE ROOM AND COMMITTEE ROOMS AT VAUGHAN CITY HALL

**FROM:**

Tim Simmonds, Interim City Manager

**ACTION:** DECISION

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**Purpose**

This Report highlights the opportunity to rename key areas in Vaughan City Hall with the purpose of building on culture and visual identity, branding transformation, and bringing about inclusiveness within our Vaughan landscape.

**Report Highlights**

- Aligned to the 2018-2022 Service Excellence Strategic Plan, an initiative was proposed to rename the Multi-Purpose Room (“MPR”) and Committee Rooms 242/243, 244, 245, 246, and 249 (“Committee Rooms”) at Vaughan City Hall.
- The renaming of the MPR and Committee Rooms tie in with the City of Vaughan and its core historical communities, i.e., Concord, Kleinburg, Maple, Thornhill, and Woodbridge.
- This initiative is a positive reflection of our City’s spirit of culture and branding. It will provide staff, citizens and businesses the recognition and connectivity to build on the fabric of Vaughan.

**Recommendations**

1. THAT the MPR and Committee Rooms at Vaughan City Hall be renamed, as follows:
  - a) Multi-Purpose Room (MPR) to *Vaughan Room*;

- b) Committee Rooms 242/243 to *Woodbridge Room*;
- c) Committee Room 244 to *Thornhill Room*;
- d) Committee Room 245 to *Maple Room*;
- e) Committee Room 246 to *Concord Room*; and
- f) Committee Room 249 to *Kleinburg Room*.

2. THAT the logistics involved in the renaming of the MPR and Committee Rooms be completed by the end of Q1 2020.

## **Background**

The 2018-2022 Service Excellence Strategic Plan is an alignment of people, processes, and technology. It identifies the City's vision, mission and values, as well as Council's priorities for this term, and the strategic priorities that staff will focus on.

The City's mission is 'Citizens first through Service Excellence'. Aligning the name change of the MPR and Committee Rooms with this mission is fundamental in building on the spirit of culture enhancement and city branding for staff, citizens, and businesses in Vaughan. Nomenclature and symbolism in the naming of an individual component of a facility builds on the genuine inclusiveness for all those who work and live in our great City.

On May 23, 2006, Council adopted [Item 29, Report 29, Naming of the New City Hall in Honour of Former Mayor, Lorna D. Jackson](#), in recognition of her commitment to public service from 1982 to 2002. The new Vaughan City Hall was completed in March 2011, with the official opening held in September 2011. This building represents Vaughan's commitment to innovation, service excellence and environmental stewardship.

Vaughan City Hall is the central hub for Vaughan residents and a place for celebrations, recreational and cultural activities and civic participation.

Notwithstanding the City's Policy CIIR-001 – Corporate Partnerships Policy; and Policy TPF-006 – Naming City Parks, Open Spaces, Community Facilities and other Municipal Buildings and Properties; staff are bringing forth a recommendation to rename the MPR and Committee Rooms 242/243, 244, 245, 246, and 249 at Vaughan City Hall.

The renaming of the MPR and Committee Rooms will enhance the spirit of culture and city branding amongst staff, citizens and businesses while celebrating Vaughan's core historical communities.

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

It is recommended that the Multi-Purpose Room and Committee Rooms be renamed, as follows:

### *Current Naming Convention*

Multi-Purpose Room  
Committee Rooms 242/243  
Committee Room 244  
Committee Room 245  
Committee Room 246  
Committee Room 249

### *Proposed Naming Convention*

Vaughan Room  
Woodbridge Room  
Thornhill Room  
Maple Room  
Concord Room  
Kleinburg Room

The criteria used in determining the proposed naming convention is based on Vaughan's population. The population totals are based on Statistics Canada 2016 census boundaries. Recognizing that there are several areas where a census boundary crosses more than one ward or neighbourhood, rough population estimates were used.

In addition to Vaughan's population, staff considered City policies, processes and reports; the Vaughan Ward Boundary Review dated August 12, 2016; Vaughan communities and neighbourhoods, both historical and new; the Vaughan flag; City archives referencing the history of Vaughan's five core historical communities: Concord, Kleinburg, Maple, Thornhill, and Woodbridge; as well as, Vaughan's archaeological history.

## **Financial Impact**

The minimal financial impact for signage will be paid through the approved Facility Management department operating budget.

## **Broader Regional Impacts/Considerations**

N/A

## **Conclusion**

Renaming the MPR and Committee Rooms 242/243, 244, 245, 246, and 249 at Vaughan City Hall is a positive reflection of our City's culture and brand. Our City's name, email address, website, marketing materials and more, all say something about us. Focusing on the theme of our City's name and its five historical communities, our core values of Respect, Accountability, and Dedication align with providing staff, citizens

and businesses the recognition and connectivity to build on the fabric of Vaughan and enhance our visual identity brand.

In consultation with the Office of the City Clerk, Economic & Cultural Development, Corporate & Strategic Communications, Development Planning, and Facility Management departments, this Report is to obtain Council approval on recommendations for the renaming of the MPR and Committee Rooms on the second floor at Vaughan City Hall; and for key internal stakeholder departments to complete the necessary updates to corporate literature and all related materials, as well as the coordination of the required elements to wayfinding and signage, by the end of Q1 2020.

**For more information,** please contact:

Mary Reali, Deputy City Manager, Community Services, ext. 8234

**Attachments**

N/A

**Prepared by**

Viviana Precopi, Manager Special Projects, Community Services, ext. 8319

## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: COMPREHENSIVE ZONING BY-LAW REVIEW – PROGRESS  
UPDATE**

**FROM:**

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

**ACTION:** FOR INFORMATION

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**Purpose**

To provide Council with an update on the Comprehensive Zoning By-law Review of City-wide Zoning By-law 1-88.

**Report Highlights**

- The second draft of the updated zoning by-law will reflect the input received throughout the consultation process
- Bill 108 has changed the municipal legislative requirements governing secondary suites permissions
- The final Draft Zoning By-law will incorporate a review of all existing site-specific zoning by-law amendments subject to the detailed technical methodology described in this report in Q1 2020
- Pre-zoning the Vaughan Metropolitan Centre area has been endorsed by the development industry, landowners, and the broader community throughout the current consultation process, and is recognized as a progressive step towards building an ambitious and sustainable downtown

## **Recommendations**

1. THAT this report be received for information.

## **Background**

**The second draft of the updated zoning by-law will be released in Q1 2020 that reflects and responds to the current input received throughout the on-going consultation process**

The City-wide Comprehensive Zoning By-law Review (“Comprehensive Review”) has continued to benefit from an engaged community. An extensive consultation process enabled the broad exchange of ideas between the consulting team, various departments that utilize the Zoning By-law, residents and stakeholders. The first draft is available for review by all interested parties on [www.zonevaughan.ca](http://www.zonevaughan.ca) and continues to benefit from ongoing feedback as the project team works towards a release of the second draft of the updated zoning by-law.

In addition to the minimum consultation requirements prescribed by the *Planning Act*, the City’s engagement program includes consultation in each Ward at every major milestone of the review. Included as part of this process are the Zoning By-law strategy report, the first and second formal draft of the new Zoning By-law, and the post Zoning By-law adoption implementation workshops. The drivers of the second draft continue to facilitate the development of a Zoning By-law that promotes sustainable development, preserves character of mature communities, and promotes environmental stewardship and economic development in the City.

## **Previous Reports/Authority**

### **Award of RFP 16-352 Report**

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW0117\\_17\\_6.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0117_17_6.pdf)

### **Comprehensive Zoning By-law Review – Update**

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW1205\\_17\\_6.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1205_17_6.pdf)

### **Comprehensive Zoning By-law Review Strategy – Phase I**

[https://www.vaughan.ca/council/minutes\\_agendas/Extracts/16ws0409\\_18ex\\_3.pdf](https://www.vaughan.ca/council/minutes_agendas/Extracts/16ws0409_18ex_3.pdf)

### **Comprehensive Zoning By-law Review – Update (1<sup>st</sup> Draft)**

<https://pub-v Vaughan.escribemeetings.com/filestream.ashx?DocumentId=18170>

## **Analysis and Options**

**City of Vaughan Official Plan 2010 establishes, as part of the urban structure, a hierarchy of Intensification Areas where the majority of intensification is planned to be accommodated**

The Vaughan Metropolitan Centre (VMC) is identified as an Urban Growth Centre in the 2017 Growth Plan and current Vaughan Official Plan 2010 (“VOP 2010”). A VMC pre-zoning pilot is recommended because it will implement the policies of the adopted VMC Secondary Plan. Pre-zoning the VMC (subject to an “H”) has been endorsed by the development industry, landowners, and the broader community throughout the current consultation process. It is also recognized as a progressive step towards building an ambitious and sustainable downtown. This will allow staff the ability to assess the impacts of pre-zoning while creating a predictable framework for as-of-right permissions in the City’s downtown as it continues to build out.

Staff reviewed the policy framework of the City’s intensification areas on the premise that there is no “one-size-fits-all” approach to zoning these areas. Given the timing of this review, staff recognize that the City’s intensification strategy may evolve through the ongoing Official Plan Review. Pre-zoning within other intensification areas outside the VMC (i.e. future Major Transit Station Areas, Mobility Hubs and Intensification Corridors) is generally considered to be premature pending completion of the new Official Plan, on-going Secondary Plan/Block Plan processes and related studies. The Zoning By-law can be more restrictive than the current Official Plan, and the Official Plan does not direct pre-zoning within the currently planned Intensification Areas. Areas that are not pre-zoned, such as New Community Areas, would require a site-specific amendment, which will have the benefit of a public consultation process.

Although intensification areas have been articulated in VOP 2010, some lands within these areas are not necessarily appropriate for intensification. For example, Policy 2.2.5.14 of VOP 2010 stipulates that properties that are rear-lotted against a Primary Intensification Corridor, or those that have frontage on a window street parallel to a Primary Intensification Corridor, are generally not considered appropriate for intensification. It is the policy of Council: “That limited intensification may be permitted in Community Areas as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 14 of this Plan. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.” (VOP 2010, Policy 2.2.3.3)

Policy 10.1.2.2 of VOP 2010 identifies that zoning permissions do not need to provide all contemplated uses or building forms to exactly match the Official Plan. It states: “That the full range of uses, densities or heights permitted by this Plan may not be

permitted by the Zoning By-law in all locations or all instances. Zoning By-law provisions may be more restrictive than the policies of this Plan”. The Secondary Plan process, including master plans or servicing strategies are the appropriate planning process to identify any known constraints or criteria to be considered when evaluating development. On this basis, the general mixed-use zone will not provide as-of-right permissions for a range of residential uses. This would require a site-specific zoning by-law amendment.

### **Changes to Bill 108 will necessitate updates to municipal legislative requirements governing secondary suites permissions**

Since the release of the first draft of the new comprehensive zoning by-law, Bill 108 now requires municipalities to permit secondary suites in detached, semi-detached, and row houses in primary dwellings and ancillary buildings or structures (such as coach houses and laneway houses). Under the new legislation, municipalities are required to exempt secondary suites from Development Charges which aims to increase options for affordable housing.

A key focus of the next phase of the public outreach and consultation process will seek to provide information to the public on the recent legislative changes. The changes to secondary suites differ from current permissions which restrict one (1) secondary dwelling within an existing dwelling, subject to specific zoning criteria such as an additional parking space. Most often, this results in basement apartments. The newly applicable legislation permits one (1) dwelling within the primary residence in addition to a secondary dwelling in a detached structure, thereby resulting in a total of 3 units on a single property.

It is recommended that staff develop an enhanced secondary suite regulatory framework beginning with a policy review of the Official Plan. This framework would benefit from a substantial public outreach and consultation. A revised policy structure governing secondary suites would then require an implementing amendment to the applicable zoning by-law at a later date.

### **The updated Draft Zoning By-law will incorporate a review of all existing site-specific zoning by-law amendments in Q1 2020**

In order to recognize existing approvals, a review of current site-specific by-law amendments to Zoning By-law 1-88 will be undertaken to inform the next major milestone of the Comprehensive Review. The intent is to delete site-specific amendments, which would be permitted as-of-right by the new zoning by-law. Where the new updated Draft Zoning By-law does not comply with existing site-specific amendments, new standardized exceptions will be created to ensure that site specific amendments are captured through the technical review exercise. The timing of the

preparation of these exceptions is important from a project delivery perspective, as changes to the parent draft by-law would necessitate the re-review of each site-specific exception. On this basis, the methodology for reviewing Vaughan's over 1,700 site-specific exceptions are generally described in the following steps:

- The existing site-specific exception zones are effectively being converted from a series of Word files into a database with common aspects that are amended by means of a zoning amendment (such as setbacks, building heights, permitted uses, landscape, amenity space requirements etc.)
- A report template will be created so that the database can be used to export the site-specific exceptions into a suitable format for inclusion in the Zoning By-law document
- The information in the database needs to be reviewed, edited and the information needs to be tagged or categorized to fit the final standardized structure (these tasks are underway)
- The review of the exceptions (with the objective of deleting unnecessary exception zones) will take place through a combination of manual and automated reviews. Once the updated Draft Zoning By-law is in a relatively final state, the exception zones can be compared against the draft zone standards to identify any exceptions that are no longer required because they are now permitted as-of-right
- Opportunities to delete other exceptions as described previously will also be considered, but this will likely require a largely manual review that is assisted by querying/filtering the database, once the final by-law is prepared for Council consideration and approval. This is expected in Q1 2020, in keeping with the project work plan. A final quality assurance review will be conducted to ensure that the final exception zones will be compared to their existing original exception zones

Following the Statutory consultation and Ward based non-statutory Open Houses throughout Q1 2020, all input received from residents, industry stakeholders, rate-payers, technical staff and a review of all written submissions received over time will enable staff to finalize the City's new comprehensive zoning by-law for Council consideration of approval in Q1 2020.

### **The new zoning by-law will consider existing, on-going development approval applications that are before the City**

Planning Staff received a number of concerns from owners of projects that are in the design stage. Planning Staff recognize the length of time it can take to get through the design stage prior to approvals. As such, staff will prepare exceptions for these properties. Several recent Zoning By-law Amendments have been approved or anticipate a decision imminently. The second draft of the zoning by-law will address on-going development applications, and more specifically, applications which may not

conclude prior to the passing of the new City-wide zoning by-law through re-vamped transitional regulations.

**New Community Areas continue to be reviewed as Secondary and Block Plans are undertaken and will generally maintain the existing Agricultural zoning**

New Community Areas vary, as Secondary and Block Planning processes continue to articulate the built form outcomes of future communities. A new zone structure will allow the City to guide the development of new areas with modern development standards. It is expected that the development of these lands will generally require a zoning by-law amendment, which provides the benefits of a public consultation process throughout the phased development of these various block plan areas. Pre-zoning these areas would be pre-mature as Secondary Plans will inform a more detailed understanding of land use, built form, and infrastructure. It is expected that site specific zoning applications would benefit from new zoning standards which normally come forward concurrently with detailed draft plan of subdivision applications.

Chapter 7 of the phase one Zoning Strategy Report provides background which describes the potential for pre-zoning (particularly with a Holding Symbol) but notes that the appropriateness of pre-zoning depends on the specific context and possible technical issues, such as servicing constraints, compatibility, etc. This could include the application of Holding Symbols if there are any potential technical constraints that need to be confirmed.

**Retention and Renewal of Soft Landscaping and a Mature Tree Canopy remains a significant priority of residents**

Through the consultation process staff have heard concern that the absence of landscaping and trees, in favour of paved front yards for driveways and parking, and garages dominating the front of homes are key consideration in developing new development standards. As such, staff will work on appropriate ways to address this matter while ensuring there are no adverse effects to the other requirements of the zoning by-law.

**Infill and intensification development projects will benefit from revised development standards both within and beyond the Mature Neighbourhoods Overlay area**

VOP 2010 directs that Community Areas are considered Stable Areas and therefore Community Areas with existing development are not intended to experience significant physical change. New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of VOP 2010.

Staff analyzed the evolution of zoning standards across the Greater Toronto Area (GTA) and specifically in the City of Vaughan and undertook site visits of various areas across the City seeking to understand the relationship between character, compatibility and zoning requirements. Based on this research the following was determined:

- The Established Neighbourhood “-EN” Suffix overlay found in Section 7.1.3 (Attachment 1) is based on a theme that appropriate building heights and yard setbacks are greatly interrelated in preserving the character of mature neighbourhoods.
- The “EN” suffix overlay is to ensure an appropriate building height and mass that reflects the consideration of privacy issues, sun obstruction, loss of permeable surfaces and soft vegetation, while allowing for new dwellings and additions to fit into their neighbourhoods. The project team also heard from the public on the need to balance a landowner’s ability to build/re-build a dwelling to today’s construction and industry standards. On this basis, a balanced approach was taken in developing these performance standards, which are intended to facilitate new development area to protect the character of existing established neighbourhoods.
- Detailed subset zone standards (e.g. the R1 zone is divided into R1A, R1B, R1C, etc.) further refine development standards based on the existing lot fabric, built form, and an analysis of minor variance data. The subset zone standards are evidence based, resulting from significant qualitative and quantitative analysis, and have been applied throughout the entire City. Staff continue to review the draft mapping to ensure

### **Financial Impact**

N/A

### **Broader Regional Impacts/Considerations**

York Region’s Official Plan (the “YROP”) outlines the Region’s policies respecting community growth, development and land use. The YROP makes several references to municipal Zoning By-laws, including the following specific policies that have been considered in this review:

- The need to identify and protect for key natural heritage features and key hydrologic features (2.2.9)
- The need to minimize risks to human health and safety and property within natural hazard areas by containing mapping and policies that address floodplains, hazardous lands, hazardous sites (2.1.18)

- The need to protect for regulated lands through permitted uses, setbacks, buffers and identification of Special Policy Areas (2.3.29)
- The need to permit a mix and range of housing types (3.5.4)
- The need to promote value-added agricultural uses (e.g., local farm markets and farm-gate sales) (6.3.17)
- The incorporation of intake protection zones and wellhead protection policies and mapping, in consultation with the Region (7.3.36)

## **Conclusion**

The second draft of the new comprehensive zoning by-law will be released in Q1 2020 subject to the statutory consultation requirements of the Planning Act. Following the third round of public consultation in the work program, staff will prepare the final by-law for Council consideration of approval in Q1 2020.

