

**CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (1)
AGENDA**

This is an Electronic Meeting. The Council Chamber will not be open to the public. Public comments can be submitted by email to clerks@vaughan.ca. If you wish to speak to an item listed on the Agenda, please pre-register by contacting Access Vaughan at 905-832-2281 or clerks@vaughan.ca by noon on the last business day before the meeting.

Tuesday, November 3, 2020

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

Pages

- 1. CONFIRMATION OF AGENDA**
- 2. DISCLOSURE OF INTEREST**
- 3. COMMUNICATIONS**
- 4. CEREMONIAL PRESENTATIONS**
 1. Festivals and Events Ontario Awards: Top 100 Award for Vaughan Celebrates: Winterfest and Best Social Media Campaign for Canada Day
 2. Parks and Recreation Ontario Award of Excellence in the Category of Operations for the Great Walks of Vaughan Program
- 5. PRESENTATIONS**
 1. Ms. Carina Paoletti - Seeking Council's consideration to recognize and designate the first week of June each year as "Pet Awareness Week".

2. Mr. Joseph Shlayan - Seeking Council's reconsideration of decision to receive (report November 15, 2016), regarding modernizing the Municipal Elections Act, instead, to move forward with implementing ranked choice ballots, as described in the report.
3. Mr. Anthony Howell - Seeking Council's consideration to remove sidewalk from the proposed planning of the future Galen Crescent.

6. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)

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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 (1) Report

DATE: Tuesday, November 03, 2020

WARD: 5 4

**TITLE: FARRINGTON COURT ESTATES INC.
SITE DEVELOPMENT FILE DA.20.028
101 BRADWICK DRIVE
VICINITY OF DUFFERIN STREET AND LANGSTAFF ROAD**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Site Development File DA.20.028 for the subject lands shown on Attachment 3. The Owner proposes a new 3-storey office building at 101 Bradwick Drive, as shown on Attachments 3 to 6.

Report Highlights

- The Owner proposes to replace the existing building at 101 Bradwick Drive with a new 3-storey office building with underground parking
- The existing zoning for the subject lands permits the office building
- The Development Planning Department supports the approval of the development as it is consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan 2019, the York Region Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area

Recommendations

1. THAT Site Development File: DA.20.028 (Farrington Court Estates Inc.) BE DRAFT APPROVED SUBJECT TO CONDITIONS of Site Plan Approval included on Attachment 1, to the satisfaction of the Development Planning Department, to permit a new 3-storey office building as shown on Attachments 3-6.

Background

The subject lands (the 'Subject Lands') shown on Attachment 2, are located on the south side of Bradwick Drive, west of North Rivermede Road. The existing building at 101 Bradwick Drive is vacant, however the property is being used to store landscape materials. The surrounding land uses are shown on Attachment 2.

Site Development File DA.20.028 has been submitted to permit an office building
Farrington Court Estates Inc. (the 'Owner') has submitted Site Development File DA.20.028 to permit a 3-storey office building with 1 level of underground parking (the 'Development') on the Subject Lands as shown on Attachments 3 to 6. The Development will replace the existing 1-storey building on the Subject Lands.

Previous Reports/Authority

n/a.

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2020

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement 2020* (the 'PPS'). The PPS provides policy direction on matters of provincial interest on land use planning and development. The policies support the overall goal of enhancing the quality of life for all Ontarians. The key policy objectives of the PPS include building strong, healthy communities; the wise use and management of resources; protecting public health and safety and recognition of local character and context. The *Planning Act* requires Vaughan Council's planning decisions be consistent with the PPS.

The Development is consistent with Sections 1.1.1. e.) and 1.1.3.1 under Part V – "Policies" regarding cost-effective development patterns and standards to minimize land consumption and servicing costs and focusing growth and development in a Settlement Area.

The Owner proposes to replace an existing 1-storey employment building on the Subject Lands with a 3-storey office building. The Subject Lands are located within a settlement area and the Development would efficiently utilize the property within an existing employment business park in the Dufferin Street and Langstaff Road area.

The Development conforms to A Place to Grow - Growth Plan for the Greater Golden Horseshoe 2019

The Provincial Growth Plan: A Place to Grow - Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan') is intended to guide decisions on a range of issues,

including economic development, land use planning, urban form and housing. The Growth Plan provides a framework for managing growth, including directions for where and how to grow; the provision of infrastructure to support growth; protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by *the Planning Act* to conform, or not conflict with the Growth Plan.

The Development would replace an existing 1-storey building with a 3-storey office building with access to public transit, local amenities, and available connections to municipal water and sewer systems to achieve a complete community. The Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 (the 'YROP 2010') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" in the YROP 2010. This designation permits a range of residential, commercial, employment and institutional uses, subject to the policies of the YROP 2010. The YROP 2010 encourages intensification within the Urban Area. The Subject Lands are in an employment area at Dufferin Street and Langstaff Road.

Section 5.0 policies of the YROP 2010 provide for the development of sustainable communities designed to be accessible to people of all ages, cultures and abilities in a compact built-form, pedestrian-oriented, transit supportive and multi-storey where appropriate. The Subject Lands are served by the Toronto Transit Commission ('TTC') Keele 107B bus route with weekday service along North Rivermede Road between the Rutherford Go Station and the Pioneer Village Subway Station with a bus stop at North Rivermede Road and Bradwick Drive. This route also connects with VIVA Blue and Orange routes on Regional Road 7. The TTC Dufferin 105 bus route provides regular service along Dufferin Street as far north as Major MacKenzie Drive and connects with east-west York Region Transit routes and the VIVA Blue and Orange routes. This TTC bus route stops at Dufferin and Langstaff Road within walking distance of the Subject Lands.

The Development does not conform to the Vaughan Official Plan 2010, however, an office building is permitted as-of-right by Zoning By-law 1-88

Vaughan Official Plan 2010 ('VOP 2010') Schedule 1 – Urban Structure, establishes the City of Vaughan's urban structure and identifies the area surrounding the Subject Lands as "Employment Area". Schedule 13 - Land Use designates the Subject lands "General Employment". The "General Employment" designation permits office uses accessory to and directly associated with a full range of industrial uses including manufacturing warehousing, processing, transportation and distribution. The "General Employment"

designation does not permit a stand-alone office building use. However, the Subject Lands are zoned “EM2 – General Employment Area Zone” and an office building is permitted as-of-right.

Zoning By-law 1-88 permits the Office Use

The Subject Lands are zoned “EM2 - General Employment Area Zone” by Zoning By-law 1-88. The EM2 Zone permits an office building and the Development complies with all development standards of the EM2 Zone in Zoning By-law 1-88.

The Development Planning Department supports the Development subject to the Recommendations of this report

Site Design

The proposed site plan is shown on Attachment 3. The Subject Lands are proposed to be accessed from two driveways on Bradwick Drive and a driveway is proposed around the 3-storey building providing access to the parking and the balance of the property. Surface parking (55 spaces) is located in the front yard and along the east and south property lines. Access to 64 proposed underground parking spaces is located behind the building. Five (5) accessible parking spaces are also provided. Garbage will be stored within the building adjacent to the loading and receiving area and staged on a pad for pick up by a private waste management contractor.

Building Elevations

The proposed building elevations are shown on Attachments 5 and 6. The main entrance of the office building includes an awning and will face Bradwick Drive. The building is proposed to be clad in charcoal colour aluminum composite panels with accent green colour panels. A light grey aluminum trellis is affixed to the front wall extending slightly above the roof of the building. Grey tinted vision glazing is proposed on the windows and spandrel glazing panels are positioned at each floor. Bird friendly treatment is provided on the exterior glazing and rooftop mechanical units are to be screened from public view.

Landscape Plan

The Landscape Plan shown on Attachment 4 identifies plantings within the site and the perennial and shrub plantings outside the limits of the site to match the existing plantings along Bradwick Drive. The Landscape Plan includes a 3 m landscaped strip abutting Bradwick Drive, an outdoor gathering space for employees with seating located near the front entry and adequate lighting at the main entry and along the pedestrian path of travel.

Tree Inventory and Preservation Plan

Staff have reviewed the Tree Inventory and Preservation Plan ('TIPP') prepared by Kuntz Forestry Consulting Inc. identifying tree protection zones for construction and tree compensation for proposed tree removals. The Owner agrees City three street trees (#266, #267 and #268 identified in the TIPP) will be preserved. The Owner agrees to preserve a private tree (#270) with special tree protection measures throughout the construction process to ensure the long-term preservation of this tree. A private tree (#264) will be removed to accommodate a new hydro transformer for the Development and the removal will be compensated through replanting, or if not possible, through cash-in-lieu. Two city street trees (#265 and #269) are located within the driveway entrances and cannot be preserved. The Owner shall maintain and protect trees not in conflict with the site construction. The final TIPP shall be approved to the satisfaction of the City.

The Forestry Operations Division has no objection to the Development, subject to conditions

The Owner will be required to enter into a Tree Protection Agreement with the City and a cash-in-lieu payment is required for the removal of two trees (#265 and #269) in the public right-of-way. The value for these trees will be identified by the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department and the cash-in-lieu payment must be submitted for approval to the satisfaction of the City. An executed Tree Protection Agreement to the satisfaction of the City is required prior to the execution of the Site Plan Letter of Undertaking.

The Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department has no objection to the Development subject to the Owner informing the Forestry Operations Division once the tree protection measures have been installed for inspection and approval according to City specifications. A condition to this effect is included in Attachment 1 Conditions of Site Plan Approval.

Sustainability Performance Metrics

The Development achieves an overall application score of 42 points exceeding the minimum performance level score of 31 points. The Development is within walking distance to transit stops located at the intersection of Dufferin Street and Langstaff Road and on North Rivermede Road and Bradwick Drive. The Development includes a sustainable transportation feature with the provision of bicycle parking spaces to provide employees with an additional transportation option. The Development also includes sustainable lighting and bird friendly glazing.

There are no Cultural Heritage concerns for this Development

There are no cultural heritage concerns with this Development, however standard archaeological clauses will be included within the Site Plan Letter of Undertaking. A condition to this effect is included in Attachment 1 Conditions of Site Plan Approval.

The Development Engineering ('DE') Department supports the Development, subject to the comments and conditions in this report

The Development will be serviced with existing sanitary, water supply and storm drainage servicing systems. The DE Department has no objection to the Development subject to the Owner paying all applicable fees and satisfying their comments regarding final approval of the Functional Servicing and Stormwater Management reports and the accompanying engineering drawings and Transportation Demand Management Plan prior to the execution of the Site Plan Letter of Undertaking. The Owner shall confirm to the satisfaction of the City if shoring is required for the construction of the proposed underground parking garage. If shoring is required, the Owner may be required to enter into an encroachment agreement with the City. A condition to this effect is included in Attachment 1 Conditions of Site Plan Approval.

The Vaughan Financial Planning and Development Finance Department has no objection to the Development

The Vaughan Financial Planning and Development Finance Department requires the Owner to pay all applicable development charges and levies, in accordance with the Development Charges By-law of the City of Vaughan, York Region, York District School Board and York Catholic School Board. A standard condition to this effect is included within the Site Plan Letter of Undertaking.

Cash-in-lieu of the Dedication of Parkland is required

The Infrastructure Development Department, Real Estate Services has confirmed cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands, in accordance with Section 42 of the *Planning Act* and the City of Vaughan Policy, is required. A standard condition to this effect is included in the Site Plan Letter of Undertaking.

Other City Departments have no objection to the Development

The Environmental Services Department, Solid Waste Management Division, Building Standards, Parks Development, By-law & Compliance and Licensing and Permit Services Departments of the City have no objection to the Development subject to their respective conditions as required included in Attachment 1 Conditions of Site Plan Approval.

Utility providers and Canada Post have no objection to the Development

Bell Canada, Rogers Communications, Alectra Utilities, Enbridge Gas and Canada Post have no objections to the Development.

Financial Impact

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

Broader Regional Impacts/Considerations.

York Region Community Planning and Development Services Department has no objection or conditions regarding the approval for this Application.

Conclusion

Site Development File DA.20.028 has been reviewed in consideration of the applicable Provincial and Regional Policies and VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies and the surrounding area context. The Development shown on Attachments 3 to 6 is consistent with Provincial policy and conforms to the YROP 2010 and the proposed office building is permitted as-of-right by Zoning By-law 1-88 and no site-specific zoning exceptions are required to permit the Development.

The Development Planning Department is satisfied the Development is appropriate and compatible with the existing and permitted uses within the surrounding area. On, this basis, the Development Planning Department can support the approval of the Application, subject to the Recommendations of this report and the Conditions of Site Plan Approval in Attachment 1.

For more information, please contact: Laura Janotta, Planner, Development Planning, extension 8634.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. North and East Elevations
6. South and West Elevations

Prepared by

Laura Janotta, Planner, ext. 8634

Eugene Fera, Senior Planner, ext. 8003

Nancy Tuckett, Senior Manager, Development Planning, ext. 8529

Mauro Peverini, Director of Development Planning, ext. 8407

Approved by

A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal stroke extending to the right.

Nick Spensieri, Deputy City
Manager, Infrastructure
Development

Reviewed by

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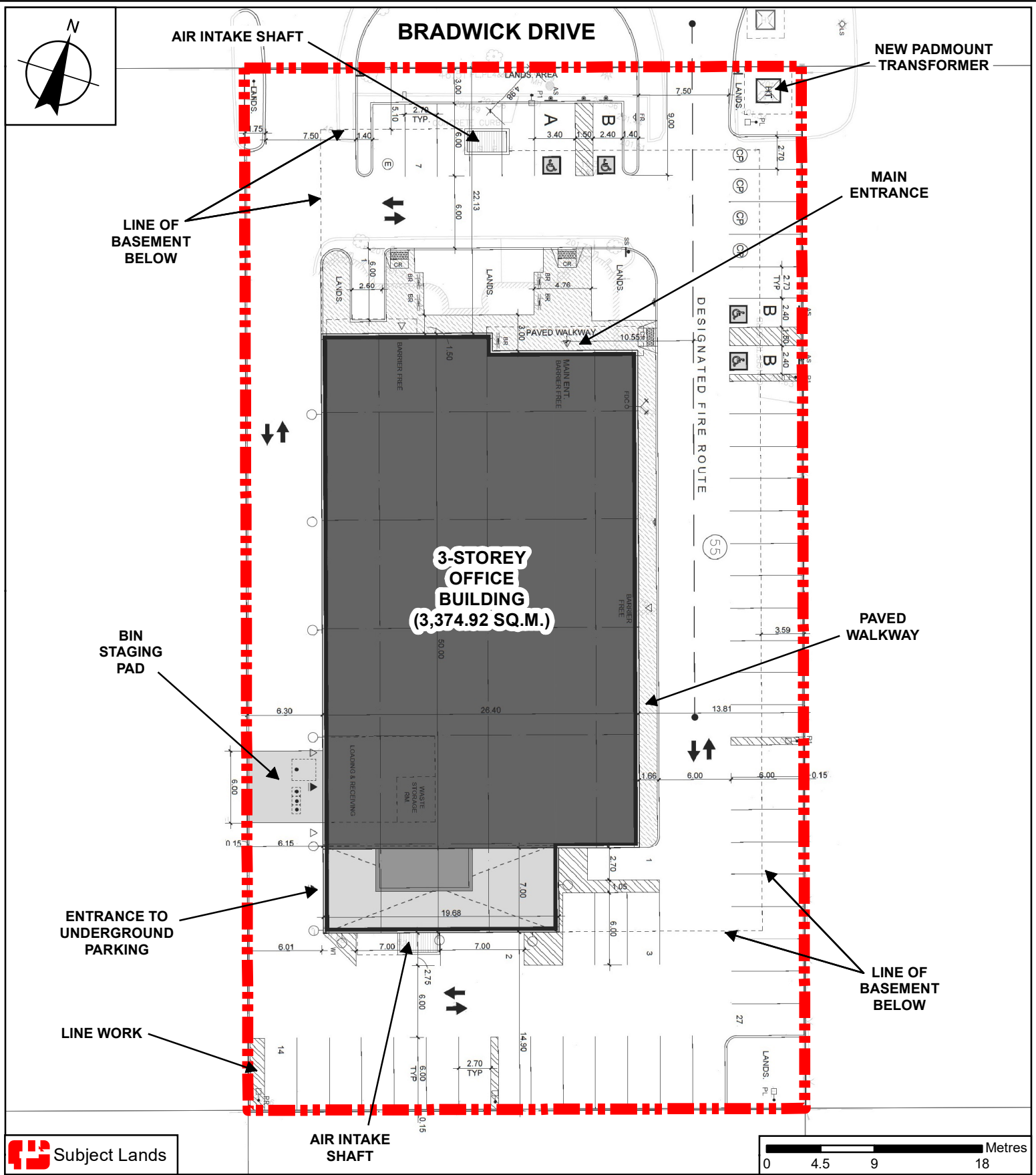
Jim Harnum, City Manager


Attachment 1 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.20.028 (Farrington Court Estates Inc.) Conditions of Approval:

- 1) THAT prior to the execution of the Site Plan Letter of Undertaking:
 - a) The Development Planning Department shall approve the final site plan, building elevations, landscape plan, landscape cost estimate, Arborist Report, tree inventory and tree protection plan;
 - b) The Development Engineering Department shall approve the final grading plan, serving plan, erosion and sediment control plan, Functional Servicing / Stormwater Management Reports and the accompanying engineering drawings for stormwater, sanitary and water network analysis. The Owner shall confirm if shoring is required for the construction of the proposed underground parking garage. If shoring is required, the Owner may be required to enter into an encroachment agreement with the City to satisfy conditions, financial or otherwise that the City deems applicable; The Owner shall satisfy all requirements of the Development Engineering Department and pay the Development Engineering Site Plan Complex fee pursuant to the in-effect Fees and Charges By-law;
 - c) The Owner shall enter into a Tree Protection Agreement, which includes securities for trees to be preserved and protected in accordance with the approved Arborist Report. All tree removals shall be in accordance with the approved Arborist Report and tree removal costs and tree compensation costs shall be in accordance with Vaughan's Tree Protection Protocol. The Owner shall pay a Tree Protection Agreement application fee. A cash-in-lieu payment for the tree removals is required at an amount to be determined by the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department; and
 - d) The Owner shall satisfy all requirements of the Environmental Services Department, Waste Management Division;

2. THAT the Site Plan Letter of Undertaking shall include the following provisions to the satisfaction of the City:
- a) “The Owner shall contact the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department once the tree protection measures have been installed for inspection and approval according to City specifications.” and
 - b) “The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event:
 - i) archaeological resources are found on the property during grading or construction activities the Owner must cease all grading or construction activities; and
 - ii) where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.”



