

**COMMITTEE OF THE WHOLE (1) – NOVEMBER 3, 2020**

**COMMUNICATIONS**

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**Distributed October 30, 2020**

**Item**

- |     |  |                    |
|-----|--|--------------------|
| C1. | Memorandum from the Deputy City Manager, Infrastructure Development, dated November 3, 2020. | Presentation<br>#3 |
|-----|--|--------------------|

**Distributed November 3, 2020**

- |     |                        |   |
|-----|------------------------|---|
| C2. | Presentation material. | 3 |
|-----|------------------------|---|

**Disclaimer Respecting External Communications**

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Please note there may be further Communications.

**DATE:** November 3, 2020

**TO:** Mayor and Members of Council

**FROM:** Nick Spensieri, Deputy City Manager, Infrastructure Development

**RE:** **COMMUNICATION  
PETITION BY RESIDENTS OF GALEN CRESCENT TO REMOVE  
PROPOSED SIDEWALK REATED TO THE NASHVILLE HEIGHTS-  
MIZUNO PLAN OF SUBDIVISION 19T-16V010, COMMITTEE OF THE  
WHOLE NOVEMBER 3, 2020**

### **PRESENTATION 3**

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## **Recommendation**

That the proposed sidewalk in the Nashville Heights - Mizuno plan of subdivision specifically located on Galen Crescent be constructed as per the approved plan of subdivision and relevant city policies and guidelines.

## **Background**

The purpose of this Communication is to provide the Mayor and members of Council information regarding the sidewalk deletion petition from residents of Galen Crescent in Block 61 and provide the current rationale and guidelines for new sidewalk construction in new subdivision development.

On June 27, 2020 staff received correspondence from residents of Galen Crescent in Block 61 requesting that their petition to remove the sidewalk on their street be received and accepted. Attachments 1 and 2 show the location of the sidewalks to be removed and the community plan showing the full sidewalk network. Residents of Galen crescent have been in contact with several City staff and have provided rationale to remove the sidewalk. The rationale includes past precedent of petitions being submitted, other Crescents in the City without sidewalks, environmental impacts, the unanimous intention of all residents on Galen crescent (20 residential dwellings) and precedents of other pathways in Vaughan that are found at the end of crescents without a sidewalk.

The City's sidewalk guidelines recognize the need for sidewalks along public roads to provide routes for pedestrians, which connect to community services such as schools, parks, trails, open spaces, businesses and transit. Following a review of the area, the sidewalk on Galen Crescent will provide a pedestrian connection between Mactier Drive, which is a Collector Street and serves as a vital connection through the neighbourhood, and the planned trail network/multi-use path network to the west of

Galen Crescent. As such, sidewalks on Galen Crescent will provide pedestrian connectivity for the neighbourhood between these vital planned links/pathways.

The development plan for any subdivision network of roads and pedestrian options considers policies and guidelines such as the Official Plan, the City of Vaughan Pedestrian and Bicycle Master plan, Greening directions Vaughan and an Engineering Standards review.

### **The Official Plan**

The Official Plan supports City-wide active transportation options such as walking and cycling as viable modes of transportation for commuter, recreational and other travel. It further supports that provisions should be made for appropriate facilities and infrastructure, such as sidewalks, trails and bicycle lanes, which may be secured through the development approvals process should be undertaken to plan for universal accessibility. Gaps in the street network are to be minimized by the provision of strategically located sidewalk and pathway connections ensuring that the design of large development sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks.

### **Greening Directions Vaughan**

Greening Directions Vaughan contains objectives that further speak to the development and sustainability of a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation. The City's Community Sustainability and Environmental Master Plan was designed to guide the community to a more sustainable future. The objectives of Green Directions Vaughan support development of the sidewalk network, active transportation, and complete streets, which would encourage walking – the most sustainable mode of transportation.

### **City of Vaughan Pedestrian and Bicycle Master Plan**

The City's Pedestrian and Bicycle Master Plan recommends that sidewalks be provided on at least one side of all residential streets. The Pedestrian and Bicycle Master Plan further recommends that the City works to provide pedestrian connections and sidewalks to minimize gaps in the network and protect for community-level connectivity to major streets, parks, schools, or trail systems.