**For more information**, please contact: Brandon Correia, Manager of Special Projects at Ext. 8227

## **Prepared by**

Natalie Wong, Senior Planner, Ext. 8866

Brandon Correia, Manager of Special Projects, Ext. 8227

## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** 5

**TITLE: WYCLIFFE CLARK LIMITED**

**ZONING BY-LAW AMENDMENT FILE Z.16.037**

**DRAFT PLAN OF SUBDIVISION FILE 19T-16V008**

**SITE DEVELOPMENT FILE DA.16.079**

**DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT) FILE  
19CDM-16V005**

**WARD 5- VICINITY OF CLARK AVENUE AND BATHURST  
STREET**

**FROM:**

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole to amend the Council approved recommendation for Zoning By-law Amendment File Z.16.037 (Wycliffe Clark Limited, Item 3, Report No. 6 February 21, 2018) to include an additional recommendation to allow the Owner to apply for a Minor Variance Application(s) before the second anniversary of the day on which the implementing zoning by-law came into effect.

### **Report Highlights**

- The Development Planning Department supports the inclusion of an additional recommendation to allow the Owner to apply for a Minor Variance Application(s) before the second anniversary of the day (May 23, 2018) in which the implementing Zoning By-law comes into effect on the subject lands to accommodate minor design changes to the Council approved site plan.

## **Recommendations**

1. THAT the Council approved Recommendation for Item 3, Report No. 6 ( Wycliffe Clark Limited) of February 21, 2018, be amended to include the following recommendation:

“THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City and/or the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.”

## **Background**

The subject lands (the “Subject Lands”) are located on the south side of Clark Avenue, west of Bathurst Street.

Vaughan Council on February 21, 2018, approved Zoning By-law Amendment, Draft Plan of Subdivision, Site Development, and Draft Plan of Condominium (Common Elements) Files Z.16.037, 19T-16V008, DA.16.079 and 19CDM-16V005. Council’s approval (Item 3, Report No. 6) which did not include a recommendation to allow the Owner to apply for a Minor Variance Application(s) before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect. Council on May 23, 2018, passed the Wycliffe Clark Limited implementing Zoning By-law 081-2018.

Wycliffe Clark Limited on September 6, 2019 submitted Site Development File DA.19.064 (Attachment 3), to amend the Council approved Site Development File DA.16.079 (Attachment 2). The amendment is for a revision to five internal development blocks to reduce the number of townhouse units from 82 units to 74 units, increase the individual townhouse unit sizes and to permit two-car garages on 25 units.

## **Previous Reports/Authority**

[February 21, 2018 Committee of the Whole \(Item3, Report No. 6\)](#)

## **Analysis and Options**

### ***The proposed amendments to the Council approved site plan conforms to the Vaughan Official Plan 2010***

The Subject Lands are designated “Low-Rise Residential” by Vaughan Official Plan 2010 ( ‘VOP 2010’) and are located with a Community Area, as identified on Schedule “1” – Urban Structure of VOP 2010. The proposed changes (Attachment 3) to the Council approved site plan (Attachment 2) maintains the townhouse development form which conforms to VOP 2010.

### ***The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application(s) if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45 (1.3) of the Planning Act restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permit Council to pass a resolution to allow an Owner to apply for a Minor Variance application within two years of the passing of a zoning by-law.

### ***The proposed amendments to the Council approved site plan are minor***

The Subject Lands are zoned “RT1 Residential Townhouse Zone”, subject to exception Paragraph 9(1458), which permits the townhouse development.

The site-specific implementing Zoning By-law 081-2018 includes E-Schedule “E-1588’ which is based on the approved Site Development Plan (Attachment 2) showing 82 residential townhouse units. A new E-Schedule reflecting the revised townhouse block layouts (Attachment 3) for 74 townhouse units is required to permit the revised plan. As the implementing Zoning By-law 081-2018, was passed on May 23, 2018 less than two years ago, the *Planning Act* does not permit the Owner to apply for Minor Variance Application to the Committee of Adjustment to permit the proposed changes to the approved site plan, unless Council passes a resolution to allow the Owner to apply for a Minor Variance.

The proposed changes (Attachment 3) to the Council approved site plan maintains the townhouse built form and the original building setbacks on the Subject Lands are considered to be appropriate for the development of the lands.

### **Financial Impact**

There are no financial requirements for new funding associated with this report.

### **Broader Regional Impacts/Considerations**

There are no requirements from the York Region Community Planning Department.

### **Conclusion**

The Development Planning Department supports the request to permit the Owner to apply for a Minor Variance Application before the second anniversary of the day the implementing Zoning By-law came into effect. The proposed amendments to the Council approved site plan including the reduction of the number of units from 82 to 74 and the reconfiguration of 5 townhouse blocks to 8 blocks as shown on Attachment 3 are considered to be minor and appropriate for the development of the subject lands.

**For more information**, please contact: Carol Birch, Planner, Development Planning Department extension 8485.

### **Attachments**

1. Location Map
2. Council Approved Site Plan (File DA.16.079)
3. Proposed Site Plan (File DA.19.064)

### **Prepared by**

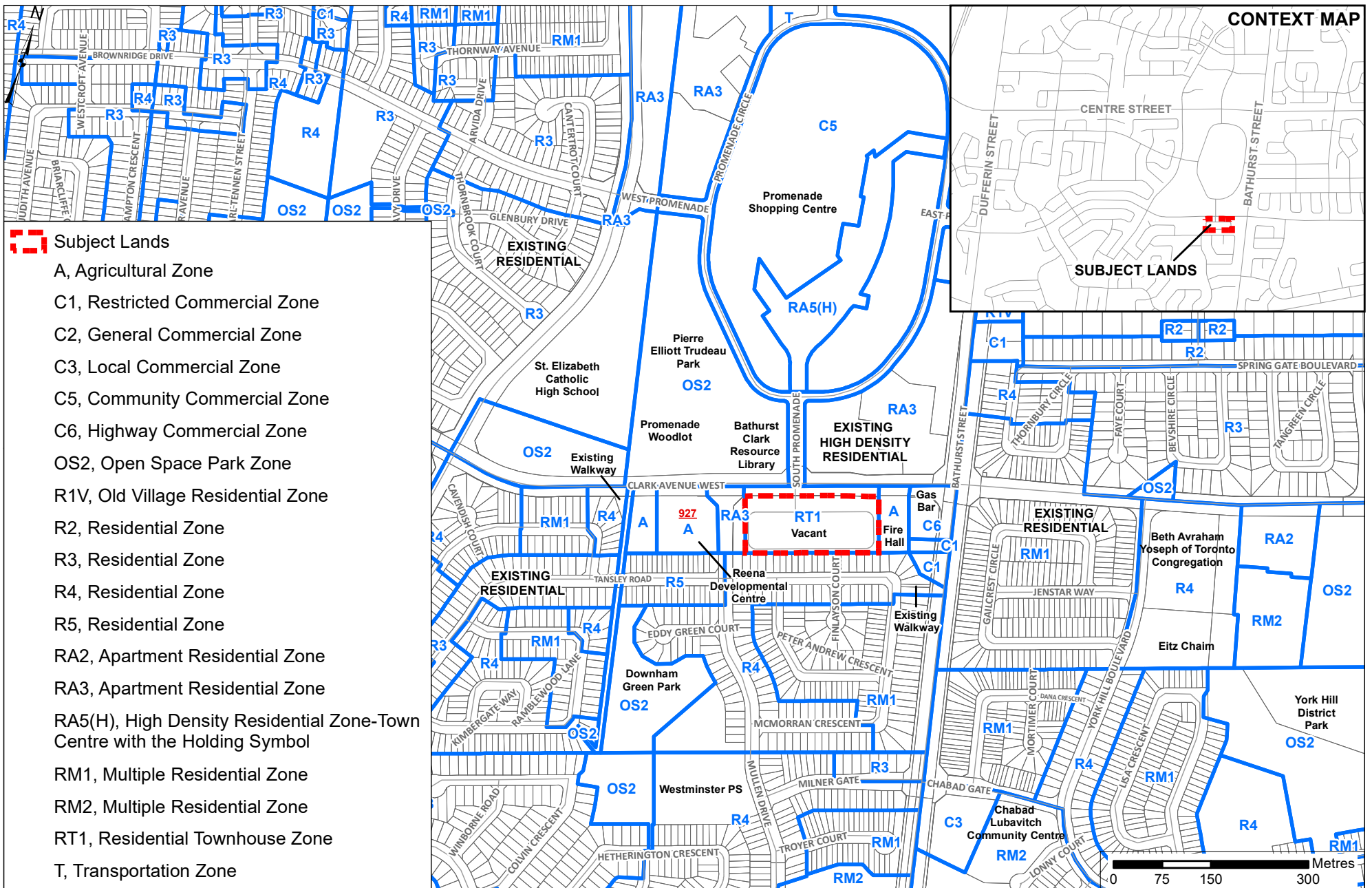
Carol Birch, Planner, ext. 8485

Eugene Fera, Senior Planner, ext. 8003

Nancy Tuckett, Senior Manager of Development Planning ext. 8529

Mauro Peverini, Director of Development Planning Department, ext. 8407

/LG



## Location Map

**LOCATION:**  
Part of Lot 3, Concession 2

**APPLICANT:**  
Wycliffe Clark Limited



## Attachment

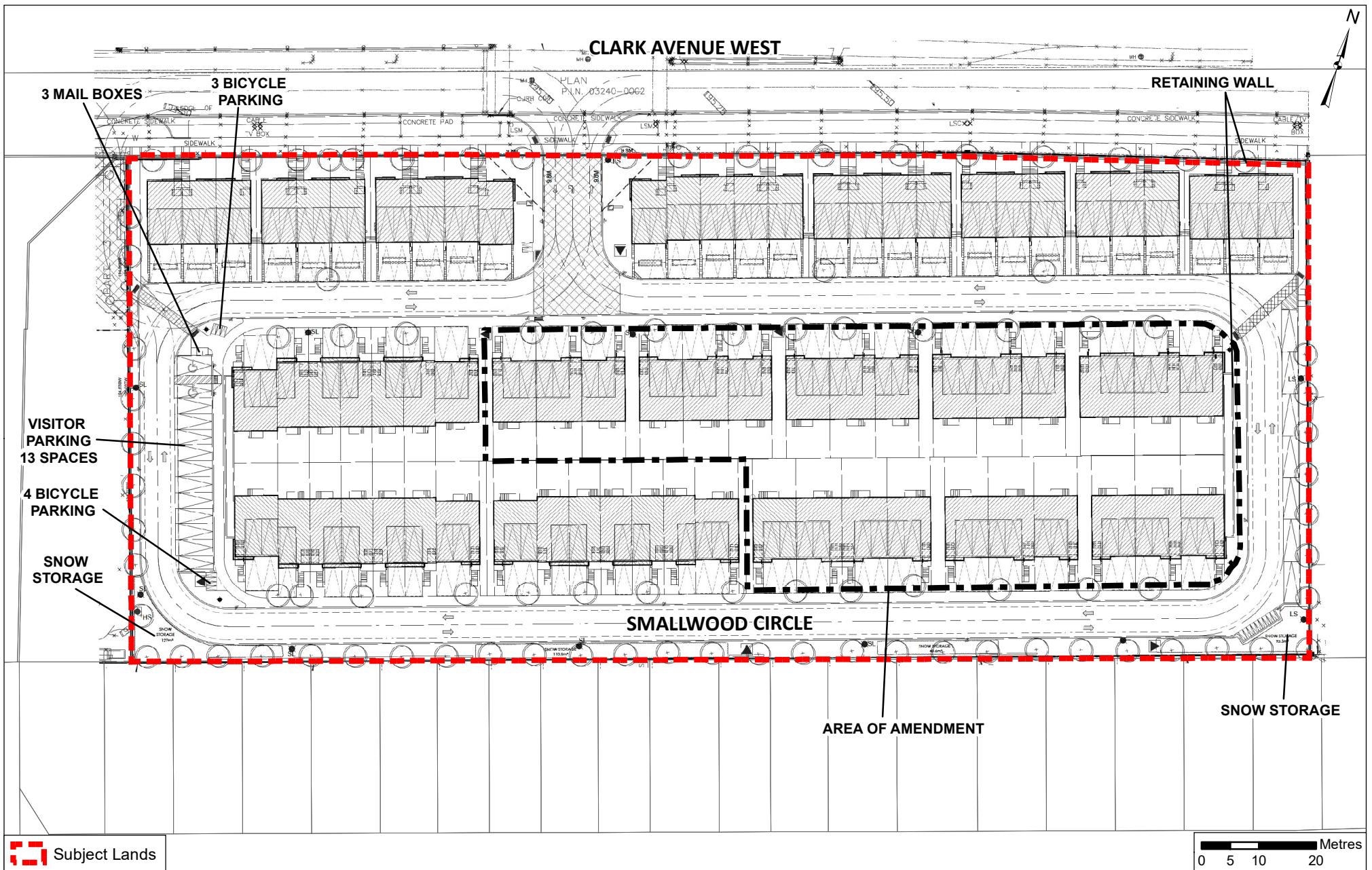
**FILES:**  
Z.16.037, DA.16.079,  
19T-16V008, 19CDM-16V005

**DATE:**  
December 10, 2019









## Proposed Site Plan (File DA.19.064)

**LOCATION:**  
Part of Lot 3, Concession 2

**APPLICANT:**  
Wycliffe Clark Limited



51

Development Planning

## Attachment

**FILE:**  
DA.19.064  
**RELATED FILES:**  
19T-16V008, 19CDM-16V005, DA.16.079  
**DATE:**  
September 13, 2019

3



## Committee of the Whole Report (2)

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: ALLOCATION OF SERVICING CAPACITY  
ANNUAL DISTRIBUTION AND UPDATE**

**FROM:**

Nick Spensieri, Deputy City Manager, Infrastructure Development

**ACTION:** DECISION

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### **Purpose**

This Report updates Council on the new assignment of Regional servicing capacity, outlines the City's new Allocation of Servicing Capacity Policy, and requests Council approval of same.

### **Report Highlights**

- To update Council on York Region's 2019 water and wastewater capacity assignment to support growth as presented to Regional Committee of the Whole on September 12, 2019
- To secure Council approval of the City's new Allocation of Servicing Capacity Policy
- To recommend distribution of servicing capacity to active development applications
- To inform stakeholders that short-term capacity needs have been met

### **Recommendations**

1. "THAT the Allocation of Servicing Capacity Policy (included in Attachment No. 1) be approved by Council;
2. "THAT development application File Numbers DA.11.073, DA.13.038 and 19T-16V002 be ALLOCATED servicing capacity from the York Sewage / Water Supply

Item 7

Page 1 of 8

System for a total of 50 persons equivalent”;

3. THAT servicing capacity be RESERVED from the York Sewage / Water Supply System as noted below:
  - a. 24,035 persons equivalent for distribution to active development applications city-wide (excluding the Kleinburg Water Resource Recovery Facility service area);
  - b. 5,125 persons equivalent (approximately 4,000 apartment units) for distribution to active development applications in Regional Centres/Corridors;
  - c. 4,000 persons equivalent (approximately 2,000 apartment units) for distribution to active development applications at the discretion of Council (Council’s Reserve); and
  - d. 2,492 persons equivalent for distribution to active development applications within the Kleinburg Water Resource Recovery Facility service area.
4. THAT an annual review of the City’s available servicing capacity and related Policy be undertaken by staff and brought forward to a future Committee of the Whole meeting; and
5. THAT a copy of this report be forwarded to York Region and to the Building Industry and Land Development Association (BILD) – York Chapter.

## **Background**

York Region supplies bulk water through large transmission mains to local area municipalities for daily consumption and fire protection. York Region is also responsible for providing trunk wastewater conveyance and treatment for local area municipalities. Accordingly, York Region establishes limits on sewage and water servicing capacity to each of the nine local area municipalities within the Region. Limits are set based on the overall availability and capacity of the Regional infrastructure network. Each local municipality is then responsible to allocate this capacity to individual land development applications. A formal servicing capacity allocation process is necessary to efficiently manage the distribution of the limited Regional capacity.

The City’s last Servicing Capacity Allocation Strategy Annual Distribution and Update was dated February 21, 2018. Since then, Regional servicing capacity equivalent to

approximately 30,000 persons was allocated, primarily to high-rise development applications supporting the Provincial Growth Plan, thereby allowing development of high-density communities around major transit investments underway by York Region and the Province. Accordingly, to date all previously assigned Regional servicing capacity has been fully utilized.

### **York Region presented its 2019 water and wastewater capacity assignment to local area municipalities at their September 12, 2019 Committee of the Whole meeting**

The distribution of Regional servicing capacity amongst local area municipalities is typically based on historical growth rates and future growth projections and is reviewed on an annual basis with the objective of sustaining short-term growth forecasts and market trends.

On September 12, 2019, York Region confirmed a new capacity assignment to Vaughan for approximately 45,000 people from the York Sewage / Water Supply System (excluding the Kleinburg Water Resource Recovery Facility service area). The capacity assignment includes 36,869 persons equivalent of capacity to be utilized city-wide, and an additional 8,000 persons equivalent specific to Centres and Corridors.