 Subject Lands

Site Plan

LOCATION: Part of Lot 9, Concession 3;
101 Bradwick Drive

APPLICANT:
Farrington Court Estates Inc.

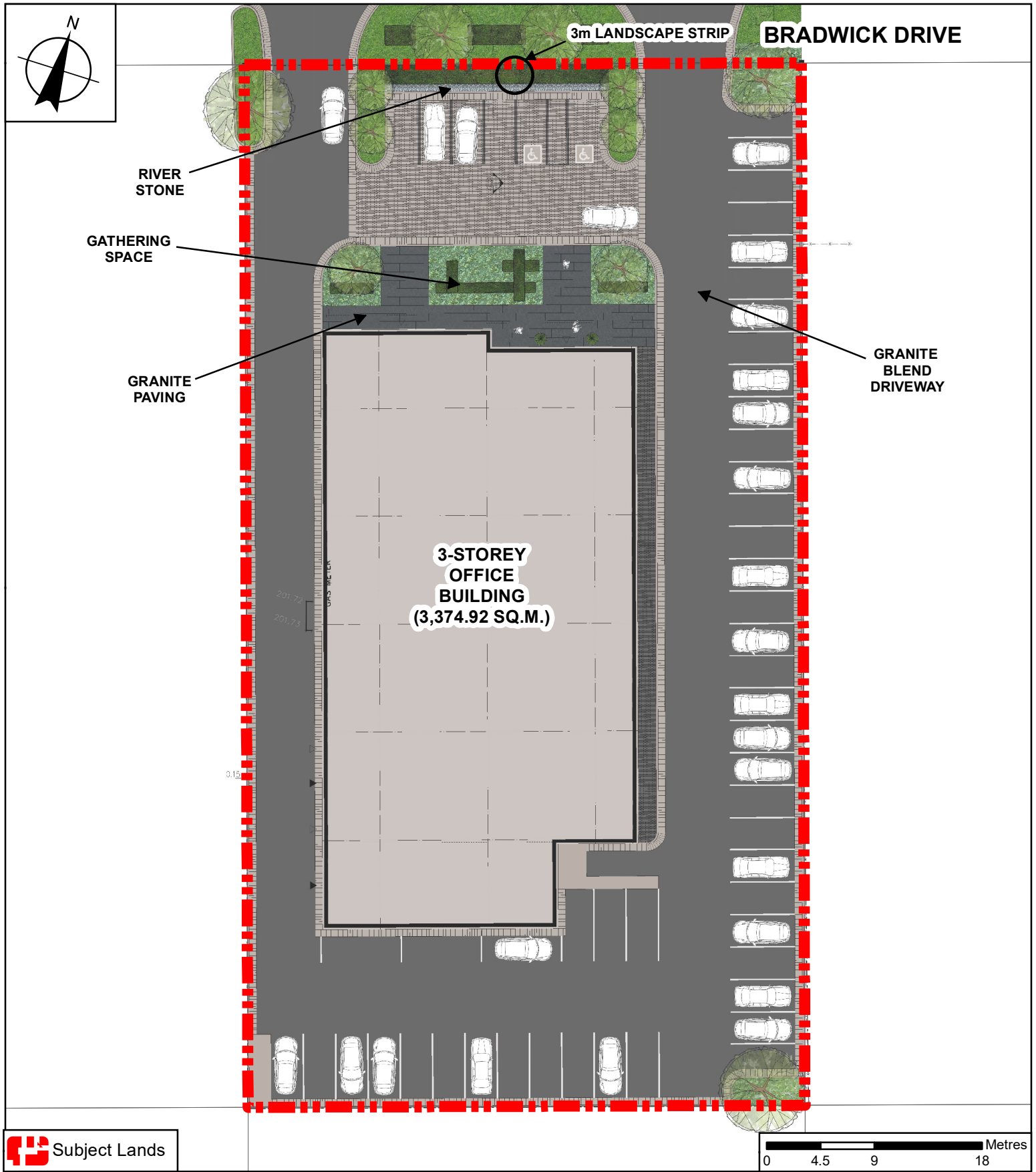


Attachment

FILE:
DA.20.028

DATE:
November 3, 2020

3



Landscape Plan

LOCATION: Part of Lot 9, Concession 3;
101 Bradwick Drive

APPLICANT:
Farrington Court Estates Inc.

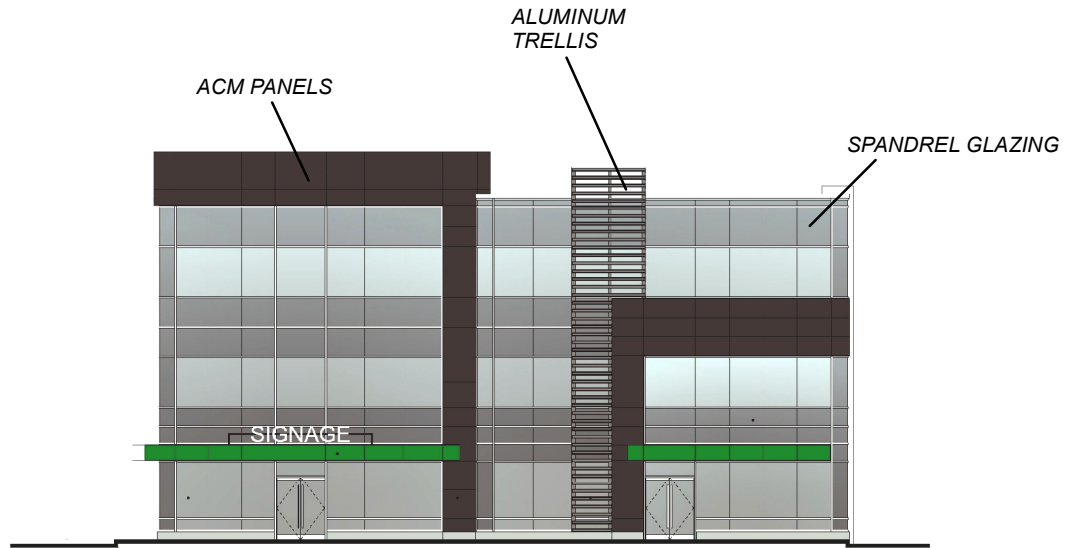


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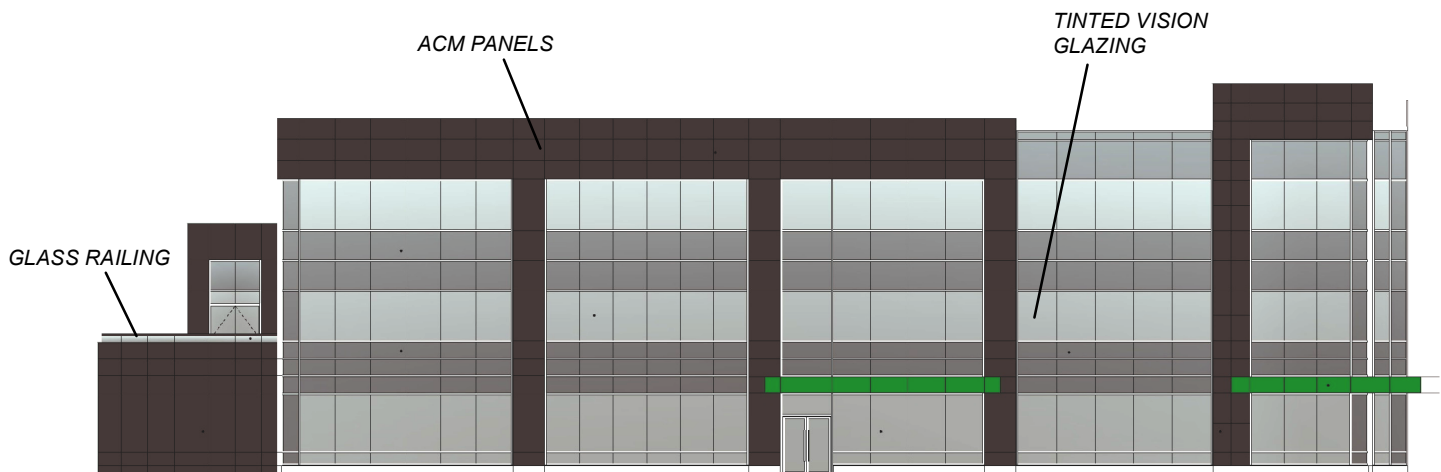
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November 3, 2020

4



NORTH ELEVATION - FACING BRADWICK DRIVE



EAST ELEVATION

Not to Scale

North and East Elevations

LOCATION: Part of Lot 9, Concession 3;
101 Bradwick Drive

APPLICANT:
Farrington Court Estates Inc.