### **Engineering Standards Review**

Galen Crescent is planned as a City of Vaughan Local Road with a 17.5m right-of-way. Per our Engineering Standards, the 17.5m Local Road standard contains a 1.5m sidewalk on one (1) side of the roadway. The requirement for sidewalks, trails and their locations are further captured in our Engineering Design Criteria and in the subdivision Agreement.

### **Development Review**

The block 61 West community features comprehensive sidewalk networks on every road on at least one side. The development recommendations included an effective network of sidewalks and trails that satisfied the active transportation policies in the VOP, which staff supported, and Council approved. In reviewing the development plans for Galen Crescent, we note that the engineering drawings provided to the City for file 19T-16V010 include the sidewalk on Galen Crescent, are dated April 2017 and were further shown on community plans which should have been available at the time of purchase. As such, the sidewalk on Galen Crescent has been planned in accordance with our policies and has been sufficiently shown on the development plans for some time. Transportation and mobility form part of approved council priorities and strategic initiatives aimed at improving the local road network and advancing active transportation options. Staff have endeavored to design and approve communities with this in mind.

Based on Staff's review, it is our position that the sidewalk removal request cannot be supported. The sidewalks on Galen Crescent are planned in accordance with our policies, Council directives, and engineering standards. The sidewalk will provide a linkage between the multi-use pathway network and Mactier Drive, which is an important connection for the greater community and provides additional safety while minimizing risk to the City and pedestrians who would otherwise have to resort to other options such as walking along the roadway.