In addition, a 4,000-person Regional reserve was established to support new private purpose-built rental developments throughout the Region.

### **Previous Reports/Authority**

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\\_0206\\_18\\_2.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW_0206_18_2.pdf)

### **Analysis and Options**

#### **A formal Corporate Policy has been prepared for the allocation of servicing capacity to active development applications**

In November 2005, Council approved the City's Servicing Capacity Distribution Protocol. The protocol has been effectively utilized and periodically updated ever since. The original intent of the protocol was to consistently prioritize active development applications city-wide and place them in queue to ultimately receive allocation by Council resolution. The protocol established specific criteria to assist in realizing the priority status (or queue) of an active development application.

In 2018, staff initiated an internal process to update the protocol document and to convert it to an official City policy. As part of this process the following tasks were completed to develop the new policy:

- An industry scan / comparison with other municipalities;

- An analysis of historical growth trends for Vaughan;
- Presentations and discussions with the City's Policy Committee;
- Various City Growth Management Committee presentations / discussions;
- Discussion and coordination with Regional staff;
- Consultation with the Building Industry and Land Development Association (BILD); and
- Consultation with internal City departments.

The original protocol, approved in 2005, needs to be updated and formalized into a corporate policy in order to:

- Ensure allocated capacity does not sit idle and may be redistributed if necessary;
- Better align with York Region's latest processes and procedures; and
- Place greater importance on sustainable servicing incentive programs.

Based on the new Policy, development applications are placed in one of two priority categories prior to receiving final allocation. Development applications are generally prioritized based on the status of planning approvals and anticipated timing of development. Reservation of capacity is broken down into two priority categories, as noted below:

#### Priority 1 Reservation

For applications proceeding to final approval within the next 12 months.

#### Priority 2 Reservation

For applications proceeding to final approval within the next 12 – 36 months.

From a planning approval status perspective, immediate consideration is given to active development applications which have received LPAT, Draft Plan of Subdivision or Site Development approval. In sequential order of priority, consideration is also given to those applications which have the appropriate zoning in place for an intended use, are Official Plan compliant, and/or represent infill development or completion of partially built communities.

### **City to encourage participation in Regional servicing incentive programs to realize additional servicing capacity**

York Region's servicing incentive programs provide ability for new growth in local municipalities to gain servicing capacity beyond the Regional assignment while promoting sustainable residential development.

Innovative and sustainable water and wastewater reduction initiatives such as the Servicing Incentive Program (SIP), Sustainable Development Through Leadership in Energy and Environmental Design (LEED) Incentive Program and Developer-funded

Inflow and Infiltration (I & I) Reduction Program have proven successful in realizing additional servicing capacity throughout the Region.

The Region continues to encourage municipalities to optimize capacity allocation by implementing servicing best practices and water and wastewater sustainability strategies.

**The implementation of “use it or redistribute it” policy provisions will ensure efficient use of assigned capacity**

The new Policy will ensure allocated capacity will not sit idle. Provisions have been added to ensure Council may consider the redistribution of capacity post allocation if an application does not proceed pay City and Regional Development Charges within a 36-month period.

**A comprehensive stakeholder consultation program was completed to finalize the new Policy**

On May 15, 2019, staff met with the Policy Committee to present the draft Distribution of Servicing Capacity Policy. In May to July, presentations were made to the City’s Growth Management Committee (GMC) and BILD. As well, in August and September, staff met with internal stakeholders to provide an overview of the proposed Policy and to solicit comments specific to internal departments.

All stakeholders consulted have expressed their support of the final policy document included as Attachment No. 1. Accordingly, it is recommended the Policy be approved by Council.

**Local Planning Appeal Tribunal (LPAT) approved development applications and previously approved developments requiring additional units are formally allocated servicing capacity**

Three development applications have been approved by LPAT or require additional servicing capacity as a result of a unit count increase. They are as follow:

- 1) Avenue on 7 (DA.11.073). Two (2) additional apartment units (4 persons equivalent) are required. The application was previously approved and allocated servicing capacity on May 15, 2015 (230 apartment units or 508 persons equivalent) and December 19, 2015 (46 apartment units or 102 persons equivalent) by Vaughan Council.
- 2) Centreville Development Corporation (DA.13.038). Four (4) semi-detached units (14 persons equivalent) were approved by LPAT. Its decision was issued on November 29, 2018.
- 3) Centra (BT1) Inc. (19T-16V002). Nine (9) single-family units (32 persons equivalent) was verbally approved by LPAT on December 2, 2019.

Accordingly, and in accordance with the new Policy, it is recommended the above noted development applications be allocated capacity by Council resolution.

### **An 8,000-person reserve is created for Regional Centres and Corridors**

York Region has assigned an 8,000 persons equivalent servicing capacity reserve for Regional Centres and Corridors. This capacity is specifically dedicated to areas such as the Vaughan Metropolitan Centre (VMC). To date, 2,875 persons equivalent has been allocated. Accordingly, it is recommended the balance (5,125 persons equivalent) be reserved for future active development applications.

### **A 4,000-person Council reserve is available for allocation to active development applications at Council's discretion**

This reserve has been re-established thereby allowing Council the ability to allocate capacity to development applications of strategic importance. As this capacity is allocated, the reserve may be topped up on a yearly basis (if required).

### **Staff will continue to closely monitor Regional servicing limitations in the Jane Rutherford and Humber Pumping Station sewer shed areas to mitigate potential gaps to 2028**

Staff have worked closely with York Region on the West Vaughan Sanitary Sewage Servicing Class Environmental Assessment and Northeast Vaughan Water and Wastewater Servicing Class Environmental Assessment. The combined service area of both projects account for the majority of the City's remaining white-belt developable land area. Therefore, the implementation of the recommendations of both projects is crucial in realizing and effectively servicing anticipated targets of projected new growth. York Region's anticipated in-service date has not changed at 2028.

In order to address more immediate servicing requirements, the City has embarked on an Interim Servicing Strategy Study for Vaughan's New Community Areas and intensification corridors. The intent of the Study is to analyze the City's local sanitary sewage system to identify residual servicing capacity. This capacity will be strategically distributed by the City and utilized by new growth as necessary and available. This available capacity is intended to allow growth to continue and to bridge the gap between the present and the in-service date (2028) of Regional infrastructure.

### **Capacity remains available for 2,492 new residents in Kleinburg-Nashville from the Kleinburg Water Resource Recovery Facility**

Servicing capacity remains available to the Kleinburg Water Resource Recovery Facility for an additional 2,492 persons. This capacity may be distributed to active development applications located with the Kleinburg-Nashville service area.

York Region has committed to monitoring the capacity of standalone wastewater facilities to ensure there is adequate servicing to support approved growth in these communities.

Future capacity needs for the Kleinburg-Nashville service area will be subject to policies impacting future expansion opportunities for the Kleinburg Water Resource Recovery Facility and will be considered through the Municipal Comprehensive Review (MCR) and the Regional Water and Wastewater Master Plan Update.

### **Financial Impact**

Not applicable.

### **Broader Regional Impacts/Considerations**

Annual allocation status reports serve to inform York Region of the City's short-term development projections and demonstrate the City's effectiveness in managing Regional capacity and overall growth.

York Region's anticipated capital delivery timing for the necessary Northeast Vaughan infrastructure improvements are programmed for 2028. This timing remains a concern for City staff and for members of the Building Industry and Land Development Association (York Chapter).

Accordingly, staff will continue to discuss and explore options to advance delivery timing of Regional infrastructure as necessary to service Vaughan's new community areas.

The timely delivery of Regional water and wastewater related infrastructure for Vaughan and the resulting distribution of Regional servicing capacity to the City will:

- Maximize population and employment land development potential;
- Accelerate Development Charge revenue collections for York Region and the City;
- Support Provincial, Regional and City objectives to create jobs, economic growth and housing options;
- Maximize intensification potential along Regional corridors and within the Vaughan Metropolitan Centre by dedicating existing residual water and wastewater system capacity to these areas; and
- Capitalize on the 20,000 transit riders expected to be moving through the Vaughan Metropolitan Centre daily.

Regional water and wastewater infrastructure projects should be advanced in a timely manner, so the City can continue to grow and the benefits of the Provincial infrastructure investments in Vaughan can be fully realized.

## **Conclusion**

York Region provided a capacity assignment update to support growth to 2026 to its Council on September 12, 2019. York Region confirmed an additional capacity distribution to Vaughan for approximately 45,000 people. The capacity assignment includes unrestricted capacity that can be utilized city-wide and 8,000 persons equivalent specific to Centres and Corridors.

In accordance with the City's Policy, it is recommended an annual review of available servicing capacity be undertaken by staff and brought forward to a future Committee of the Whole meeting.

It is further recommended a copy of this report be forwarded to York Region and to the Building Industry and Land Development Association (BILD) – York Chapter.

**For more information**, please contact: Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management (Ext. 8311).

## **Attachments**

1. Allocation of Servicing Capacity (Corporate Policy No.08.C.01)

## **Prepared by**

Tony Artuso, Senior Engineering Assistant, Ext. 8396

Michael Frieri, Manager of Infrastructure Planning and Engineering, Ext. 8729



# CITY OF VAUGHAN

## CORPORATE POLICY

**POLICY TITLE:** ALLOCATION OF SERVICING CAPACITY

**POLICY NO.:** 08.C.01

<b>Section:</b>	Development & Planning		
<b>Effective Date:</b>	December 10, 2019	<b>Date of Last Review:</b>	Click or tap to enter a date.
<b>Approval Authority:</b> Council	<b>Policy Owner:</b> DCM, Infrastructure Development		

### POLICY STATEMENT

This Policy establishes a framework for the allocation of water and wastewater servicing capacity through the City's planning application review and approval process.

The allocation of water and wastewater servicing capacity is limited to the residential land use component of any Active Development Application. The industrial, commercial and/or institutional land use components of an Active Development Application do not require Allocation of Servicing Capacity.

### PURPOSE

To strategically and equitably allocate water and wastewater servicing capacity to Active Development Applications within the City, ensuring efficient and sustainable use of Servicing Capacity, and the orderly distribution of same.

To ensure Active Development Applications are placed in queue for Allocation of Servicing Capacity based on one of the Priority Categories.

### SCOPE

York Region assigns servicing capacity to local municipalities on a municipal wide basis or on a specific sewer-shed/water pressure district basis; local municipalities in turn allocate to Active Development Applications.

Vaughan Council is responsible for the Allocation of Servicing Capacity to Active Development Applications within the City.

**POLICY TITLE: ALLOCATION OF SERVICING CAPACITY**

**POLICY NO.: 08.C.01**

The authority to Reserve Servicing Capacity is delegated to Staff based on the provisions of this Policy.

#### **LEGISLATIVE REQUIREMENTS**

1. *Planning Act*, R.S.O. 1990, c. P.13
2. *Places to Grow Act, 2005*, S.O. 2005, c. 13
3. *Municipal Act, 2001*, S.O. 2001, c. 25

#### **DEFINITIONS**

In this Policy, the following words or phrases are defined as follows:

1. **Active Development Application:** An application made and deemed complete under the *Planning Act*, that is not Closed or Withdrawn, to develop land.
2. **Allocation:** The apportionment of a segment of the bulk Servicing Capacity assigned by York Region to the City to a specific Active Development Application within the City by City Council.
3. **Allocation Credit:** A credit for the apportionment of Allocation which is given by the City to an Active Development Application that is dependent on the sustainability incentive program criteria for which it intends to rely.
4. **Allocation Priority:** Superiority in position regarding the Allocation of Servicing Capacity.
5. **City:** The Corporation of the City of Vaughan, including all departments, employees and administrative divisions.
6. **Closed:** The removal of an Active Development Application from the City's consideration as a result of the Owner's inaction on the application, and the Owner's failure to pay the City's maintenance fee pursuant to the City's in-effect Tariff of Fees for planning applications (in accordance with By-law No. 044-2019, as amended or replaced). An Active Development Application can also be closed by virtue of the City's refusal of the application as applied for, and the expiry of the right to appeal that refusal pursuant to *the Planning Act*, and/or the dismissal of any appeal by the Local Planning Appeal Tribunal.
7. **Council:** Council of the City of Vaughan.

**POLICY TITLE: ALLOCATION OF SERVICING CAPACITY**

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- 8. Holding Symbol “(H)”:** A prefix that Council can implement in a by-law passed under s. 34 of the *Planning Act* to specify the future use of lands, buildings or structures until such time as conditions for removing the “H” are met, and it has been removed by by-law.
- 9. Infill Development:** The development or redevelopment of a property, site or area with a new development at a higher density or building height than is currently permitted by the Official Plan within an area that is already developed.
- 10. Infrastructure Improvements:** Those improvements to specific York Region or City infrastructure for which the availability of Servicing Capacity is dependent.
- 11. No Pre-Sale Agreement:** An agreement by which the Owner agrees not to enter into any agreements of purchase and sale with end users for any portion of its lands until Servicing Capacity has been Allocated.
- 12. Priority Category:** Speaks to Allocation Priority. Priority 1 Reservation is the first in priority, and Priority 2 Reservation is second.
- 13. Redistributed:** The reallocation of Servicing Capacity from one Active Development Application to another, or others.
- 14. Reservation:** An arrangement to have the Servicing Capacity held for an Active Development Application for a 12-month period.
- 15. Servicing Capacity:** Water supply and wastewater treatment capacity for residential development in the City within the York Sewage Servicing System, York Water Supply System or the Kleinburg/Nashville Sewage System, as distributed by York Region and allocated by the City.
- 16. Significantly Revised:** A site-specific Official Plan Amendment is necessary.
- 17. Staff:** The employees within the City of Vaughan’s Infrastructure Development or Planning and Growth Management divisions.
- 18. Withdrawn:** The removal of an Active Development Application by the Owner and/or Agent from the City’s consideration.
- 19. York Region:** The Regional Municipality of York, including all departments, employees and administrative divisions.

**POLICY TITLE: ALLOCATION OF SERVICING CAPACITY**

**POLICY NO.: 08.C.01**

## **POLICY**

### **1. Allocation**

1.1. An Active Development Application shall qualify for Allocation of Servicing Capacity if:

- 1.1.1. Servicing Capacity is available for distribution;
- 1.1.2. The development conforms (or will conform) to the City's current Official Plan and Zoning By-law;
- 1.1.3. The availability of the Servicing Capacity is not dependent on the construction and commissioning of Infrastructure Improvements; and,
- 1.1.4. It is ratified by Council resolution concurrently with Council approval of a Site Development Application and/or Draft Plan of Subdivision Application.

1.2. Where Servicing Capacity is available but dependent on the construction of Infrastructure Improvements:

- 1.2.1. Council may consider granting an Active Development Application approval in advance of Allocation subject to the inclusion of a Holding Symbol "(H)" in the implementing Zoning By-law and the requirement for a No Pre-Sale Agreement. In this situation, an Active Development Application may be reserved Servicing Capacity in accordance with the provisions of this Policy; and,
- 1.2.2. The Active Development Application can be considered for Allocation of Servicing Capacity by Council resolution in conjunction with the removal of the Holding Symbol "(H)" and enactment of the applicable Zoning By-law for the subject lands. This may occur no sooner than 6 months prior to the anticipated operational/in-service date for the related Infrastructure Improvements, thereby allowing a development (previously approved by Council) the ability to proceed to registration and/or building permit issuance.

### **2. Reservation**

2.1. Reservation of Servicing Capacity to Active Development Applications shall be determined with consideration for: status of Council approval; anticipated timing of development; location; density; environmental sustainability; and, the availability of adequate City and York Region infrastructure and services which include in addition to water and wastewater (but are not limited to), transportation, stormwater, and park facilities.

**POLICY TITLE: ALLOCATION OF SERVICING CAPACITY**

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2.2. An Active Development Application shall qualify for **Priority 1 Reservation** of Servicing Capacity where:

- 2.2.1. It is demonstrated with reasonable certainty that the Draft Plan of Subdivision may proceed to registration within the next 12 months; or in the case of a Site Development Application, that a Site Plan Agreement (or Letter of Undertaking, whichever is in affect) may be executed within the next 12 months;
- 2.2.2. The City is satisfied that adequate municipal infrastructure, both at the City and York Region level will be available to service the Active Development Application; and,
- 2.2.3. A minimum of two of the following conditions apply:
  - 2.2.3.1. Official Plan Amendment application is approved by Council;
  - 2.2.3.2. Zoning By-law Amendment application is approved by Council with or without the Holding Symbol “(H)”;
  - 2.2.3.3. The Active Development Application is for an Infill Development or completion of a partially built community.

2.3. Priority 1 Reservation of Servicing Capacity shall be for a maximum period of 12 months. Priority 1 Reservation shall be automatically revoked after a period of 12 months if the Allocation has not been committed by a Council resolution.

2.4. An Active Development Application shall qualify for **Priority 2 Reservation** of Servicing Capacity where:

- 2.4.1. It is demonstrated with reasonable certainty that the Draft Plan of Subdivision may proceed to registration, or in the case of a Site Development Application, that a Site Plan Agreement (or Letter of Undertaking, whichever is in affect) may be executed, within the next 12 to 36 months;
- 2.4.2. The City is satisfied that adequate municipal infrastructure, both at the City and York Region level will be available to service the Active Development Application; and,
- 2.4.3. A minimum of two of the following conditions apply:
  - 2.4.3.1. Official Plan Amendment application is approved by Council;
  - 2.4.3.2. Zoning By-law Amendment application is approved by Council, with or without a Holding Symbol “(H)”;
  - 2.4.3.3. The Active Development Application is for an Infill Development or completion of a partially built community; or,
  - 2.4.3.4. The Active Development Application is geographically located within an area where the City strategically chooses to provide for deliberate growth.