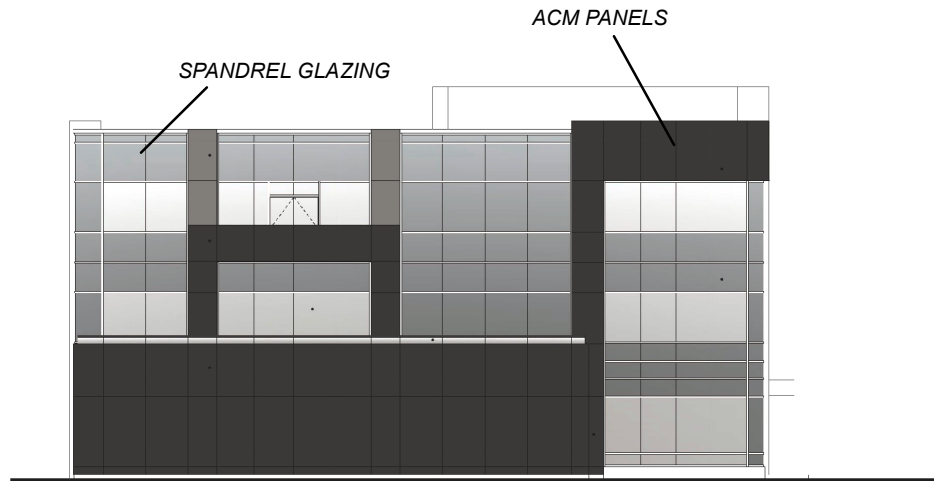


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DA.20.028

DATE:
November 3, 2020

5



SOUTH ELEVATION



Not to Scale

South and West Elevations

LOCATION: Part of Lot 9, Concession 3;
101 Bradwick Drive

APPLICANT:
Farrington Court Estates Inc.



Attachment

FILE:
DA.20.028

DATE:
November 3, 2020

6

Committee of the Whole (1) Report

DATE: Tuesday, November 03, 2020

WARD(S): ALL

TITLE: BACKFLOW PREVENTION BY-LAW AMENDMENT

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To request Council approval to amend the Backflow Prevention By-law (By-law No. 004-2018). These amendments will improve protection of the City's drinking water system.

Report Highlights

- Council, as the water system owners are responsible to protect its water system from contamination to ensure that safe drinking water is provided to the City's citizens and businesses.
- The proposed amendments introduce property classifications and associated requirements based on risk and make administrative adjustments to assist in ensuring compliance.

Recommendations

1. That Council approve an amendment to the Backflow Prevention By-law (By-law No. 004-2018), with the proposed modifications as substantially summarized in Attachment 2.

Background

Ontario's Ministry of the Environment, Conservation and Parks regulates the City's drinking water

Drinking water and drinking water systems are regulated by the Province through the Ministry of Environment, Conservation and Parks (MECP). The *Safe Drinking Water Act, 2002*, mandates that owners and operating authorities of the municipal drinking water systems follow specific requirements with regards to operation and maintenance of drinking water systems including activities such as: management; sampling; testing; certification of operators; water quantity and, of the utmost importance, water quality and safety.

In Chapter 7 of the MECP Report of the Walkerton Inquiry, A Strategy for Safe Drinking Water, it notes water providers should have programs to detect and deter risks of backflow. In addition, a recent MECP drinking water inspection report recommends the development of a program, policy or by-law related to backflow prevention as a measure to increase protection of the City's drinking water system.

Backflow prevention devices are mechanical valves that can prevent water from unauthorized sources from entering the City's water system

Under normal conditions, water flows from the City's pressurized distribution system into the property owner's plumbing system and normal water pressures prevent water from flowing back into the water distribution system. In rare circumstances, the flow of water can reverse, such as the following:

- When there is a demand for water resulting from an abnormal activity such as a firefighting event or a large watermain break. The lower pressure in the watermain can draw water back into the watermain from private plumbing systems.
- When the water pressure in private plumbing is greater than the municipal water supply pressure. Private water systems incorporating booster pumps, thermal expansion in boilers, elevated piping systems, etc. can cause water to reverse flow and enter the City's watermain as system pressures fluctuate.

The installation of backflow prevention devices can provide an added level of protection, mitigating risks associated with unauthorized sources of water entering the City's system. An example of how a backflow prevention device is installed on a private plumbing system can be seen in Attachment 1. Promotional materials released to the public as part of the education campaign, explaining the benefits/purpose of backflow prevention devices can be viewed [here](#).

Controlling sources of water entering the drinking water system is one of the ways the City ensures safe, clean drinking water

Staff developed a Backflow Prevention By-law (“the by-law”), enacted by Council in 2017. The by-law is focused on properties that pose the greatest risk to the system, including existing and new construction of industrial, commercial and institutional properties as well as mixed-use and multi-residential properties. Preventing water from flowing into the drinking water system from these sources, help to ensure, safe drinking water.

The by-law addresses the type, installation and field testing of backflow prevention devices which align with current Canadian Standards Association (CSA-B64) and American Water Works Association (AWWA) Standards.

Implementation of the Backflow Prevention Program is moving from an education phase to requiring affected property owners to take action

Working closely with the Corporate and Strategic Communications, the initial phase of the Backflow Prevention Program, informing businesses, as well as industrial, commercial and institutional (ICI) property owners about the by-law, was completed. Various communication tools such as fact sheets, videos, introductory letters, an enhanced website and presentations were completed to engage key stakeholders.

The next phase of the program involves property owners working with qualified companies to assess the need for backflow devices based on the risk of a potential backflow event. Environmental Services staff will review the assessment and notify the property owner on the backflow device to be installed and requirements for annual testing.

Staff have identified opportunities for improvement to the by-law as it has been implemented over the last two years

Through the development of the program, staff identified potential opportunities for improvement to clarify program requirements and ensure the program is administered fairly and consistently. The proposed amendments clarify requirements for property owners, enforcement and provide flexibility to ensure the level of protection required corresponds appropriately with the level of risk that a property poses to the drinking water system.

To address the identified opportunities for improvement, staff propose integrating 15 amendments into the by-law, which are considered to have minor and moderate impacts. Each of the proposed changes are summarized in Attachment 2. Some of the most significant proposed changes are noted in the following paragraphs.

Property owners are required to take immediate corrective action to ensure backflow prevention devices function properly

The corrective actions that the property owner is required to complete when a backflow preventer is not in proper working order have been modified. To protect the City's drinking water, the property owner is required to stop all activities that may result in backflow and the backflow preventer must be repaired immediately.

When the backflow device can not be immediately repaired, where feasible, staff will collaborate with the property owner to ensure that temporary measures (or process modifications) are in place to ensure that the City's water system is protected while avoiding long-term water outages for the property owner. This includes the ability for the property owner to replace the device immediately with one that meets or exceeds the by-law, with the administrative submissions and reviews, taking place afterward.

A risk-based approach for the selection of backflow preventing devices ensures that the level of protection matches the severity of the hazard

The selection of the backflow preventer should be made based on the hazards posed by the plumbing system within a property. To assist in assessing the hazard level, staff have evaluated typical property uses and prepared a reference table, identifying the level of risk associated with a generalized property use. This table (Attachment 3) will form an appendix to the by-law and guide its application.

If a property type is not listed within the above referenced appendix, staff will evaluate risks, based on property use and plumbing system design, and make a final determination on the type of backflow preventer required for the water service.

Financial penalties for non-compliance with the requirements of the by-law can help protect the drinking water system

Proposed financial penalties will be included to encourage compliance with the requirements of the by-law and assist in enforcement, if required.

Where a property owner is not in compliance with the relevant standards and regulations, they will be assessed a penalty based on the type, severity and frequency of the contravention.

Examples of non-compliance that could result in penalties are as follows:

- Improperly installed backflow device
- Lack of backflow device testing
- Improperly operating backflow preventer
- Failure to obtain a permit
- Connection of an auxiliary water source to the drinking water system without backflow protection and authorization from the City

Connections between private fire protection systems and the City's water system without backflow protection can create risks to drinking water quality

Fire systems will be included under a dedicated section which will give the City the ability to protect the drinking water system from this specific hazard.

Staff are creating an inventory of the type of fire protection systems installed within existing properties. This data, along with the addition of fire systems in the bylaw, will provide Staff with mechanisms to monitor and enforce the future installation of backflow prevention devices on fire service lines.