For more information, contact Frank Suppa, ext. 8255

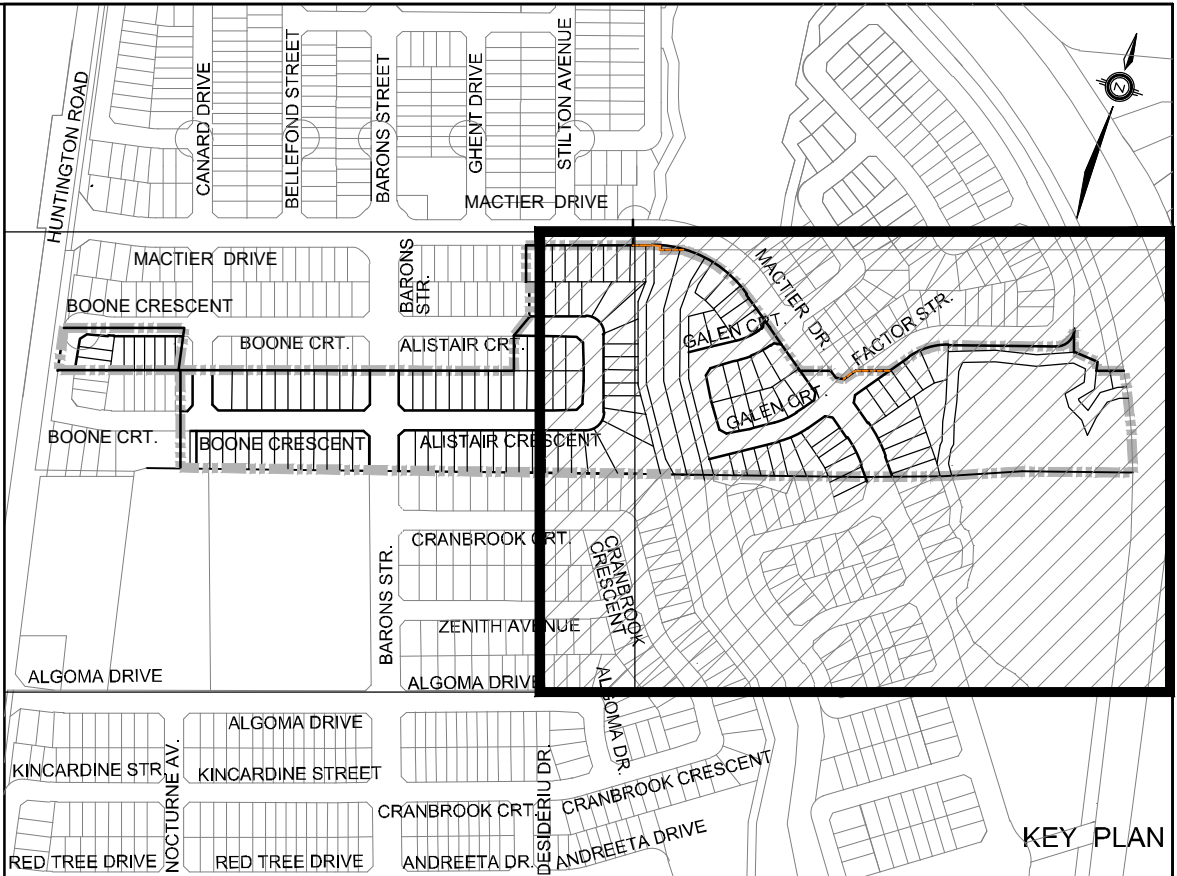
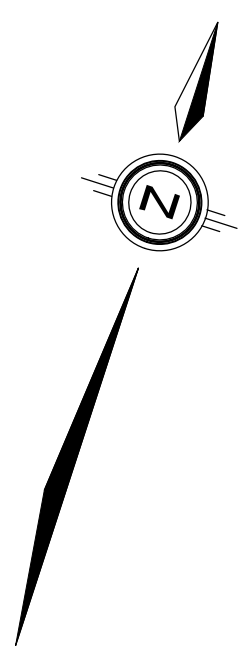
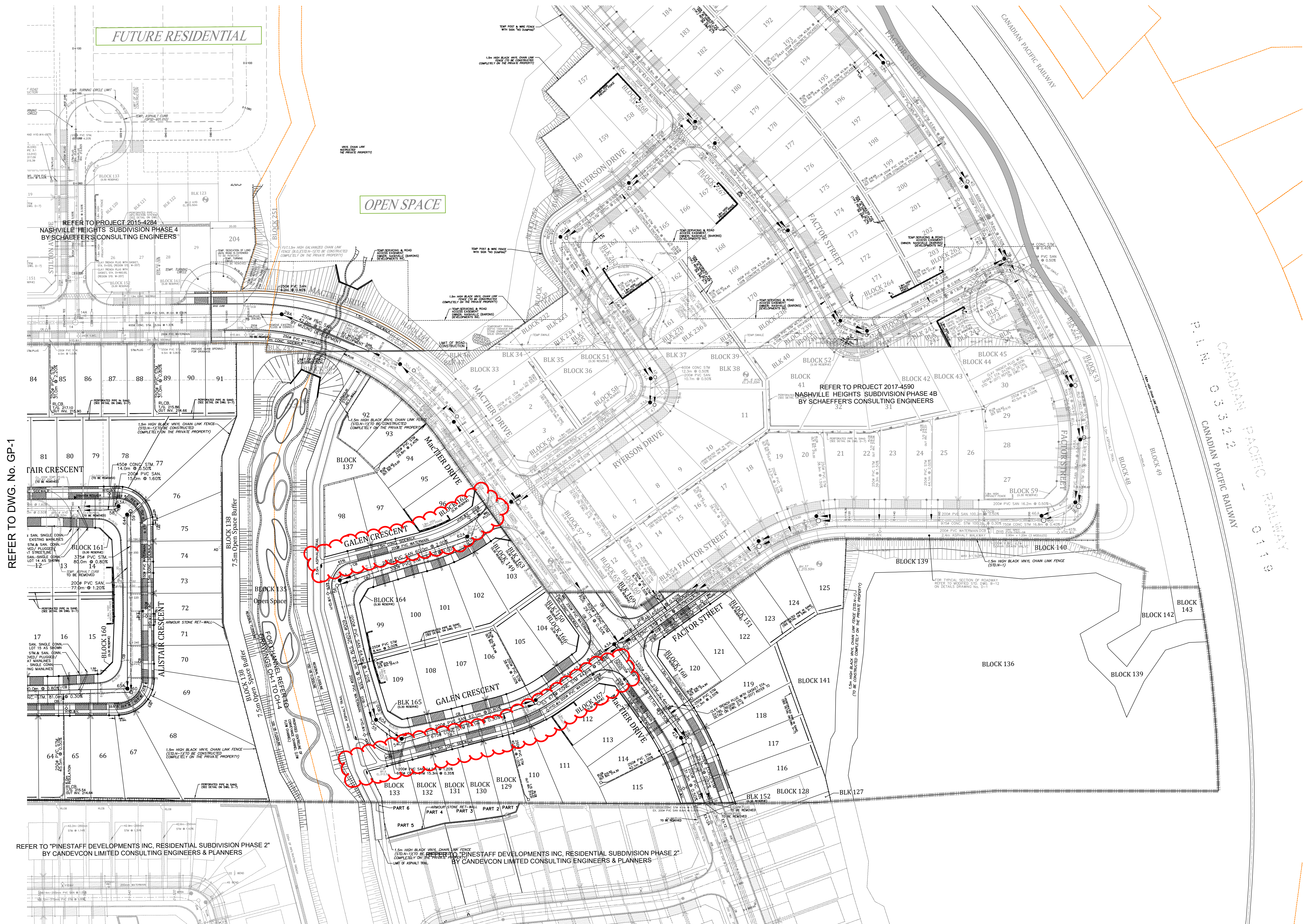
Respectfully submitted