**POLICY TITLE: ALLOCATION OF SERVICING CAPACITY**

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2.5. Priority 2 Reservation of Servicing Capacity shall be for a maximum period of 12 months. Priority 2 Reservation shall be automatically revoked after a period of 12 months and/or at the discretion of the City.

2.6. Priority 2 Reservation of Servicing Capacity to an Active Development Application may be amended at any time.

**3. Sustainability Considerations**

3.1. Notwithstanding the provisions of this Policy, Allocation Priority and an Allocation Credit may be approved by Council resolution for any Active Development Application meeting the minimum qualifying criteria for any of the following sustainability incentive programs:

- 3.1.1. York Region's Servicing Incentive Program (SIP);
- 3.1.2. York Region's Sustainable Development Through LEED (Leadership in Energy and Environmental Design) Incentive Program;
- 3.1.3. Vaughan's Inflow and Infiltration Reduction Program; or
- 3.1.4. Vaughan's Sustainable Performance Metrics Program.

3.2. The focus of these programs is to promote low impact / sustainable development, as it relates to Servicing Capacity, specifically water efficiency and reduced wastewater flow from development projects, thereby improving overall system optimization and reducing infrastructure investment needed to support growth.

3.3. For specific Allocation Credit details, qualifying criteria and/or technical requirements, refer to current/available program information as provided by York Region and/or the City.

**4. Redistribution of Servicing Capacity**

4.1. Notwithstanding the provisions of this Policy, Servicing Capacity Allocated by Council resolution to an Active Development Application may be Redistributed if (at the discretion of the City), the Active Development Application does not proceed to registration and/or building permit issuance within 36 months. This provision does not apply to an Active Development Application qualifying for any sustainability incentive program noted in Policy 3.1 above.

4.2. The 36-month timeline shall begin once the approval of a development application is in full force and effect (if the statutory appeal period is over).

4.3. Prior to recommending the Redistribution of Servicing Capacity, the following considerations shall be assessed on a case by case basis:

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- 4.3.1. Status of sales (lots or units);
  - 4.3.2. Pre-servicing of a site through a pre-servicing agreement;
  - 4.3.3. Execution of the Regional Development Charge Agreement and payment of the hard services component of same;
  - 4.3.4. Execution of the City's Subdivision Agreement and payment of a portion of the City's Development Charges;
  - 4.3.5. Submission of building permit applications to the City and/or issuance of a conditional building permit by the City; and
  - 4.3.6. City and/or third-party delays in obtaining clearance of approval conditions.
- 4.4. In the event an Active Development Application is Closed, Withdrawn, or Significantly Revised, any and all previous commitment by the City regarding Servicing Capacity shall become null and void. Servicing Capacity does not run with the land and is not transferable.

**5. Annual Distribution Update and Status Report**

- 5.1. The following shall be reviewed on an annual basis and summarized in a Staff report to Committee of the Whole for Council approval:
- 5.1.1. The commitment of Servicing Capacity to Active Development Applications (any application previously Allocated or Reserved Servicing Capacity in accordance with the provisions of this Policy);
  - 5.1.2. The planning approval status and progression of Active Development Applications through the development review and approvals process;
  - 5.1.3. The details and provisions of this Policy; and
  - 5.1.4. The remaining Servicing Capacity available for distribution by the City.

**ADMINISTRATION**

*Administered by the Office of the City Clerk.*

<b>Review Schedule:</b>	3 Years If other, specify here	<b>Next Review Date:</b>	June 30, 2022
<b>Related Policy(ies):</b>			
<b>Related By-Law(s):</b>			
<b>Procedural Document:</b>			

**POLICY TITLE: ALLOCATION OF SERVICING CAPACITY**

**POLICY NO.: 08.C.01**

Revision History	
Date:	Description:
Click or tap to enter a date.	
Click or tap to enter a date.	
Click or tap to enter a date.	

## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** 1

**TITLE: COLDSRING ROAD AND PUTTING GREEN CRESCENT -  
SPECIAL LOCAL MUNICIPALITY LEVY (SANITARY SEWERS)**

**FROM:**

Nick Spensieri, Deputy City Manager, Infrastructure Development

**ACTION:** DECISION

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**Purpose**

To adopt the final engineering report for the installation of sanitary sewers, service connections, appurtenances and associated work on Coldspring Road and Putting Green Crescent as a Special Local Municipality Levy and to direct the City Clerk to notify benefiting land owners of the final costs.

**Report Highlights**

- By-Law 023-2017 was enacted to authorize construction of sanitary sewers on Coldspring Road and Putting Green Crescent, to identify a special service and to authorize a special local municipality levy and tax rate for repayment of the costs of construction
- The work under the contract for the installation of the sanitary sewers was completed in the fall of 2018
- The final costs for the installation of the sanitary sewers on Coldspring Road and Putting Green Crescent be assessed to the benefiting land owners

**Recommendations**

1. That Council authorize a Special Local Municipality Levy and enact a By-Law pursuant to Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law for the repayment of the costs associated with the construction of the sanitary sewers, service connections, appurtenances and associated work on Coldspring Road and Putting Green Crescent as authorized under By-Laws.

## **Background**

### **The residents on Coldspring Road and Putting Green Crescent submitted a petition to the City requesting municipal sanitary sewer services**

On January 20, 2014, a petition was submitted to the City of Vaughan by the residents on Coldspring Road and Putting Green Crescent requesting a cost estimate for the installation of sanitary sewers on these roads. A public information centre was held on September 10, 2014 to inform the area residents of the process for the proposed municipal services. At this meeting, a survey was also circulated to the community outlining the scope of the municipal infrastructure request and for the residents to indicate whether they were in favour of or opposed to the installation of sanitary sewer services in their community.

A survey received from the community on September 24, 2014 indicated that more than 2/3 of the homeowners were in favour of the sanitary sewer installation. Based on these results, the City put forward a budget request (Capital Project CD-2017-15) to undertake a detail design of the new infrastructure as part of the 2015 Capital Budget.

### **The City retained an engineering consultant to undertake the detailed design and prepare a cost estimate.**

In October 2015, Chisholm, Fleming and Associates were retained (Request for Proposal 15-328) to undertake a detailed design and prepare a cost estimate for the sanitary sewer installation on Coldspring Road and Putting Green Crescent. Following completion of detailed design, a revised project estimate was developed.

A second survey with revised estimated costs was distributed to all benefiting homeowners in July 2016, with a request to indicate whether they were in support or against the installation of sanitary sewer services in their community. The estimated cost provided to the residents also included a cost in the amount of \$8,093.93 per lot which is to be collected for upsizing of the downstream sanitary pumping station as per the conditions of subdivision agreement for the Molise Kleinburg Estates Development File #19T-06V14 (Phase 1).

### **A By-law was enacted for the construction of the sanitary sewer works**

On January 24, 2017, Council approved the construction of sanitary sewers on Coldspring Road and Putting Green Crescent be undertaken through Section 326(1) and (4) and 312(4) of the Municipal Act, 2001 Special Service By-law. By-Law 023-2017 was enacted by Council on February 21, 2017, authorizing the construction of sanitary sewers, to identify a special service and to authorize a special local municipality levy and tax rate for repayment of the costs of construction.

## **Previous Reports/Authority**

[Provision of Sanitary Sewer Services on Coldspring Road and Putting Green Crescent Ward 1](#)

## **Analysis and Options**

### **On April 13, 2017, bids were received for T17-103 Coldspring Road and Putting Green Crescent Sanitary Sewer Installation**

Tender T17-103, Coldspring Road and Putting Green Crescent Sanitary Sewer Installation was advertised on the City of Vaughan Bidding Website-Vaughan Bids & Tenders, Biddingo, Ontario Public Buyers Association's Website, and the Daily Commercial News on March 28, 2017, and closed on April 13, 2017. Two addenda were issued to respond to the questions received. A total of 17 Plan Takers registered for this Tender, and 7 compliant bids were received.

On May 5, 2017, the City approved the award of contract for Tender T17-103 to Varcon Construction Corporation, being the lowest compliant bidder, to undertake the installation of sanitary sewers on Coldspring Road and Putting Green Crescent in the amount of \$874,933.20 plus applicable taxes.

The construction of the sanitary sewers commenced in July 2017, and the work under the contract was completed in late fall of 2018.

## **Financial Impact**

As per the provisions of the By-Law, once the construction has been completed the final cost of the work shall be recovered from all the benefiting homeowners on Coldspring Road and Putting Green Crescent through the levying of a special local municipality levy. Two options will be given to the benefiting owners in order to repay the City, a prepayment deadline to pay the total cost in full or an option to spread the repayment (with interest) over a specific number of years. This will be completed through use of the Collectors Roll and the amounts will be collected in the same manner as taxes.

The final costs for the sanitary sewers, service connections, appurtenances and associated work for Coldspring Road and Putting Green Crescent is \$1,158,311.72 which includes engineering, construction, taxes and administration costs. The final cost will be recovered from each of the 22 land owners on these roads based on the 2020 assessed values.

## **Project Costs – Breakdown**

Construction	\$1,041,742.44
Engineering	\$63,374.20
Taxes (1.76%)	\$19,457.85
Administration (3%)	\$33,737.23
<b>Total Project Cost:</b>	<b>\$1,158,311.72</b>

## **Broader Regional Impacts/Considerations**

N/A

## **Conclusion**

The work for the installation of the sanitary sewers, service connections, appurtenances and associated work, was completed under the authorization of By-Law 023-2017. Per the By-Law a Special Service Levy and a separate Tax Rate for the repayment of the costs for the sanitary sewers on Coldspring Road and Putting Green Crescent would be applicable. Each benefiting landowner will be required to pay an apportioned amount based on their property assessment for the subject lands.

**For more information**, please contact: Jack Graziosi, Director of Infrastructure Delivery

## **Attachments**

1. Location Map
2. Benefiting Properties and Cost Breakdown

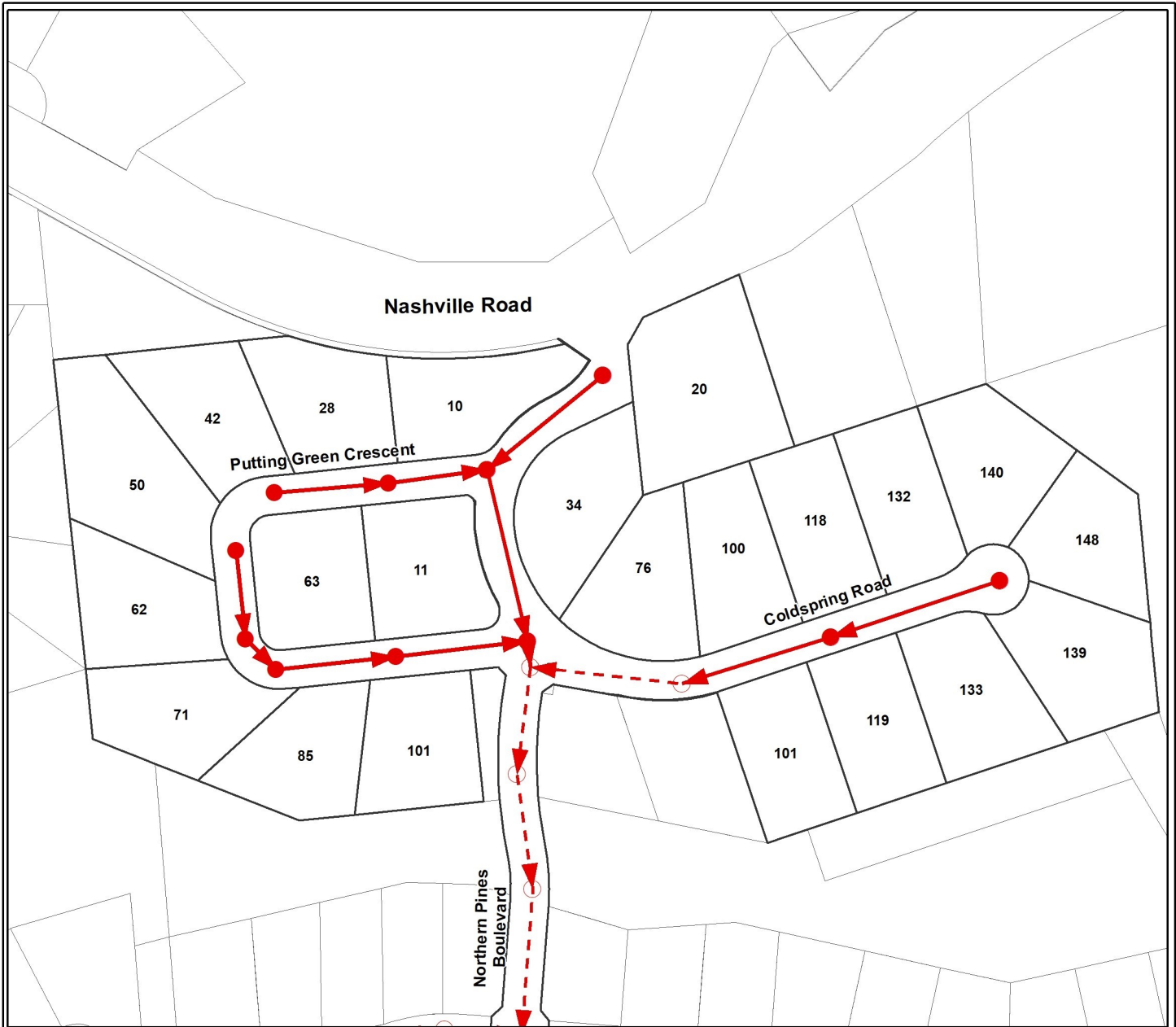
## **Prepared by**

Pat Marcantonio, Project Manager ext.8468

Mohan Toor, Manager, Design and Construction ext. 8144

Maureen Zabiuk, Manager, Property Tax & Assessment ext.8268


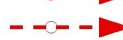
# ATTACHMENT No. 1



## LOCATION MAP

### COLDSPRING ROAD and PUTTING GREEN CRESCENT SANITARY SEWER INSTALLATION

#### LEGEND

-  New Sanitary Sewer
-  Existing Sanitary Sewer



NOT TO SCALE



**ATTACHMENT No. 2**  
**BENEFITING PROPERTIES AND COST BREAKDOWN**

<b>Address</b>	<b>Estimated Cost per property 2020 tax year</b>	<b>+ COST: downstream sanitary pumping station</b>	<b>Total Costs</b>
20 COLDSRING RD	50,460.39	8,093.93	58,554.32
34 COLDSRING RD	41,970.68	8,093.93	50,064.61
76 COLDSRING RD	41,970.68	8,093.93	50,064.61
100 COLDSRING RD	50,263.61	8,093.93	58,357.54
118 COLDSRING RD	40,312.09	8,093.93	48,406.02
132 COLDSRING RD	40,958.66	8,093.93	49,052.59
140 COLDSRING RD	30,613.58	8,093.93	38,707.51
148 COLDSRING RD	102,382.59	8,093.93	110,476.52
139 COLDSRING RD	149,300.92	8,093.93	157,394.85
133 COLDSRING RD	44,191.50	8,093.93	52,285.43
119 COLDSRING RD	42,617.25	8,093.93	50,711.18
101 COLDSRING RD	36,741.91	8,093.93	44,835.84
101 PUTTING GREEN CRES	40,227.76	8,093.93	48,321.69
85 PUTTING GREEN CRES	37,388.48	8,093.93	45,482.41
71 PUTTING GREEN CRES	114,751.71	8,093.93	122,845.64
62 PUTTING GREEN CRES	41,970.68	8,093.93	50,064.61
50 PUTTING GREEN CRES	37,276.03	8,093.93	45,369.96
42 PUTTING GREEN CRES	42,364.24	8,093.93	50,458.17
28 PUTTING GREEN CRES	42,673.47	8,093.93	50,767.40
10 PUTTING GREEN CRES	42,870.25	8,093.93	50,964.18
11 PUTTING GREEN CRES	41,689.56	8,093.93	49,783.49
63 PUTTING GREEN CRES	45,315.96	8,093.93	53,409.89
<b><i>TOTAL PROJECT COSTS</i></b> <b><i>1,158,312.00</i></b>			



## Committee of the Whole (2) Report

---

**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: INFRASTRUCTURE HEALTH AND SAFETY ASSOCIATION'S  
(IHSA) CERTIFICATE OF RECOGNITION (COR) PROGRAM  
FOR CITY OF VAUGHAN CONSTRUCTION CONTRACTORS**

**FROM:**

Nick Spensieri, Deputy City Manager, Infrastructure Development

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

**ACTION:** DECISION

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**Purpose**

Council endorses the Infrastructure Health and Safety Association's Certificate of Recognition (COR) program as a component of the City of Vaughan bidding process for construction contracts. To demonstrate its commitment to health and safety, the City requires its construction contractors to be COR certified as a condition to the bid award in accordance with the contract value and phased implementation schedule commencing from January 1, 2020.

**Report Highlights**

- The City is committed to purchasing goods, services and construction from responsible vendors that supply quality services and products at competitive prices and abide by ethical standards and norms. Ensuring strict compliance with health and safety laws and regulations is a factor identified in its procurement policy.
- The Certificate of Recognition (COR) is a comprehensive health and safety audit tool with an accredited certification program for the construction industry in Ontario that is granted by Infrastructure Health and Safety Association (IHSA)
- COR is being required by many municipalities and organizations for the contractors that undertake construction projects as due diligence tool to mitigate construction health and safety risks.
- Ontario General Contractors Association (OGCA), is fully on board with most of its members certified or enrolled in the COR program while discussions are underway with other Associations such as Council of Ontario Construction Associations (COCA), Ontario Road Builders Association (ORBA) and Ontario Sewer and Watermain Construction Association (OSWCA) at IHSA and participating Municipalities meetings.
- This report recommends that the City requires COR certification for its construction contractors to demonstrate it's commitment to health and safety. There is no cost to the City.