Previous Reports/Authority

[Implementation of Backflow Prevention By-law, Dec.11, 2017](#)

Analysis and Options

Many Ontario municipalities are developing or have implemented a Backflow Prevention By-law

As part of the review of the current by-law, the backflow prevention by-laws from the following municipalities were used as a comparison and in some cases as guidance, in the development of the proposed backflow prevention by-law:

- | | | |
|-------------------|-------------------|--------------------|
| • City of Barrie | • City of Markham | • Peel Region |
| • City of Toronto | • City of Guelph | • City of Orillia |
| • Halton Region | • City of Ottawa | • City of Hamilton |

Development and consulting industries have been consulted regarding the proposed amendments and appear to have no concerns

On May 7, 2020, local developers and consultants were invited to a presentation on the Backflow Prevention Program. The presentation and discussion covered the potential revisions and additions covered in this report. To date, Environmental Services has received no concern on the proposed amendment.

Internal stakeholders were consulted to ensure Backflow Prevention program improvements aligned with existing systems and processes

Staff from By-Law and Compliance, Licensing and Permit Services, Legal Services, Development Engineering and Infrastructure Planning along with Building Standards have been consulted on the on the proposed revisions.

Stakeholders will be informed of amendments to the by-law through various means, such as the following:

- Updating the City website, forms and documents with relevant information
- Notifying property owners of the revisions, additions and any new expected requirements

Financial Impact

The administrative component of the Backflow Prevention Program has been integrated into the AMANDA software platform. By leveraging an existing corporate software solution, used to manage building permits, inspections, and municipal licensing, opportunities to generate automated processes have been created.

There will be minimal financial impact from incorporating the proposed amendments to the Backflow Prevention Program and can be accommodated within the existing staff compliment.

Broader Regional Impacts/Considerations

There are no Regional implications as a result of the proposed amendment to the by-law.

Conclusion

The proposed amendment to the Backflow Prevention By-law will enhance the protection of the City's drinking water, reducing risks to public health.

For more information, please contact: James Steele, Director of Environmental Services, x6116

Attachments

Attachment 1 – Backflow Prevention Devices

Attachment 2 – Summary of Proposed By-law Revisions

Attachment 3 – Table of Property/Risk Classifications

Prepared by

Matthew Menezes, Backflow Prevention Coordinator, x6183

Chris Wolnik, Manager of Water Services, x6152

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Zoran Postic,
Deputy City Manager, Public Works

Reviewed byA handwritten signature in black ink, appearing to be 'Jim Harnum', with a stylized, cursive script.

Jim Harnum, City Manager

ATTACHMENT 1 – Backflow Prevention Device

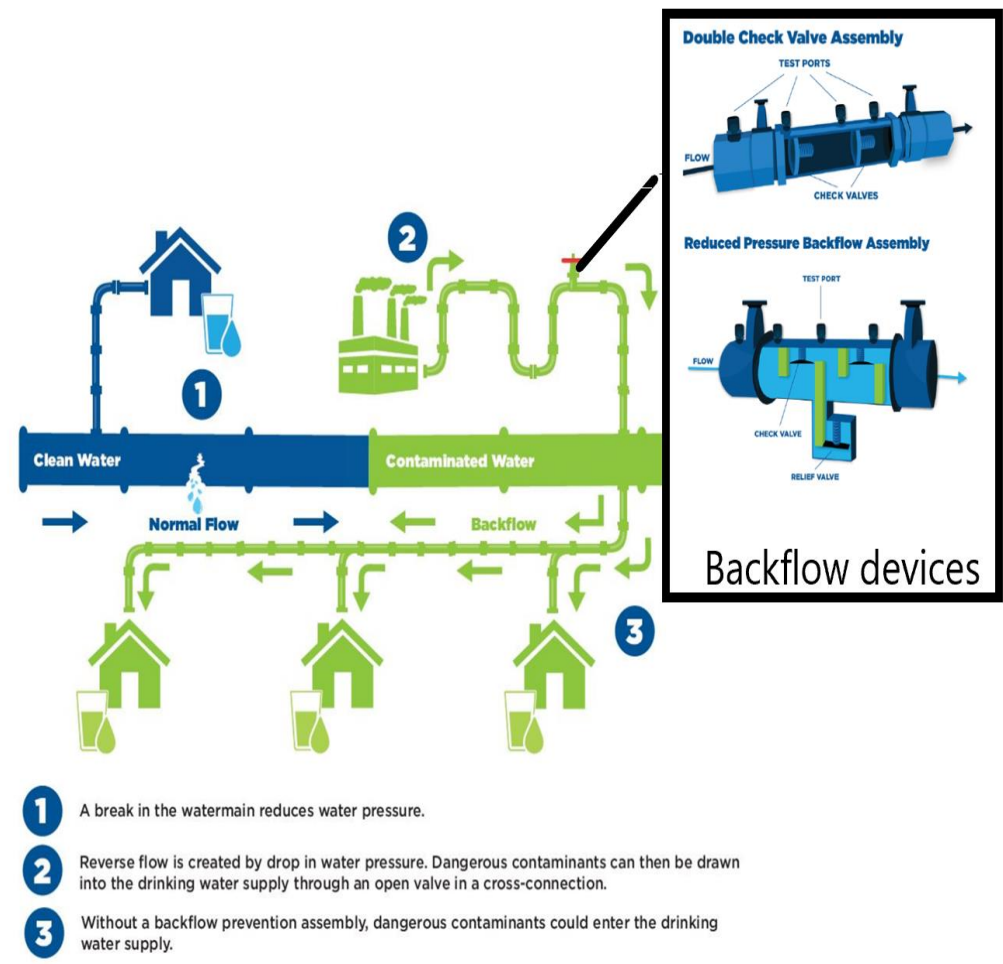


Figure 1- Graphical illustration of how the Backflow Prevention Device works

Attachment 2 – Summary of Proposed By-Law Revisions

Change Level	Description of Change
Minor Modify Application of By-law	<p>The current Backflow Prevention By-law applies to industrial, commercial, and institutional (ICI) properties and mixed-use and multi-use residential properties located within the City.</p> <p>There are other hazards within the City that do not fall under the above property types. To protect from all hazards against the drinking water system, the Backflow Prevention By-law should be amended to include provisions to monitor all water services connected to the drinking water system.</p> <p>Summary - Including all property classes that pose a risk of backflow provides comprehensive protection to the City's drinking water system</p>
Minor Add Section to protect from Temporary Water Connections hazards	<p>To protect the drinking water system from potential hazards that occur due to construction and contractor use, a new section will be included to protect the City's water from this type of hazard.</p> <p>Summary – Added protection of drinking water from potential hazards, regardless of their short duration</p>
Minor Modify Persons Permitted to Carry Out Work	<p>Currently the bylaw does not reference a specific training certification body when it relates to the ability to test the backflow preventers in the City. The current bylaw does not require proof of tester's certificate, current calibration certificate for the test equipment or adequate insurance requirements to perform the work.</p> <p>By including a specific testing body and by receiving proof of the required documents, the City will be able to verify credentials when a Qualified Company or Qualified Person is registering for the Backflow Prevention Program.</p> <p>Summary – Defines requirements for certification and calibration to ensure that only qualified people and equipment are used to install, maintain and certify backflow prevention devices.</p>
Moderate Modify Persons Permitted to Carry Out Work	<p>A performance-based policy for the Qualified Company & Qualified Person will be created. This will provide a mechanism for the City to monitor those qualified by the City to complete work on backflow prevention devices.</p> <p>Summary- Enhancing requirements of Qualified Company and Qualified Persons builds greater credibility of the Backflow Prevention Program.</p>

<p>Moderate</p> <p>Modify Application of Standards and Selection of Methods</p>	<p>When a backflow preventer is required to be installed within a building, the selection of the backflow preventer must meet the degree of hazard associated with the property and the plumbing system, therein.</p> <p>To ensure that a backflow preventer is installed based on the risk that the building use poses to the drinking water system, properties and building uses have been classified based on the hazard level they can pose on the drinking water system. If a property type is not listed within the Appendix, the City will have the ability to select what type of backflow preventer is to be installed on the water service line.</p> <p>Summary - Providing greater clarity on the type of backflow prevention device required will increase protection for the water supply</p>
<p>Minor</p> <p>Modify Installation of Backflow Preventers</p>	<p>The current by-law does not provide for monitoring during the installation of new backflow preventers. The existing bylaw will be modified to establish requirements for new installations, provide guidance to the Property Owners to ensure compliance with the by-law.</p> <p>The new section within will cover where the backflow preventer is to be installed, specific installation requirements and when a backflow preventer is to be installed.</p> <p>Summary – Monitoring and controlling new installations will provide increased protection for the drinking water system.</p>
<p>Minor</p> <p>Add Section to protect from Auxiliary Water System hazards</p>	<p>To better protect our drinking water from the hazards that occur due to existing and new auxiliary water systems (such as private water supplies connected to the property's plumbing system, such as wells), a new section will be included to protect against this type of hazard.</p> <p>Summary – including residential properties with auxiliary water systems in the by-law, will avoid water that may not meet regulatory standards (e.g. untreated well water) from entering the City's water system.</p>
<p>Minor</p> <p>Modify Testing of Backflow Preventers</p>	<p>To permit Qualified Companies to use their own test tags, the wording below will be included in the Testing Requirements Section of the revised bylaw</p> <p>Summary- Allowing qualified companies to utilize their own test tags will avoid the introduction of an administrative burden while maintaining the integrity of the Backflow Prevention Program</p>
<p>Moderate</p> <p>Modify Testing of Backflow Preventers & Corrective Actions</p>	<p>The corrective actions that the property owner must complete for when a backflow preventer is found to be malfunctioning will be updated to help ensure the property owner can repair the backflow preventer within a reasonable amount of time.</p> <p>If the backflow preventer is unable to be repaired due to the unit being discontinued or the repair parts are on backorder, the updated by-law allows for property owners to immediately replace the backflow preventer with a new one and completing the administrative steps (e.g. building permit and inspection process) immediately thereafter.</p> <p>Summary – This clause builds in a contingency when a backflow prevention device must be repaired and sets out specific timelines for the Owner to act.</p>