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

Nick Spensieri  
Deputy City Manager, Infrastructure Development



ATTACHMENT 1 - DESIGN DRAWING



- NOTES:
1. THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS, AND WHERE SHOWN THE ACCURACY OF THE LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITIES OF DAMAGE.
  2. ALL AREAS DISTURBED DURING CONSTRUCTION OF SEWERS AND WATERMAINS TO BE RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE CITY OF VAUGHAN AND REGION OF YORK. AREAS WHERE GRASS EXISTS UNDER PREDEVELOPMENT CONDITIONS ARE TO BE TOPPED WITH 150mm TOPSOIL AND SOODED; OTHERWISE, AREAS TO BE RESTORED WITH 150mm TOPSOIL AND HYDROSEED, ALL TO THE SATISFACTION OF THE CITY AND REGION. ALL EXISTING SERVICES TO BE ADJUSTED TO SUIT NEW GRADES.
  3. FOR GENERAL NOTES REFER TO DWG. No. GN-2

- LEGEND:
- DENOTES LIMIT OF MIZUNO LANDS
  - DENOTES COMMUNITY MAIL BOX LOCATION (CONCRETE SLAB) CPC SPEC. E10X-ENG-08 1.20m x 2.05m (2 MODULES) FOR DETAIL REFER TO DETAIL DRAWING
  - DENOTES COMMUNITY MAIL BOX LOCATION (CONCRETE SLAB) CPC SPEC. E10X-ENG-06 1.90m x 2.90m (3 MODULES) FOR DETAIL REFER TO DETAIL DRAWING
  - DENOTES 610mm X 610mm SQUARE TACTILE WALKING SURFACE INDICATOR PLATES (TWSIS) FOR CONCRETE SIDEWALK RAMP REFER TO DRAWING D-6 FOR DETAIL

REVISIONS			
No.	DESCRIPTION	By	Date
1.	DOUBLE SANITARY & STORM SERVICE CONNECTIONS HAVE BEEN SPLITTED TO SINGLE SANITARY & STORM SERVICE CONNECTIONS AT LOTS 13414, 13416, 13416A, 13424, 13424A PER PERQUEST RELOCATE HYDRO TAILS FROM THE FLANKAGE OF THE LOTS TO THE INTERIOR SIDE BY "PARADISE DEVELOPMENTS", E-MAIL FROM JEREMY BARUCH @ 2018-11-12.	M.N.	NOV. 19, 2018
2.	REVISED GRADING AT LOT 92 AS PER CITY COMMENTS AND ADDED HYDRAULIC, W/L.	D.L.	2019-12-20