## **Recommendations**

1. That Council endorses the Infrastructure Health and Safety Association's Certificate of Recognition (COR) program as the health and safety prequalification process for procuring construction contractors as a component of the bidding process to perform high risk work.
2. That the City requires COR certification for its construction contractors to demonstrate its commitment to health and safety.
3. That the City will initiate a multi-phased implementation strategy of COR™, based upon construction contract value.

## **Background**

Certificate of Recognition (COR™) is a comprehensive health and safety audit tool with an accredited certification program in Ontario that is granted by the Infrastructure Health and Safety Association (IHSA). IHSA is the designated body for certifying contractors in Ontario's construction industry who demonstrate their standards of health and safety management systems through a structured audit process. COR™ provides validation that a contractor has demonstrated an understanding of health and safety and has made a commitment to continuous monitoring and application of its program when delivering construction activities.

The key value of COR™ is that not only are health and safety programs reviewed to ensure that they are comprehensive it will also drive the need for integrating safety into the overall business and planning process for contractors conducting business on behalf of the City of Vaughan.

On November 22, 2019 the Ministry of Labour in a press release announced Ontario will reward its safest employers with an estimated \$140 million for excellence in occupational health and safety as part of a first-of-its-kind in Canada program unveiled.

The program, Supporting Ontario's Safe Employers, will formally recognize employers who successfully implement health and safety programs in their workplaces. The financial rewards will come in the form of Workplace Safety and Insurance Board (WSIB) rebates over a three-year period.

At this time, the Minister of Labour, Training, and Skills Development has accredited the national and international standards including:

- ISO 45001:2018 - Occupational health and safety management systems - Requirements with guidance for use,
- COR™ 2020 updated Standard to be available to implement in January 2020.

## **Implementation Strategy**

The evaluation of the COR™ program for the City has been a collaborative effort between the Corporate Services and Infrastructure Development portfolios. City staff believe that introducing COR™ as a new component in the City's construction procurement process and contractor management will have a positive impact on the delivery of construction projects for the City. The City's Insurance and Risk Management Services has also endorsed the program as a valuable risk mitigation tool.

The City will initiate a multi-staged implementation strategy of COR™, based upon contract value. This approach is based on consultations with other organizations including the Ontario Buyers of Construction/ Ontario Construction Users Council, the Ontario General Contractors Association (OGCA) and other construction related associations. These consultations discussed the implementation with consideration of the broad range of contractors who would be impacted by the rollout, and the need to ensure competitive bids on the City's tenders. The phased- in approach also give bidders the opportunity to obtain their certification. The process from registration to certification takes approximately one year to complete.

Based on the feedback heard through the consultations, the construction industry and members of the associations consulted have already made progress in adopting COR™. Further, requiring COR™ as a part of procurement processes has already begun within the public sector. Other municipalities and agencies that have adopted COR™ include Metrolinx, City of Toronto, City of Brampton, Region of York, TTC and Infrastructure Ontario.

The proposed roll-out strategy will extend over multiple years. The first phase will demonstrate commitment and support to the concept, and ensure the construction / contracting industry is informed and aware of the City's commitment to COR™. Moving forward the multi-phased roll-out will provide sufficient time for all contractors to incorporate the needs of the program into their business plans and health and safety program.

The City's roll out strategy will include four phases. In each phase market readiness refers to the general contractors, construction consultants, external project managers and other trades, and the degree to which each industry is capable of meeting the requirements while ensuring sufficient competition to ensure best value to the City.

Phase	Project Criteria	COR™ Requirement	Timeline COR™ Registered	Timeline COR™ Certified
1		Official communication by the City of Vaughan - January 2020		
2	>\$25M Project Budget	Prequalification documents will include scoring for COR™ registered and COR™ certified	March 2020	September 2021
3	>\$10M Project Budget	COR™ registration/certification will be a requirement for General Contractors, Construction Consultants and External Project Managers.  In addition, the COR™ requirement will also be expanded to add the Major Sub-trades to be COR™ registered or certified. This requirement will be included in the prequalification document and will be scored for COR™ registered and COR™ certified.	March 2020	September 2022
4	>\$500,000 Project Budget	COR™ certification will be a requirement for General Contractors, Major Sub-trades, Construction Consultants and External Project Managers.	March 2020	September 2023

## **Analysis and Options**

The Town of Milton and York Region have piloted projects requiring companies to be either COR™ registered or COR™ certified. They have seen the positive benefits of having a COR™ certified contractor on site, including a higher standard of pre-requisites (safety processes and procedures) for those that need access to the site and a clear safety-first messaging. The site can be audited at any time for compliance.

## **Financial Impact**

A key element of the phase-in strategy is ensuring market readiness for the requirement of COR™ registration or certification. This will ensure sufficient competition is achieved in order to attain best value for dollar for the City through the procurement process.

There is no cost to the City. The COR™ program is intended to promote safety and therefore reduce risk, which is expected to positively impact the City.

### **Broader Regional Impacts/Considerations**

The use of COR™ has no additional cost to the City. The City has a large capital delivery program, requiring continued on-going monitoring of safety measures in a high-risk work environment.

It is not anticipated that this will have any negative direct impact on the Region or the City.

### **Conclusion**

The City firmly believes that introducing COR™ as a new component in the City's construction procurement process and contractor management program will have a positive and significant impact on the delivery of construction activities for the City, the contractors and the well-being of City of Vaughan residents.

For more information on COR™, please visit [IHSA – Certificate of Recognition \(COR™\)](#).

**For more information**, please contact: Jack Graziosi, Director of Infrastructure Delivery, extension 8201

### **Attachments**

N/A

### **Prepared by**

Asad Chughtai, Director Procurement Services, ext. 8306

Stefan Tzianetas, Manager, Special Projects Infrastructure Development, ext. 8196



## Committee of the Whole Report (2)

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE**

**FROM:**

Nick Spensieri, Deputy City Manager, Infrastructure Development

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

**ACTION:** FOR INFORMATION

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**Purpose**

To provide an overview of the Pedestrian and Bicycle Master Plan update and highlight the City's current efforts in advancing active transportation in support of the 2018-2022 Term of Council Service Excellence Strategic Plan.

**Report Highlights**

- Face-to-face conversations and interactions with over 3,000 community members were the focus of public and stakeholder consultation efforts.
- Awareness and Culture, Safety, Infrastructure and Connectivity emerged as community priorities.
- On-going pedestrian, cycling and multi-use recreational projects that address community priorities.
- Summary of key recommendations to guide active transportation planning, design, implementation, promotion as well as operation and maintenance of pedestrian and cycling facilities and multi-use recreational trails.

## **Recommendations**

1. THAT Council approve in principle the updated 2019 Pedestrian and Bicycle Master Plan
2. THAT the 2019 Pedestrian and Bicycle Master Plan be used as the foundation in the planning, design, future implementation and maintenance of pedestrian, cycling and multi-use recreational trails throughout the City of Vaughan.
3. THAT the implementation of the recommendations in the updated 2019 Pedestrian and Bicycle Master Plan be subject to the reconciliation and impact assessment of other completed or ongoing City of Vaughan Master Plans/Studies and Secondary Plans.

## **Background**

The Service Excellence Strategic Plan has identified the advancement of active transportation as a key activity related to Transportation and Mobility strategic objective for the 2018-2022 Term of Council. The completion of the Pedestrian and Bicycle Master Plan update, initiated in 2017, is a key planning initiative aimed at achieving this objective.

### **The original Plan was Visionary, the updated Plan is Evolutionary**

The 2007 Pedestrian and Bicycle Master Plan was progressive for its time, setting the City on a path towards becoming a more walkable and bikeable community. It was the first active transportation focused master plan in York Region and one of few in the Province. The original plan was visionary, long-term and included a wide-range of recommendations for the City.

In the last ten years, there has been a steady increase in societal and governmental interest, support and understanding of cycling and walking as a viable and healthy mode of transportation. Demand for safer active transportation infrastructure including pedestrian and cycling facilities and multi-use recreational trails has grown. As a result, there has been significant advancement in strategies, policies, legislation and guidelines for the planning, design, implementation, education and operation of safer active transportation networks.

The intent of the updated Pedestrian and Bicycle Master Plan update was to be evolutionary, building on the original plan creating a path forward that is flexible, shorter-term and focused on the needs of the community. It reflects lessons learned from the last 10 years and current state of practice. The Plan formalizes the on-going progress

the City has made in making our community more bikeable and walkable within our road right-of-way and open spaces. It is intended to be a fluid document and as such it is recommended that an annual update be provided to council on key active transportation initiatives and accomplishments.

## **Previous Reports/Authority**

Pedestrian and Bicycle Master Plan Update Progress Report & Ontario Municipal Commuter Cycling Program Funding Update – [May 23, 2018, Committee of the Whole \(Item 9, Report No. 10, Recommendation 1 and 2\)](#)

2018 City-wide and Area Specific Development Charge Background Study and By-laws Review Highlight Report (Referred) – [May 7, 2018, Finance, Administration and Audit Committee \(Item 2, Report No. 5\)](#)

Vaughan Metropolitan Centre Cycling Network Proposed Revisions – [March 20, 2018, Committee of the Whole \(Item 3, Report No.10, Recommendation 1 and 2\)](#)

Cycling and Pedestrian Advisory Task Force Findings Report - [April 19, 2017, Finance, Administration and Audit Committee \(Item 8, Report No. 4, Recommendation 1\)](#)

Connecting the Dots: The Vaughan Super Trail – [April 19, 2017, Finance, Administration and Audit Committee \(Communication C2\)](#)

## **Analysis and Options**

**Face-to-face conversations and interactions with 3,000+ community members were the focus of public and stakeholder consultation efforts**

Face-to-face conversations and interactions with community members were the focus of public and stakeholder consultation efforts. In 10 months, 3,089 residents were engaged through 128 hours of face-to-face conversations at 39 local events and two public workshops. The face-to-face efforts were complemented by digital engagement. A summary of consultation and engagement efforts can be found in **Attachment 1 – Public and Stakeholder Consultation Highlights Infographic**.

**Awareness and Culture, Safety, Infrastructure and Connectivity as community priorities through extensive consultation efforts**

The community's care and passion for shaping the future of walking, rolling and riding within the City of Vaughan was evident from what was heard throughout the engagement process. Many participants expressed excitement for the Pedestrian and Bicycle Master Plan update and were enthusiastic to provide their thoughts and opinions to the project team regarding this important city-driven initiative. Four key themes emerged as community priorities from the feedback collected: Safety, Infrastructure, Connectivity and Awareness & Culture. These key themes align with the findings outlined by the Cycling and Pedestrian Advisory Task Force in February 2017.

### **'Awareness and Culture' is an important ingredient in advancing active transportation**

Public awareness and a shift in culture is an important ingredient in advancing active transportation and successfully implementing the goals and objectives of the Pedestrian and Bicycle Master Plan update for the City of Vaughan. There is a strong public perception that roads are primarily used by motorized vehicles and key messaging that the City supports all modes of transportation is strongly desired by citizens. Training programs, education and marketing campaigns were repeatedly suggested to generate public awareness of existing pedestrian connections, cycling facilities and multi-use recreational trails.

Much progress has been made in the City's efforts to provide education and awareness to Citizens through several initiatives. Most notably, the Great Walks of Vaughan initiative highlights 12 Great Walks along 41.8km of local trails. It is a multi-generational program that encourages Vaughan residents to explore and discover the City's multi-use recreational trails and park paths to promote physical activity, healthy living and wellness in the community. The guiding principle for the program was to promote active routes and activities that are publicly accessible to citizens across the City.

In addition, as part of the education and outreach plan for the Pedestrian and Bicycle Master Plan update, the project team utilized existing City and community events in order to reach a wide range of citizens. The tactic of bringing the consultation to people was so successful that staff have continued to utilize existing city-wide events to deliver education and awareness around active transportation and connect with residents. The City should continue to use these annual events as a means of reaching, educating and informing residents about walking, cycling and multi-use recreational trails. The plan recommends that an annual communications plan and calendar of on-going annual messaging be developed and aligned with outreach efforts.

## **Physically separated infrastructure for all ages and abilities and seasonal maintenance are key to addressing ‘Safety’**

Safety was an extreme concern and was consistently expressed throughout the engagement process. Regarding both walking and biking, many community members noted they are currently uncomfortable moving through the City, regardless of the distance of travel required. A focus on school zones and community gathering areas (transit and major destinations) were desired.

The plan outlines a framework for planning active transportation infrastructure for all ages and abilities to accommodate everyone including the City’s aging demographic and school children. The provision of physically separated infrastructure for walking and cycling within our boulevards, parks and open spaces, and through developments as well as direct connections to transit and major destinations are key components of this framework. The all ages and abilities framework has been applied with the implementation of:

- Separated cycling facilities along Millway Avenue, Apple Mill Road and Applewood Road through the development approval process;
- In-boulevard multi-use pathway along McNaughton Avenue being constructed within the vicinity of the Maple GO station in partnership with York Region;
- Separated cycle tracks along Clark Avenue to be implemented by end of 2020 through the Provincial Government’s Ontario Municipal Partnership Program;
- Approximately 5 km of multi-use recreational trails through the North Maple Regional Park;
- A pedestrian underpass beneath Major Mackenzie Drive, west of Keele, allows for a safer crossing and supports the future extension of the Bartley Smith Greenway, connecting residential neighbourhoods to local commercial businesses;
- City-wide and local multi-use recreational trails secured through the development application approval process in Blocks 11, 12, 18, 40/47, 55, and 61.

On-going seasonal maintenance was emphasized as important to users from an accessibility and comfort perspective. This was especially important for community members with mobility challenges.

As the network expands, and best practices emerge, maintenance practices and level of service standards will need to be adapted to address existing and new facilities, expectations of the public, and best practice municipal maintenance standards. Operating and maintaining the active transportation network will require a service level and financial commitment from the City that should be embedded into the asset

management plans. Staff are currently undertaking a review of current best practices for maintaining pedestrian, cycling, shared-use and recreational assets as part of the VMC Operations and Maintenance Service Level project to understand the impact to operating budgets, equipment needs and resources. The VMC Service Level Project findings will be used to inform city-wide service levels.

**Annual budgets to support active transportation planning and implementation programs will address gaps in pedestrian, cycling and multi-use recreational trail 'Infrastructure'**

Many residents noted the need for more and improved infrastructure to make active transportation a viable travel option.

Identifying and leveraging comprehensive capital projects and urban grown developments to improve active transportation infrastructure, also known as routine accommodation, is the most cost-effective way to implement or enhance the pedestrian, cycling and multi-use recreational trail networks. Although routine accommodation provides good value for money and has served well in advancing active transportation infrastructure in the City, as a sole strategy it often does not result in a cohesive network of facilities in a timely manner. In the pursuit of providing an active transportation network that is suitable for all ages and abilities, facilities must be connected to each other to form an interconnected network.

Pedestrian, cycling and multi-use recreational trail infrastructure gaps along key corridors not addressed through routine accommodation should be identified, prioritized and incorporated into the annual active transportation planning and implementation programs and confirmed through the budget approval process. The active transportation planning and implementation programs allow flexibility in responding to active transportation needs and gaps within the pedestrian, cycling and multi-use recreational trails networks as they are identified. See **Attachment 2 – Network Implementation Framework**.

The priority cycling and multi-use recreational trails network that emerged from the study process, include sidewalk/pathway and lighting needs, critical active transportation crossings as well as travel demand management programs, which have been included in the 2018 Development Charges By-law 083-2018 in order to service growth City-wide. This funding source is critical to the planning and implementation of pedestrian, cycling and multi-use recreational trail infrastructure gaps.

## **Bill 108 amendments may result in policy changes to the Planning Act and Development Charge Act**

The Bill 108 amendments to the Planning Act and the Development Charges Act, 1997 may result in several financial implications to the City's ability to provide Community Benefits to historical service levels, including City-wide multi-use recreational trails. Some impacts to Community Benefits may be minor in nature, while others may have more significant impacts to Vaughan's fiscal future to provide public services. Many of these implications are, however, difficult to estimate at this time. Once the province releases the necessary information regarding the cap on the value of the community benefit and associated regulations are issued, there should be greater clarity around specific financial implications.

## **Localized networks, the Vaughan Super Trail and access across physical barriers will provide 'Connectivity'**

Though the City has made progress in the implementation of active transportation infrastructure, we heard from the community that the current lack of connectivity significantly impedes the viability and comfort of walking, rolling or cycling for transportation or recreation.

Based on current travel patterns, three existing neighbourhoods emerged that warranted prioritization leading to the identification of three localized mini-networks within the Maple, Thornhill and Woodbridge communities. Progress is already being made on the build out of these localized networks through partnerships with the Regional and Provincial Governments and agencies including York Region Transit (YRT), Metrolinx, and the Toronto Regional Conservation Authority (TRCA), as well as the development community. Other localized networks include those in the City's intensification areas. Implementing separated active transportation facilities in key corridors such as Jane Street, Edgeley Boulevard, within Regional rights-of-way and major utility corridors are crucial in linking these localized networks and building the beginnings of a connected City-wide network. The build out of these localized networks and key linkages continues with the identification of projects through the annual capital programming and budget approval processes.