<p>Minor</p> <p>Add Inspection Section to guarantee compliance</p>	<p>Site inspections will be used to investigate and confirm compliance, or any exemptions from, the Backflow Prevention Program.</p> <p>Site inspection will help identify any new backflow risks and potential non-compliances and establish corrective actions required of the property owner.</p> <p>Summary- Provides a means for site inspections to take place, ensuring continued compliance with the by-law.</p>
<p>Moderate</p> <p>Add Damage to the Waterworks Section</p>	<p>To protect the City from incurring costs associated rectifying damage in relation to a backflow event or negligent act caused by an individual or business.</p> <p>Summary – This change allows the City to recover costs if damage to the City's water distribution system occurred as a result of a connection that causes a back flow situation.</p>
<p>Moderate</p> <p>Modify Administration and Enforcement</p>	<p>In order to protect the quality of water within the drinking water system, the City requires the ability to eliminate a potential hazard when it is first identified.</p> <p>The procedure to be used will be different depending on the level of risk on the drinking water system and will range from issuing orders to shutting off water immediately.</p> <p>Summary: The City will respond to hazards based on the level of threat to the water system.</p>
<p>Moderate</p> <p>Add Financial Penalties Section</p>	<p>By including and assessing financial penalties, the City will be able to promote compliance of the by-law and provide a financial incentive for owners to comply, protecting the integrity of the water distribution system.</p> <p>If it is determined that the property owner is not in compliance with the relevant standards and regulations, they will be assessed a penalty based on the type, severity and frequency of the contravention.</p> <p>Summary: By including financial penalties, owners are provided with a financial incentive to comply with the requirements of the by-law.</p>
<p>Minor</p> <p>Modify Implementation and Compliance</p>	<p>Adjusting the timelines for compliance to ensure adequate time for the Owner to obtain permits, select, install and certify a backflow preventer, provide consistency and will help Owners remain in compliance.</p> <p>Summary: Adjusting the time requirements to ensure Backflow Prevention devices provides Owners adequate time to install and certify backflow preventers to comply with the requirements of the by-law.</p>

<p>Moderate</p> <p>Necessary amendments to ensure consistency and effective administration</p>	<p>Additional amendments may be needed to the By-law in order to give effect to the above-mentioned changes, and/or to ensure the by-law can be consistently and effectively administered in accordance with best practices and legislative requirements.</p> <p>Summary: Various amendments, made in accordance with the City Solicitor's (or designate) review and approval, and made to ensure effective administration of the by-law in accordance with best practices and legal/legislative requirements.</p>
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ATTACHMENT 3 - Table of Property/Risk Classifications

Type of Building / Water Use	Degree of Hazard
Agricultural	Severe
Animal Feed Lot	Moderate to Severe
Animal Stock Yard	Moderate to Severe
Aquaculture Farm	Severe
Aquarium (Public)	Severe
Arena	Moderate
Asphalt Plant	Severe
Auto Body Shop	Severe
Auto Dealership	Moderate
Automotive Repair Shop	Severe
Beverage Processing Plant	Severe
Blood Clinic	Severe
Campsite	Moderate
Campsite with RV Hook-ups or Dump-stations	Severe
Carwash	Severe
Chemical Plant	Severe
Church	Moderate
College	Moderate
Commercial Premises	Moderate to Severe
Concrete Plant	Severe
Dental Office	Moderate
Dental Surgery Facility	Severe
Dry Cleaning Plant	Severe
Dye Plant	Severe
Exhibition Ground	Severe
Farm	Moderate to Severe

Film Processing Facility	Severe
Fire Hydrant - Temporary Water Purposes	Severe
Fire Service - With Chemical Addition	Severe
Fire Service - Without Chemical Addition	Moderate
Fire Station	Moderate to Severe
Fish Farms or Hatchery	Severe
Food Processing Plant	Severe
Fuel Dispensing Facility	Moderate
Funeral Home	Severe
Garbage Transfer Facility	Severe
Gas Station with Automotive Repair	Severe
Golf Course	Moderate to Severe
Greenhouse	Severe
Grocer	Moderate
Hair Salon	Moderate
Hospital	Severe
Hotel	Moderate
Industrial Premises	Moderate to Severe
Institutional Premises	Moderate to Severe
Irrigation System - With Chemical Addition	Severe
Irrigation System - Without Chemical Addition	Moderate
Kennel	Moderate
Laboratory	Severe
Laundry (Commercial)	Severe
Laundry (Commercial, Coin-operated)	Moderate
Manufacturing Plant (Not specified)	Moderate to Severe
Marina (Pleasure-boat)	Moderate to Severe
Meat Packing Plant	Severe

Medical Clinic (Non-surgical)	Moderate
Medical Clinic (Surgical)	Severe
Medical Laboratories	Severe
Milk Processing Plant	Severe
Mining Facility	Severe
Mobile Home Park	Moderate
Mortuary or Morgue	Severe
Motel	Moderate
Motorcycle Repair Facility	Severe
Multi-service Interconnected Facility	Moderate to Severe
Multi-tenant Single-service Facility	Moderate
Nursing Home	Moderate
Office Building	Moderate
Oil Refinery	Severe
Paint Manufacturing Plant	Severe
Petroleum Processing or Storage Facility	Severe
Pharmaceutical Manufacturing Facility	Severe
Photo Processing Facility	Severe
Plants Using Radioactive Material	Severe
Plastic Manufacturing Plant	Severe
Poultry Farm	Severe
Power Generating Facility	Severe
Premises Where Access is Prohibited or Restricted	Severe
Printing Plant	Severe
Pulp and/or Paper Plant	Severe
Radiator Shop	Severe
Recycling Facility	Severe
Refinery, Petroleum Processing	Severe

Rendering Facility	Severe
Research Building	Severe
Residential Building - 4 Floors or More	Moderate to Severe
Residential Part 9 Building - With Auxiliary Supply	Severe
Residential Part 9 Building - Without Auxiliary Supply	Minor
Restaurant	Moderate
School (Elementary, Junior High, and Senior High)	Moderate
Seasonal Pressurized Connection	Moderate to Severe
Sewage Dump Station	Severe
Sewage Treatment Plant	Severe
Shopping Mall	Moderate
Slaughterhouse	Severe
Steam Plant	Severe
Steel Manufacturing Plant	Severe
Subway Station	Moderate to Severe
Swimming Pool Facility	Moderate
Townhouse - With Auxiliary Supply	Severe
Townhouse - Without Auxiliary Supply	Minor
Trackside Facility for Trains	Severe
University	Moderate to Severe
Veterinary Clinic	Moderate to Severe
Waste Disposal Plant	Severe
Wastewater Facility	Severe
Wastewater Pump Station	Severe
Wastewater Treatment Plant	Severe
Water Filling Station	Severe
Water Pumping Station	Severe
Water Park	Moderate

Water Treatment Plant	Severe
Water Treatment Pump Station	Severe
Zoo	Severe

Committee of the Whole (1) Report

DATE: Tuesday, November 03, 2020

WARD(S): ALL

TITLE: CORTELLUCCI VAUGHAN HOSPITAL UPDATE

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To provide the Mayor and Members of Council with an update on the Cortellucci Vaughan Hospital project and related Building Code reviews and inspections as this project is of considerable interest to the residents of the City of Vaughan.

In addition, Mr. Altaf Stationwala, President and CEO of Mackenzie Health will deliver a presentation on the progress of the project in preparation for the opening of the hospital.

Report Highlights

Many phased building permits have been issued for the building and structures on the site.

The project is unique for its significance to the community, scale and complexity.

Occupancy was granted on June 26, 2020.

Recommendation

1. That the presentation by Altaf Stationwala, President & CEO, Mackenzie Health be received.

Background

The Cortellucci Vaughan Hospital project is distinctive in its profile, size and complexity. It was tendered as a design-build-finance-maintain project. This project is nearing completion and the Building Standards Department, along with Vaughan Fire & Rescue Services is in the process of closing permits.

Previous Reports/Authority

[Mackenzie Vaughan Hospital Update](#)

Analysis and Options

Our last update on the progress of the hospital was provided at the March 9, 2020 Committee of the Whole meeting. Since that time, the Building Standards Department issued three additional building permits for the main hospital building, and six vendor permits. Numerous technical design and construction revisions were also reviewed for conformance with the building code.