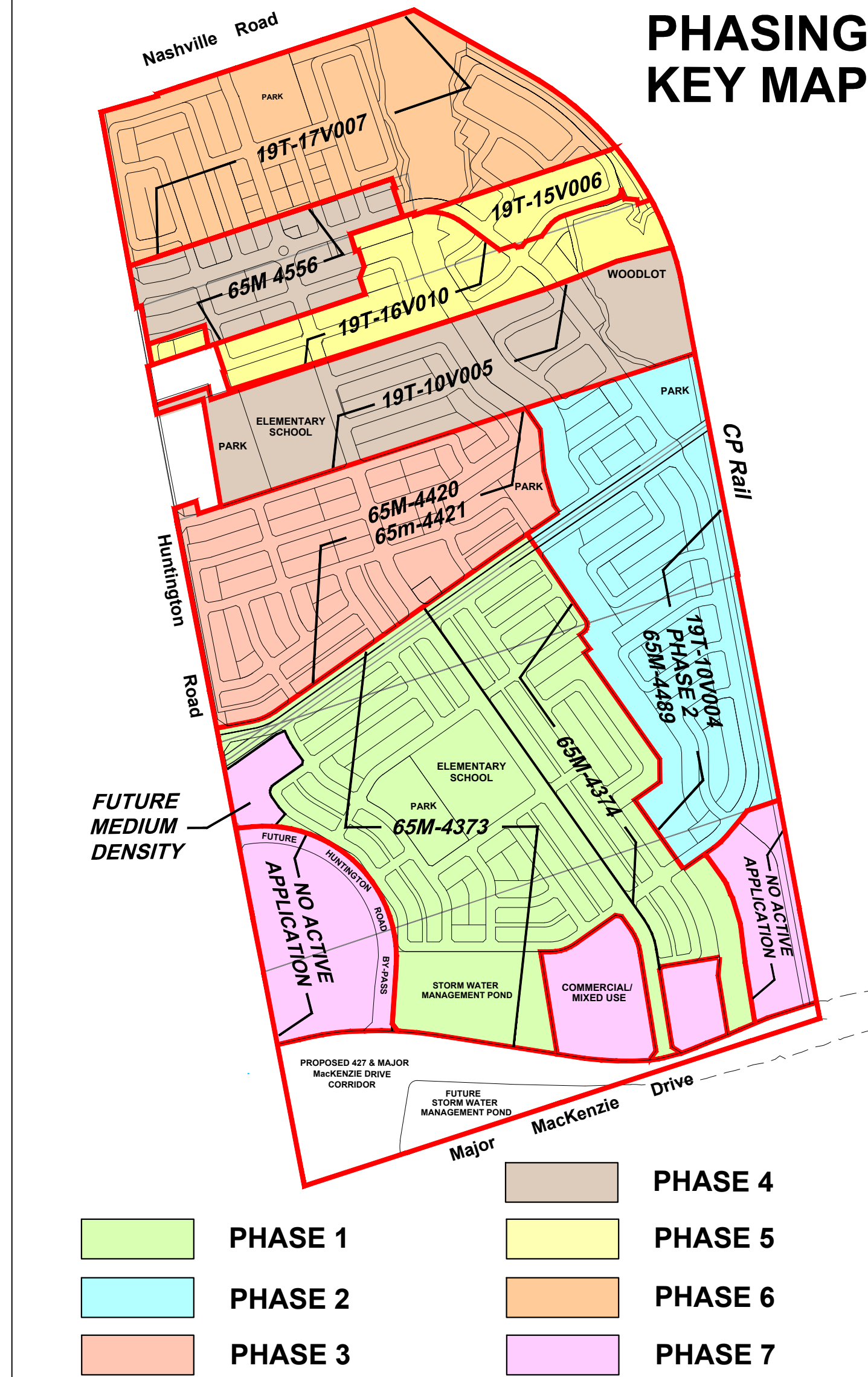
# Community Information Plan

## Nashville Heights - Block 61 West

### LAND USES

- SUBJECT LANDS**
- LOW DENSITY RESIDENTIAL**
- MEDIUM DENSITY RESIDENTIAL**
- MIXED USE / MEDIUM DENSITY RESIDENTIAL**
- PARKS / PUBLIC OPEN SPACE**
- ELEMENTARY SCHOOLS**
- COMMERCIAL / MIXED USE**
- STORM WATER MANAGEMENT PONDS**
- OPEN SPACE**
- WOODLOT**
- PIAZZA / TOWN SQUARE**
- TRANS-CANADA PIPELINE**

### PHASING KEY MAP



REVISIONS MAY OCCUR TO THE ROAD NETWORK, STREET NAMES AND LAND USE OUTSIDE OF PHASE 1. ALL REVISIONS TO THESE ITEMS WILL REQUIRE APPROVAL BY THE CITY OF VAUGHAN.