The Vaughan Super Trail was identified as a key priority for a City-wide multi-use recreational trail network. This bold initiative to create a world-class, identifiable city-wide trail loop connects a variety of major destinations, green spaces and right-of-way pedestrian and cycling infrastructure. The proposed loop is approximately 100km in length of which 40% currently exists. A key goal of the Vaughan Super Trail is to link

communities and people with local nature, cultural heritage, communities and special destinations throughout the City of Vaughan. A crucial connection was recently completed in conjunction with the emergency culvert replacement under Major Mackenzie Drive, west of Keele Street, providing a grade-separated route across this major arterial road. See **Attachment 3 – Priority Cycling and Multi-use Recreational Trails Network Map** and **Attachment 4 – Vaughan Super Trail Proposed Concept Framework Map**.

Many of the City's intensification areas and new communities are still in their emerging stages. This presents a unique opportunity to provide access to high-quality and connected local active transportation networks by allocating space for active transportation through the development application approval process reducing the risk of implementing less effective and more expensive retrofits in the future. The City has recognized this opportunity and has worked with the development community to implement enhanced (wider) sidewalks, separated cycling facilities and multi-use recreational trails at the on-set of these urban grown development projects. Once such example is the March 2018 approval of a revised Vaughan Metropolitan Centre (VMC) Cycling Network within the VMC Streetscape and Open Space Plan. See **Attachment 5 – Vaughan Metropolitan Centre (VMC) Cycling and Multi-use Recreational Trails Network**.

Access across physical barriers is critical and extremely valuable to user connectivity. As part of the Pedestrian and Bicycle Master Plan update, a number of key active transportation connections were identified and informed the 2018 Development Charge By-law Update. The recent approval of an active transportation bridge over Major Mackenzie Drive and Rutherford Road as a means of connecting the Block 18 neighbourhoods with the Maple and Rutherford GO Station exemplify the City's commitment to work with provincial and regional agencies in providing these crucial connections. Additional crossings at key barriers across the City are being actively pursued by City Staff.

### **The PBMP should inform the policy updates to the Transportation Master Plan and Official Plan updates**

The Pedestrian and Bicycle Master Plan should inform policy updates to the Transportation Master Plan and ultimately the Official Plan. It is recommended that the upcoming municipal comprehensive review consider including an active transportation schedule in the Official Plan that shows separated cycling facilities on all arterial and collector roadways as well as the Vaughan Super Trail and comprehensive multi-use recreational trails network. This is in line with local best practices as seven out of York

Region's nine local municipalities currently have at least one active transportation related schedule in their Official Plans.

**There are seven functional areas for which the City should have expertise to ensure the strategic vision and goals can be achieved**

Best practices in the planning, design, maintenance and operation of cycling and multi-use recreational trails in North America is evolving at a rapid rate. Many municipalities that are leading the way in the delivery of cycling and multi-use recreational trail programs and projects have dedicated teams that manage and coordinate the implementation of pedestrian/cycling and trails plans. More importantly these teams keep up with emerging trends and evolving best practices playing an advisory role to other departments and their projects.

To successfully advance active transportation as per the Term of Council Strategic Plan, increased resources dedicated to active transportation are required and linked to expected level of service. The City should consider establishing dedicated coordination teams with expertise in the following functional areas:

- Strategic Policy and Network Planning
- Infrastructure Feasibility
- Infrastructure Design and Implementation
- Education, Outreach and Communication
- Operations and Maintenance
- By-law and Enforcement
- Data Collection, Monitoring and Analysis

Active transportation within the City should be supported by a review of roles and responsibilities, knowledge sharing, focused working groups, and the development of a vendor of record linked to the active transportation program to be used on an as-needed basis.

**Financial Impact**

There are no financial impacts as a result of this report.

All active transportation projects, programs and staffing requests will be brought forward through the annual budget approval process.

The priority cycling and multi-use recreational trails network that emerged from the study process, sidewalk and lighting needs, critical active transportation crossings as

well as travel demand management programs are included in the 2018 Development Charges By-law 083-2018 in order to service growth City-wide. This funding source is critical to the planning and implementation of pedestrian, cycling and multi-use recreational trail infrastructure gaps.

Depending on the final Community Benefit Regulations to Bill 108, there may be impacts to the planning and implementation of City-wide multi use recreational trail network (Vaughan Super Trail). The hope in many of these cases is that the impact may be either neutral or negligible, however City staff will need to continue to monitor to ensure the impacts are mitigated where possible.

City staff continue to utilize grant opportunities and partnerships with upper tier governments to fund active transportation projects. Through the 2017-2018 Ontario Municipal Commuter Cycling Funding Program the City received \$908,000 for the implementation of Clark Avenue Cycle Tracks and \$7,500 for safe cycling public education. The City also received \$250,000 from York Region's 2019 Pedestrian and Cycling Municipal Partnership Program for the McNaughton Road East Active Transportation Facility capital project.

### **Broader Regional Impacts/Considerations**

City staff continually work with York Region staff on the design and implementation of Regional road widening projects throughout the City. As part of this continual process, the coordination of efforts on road design, streetscape aesthetics and design of separated pedestrian and cycling infrastructure and grade-separated multi-use recreational crossings has led to real successes throughout the City of Vaughan. Recent examples include the emergency culvert replacement east of McNaughton Road on Major Mackenzie, the widening of Major Mackenzie between Jane Street and Hwy 50 and the upcoming road widenings along Rutherford Road between Jane Street and Bathurst Street.

In existing practice, the City is responsible for the construction, maintenance and operation of all sidewalks within the Regional road allowance as mandated by Section 55(1) of the Municipal Act and is currently silent on cycling facilities. York Region pays for the construction of all cycling facilities within the Regional road allowance whether on-road (e.g. Dufferin Street Bike Lanes), in-boulevard curb-side (e.g. Centre Street and Bathurst Street Asphalt Cycle Tracks) or in-boulevard adjacent to the sidewalk. Formal maintenance and operation practices of cycling facilities within the Regional road allowance have not been confirmed and require further discussion between York Region and the City of Vaughan as this may impact the operating budget of the City.

York Region staff, including representatives from York Region Transportation Services, York Region Community and Health Services, York Region Police, York Region Transit, York Region School Boards, etc. have been directly involved in the Pedestrian and Bicycle Master Plan update as members of the Stakeholder Advisory Group. The Pedestrian and Bicycle Master Plan Update continues to reinforce the coordination and development of projects within both jurisdictions.

The Toronto Regional Conservation Authority (TRCA) have been consulted in the Pedestrian and Bicycle Master Plan Update.

## **Conclusion**

The support generated through the Pedestrian and Bicycle Master Plan Update process, and recent delivery of state-of-the-art infrastructure, is crystallizing the vision for vibrant, walkable and bikeable neighbourhoods in Vaughan. The City is well underway in advancing active transportation, one of three themes identified for Transportation and Mobility in the City's 2018-2022 Term of Council Strategic Plan. It is recommended that an annual update is provided to Council on key active transportation initiatives and accomplishments.

**For more information**, please contact:

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Martin Tavares, Interim Director, Parks Planning, x8882

## **Attachments**

1. Public and Stakeholder Consultation Highlights Infographic
2. Active Transportation Network Implementation Framework
3. Priority Cycling and Multi-use Recreational Trail Network Map
4. Vaughan Super Trail Proposed Concept Framework Map
5. Vaughan Metropolitan Centre (VMC) Cycling and Multi-use Recreational Trails Network – VMC Streetscape and Open Space Plan
6. Summary of Key 2019 Pedestrian and Bicycle Master Plan (PBMP) Recommendations

**Prepared by**

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Michael Habib, Interim Manager, Parks Planning, x8092

Selma Hubjer, Manager, Transportation Planning, x8674



## HIGHLIGHTS

### TIMELINE OF ENGAGEMENT

JUNE 2017

APRIL 2018

3 PHASES

### ACTIVITIES



### ENGAGED PUBLIC



### MEDIA PROMOTION OF STUDY

#### SOCIAL MEDIA



**32** tweets  
**138** likes  
**4** comments  
**120** retweets



**4** posts  
**14** likes  
**3** shares  
**3** comments



#### WINTER & SUMMER RECREATION GUIDE

distributed to 80,000 homes and  
10,000 Civic locations and events



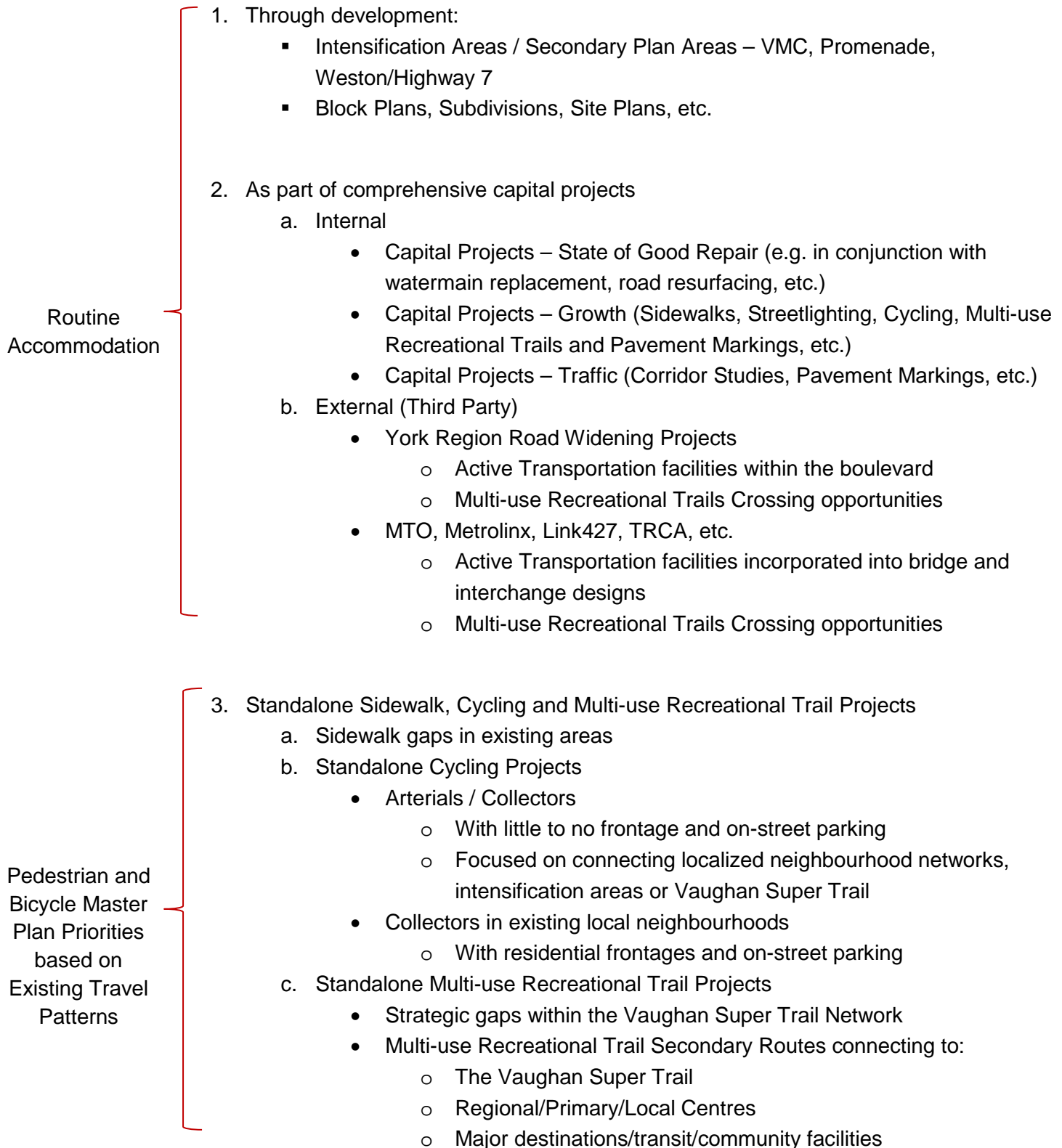
Also

- Newspaper notices
- City eNewsletters
- Councillor Newsletters
- City TV's
- Digital signs





## **Pedestrian, Cycling and Multi-use Recreational Trails Network Implementation Process**





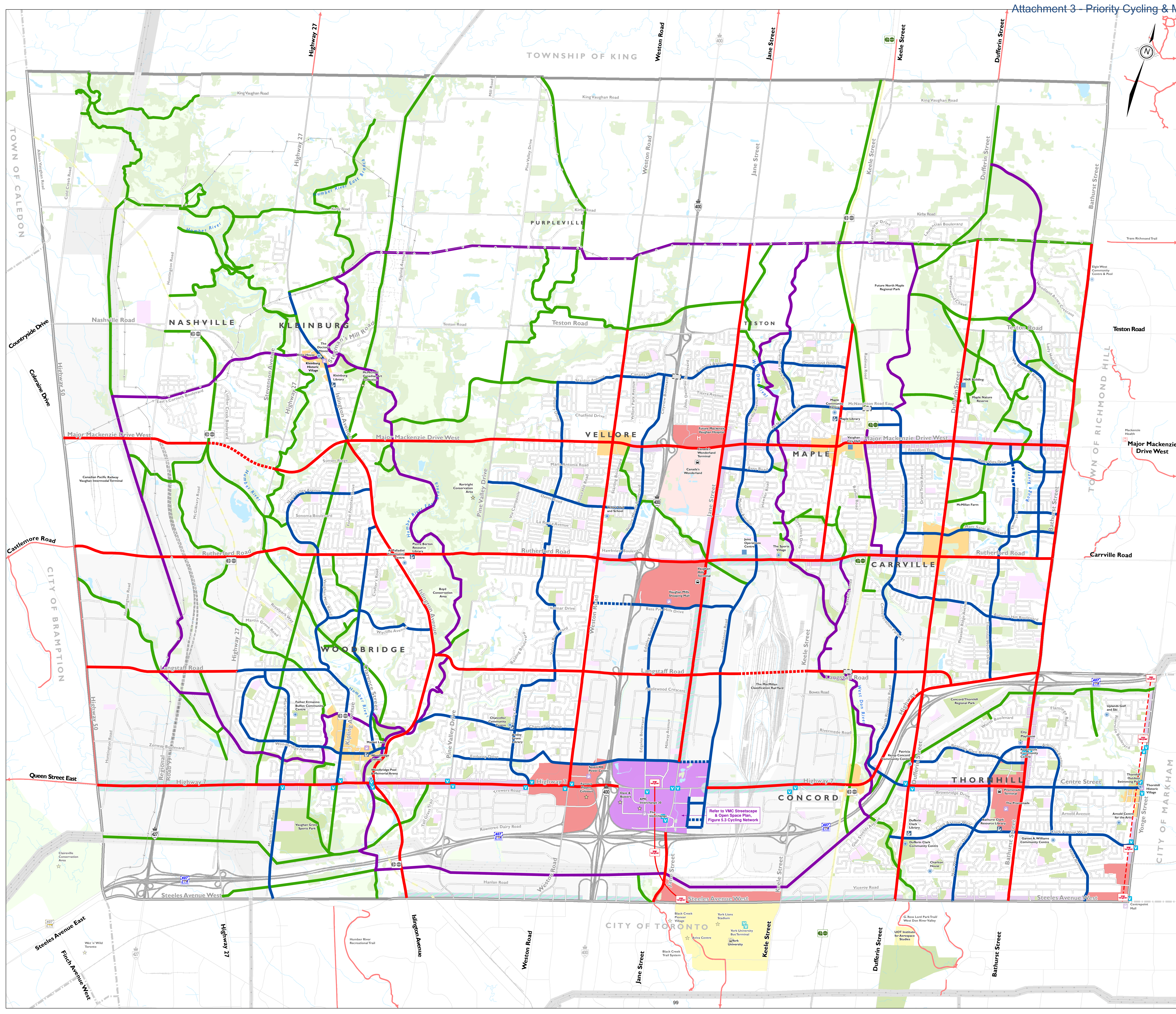
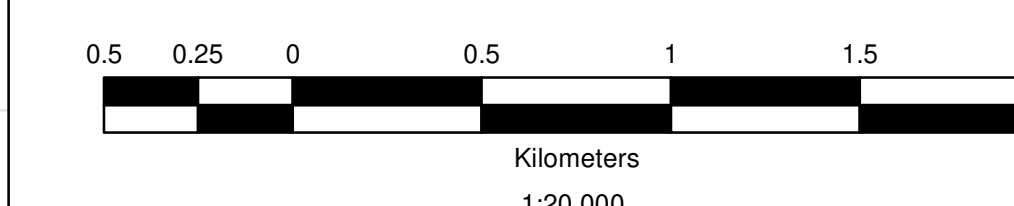


# PEDESTRIAN & BICYCLE MASTER PLAN UPDATE

## PRIORITY CYCLING & MULTI-USE RECREATIONAL TRAIL NETWORK

- LEGEND**
- PRIORITY CYCLING NETWORK**
- REGIONAL ROUTE
  - LOCAL ROUTE
  - \* DASHED LINE DENOTES NETWORK ON FUTURE ROADS
- MULTI-USE RECREATIONAL TRAIL NETWORK**
- PRIMARY NETWORK - VAUGHAN SUPER TRAIL
  - SECONDARY NETWORK
- EXTERNAL CYCLING FACILITIES**
- ALL TYPES
- DESTINATIONS**
- COMMUNITY CENTRE
  - LIBRARY
  - MUNICIPAL OFFICE
  - HOSPITAL
  - MAJOR SHOPPING CENTRE
  - MAJOR ENTERTAINMENT/CULTURAL LOCATION
  - VIVA TRANSIT STOPS
  - MAJOR BUS TERMINAL
  - CANADA'S WONDERLAND
  - POSTSECONDARY EDUCATION INSTITUTION
  - SCHOOL
  - PARK
- TRANSPORTATION**
- HIGHWAY
  - REGIONAL ROAD/ARTERIAL ROAD
  - LOCAL/COLLECTOR ROAD
  - PRIVATE ROAD
  - PROPOSED ROAD
  - HIGHWAY 427 EXTENSION
  - GO RAIL STATION
  - GO TRANSIT ROUTE
  - PROPOSED GO RAIL STATION
  - PROPOSED GO TRANSIT ROUTE
  - SUBWAY STATION
  - SUBWAY ROUTE (OPENING END OF 2017)
  - PROPOSED SUBWAY ROUTE
  - RAILWAY
  - FUTURE GRADE SEPERATION
- LAND USE**
- FOREST
  - OPEN SPACE
  - EMPLOYMENT AREA
- INTENSIFICATION CENTRES AND CORRIDORS**
- VAUGHAN METROPOLITAN CENTRE (REGIONAL CENTRE)
  - PRIMARY CENTRE
  - LOCAL CENTRE
  - INTENSIFICATION CORRIDOR
  - INTENSIFICATION CORRIDOR WITHIN EMPLOYMENT AREA
- OTHER FEATURES**
- HYDRO CORRIDOR
  - TRANS CANADA PIPELINE

**NOTE:**  
The Cycling Network identifies the priority routes designated to service the highest proportion of potential cycling trips in Vaughan using existing travel patterns. These routes should contain the highest quality facilities and follow the All Ages and Abilities Framework to provide safer, more comfortable and attractive user experience. Networks in emerging or changing areas will be identified through focused studies such as Secondary Plans and/or through the development planning process.