On Friday, June 26, 2020 the occupancy permit for the hospital was issued as the construction of the building met the building code's requirements for occupancy. The issuance of the occupancy permit allowed the hospital to enter the next phase of fitting out the building to support the health care function of the hospital.

To ensure Building Code compliance, hundreds of inspections have been performed. Building Standards Department staff have been addressing passive fire protection systems, structural, architectural, mechanical, energy efficiency, accessibility and plumbing related inspections. Vaughan Fire and Rescue Services staff have been conducting inspections of active fire protection systems.

Currently, permits for the Major Mackenzie Drive underpass link and elevator pavilion are being reviewed. The Building Standards Department and Vaughan Fire & Rescue Services staff continue to work with the builder to complete all permit processes so that all permits can be closed.

For three years, the Building Standards Department maintained a site office with dedicated technical staff who reviewed permit documents and revisions. In June 2020 the site office was closed, and staff were relocated back to City Hall.

Financial Impact

N/A.

Broader Regional Impacts/Considerations

Efficient delivery of municipal obligations will contribute to scheduled completion of the hospital, while maintaining the relationship with Provincial Ministries that are also vested in the project.

Conclusion

The Cortellucci Vaughan Hospital project is the subject of considerable community interest and the City of Vaughan has invested resources to ensure its success. This update is intended to inform staff and council on the progress to date and allow them to convey the status to interested stakeholders.

For more information, please contact: Dan Mitta, Project Manager Code Compliance CVH.

Attachments

None

Prepared by

Dan Mitta, Project Manager Code Compliance, ext. 8797

Ben Pucci, Director of Building Standards and Chief Building Official, ext. 8872

Approved by



Nick Spensieri, Deputy City
Manager, Infrastructure
Development

Reviewed by



Jim Harnum, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, November 03, 2020

WARD(S): ALL

TITLE: METROLINX INITIATIVES UPDATE FALL 2020

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To provide a status update of recent Metrolinx activities in Vaughan related to Metrolinx's GO Expansion project and the Yonge North Subway Extension.

Report Highlights

- Rutherford Road Grade Separation and GO Station expansion work is well underway and on schedule
- Maple GO station improvement project is scheduled to begin in 2021
- City staff provided comments on the Draft Network-wide Barrie Rail Corridor Transit Project Assessment Process. Draft Environmental Project Report has been prepared by Metrolinx for McNaughton Grade Separation at Barrie GO rail corridor
- Metrolinx does not have plans for rail service expansion to Bolton
- City staff continues to engage with the Block 27 Landowners Group and are provided updates on the delivery of the Kirby GO station as they are made available
- The Concord GO Centre Mobility Hub Study and Transportation Master Plan are on schedule to proceed to the second round of public engagement beginning in Q1 2021

Recommendations

1. That Council receive this report for information.

Background

Rutherford Road Grade Separation and GO station expansion work is well underway

Construction is well underway at the Rutherford Go station to install the following new infrastructure:

- a rail bridge overpass across Rutherford Road
- a pedestrian bridge over Rutherford Road
- widened Rutherford Road via underpass
- a multi-level GO station parking structure
- a new east platform at the Rutherford Go station
- a stormwater pumping station and a large stormwater conveyance system

As of end of August, the following work has been completed:

1. All of the caisson drilling for the shoring wall on the east side of the existing track crossing, including the pump house
2. Majority of the bulk excavation
3. Major stormwater conveyance system was installed last year. This includes large piping starting at the north side of Rutherford Road, wrapping around the bridge to the south of Rutherford Road

There is still ongoing work on the west side of the track crossing to facilitate the construction of a shoring wall and the west section of the rail bridge. Metrolinx is projecting to have the east side of the rail bridge functioning by the end of the year. This would be a major milestone for the grade separation as half of the future rail bridge would be constructed and will be operational.

Maple GO station improvements are scheduled to begin in early 2021, requiring a Memorandum of Understanding between the City and Metrolinx

Construction of improvements at Maple GO station are scheduled to begin in early 2021. The improvements include a new station platform and second track, increased capacity and improved circulation for pick-up/drop-off activities, and better integration with surrounding development including a weather-protected tunnel from Eagle Rock Way to the station platforms. In addition, City staff have been working closely with Metrolinx to finalize key pieces of City-owned infrastructure which will be constructed by Metrolinx as part of this project. This includes an extension of Eagle Rock Way with enhanced landscaping and space for additional transit buses, and an active transportation bridge over Major Mackenzie Drive. In order to detail the roles and responsibilities for this infrastructure, the City and Metrolinx will need to finalize a

Memorandum of Understanding, which is being presented to Council in a separate report.

City Staff provided comments on the Draft Network-wide Barrie Rail Corridor Transit Project Assessment Process (TPAP) Addendum Environmental Project Report for McNaughton Road Grade Separation

The McNaughton Road Grade Separation project will be separating the tracks from the road to ensure safety when Metrolinx increases GO train service. This grade separation work is deemed to present significant changes to a previously approved Barrie Rail Corridor Expansion Project Transit Project Assessment Process Environmental Project Report (BRCE EPR). This led to a reassessment of the effects associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems is required. Through the TPAP Addendum process, the public was consulted through a public open house held in February and a virtual open house held from August 18 to September 1 this year. The City along with York Region and other agencies were consulted via a series of Technical Advisory Committee meetings. Metrolinx has prepared a draft EPR for municipalities' and agencies review. City staff have reviewed the documents and provided comments back to Metrolinx in October this year.

Participating Landowners within Block 27 have initiated the Block Plan Application process

Participating Landowners within Block 27 (collectively known as the Block 27 Landowners Group Inc.) have initiated the Block Plan Application process with the submission of a draft Block Plan/Master Environmental and Servicing (MESP) Terms of Reference for the Block 27 New Community Area. The second submission of the draft Terms of Reference is currently under review with the City and external agencies. A draft Terms of Reference establishing the scope of work to be undertaken as part of the Environmental Assessment(s) (EAs) for the collector street network within Block 27 has been submitted and is also currently under review with the City and external agencies.

The Concord GO Centre Mobility Hub Study and Transportation Master Plan are on schedule to proceed to the second round of public engagement beginning in Q1 2021

The Concord GO Centre Mobility Hub Study (MHS) and Transportation Master Plan (TMP) are currently underway to establish the policy framework to build a complete community around a potential GO Station in the area of Highway 7 and Bowes Road.

The emerging land use scenarios are currently under development, including a compatibility analysis, which will be followed by the transportation modelling and analysis. The Concord GO Centre is on schedule to proceed to the second round of virtual public engagement, including an Open House, beginning in Q1 2021 to seek feedback on the emerging scenario. Given that the potential Concord GO Station does not have an approved Metrolinx Business Case, the outcomes of the MHS and TMP may provide new information to form the basis of a request to update the 2018 Business Case.

A Block plan for Block 60 East has been submitted by the landowner's group and two potential future GO stations have been identified within these lands in VOP 2010, however Metrolinx does not have plans for rail service expansion to Bolton

The Block 60 East lands are designated "Natural Areas" and "Low-Rise Residential" as identified on Schedule 13 of the Vaughan Official Plan 2010. The developable lands within the Block are designated "Low-Rise Residential", which permits a range of housing types including detached, semi-detached and townhouse dwellings. The Block Plan application is intending to implement the land use permitted in VOP 2010 Volume 1.

The lands on the west side of Block 60 East are bound by the CPR rail line and provide service to CPR's MacTier Subdivision. The CPR line in this area had been identified for potential use by Metrolinx for the Bolton Commuter Rail as part of the Bolton Commuter Rail Feasibility Study, completed in 2010. As such, Schedule 10 of VOP 2010 identified two potential GO stations within the Block 60 East lands, identified as part of the feasibility study.

The Block 60 East Block Plan was circulated for internal and external comments in April 2020. Through the review of the block plan, Metrolinx indicated the Bolton Commuter Rail service is a project to be considered beyond 2041 and does not have any current plans for rail service in this area at this time. Metrolinx's new-market driven approach would be used in future to guide future development of potential stations, however the landowners in Block 60 East have not identified or protected for the potential stations identified within this block. The Block 60 East Block Plan, as proposed by the landowners, was presented at Committee of the Whole Public Hearing on November 3, 2020.

The Yonge North Subway Extension project is being developed to allow for implementation using a public/private partnership

Yonge North Subway Extension (YNSE) Project is a cross-jurisdictional transit priority project included in the 2041 Regional Transportation Plan (RTP) that will support growth in the York Region and City of Toronto.

Metrolinx has completed the Initial Business Case for the YNSE. It includes the review of technical and costing alternatives (subway alignment, stations and tunnel type). This process will be followed by a Preliminary Design Business Case and a Full Business Case.

A “one-window” approach to coordinate municipal input to the YNSE project is being established to streamline regional and local municipal interests as the YNSE project advances. It is expected that a presentation by York Region Rapid Transit Corporation and Metrolinx Staff will be made at the City’s Committee of the Whole meeting in the near future.