### NOTES

**POSTAL DELIVERY**  
PLEASE BE ADVISED THAT MAIL DELIVERY TO THIS AREA WILL BE BY MEANS OF COMMUNITY MAILBOXES IN THE LOCATIONS SHOWN

**SCHOOL CONSTRUCTION**  
THERE ARE NO ASSURANCES AS TO THE TIMING OF NEW SCHOOL CONSTRUCTION NOR GUARANTEES THAT SCHOOLS WILL BE PROVIDED ON THE SITES SHOWN ON THIS PLAN

**PARK CONSTRUCTION**  
THERE ARE NO ASSURANCES AS TO THE TIMING OF NEW PARK CONSTRUCTION NOR GUARANTEES THAT PARKS WILL BE PROVIDED ON THE SITES SHOWN ON THIS PLAN. PARK FEATURES AND FACILITIES ARE AT THE DISCRETION OF THE CITY AND COULD CHANGE WITHOUT NOTICE TO PURCHASERS.

**STORM WATER MANAGEMENT PONDS**  
STORM PONDS ARE DESIGNATED FOR RE-NATURALIZATION AND THEREFORE SHALL RECEIVE MINIMAL MAINTENANCE. IN ADDITION, STORM PONDS ARE DESIGNATED FOR PASSIVE ACTIVITIES SUCH AS WALKING AND HIKING.

**VALLEY AND OPEN SPACE LANDS**  
VALLEY LANDS AND OPEN SPACE LANDS ARE NATURALIZED CONSERVATION AREAS AND DESIGNED FOR RE-NATURALIZATION AND THEREFORE SHALL RECEIVE MINIMAL MAINTENANCE. NO ENCROACHMENTS OR DUMPING ARE PERMITTED. IN ADDITION, NO OPENINGS (E.G. ACCESS GATES) ARE PERMITTED ALONG THE CHAIN-LINK FENCING ADJACENT TO THE OPEN SPACE LANDS.

**PEDESTRIAN TRAILS**  
LAYOUT OF PEDESTRIAN TRAILS IS PRELIMINARY AND SUBJECT TO CHANGE. NOISE AND LIGHTING SHOULD BE EXPECTED FROM USE OF THE MULTI-USE TRAILS. THE LAYOUT OF PEDESTRIAN MULTI-USE TRAILS IS PRELIMINARY AND SUBJECT TO CHANGE. THE FINAL LOCATION OF THE MULTI-USE TRAILS AND WALKWAYS WILL BE DETERMINED THROUGH DETAILED PLAN OF SUBDIVISION PROCESS. OPEN SPACE BLOCKS MAY BE USED FOR FUTURE TRAILS.

**WOODLOT**  
THE WOODLOT IS AN ENVIRONMENTALLY SENSITIVE AREA. THEREFORE NO ENCROACHMENTS OR DUMPING ARE PERMITTED. IN ADDITION, NO OPENINGS (E.G. ACCESS GATES) ARE PERMITTED ALONG THE EXISTING CHAIN LINK FENCING ADJACENT TO THE WOODLOT.

**TRANSIT**  
PURCHASERS AND/OR TENANTS ARE ADVISED THAT INTERNAL STREETS MAY BE SUBJECT TO TRANSIT BUS TRAFFIC. PURCHASERS AND/OR TENANTS ARE ADVISED THAT THE COLLECTOR AND PRIMARY ROADS WITHIN THE DEVELOPMENT AREA ARE EXPECTED TO SUPPORT MORE TRAFFIC THAN LOCAL ROADS AND IF DEMAND WARRANTS, TRANSIT ROUTES IN THE FUTURE.