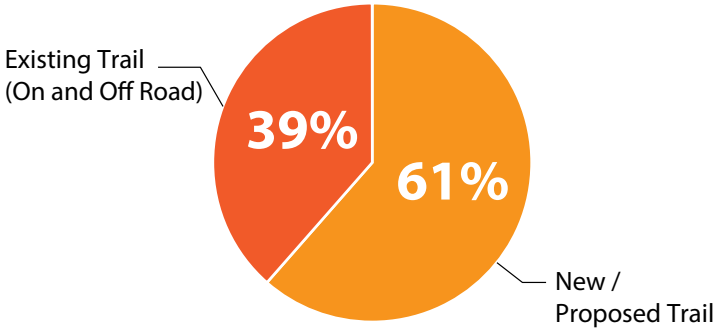
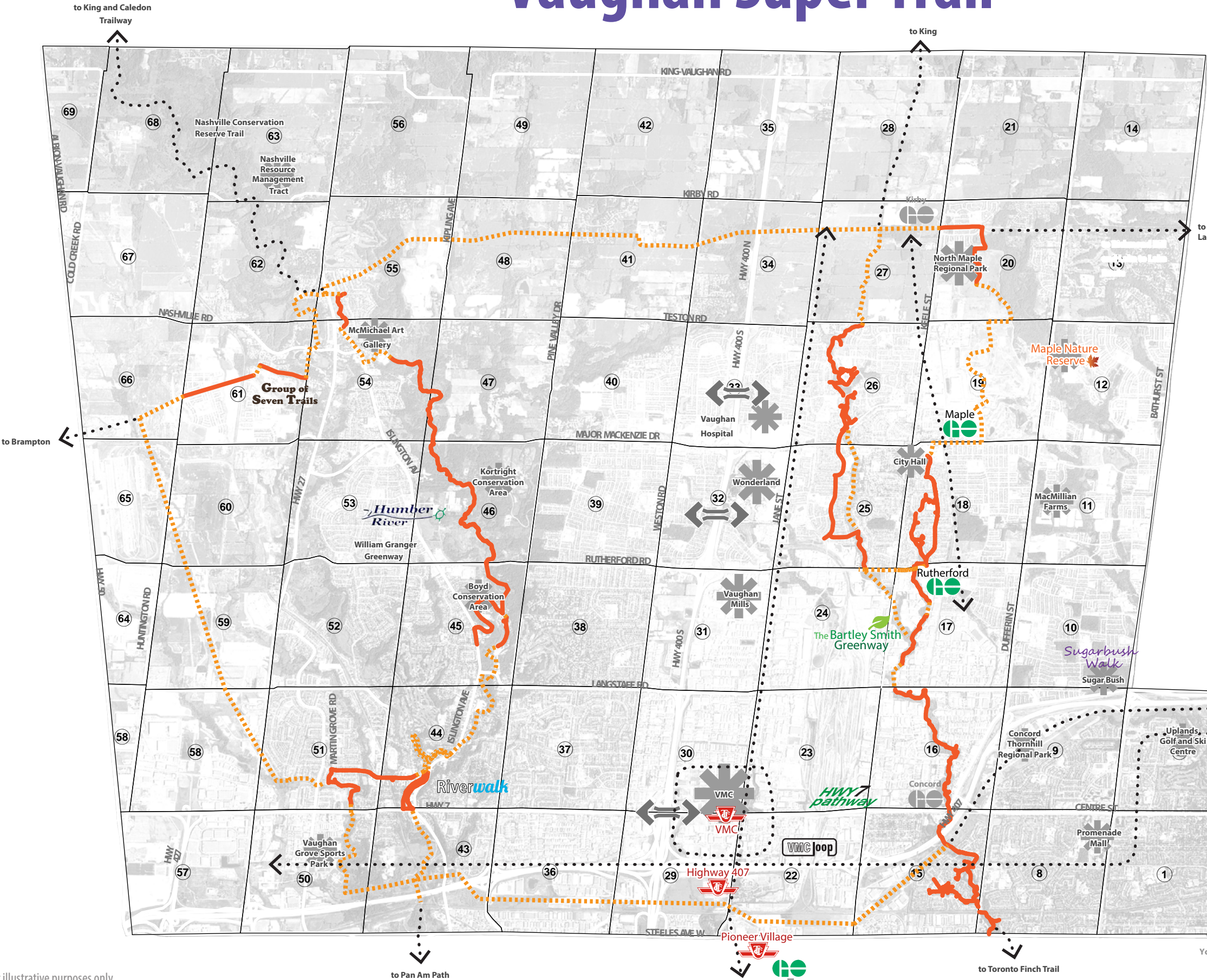




# Vaughan Super Trail

## Proposed Concept Framework

Endorsed by City of Vaughan Council  
on April 19, 2017



Total Trail: **100km**  
Existing: **39%**

- Legend
- Existing Trail (On and Off Road)
  - New/Proposed Trail
  - Identified HWY 400 Crossing
  - Significant Connection
  - Landmark
  - Proposed TTC Station
  - Proposed GO Station



LEGEND

- CYCLE FACILITIES
- Cycle Track/Separated Facility
  - Existing Buffered Bicycle Lane
  - Multi-use Pathway
  - Long Term Cycling Facility (potential)

*Encourage walking or cycling for  
most daily trips within the VMC*

(4.0 VMC Secondary Plan)

- YRT Bus Terminal
- TTC Station
- VIVA NEXT Rapid Transit Stations



Figure 5.3: Cycling Network



## **Summary of Key 2019 Pedestrian and Bicycle Master Plan (PBMP) Recommendations**

### **Awareness and Culture**

- 1 Establish an annual education, outreach and awareness plan and program budget
- 2 Establish an annual communications plan and calendar for on-going annual messaging
- 3 Develop a consistent and recognizable public "identity" for active transportation
- 4 Continue to use annual City-wide events to reach, educate and inform residents
- 5 Celebrate and promote the opening of new active transportation facilities and educate on use
- 6 Develop resident facing Vaughan specific city-wide cycling and multi-use recreational trails maps or guides
- 7 Provide and promote bicycle skills training for people of all ages and abilities
- 8 Continually monitor and update the School Crossing Guard Program, as well as promote and build awareness of the program
- 9 Provide free bike valet services at large City-wide events and through event permitting require private events of certain size to provide bike valet services
- 10 Promote Bike Month in conjunction with Recreation and Parks Month
- 11 Provide an annual update to council on key active transportation priorities, ongoing initiatives and accomplishments
- 12 Consider re-establishing the Vaughan Cycling Forum for community members
- 13 Establish an internal active transportation working group
- 14 Educate internal staff on the key themes and recommendations of the PBMP
- 15 Expand internal knowledge base as it relates to active transportation by organizing learning sessions and webinars on a regular basis
- 16 Establish and expand dedicated coordination teams with expertise in strategic policy and network planning, infrastructure feasibility, design and implementation, education, outreach and communication, operations and maintenance, by-law and enforcement, data collection, monitoring and analysis
- 17 Develop a branding and wayfinding signage strategy for citywide trail networks such as the Vaughan Super Trail, identifiable systems such as the Bartley Smith Greenway, or local and neighbourhood loops
- 18 Partner with organizations and independent groups to develop educational, cultural and other engagement programs, to promote the trail network as a platform for special events and encourage active lifestyles
- 19 Develop community stewardship programs to support trail building programs, monitoring and maintenance

### **Safety, Infrastructure and Connectivity**

- 20 Provide active transportation infrastructure that is suitable for all ages and abilities
- 21 Identify and leverage larger capital projects and development to improve active transportation infrastructure (i.e. routine accommodation)
- 22 Identify, prioritize and incorporate infrastructure gaps not addressed through routine accommodation into the annual active transportation planning and implementation programs
- 23 Prioritize the development of localized mini-networks within existing Maple, Thornhill and Woodbridge communities and new intensification areas such as the VMC, Hwy 7/Weston, Promenade Mall and Concord GO areas
- 24 The completion of the 100km loop Vaughan Super Trail will be prioritized in the implementation of the Multi-use Recreational Trails Network
- 25 Continue to develop agreements with agencies and authorities where partnership would provide additional investment, synergies and support to implement active transportation network segments

- 26 The PBMP should inform policy updates to the Official Plan, Transportation Master Plan and other secondary plans and studies
- 27 Include an active transportation schedule(s) in the Official Plan
- 28 For the next update consider undertaking two separate studies, one for the pedestrian and cycling network within the road allowance and one for the multi-use recreational trails network within the open space system
- 29 Update the City-wide Engineering Design Criteria and Standard Drawings to consolidate all existing standards and guidelines and reflect current best practices in design of pedestrian, cycling and multi-use recreational trail design
- 30 Include cycling in the next update of the City-wide Streetscape Implementation Manual and Financial Strategy
- 31 Review, develop and maintain by-laws for pedestrian, cycling and multi-use facilities (in-boulevard and open space)
- 32 All new arterial and collector roads (both major and minor) shall include protected intersections, separated linear active transportation facilities on both sides of the roadway and consider crossings that will service the multi-use recreational trails system in order to provide the most direct and comfortable route for pedestrians and cyclists
- 33 The design and implementation for all roadway reconstruction, state of good repair, and operational improvement projects should consider the inclusion or at minimum protect for implementation of protected intersections, pedestrian and cycling facilities on both sides of the roadway and consider crossings that will service the multi-use recreational trails system
- 34 A "protected intersection" type design shall be the preferred intersection treatment for pedestrians and cyclists
- 35 The use of minimum width cycling facilities should be limited to constrained corridors where desirable or preferred cycling facility widths cannot be achieved after all other vehicular travel lanes or parking lanes (if applicable) have been narrowed to minimum widths appropriate for the context of the roadway
- 36 Grade separation infrastructure should be seriously considered when multi-use recreational trails intersect key barriers
- 37 Continue to use the Technical Appendix: Planning and Design Guidelines from the 2007 Pedestrian and Bicycle Master Plan, as well as the Accessibility Design Guidelines for York Regional Forest Trails, TRCA Trail Planning and Design Guidelines, and the Toronto Multi-use Trail Design Guidelines, until such time that the City or Region develop their own multi-use recreational trail standards and guidelines
- 38 review and update Technical Appendix: Planning and Design Guidelines from the 2007 Pedestrian and Bicycle Master Plan as per current best practices and standards for multi-use recreational trail planning and design
- 39 Through the comprehensive by-law update, the City should include provisions for bicycle parking City-wide in line with current best practices
- 40 All new development should require short and long-term bicycle parking
- 41 Undertake a review of existing bicycle parking (both short and long term) at all municipal buildings
- 42 Develop an annual city-wide bicycle parking program supported by a plan that outlines location, justification, purchase and installation of bike racks city-wide
- 43 Continue to research new and emerging trends and technologies such as bike share, e-bikes and e-scooters
- 44 Undertake a corporate-wide review and identify mechanisms to link operation and maintenance budget needs associated with capital infrastructure and development projects prior to project budget approval
- 45 Maintenance and operations staff should be a key stakeholder during the design and approval process for any new active transportation facilities

- 46 Integrate facility maintenance access requirements into open space systems which may dually serve as local trail connections
- 47 Identify service levels for active transportation facilities and associated financial requirements
- 48 Continue to develop a comprehensive inventory of all active transportation infrastructure including wayfinding and directional signage to understand the full life cycle costs
- 49 Develop a formal maintenance program and Standard Operation Procedures (SOPs) for the pedestrian, cycling, shared-use and multi-use recreational trail networks and assess the impact to operating budgets, equipment needs and resources
- 50 Regularly review the O. Reg. 239/02 Minimum Maintenance Standards for Municipal Highways, O. Reg. 191/11: Integrated Accessibility Standards and other applicable regulations standards to ensure City practices are consistent with them as they pertain to pedestrian facilities, bicycle facilities and multi-use recreational trails



## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 10, 2019

**WARD(S):** ALL

**TITLE: TECHNICAL AMENDMENTS TO THE PARKING BY-LAW**

**FROM:**

Mary Reali, Deputy City Manager, Community Services

**ACTION:** DECISION

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**Purpose**

The recommendations of this report repeal Schedule 8 of the Parking By-law, as it is redundant given existing permitting requirements, and revises amendments made in 2017 with respect to parking restrictions at the Vaughan Metropolitan Centre (“VMC”).

**Report Highlights**

- As part of its by-law review process, staff continue to identify opportunities to rationalize and simplify City by-laws, such as deleting Schedule 8, which is obsolete given the City’s existing parking permitting provisions.
- Since the opening of the subway station at the VMC IN 2018, the SmartCentres Place Bus Terminal has also been completed and come into full operation, allowing staff to amend provisional parking restrictions, set in place in 2017. This will accommodate enhancements to the traffic flow in the Mobility Hub of the VMC.

**Recommendations**

1. THAT Parking By-law 064-2019, as amended, be further amended by deleting Schedule 8 – Overnight Parking Permitted, and reserving it for future use;
2. THAT By-law 169-2017 be amended by deleting section 3;
3. THAT Parking By-law 064-2019, as amended, be further amended as follows:
  - (a) Add the following sections to Part 6.0:

- (8) Despite Section 6.0(7) and Schedule 13, no person shall *Park* or *Stop* a vehicle at any time on the north or south side of New Park Place, between the limits of 9 metres west of Millway Avenue and 16 metres west of Millway Avenue, with the exception of vehicles with a valid *Accessible Parking Permit* and vehicles used primarily for the conveyance of passengers with disabilities, including accessible taxicabs and paratransit, which may stop to a maximum of ten minutes any time for purpose of picking up or dropping off passengers with accessibility needs.

- (b) Amend Schedule 1 – No Parking by replacing the entry for New Park Place, South Side, with the following:

Highway	Side	From and To	Prohibited Time of Day
New Park Place	South	From the east limit of Edgeley Boulevard to 87 metres west of Millway Avenue	Anytime

- (c) Amend Schedule 3 – No Stopping by replacing the entry for New Park Place, South Side, with the following:

Highway	Side	From and To	Prohibited Time of Day
New Park Place	South	From the east limit of Edgeley Boulevard to 87 metres west of Millway Avenue	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday

- (d) Amend Schedule 10 - Offences and Corresponding Administrative Monetary Penalties, by adding the following in the appropriate sequence:

Section	Description	Fine Amount
6.0(8)	Stop or park in area designated for public transit	\$ 100
6.0(9)	Stop or park in area designated for accessible vehicles	\$ 300

- (e) Add the following in alphabetical sequence to Schedule 13 – Parking Permitted, 10-Minute Maximum, as follows:

Highway	Side	From and To	Prohibited Time of Day
New Park Place	South	From 16 metres west of Millway Avenue to 87 metres west of Millway Avenue	Anytime
New Park Place	North	From 16 metres west of Millway Avenue to 84 metres west of Millway Avenue	Anytime

## **Background**

A key objective of the Council approved By-law Strategy is that regulations be reflective of existing community needs. The Parking By-law was recently consolidated and updated, bringing together the original 1996 by-law and its 240 amendments made since then. The consolidation process was largely technical and included some 'housekeeping' amendments to ensure regulatory consistency. Given the scope of the project (i.e., 240 separate amendments spanning 23 years), staff continue to come across opportunities to rationalize and refine the By-law.

## **Previous Reports/Authority**

Item No. 26 of Report No. 27 of the Committee of the Whole: [Parking By-law Consolidation and Regulatory Technical Amendments](#) (adopted by City Council on September 27, 2018)

Item No. 7 of Report No. 5 of the Finance, Administration and Audit Committee: [Millway Avenue Reconstruction Update Vaughan Metropolitan Centre Ward 4](#) (adopted by City Council on May 16, 2017)

## **Analysis and Options**

Staff have identified the opportunity to rationalize some redundancies in the By-law, mainly eliminating Schedule 8 since the streets covered in that Schedule are currently already covered in Schedule 4 – On-Street Parking Permit. This amendment clarifies and affirms regulations previously adopted by Council.

In May of 2017, Council adopted a number of provisional traffic and parking-related regulations for the Mobility Hub at the VMC, driven in large part by the need to accommodate the opening of the subway and the subsequent delayed opening of the bus terminal.