Previous Reports/Authority

Previous reports relating to Metrolinx related matters can be found at the following links:

[May 20, 2020, Committee of the Whole \(2\) – Metrolinx Activities Update – Spring 2020](#)

[November 5, 2019, Committee of the Whole \(1\) \(Item 6, Report No. 7\) – Metrolinx Activities Update – Fall 2019](#)

[May 7, 2019, Committee of the Whole \(Item 12, Report No. 17\) – Metrolinx Activities Update](#)

[April 11, 2018, Committee of the Whole \(Item 9, Report No. 14\) – Metrolinx Draft 2041 Regional Transportation Plan and Regional Express Rail Initiatives Update](#)

[November 13, 2017, Committee of the Whole \(Working Session\) \(Item 2, Report No. 41\) - Metrolinx Draft 2041 Regional Transportation Plan](#)

[May 16, 2017, Committee of the Whole \(Working Session\) \(Item 1, Report No. 19\) - Metrolinx Regional Express Rail Update](#)

Analysis and Options

Staff continue to work in partnership with York Region and Metrolinx on GO Station Expansions and Pedestrian Connections

In keeping with the City’s Transportation and Mobility objective to be a fully connected

and integrated community by supporting the development of transit and increase cycling and pedestrian infrastructure, staff will continue to work closely with York Region and Metrolinx to coordinate the expansion of the Rutherford and Maple GO Stations.

City staff continue to engage with the Block 27 Landowner's Group and are provided updates on the delivery of the Kirby GO station as they are made available

As the Block 27 Landowner's Group begins their work with Metrolinx in delivering the Kirby GO station, the City will continue to plan for infrastructure to support the lands surrounding the Kirby GO station such as the Kirby Road Widening Environmental Assessment Study from Jane Street to Dufferin Street, which was initiated in September 2019. The City is also engaged with the Block 27 Landowner's Group regarding the Block Plan process and EA process for the Collector Street Network within the Block. Staff continue to be actively involved in the planning and development work for the Block 27 Secondary Plan area including the Kirby GO-Transit Hub Centre to realize the envisioned complete community, with an appropriate mix of land uses, densities and pedestrian-friendly amenities to support the Kirby GO station. The approval of the Secondary Plan and initiation of the Block Plan application process, Collector Road EA, Kirby Road EA, Transit Hub Special Study and Station development process, will provide inputs into the final land use plan to provide for the development of the Station area.

Staff continue to participate in the Municipal Technical Advisory Committee in the implementation of 2041 Regional Transportation Plan and the Yonge North Subway Extension work

Both the 2041 RTP and YNSE work are important Region-wide projects that connects the City to the rest of the GTHA providing a gateway to economic activity in the GTHA, leading to prosperity, investment and social capital. Staff participation in the **Municipal Technical Advisory Committee (MTAC)** is necessary to ensure that the City's priorities are being considered and realized.

Financial Impact

There are no immediate financial impacts associated with this report.

Staff will present to Council in a separate report the Maple GO Station project Memorandum of Understanding outlining the roles and responsibilities of the City and Metrolinx to design, construct, finance, operate and maintain the major components of

the Maple GO station project, including new City infrastructure.

Broader Regional Impacts/Considerations

In support of the development of the new communities, a future Kirby GO station and the Highway 400 Employment Lands, the deployment of York Region Transit's Frequent Transit Network along Kirby Road, Jane Street and Weston Road should be expedited to continue to provide convenient sustainable transportation options in these areas. Staff will continue to work with York Region and York Region Transit to ensure appropriate sustainable transportation options are reviewed for implementation in these areas.

Conclusion

Metrolinx is currently investing in a significant amount of transit infrastructure within the City. It is important that the City's interests are effectively presented to Metrolinx so that they can be incorporated into the ongoing planning and delivery processes.

The proposed Kirby and potential Concord GO Stations, the proposed Bus Rapid Transit Corridors within the City, and the Yonge North Subway Extension continue to be priorities for the City and form the backbone of a multi-modal transportation system that meets the needs of city residents and businesses.

Staff will continue to work with Metrolinx, the Region and transit agencies to protect and advocate for sustainable and safe transportation in the City.

For more information, please contact Vince Musacchio, Director of Infrastructure Planning and Corporate Asset Management, ext. 8311

Attachments

N/A

Prepared by

Winnie Lai, Transportation Project Manager, 8192

Christopher Tam, Transportation Project Manager, 8702

Selma Hubjer, Manager, Transportation Planning, 8674

Michelle Moretti, Senior Planner, Policy Planning & Environmental Sustainability, 8214

Armine Hassakourians, Acting Manager Policy Planning, 8368

Approved by

A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal line extending to the right.

Nick Spensieri, DCM
Infrastructure Development

Reviewed by

A handwritten signature in black ink, appearing to read 'Jim Harnum', with a long horizontal line extending to the right.

Jim Harnum, City Manager

CITY OF VAUGHAN
REPORT NO. 5 OF THE
EFFECTIVE GOVERNANCE AND OVERSIGHT TASK FORCE

*For consideration by the Committee of the Whole
of the City of Vaughan
on November 3, 2020*

The Effective Governance and Oversight Task Force met at 5:03 p.m., on September 23, 2020.

ELECTRONIC PARTICIPATION

Members Present: Councillor Tony Carella, Chair
Councillor Alan Shefman
Peter Badali
Fausto Natarelli
Mary Betty Padula
Elliott Silverstein

Also Present: Todd Coles, City Clerk
Kathy Kestides, Director, Transformation and Strategy
Jim Harnum, City Manager
Wendy Law, Deputy City Manager, Administrative Services & City Solicitor
Kevin Shapiro, Internal Auditor
Rose Magnifico, Council / Committee Administrator

The following items were dealt with:

1. DISCUSSION WITH MARIO G. RACCO, FORMER COUNCILLOR

The Effective Governance and Oversight Task Force advises Council:

- 1) That the comments by Mario G. Racco, in answer to the following 5 questions, were received:
 1. What constitutes governance and how do we define effective governance and oversight?
 2. Provide three example organizations of effective governance in action.

**REPORT NO. 5 OF THE EFFECTIVE GOVERNANCE AND OVERSIGHT
TASK FORCE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE
OF THE CITY OF VAUGHAN ON NOVEMBER 3, 2020**

3. How do we get there? How does an organization implement/operationalize effective governance?
4. What are the key elements or guiding principles required to operationalize effective governance?
5. Where are municipal governments falling short (or conversely, excelling) on their governance responsibilities?

2. OUTSTANDING LIST DATED SEPTEMBER 23, 2020

Councillor Carella, Chair, and Councillor Shefman, Vice-Chair, provided answers to the questions contained in the list that were previously submitted by Fausto Natarelli.

The meeting stood adjourned at 5:59 pm due to loss of quorum.

Respectfully Submitted,

Councillor Tony Carella, Chair

**CITY OF VAUGHAN
REPORT NO. 2 OF THE
ECONOMIC PROSPERITY TASK FORCE**

***For consideration by the Committee of the Whole
of the City of Vaughan
on November 3, 2020***

The Economic Prosperity Task Force met at 8:03 a.m., on September 22, 2020.

ELECTRONIC PARTICIPATION

MEMBERS PRESENT

Council Members: Councillor Sandra Yeung Racco, Chair
Regional Councillor Mario Ferri, Vice-Chair

Members from the Public: Alessia Iafano
Dan Vahid Mashatan
Diana Nuredini

Industry Members: Mike Yorke
Chuck Thibeault
Paula Bustard
Susan Niczowski
Daniel Hengeveld
Melissa Chee
Lisa Phillips
Jamari Ambursely
(Abdus Samad for Brian Shifman)

Also Present: Rose Magnifico, Council / Committee Administrator
Katie Maginn, Acting Manager, Small Business and
Entrepreneurship
Raphael Costa, Acting Director, Economic and Cultural
Development
Felicia Coniglio, Communications and Engagement
Advisor
James Bang, Economic Development Officer
Michelle Samson, Economic Development Officer
Kitty Yung, Project Manager, Smart City Business
Program
Shirley Kam, Manager, Special Projects Economic
Development
Michael Genova, Director of Corporate and Strategic
Communications
Robert Unterman, York Region

**REPORT NO. 2 OF THE ECONOMIC PROSPERITY TASK FORCE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE
OF THE CITY OF VAUGHAN ON NOVEMBER 3, 2020**

The following items were dealt with:

1. COVID-19 IMPACT OPPORTUNITY STATEMENT REVIEW AND DISCUSSION

The Economic Prosperity Task Force advises Council:

- 1) That the discussion with respect to the following Covid-19 Impact Opportunity Statement, presented by the Acting Manager, Small Business and Entrepreneurship, was received:

Recent challenges have demonstrated that an economy needs to be adaptable, flexible, and the inter-dependencies of sectors need to be acknowledged and fostered in order to drive resilience and success. Furthermore, the physical and program infrastructure needs to be in place to help organizations be flexible and adapt to challenges.

2. CITY BRANDING: MARKETING, OUTREACH AND EDUCATION

The Economic Prosperity Task Force advises Council:

- 1) That the presentation by the Economic Development Officer and presentation material titled “The Vaughan Advantage”, was received.

The meeting adjourned at 9:29 a.m.

Respectfully Submitted,

Councillor Sandra Yeung Racco, Chair