**TRANS CANADA PIPELINE**  
PURCHASERS AND/OR TENANTS ARE ADVISED THAT TRANS CANADA PIPELINE OWNS A RIGHT-OF-WAY ALONG EAST'S CORNERS BOULEVARD WITHIN THE PLAN. HIGH PRESSURE GAS PIPELINE IS PRESENTLY EXIST WITHIN THE RIGHT-OF-WAY

**CP RAILWAY CROSSING**  
THERE IS A PROPOSED PEDESTRIAN AND CYCLING CROSSING OF THE CP RAILWAY RIGHT-OF-WAY IN THE DRAFT PLAN OF SUBDIVISION. THIS CONCEPTUAL DESIGN HAS BEEN IDENTIFIED AS EITHER AN UNDERPASS/TUNNEL OR AN OVERHEAD BRIDGE STRUCTURE. THESE CONCEPT DESIGNS MAY CHANGE BASED ON FUTURE DISCUSSIONS BETWEEN THE CITY OF VAUGHAN, CP RAIL AND OTHER ASSOCIATED APPROVAL AGENCIES. LIGHTING AND NOISE SHOULD BE EXPECTED FROM THE USE OF THIS FEATURE TO CROSS THE RAILWAY CORRIDOR.

**FOR FURTHER INFORMATION ON PROPOSED AND EXISTING LAND USES, PLEASE CALL OR VISIT THE CITY OF VAUGHAN DEVELOPMENT PLANNING DEPARTMENT AT 2141 MAJOR MacKENZIE DRIVE (905) 832-8565.**

**FOR DETAILED GRADING AND BERMING INFORMATION, PLEASE CALL THE DEVELOPERS ENGINEERING CONSULTANT SCHAEFFER & ASSOCIATES LTD. (905) 738-6100.**

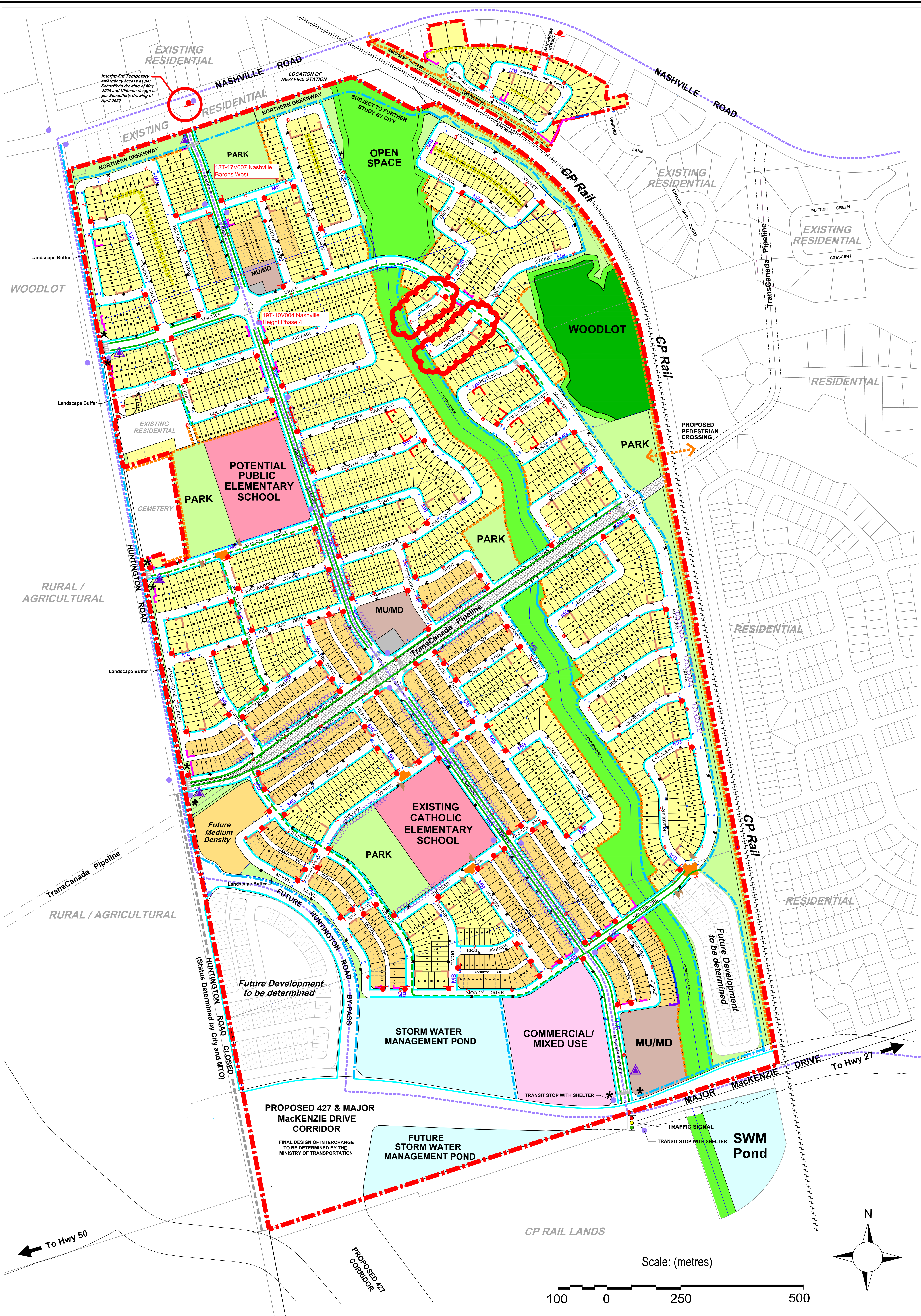
**THIS MAP IS BASED ON INFORMATION AVAILABLE AS OF APRIL 1, 2019 AND MAY BE REVISED OR UPDATED WITHOUT NOTIFICATION.**