The SmartCentres Place Bus Terminal opened for service on November 3, 2019, sparking a number of enhancements to the overall traffic flow in the area as identified in Attachment 1. These include:

- the addition of a south bound traffic lane on Millway Avenue, between Applemill Road and New Park Place which was previously occupied to accommodate a temporary bus stop location;
- five additional designated pick-up and drop-off spaces on the south side of New Park Place, between Millway Avenue and Edgeley Boulevard; and
- one additional designated accessible pick-up and drop-off space on the south side of New Park Place, west of Millway Avenue and adjacent to the VMC Subway Station.

The regulatory amendments proposed in this report will support these changes through the Parking By-law.

This report was prepared in consultation with Transportation Services and the Office of the Vaughan Metropolitan Centre Program.

### **Financial Impact**

There is no anticipated impact to the City's existing or future budgets as a result of the recommendations of this report.

### **Broader Regional Impacts/Considerations**

No impacts are anticipated.

### **Conclusion**

The proposed changes will contribute to the Term of Council strategic priorities for Good Governance, supporting openness, accessibility, and transparency in the City's parking regulations.

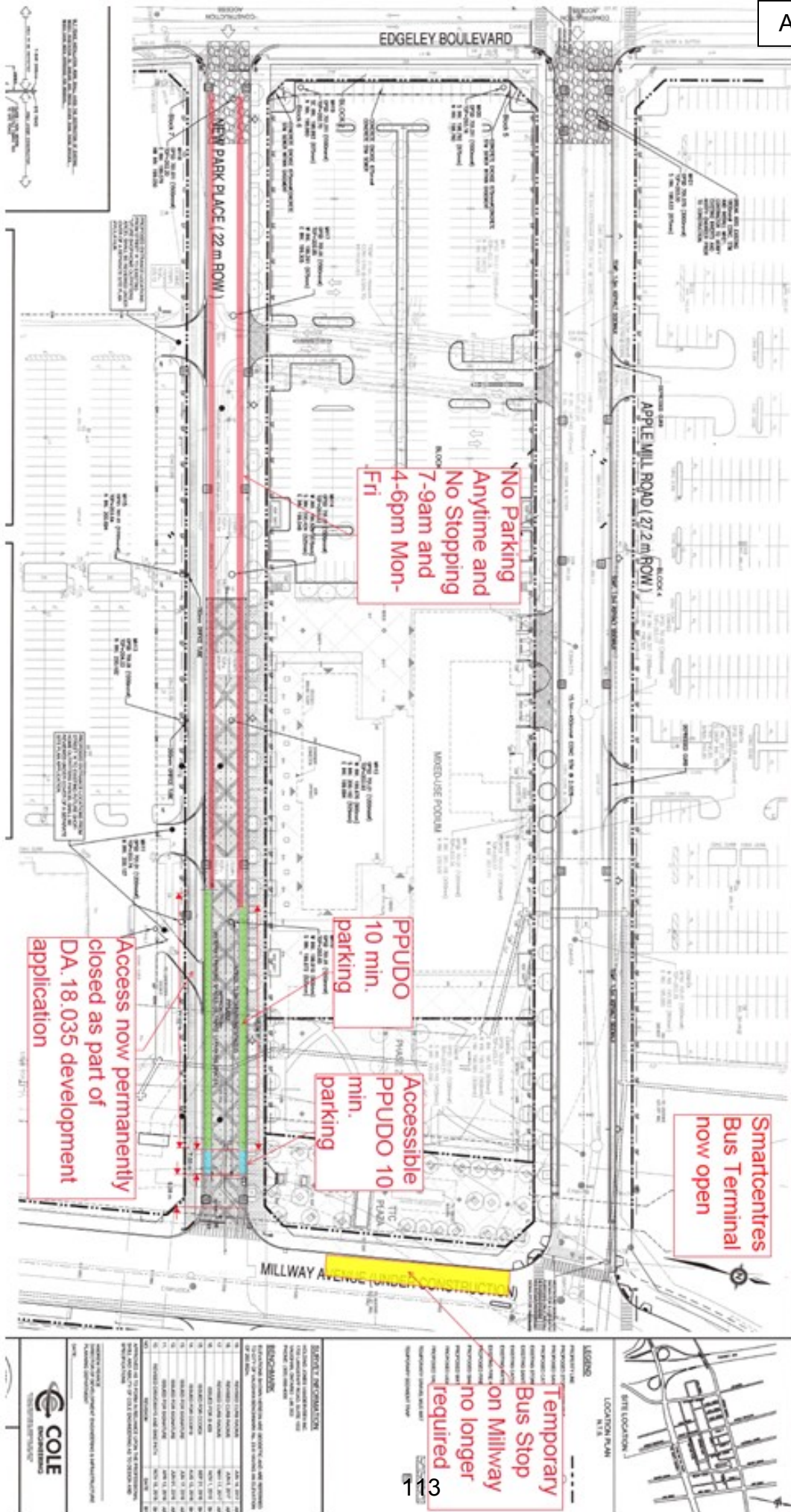
**For more information**, please contact: Gus Michaels, Director, By-law and Compliance, Licensing and Permit Services, and Chief Licensing Officer

### **Attachments**

1. Map: Mobility Hub – New Park Place

### **Prepared by**

Rudi Czekalla-Martinez, Manager, Policy and Business Planning, ext. 8782.





## MEMBER'S RESOLUTION

<b>Date:</b>	<b>DECEMBER 10, 2019 – COMMITTEE OF THE WHOLE</b>
<b>Title:</b>	<b>CITY OF VAUGHAN MAYOR'S GALA AND MAYOR MAURIZIO BEVILACQUA CHARITY GOLF CLASSIC – RECIPIENT ORGANIZATIONS FROM MAY 1, 2019 TO OCTOBER 31, 2019</b>
<b>Submitted by:</b>	<b>Hon. Maurizio Bevilacqua, P.C., Mayor</b>

**Whereas**, the City of Vaughan is committed to fostering an inclusive society; and

**Whereas**, the May 3, 2011 Council resolution authorized that recipients include, but not be limited to:

- Vaughan Based Charities;
- Not-for-profit Organizations; and
- Community Groups; and

**Whereas**, the use of the net proceeds was communicated to the public through the Mayor's Gala and the Mayor's Charity Golf Classic material, Council reports and media articles; and

**Whereas**, the recipient organizations have been identified based on recommendations from Members of Council, community leaders and organization/community requests; and

**It is therefore recommended that** Council receive the attached list of recipient organizations that have received, for the period from May 1, 2019 to October 31, 2019, net proceeds from the City of Vaughan Mayor's Gala and the Mayor's Charity Golf Classic.

Respectfully submitted,

Hon. Maurizio Bevilacqua, P.C.  
Mayor



**Attachment**

1. City of Vaughan Mayor's Gala and Mayor Maurizio Bevilacqua Charity Golf Classic Recipient Organizations from May 1, 2019 to October 31, 2019

<b>Organizations from May 1, 2019 to October 31, 2019</b>	<b>Amount (\$)</b>
360Kids Support Services	10,000.00
All About Vaughan	5,000.00
Baycrest Foundation	2,000.00
Business Women's Network of York Region	5,000.00
Cam Lo Vuong Buddhist Community Temple	5,000.00
Camp Gan Israel	5,000.00
CHATS - Community & Home Assistance to Seniors	5,000.00
Concord West Seniors Club	5,000.00
Creating Alternatives Day Program	10,000.00
DANI Developing And Nurturing Independence	5,000.00
Earth Rangers Foundation	5,000.00
East Woodbridge Seniors Club	5,000.00
Filipino Seniors Club	5,000.00
First Chinese Senior Association of Vaughan	5,000.00
Friendship Circle	5,000.00
Fuerza Latina Community Services	10,000.00
G. Magnotta Foundation for Vector-Borne Diseases	5,000.00
Gianluca's Gift	2,500.00
Girls United Foundation	2,500.00
Hats on for Awareness	10,000.00
Help Build a Community Foundation	2,500.00
Hospice Vaughan	10,000.00
Humanity First	5,000.00
Italian Canadian Symphony Orchestra	5,000.00
Maple Italo Canadian Club	5,000.00
Maple Pioneer Italian Seniors Club	5,000.00
Martingrove Older Adults Club	5,000.00
Maxey Valley Bocciofila Club Inc.	2,500.00
McMichael Canadian Art Collection	10,000.00
Mens Sana Families for Mental Health	5,000.00
Meta Foundation	10,000.00
Mosaic Interfaith Out of the Cold	10,000.00
Multiple Sclerosis Society of Canada	5,000.00

Nanny Angel Network Inc.	2,500.00
Parkinson Canada Inc.	2,500.00
Pine York Seniors Club	5,000.00
Pinecrest Seniors Club	5,000.00
Raising the Roof	10,000.00
Rosa's Centre	2,500.00
Rotary Club of Woodbridge	2,500.00
Run for Vaughan	10,000.00
SickKids Foundation (Hats Off 2 Kidz)	5,000.00
Sisters of Our Lady of Mount Carmel	5,000.00
Sonoma Heights Seniors Club	5,000.00
Terry Fox Foundation	1,000.00
The Giuseppe Garibaldi Seniors Club	5,000.00
The Hospital for Sick Children Foundation	1,000.00
The Princess Margaret Cancer Foundation	2,500.00
The Vitanova Foundation	10,000.00
Thornhill African Caribbean Canadian Seniors Club	5,000.00
Thornhill Heritage Foundation	10,000.00
Thornhill Seniors Club	5,000.00
Toronto Azzurri Soccer Club	10,000.00
Toronto Power Wheelchair Hockey League	1,000.00
Vaughan Food Bank	5,000.00
Villa Leonardo Gambin Charity	15,000.00
Voice Canada	5,000.00
Waves of Changes for Autism	10,000.00
West Woodbridge Seniors Club	5,000.00
Woodbridge Agricultural Society	2,500.00
Woodbridge Macedonian Seniors Club	5,000.00
York Pride Fest	10,000.00

**CITY OF VAUGHAN  
REPORT NO. 5 OF THE  
HERITAGE VAUGHAN COMMITTEE**

*For consideration by the Committee of the Whole  
of the City of Vaughan  
on December 10, 2019*

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The Heritage Vaughan Committee met at 7:26 p.m., on November 20, 2019.

Members Present: Giacomo Parisi, Chair  
Antonella Strangis, Vice-Chair  
Sandra Colica  
Erica He  
Councillor Marilyn Iafrate  
Waseem Malik  
Elly Perricciolo  
John Senisi

Staff Present: Rob Bayley, Manager of Urban Design & Cultural Heritage  
Nick Borcescu, Senior Heritage Planner  
Wendy Whitfield Ferguson, Cultural Heritage Coordinator  
Katrina Guy, Cultural Heritage Coordinator  
Adelina Bellisario, Council/Committee Coordinator

The following items were dealt with:

**1. MANDATE, ROLES AND RESPONSIBILITIES OF HERITAGE VAUGHAN COMMITTEE**

The Heritage Vaughan Committee advises Council:

1. That Communication C1, presentation by the Senior Heritage Planner, entitled “*Heritage Vaughan*”, dated November 20, 2019, be received.

**2. 2020 MEETING DATES**

The Heritage Vaughan Committee advises Council:

- 1) That the following 2020 meeting dates were approved:  
January 15  
February 19  
March 25  
April 15

**REPORT NO. 5 OF THE HERITAGE VAUGHAN  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE OF  
THE CITY OF VAUGHAN ON DECEMBER 10, 2019**

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May 20  
June 17  
September 16  
October 21  
November 18  
December 16

**3. NEW BUSINESS - CITY OWNED HERITAGE BUILDING  
MAINTENANCE**

The Heritage Vaughan Committee advises Council:

1. That Facility Services be requested to make a presentation regarding the maintenance of City owned Heritage properties.

*The foregoing matter was brought to the attention of the Committee by Sandra Colica and Elly Perricciolo.*

**4. NEW BUSINESS – PROGRAM OF APPRECIATION**

The Heritage Vaughan Committee advises Council:

1. That this matter be deferred to the December 4, 2019 meeting.

*The foregoing matter was brought to the attention of the Committee by John Senisi.*

The meeting adjourned at 9:09 p.m.

Respectfully submitted,

Giacomo Parisi, Chair

**CITY OF VAUGHAN**  
**REPORT NO. 1 OF THE**  
**TRANSPORTATION AND INFRASTRUCTURE TASK FORCE**

***For consideration by the Committee of the Whole  
of the City of Vaughan  
on December 10, 2019***

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The Transportation and Infrastructure Task Force met at 10:05 a.m., on November 20, 2019.

Members Present: Councillor Rosanna DeFrancesca, Chair  
Regional Councillor Gino Rosati, Vice-Chair  
Majid Babaei  
Alexander Bonadiman  
Jillian Britto  
Fabrizio Guzzo, Director, York Region Transit York Region Transit (YRT)  
Daniel Henrique  
Margaret Mikolajczak, Senior Project Manager Ministry of Transportation (MTO)  
Lucio Polsinelli  
Guillermo Rybnik  
Aslam Shaikh of behalf of Doug Spooner, Director, Service Planning, Planning & Design, Metrolinx  
Brian Titherington, Director, Transportation & Infrastructure Planning, York Region

Also Present: Vince Musacchio, Director of Infrastructure Planning & Corporate Asset Management  
Donald Eta, Director of Transportation & Fleet Services Management  
Selma Hubjer, Transportation Engineering Manager  
Margie Chung, Manager of Traffic  
Christopher Tam, Transportation Project Manager/Transportation Engineer  
Catherine Vettese, Communication Advisor Partner, Communication Engagement  
Adelina Bellisario, Council / Committee Administrator

**REPORT NO. 1 OF THE TRANSPORTATION AND INFRASTRUCTURE TASK FORCE  
FOR CONSIDERATION BY COMMITTEE OF THE WHOLE OF THE CITY OF  
VAUGHAN ON DECEMBER 10, 2019**

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The following items were dealt with:

**1. ROLES AND PROCEDURES**

The Transportation and Infrastructure Task Force advises Council:

1. That the presentation by the Council / Committee Administrator, entitled "*Transportation and Infrastructure Task Force*", dated November 20, 2019, be received.

**2. TRANSPORTATION MASTER PLAN**

The Transportation and Infrastructure Task Force advises Council:

1. That the presentation by the Transportation Engineering Manager and the Transportation Project Manager/Transportation Engineer, entitled "*Transportation Planning Division and Vaughan Transportation Plan*", dated November 20, 2019, be received.

**3. TRAFFIC MANAGEMENT STRATEGY**

The Transportation and Infrastructure Task Force advises Council:

- 1) That the presentation by the Manager of Traffic, entitled "*Vaughan Traffic Management Strategy*", dated November 20, 2019, be received.

**4. NEW BUSINESS – "ROAD" MAP**

The Transportation and Infrastructure Task Force advises Council:

- 1) That a report was requested outlining a "road" map of how the Task Force will move forward.

*The foregoing matter was brought to the attention of the Task Force by Lucio Polsinelli.*

**5. OTHER MATTERS CONSIDERED BY THE COMMITTEE**

**5.1 2020 SCHEDULE OF MEETING**

The Transportation and Infrastructure Task Force advises Council:

- 1) That future meetings of the Transportation and Infrastructure Task Force will be held on the third Wednesday of the month, every other month; excluding the months of July and August, unless otherwise specified; and
- 2) That the following are scheduled dates for the Transportation and Infrastructure Task Force for the year 2020:

January 22 (4th week)  
March 25 (4th week)

**REPORT NO. 1 OF THE TRANSPORTATION AND INFRASTRUCTURE TASK FORCE  
FOR CONSIDERATION BY COMMITTEE OF THE WHOLE OF THE CITY OF  
VAUGHAN ON DECEMBER 10, 2019**

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May 20  
September 16  
November 18

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The meeting adjourned at 12:26 p.m.

Respectfully Submitted,

Councillor DeFrancesca, Chair



**CITY OF VAUGHAN  
REPORT NO. 3 OF THE  
OLDER ADULT TASK FORCE**

***For consideration by the Committee of the Whole  
of the City of Vaughan  
on December 10, 2019***

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The Older Adult Task Force met at 3:01 p.m., on November 25, 2019.

Members Present     Regional Councillor Mario Ferri, Chair  
                             Gerry O'Connor, Vice Chair  
                             Bob Bak  
                             Bernard Lo  
                             Regional Councillor Gino Rosati  
                             Darlene Share

Also Present:         Janet Rurak, Program Manager, York Region Seniors Strategy  
                             Lisa McDonough, Director of Customer Experience, Vaughan  
                             Public Libraries  
                             Angela Palermo, Recreation Manager, Community Development &  
                             Planning  
                             Margie Chung, Manager of Traffic Services, Transportation and  
                             Fleet Management Services  
                             Selma Hubjer, Manager of Transportation Planning, Infrastructure  
                             Planning and Corporate Asset Management  
                             John Britto, Council / Committee Administrator

The following items were dealt with:

**1.     2020 Meetings Schedule**

The Older Adult Task Force advises Council:

- 1)     That the 2020 Meetings Schedule was approved, as presented;  
         and
- 2)     That the Council/Committee Administrator was requested to  
         schedule additional monthly meetings and circulate these dates to  
         the Task Force members by email.

**REPORT NO. 3 OF THE OLDER ADULT TASK FORCE FOR  
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,  
DECEMBER 10, 2019**

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**2. Task Force Milestones**

The Older Adult Task Force advises Council:

- 1) That the verbal update by the Recreation Manager, Community Development and Planning with respect to the above was received.

**3. Dimensions of Age-Friendly Community Criteria**

The Older Adult Task Force advises Council:

- 1) That the presentation by the Recreation Manager, Community Development & Planning, Recreation Services and C1, presentation material titled "Age-Friendly Designation" was received; and
- 2) That a brain-storming session was facilitated by the Recreation Manager, Community Development and Planning.

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The meeting adjourned at 4:45 p.m.

Respectfully submitted,

Regional Councillor Mario Ferri, Chair