Mauro Peverini,  
Director of Development Planning

Date:  
Revised: June 8, 2020

Prepared by:

**MALONE GIVEN PARSONS LTD.**  
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Markham, Ontario, L3R 6B3  
Tel: (905) 513-0170 Fax: (905) 513-0177



### LEGEND

- SIDEWALKS**
- COMMUNITY MULTI-USE TRAIL**
- BIKE LANES**
- SIGNED BIKE ROUTE**
- 1.8m HIGH PRIVACY FENCE**
- 1.8m ACOUSTIC FENCE**
- 1.9m ACOUSTIC FENCE**
- 2.0m ACOUSTIC FENCE**
- 2.2m-2.5m ACOUSTIC FENCE**
- 1.5m-1.8m HIGH CHAIN LINK FENCE**
- CROSS WALK**
- LAYBY PARKING**
- TRANSIT ROUTE**
- TRANSIT STOP**
- STOP SIGN**
- COMMUNITY MAIL BOX**
- HYDRO TRANSFORMER PAD**
- NEIGHBOURHOOD TRAFFIC CALMING SIGN**
- RAISED INTERSECTIONS**
- RAISED INTERSECTION SIGN**
- RAISED INTERSECTION AHEAD SIGN**
- ENHANCED ENTRY FEATURES**
- STREETLIGHT CONTROL PEDESTAL (TRAFALGAR POLE)**
- FIRE HYDRANT**
- CATCH BASIN**
- INFILTRATION TRENCH**

### LOT & UNIT TYPES

- 18.3m SINGLE DETACHED DWELLINGS**
- 15.2m SINGLE DETACHED DWELLINGS**
- 13.4m SINGLE DETACHED DWELLINGS**
- 12.8m SINGLE DETACHED DWELLINGS**
- 12.2m SINGLE DETACHED DWELLINGS**
- 11.6m SINGLE DETACHED DWELLINGS**
- 9.2m SINGLE DETACHED DWELLINGS**
- 17.0m SEMI DETACHED DWELLINGS**
- 15.0m SEMI DETACHED DWELLINGS**
- 7.0m TOWNHOUSE DWELLINGS**
- 6.0m TOWNHOUSE DWELLINGS**





# Mackenzie Health Update

Presentation to Vaughan Council

Altaf Stationwala  
President & CEO, Mackenzie Health  
Tuesday, November 3, 2020

# Mackenzie Health today

We are laser focused on:

- Fighting the **COVID-19 pandemic** and keeping our staff and patients safe
- Preparing for **our two-hospital future**
- Enabling **enhanced care through smart technologies** and innovation
- Securing adequate operational **funding** and raising the local share with our capital campaign



Mackenzie Richmond Hill Hospital



Cortellucci Vaughan Hospital



# Challenges and learnings of COVID-19

- Challenges and learnings:
  - Virus was largely unknown
  - Personal Protective Equipment (PPE)
  - Affected populations and community supports
  - Emergency Department volumes and scheduled procedures
  - Testing and case counts
  - Flu season

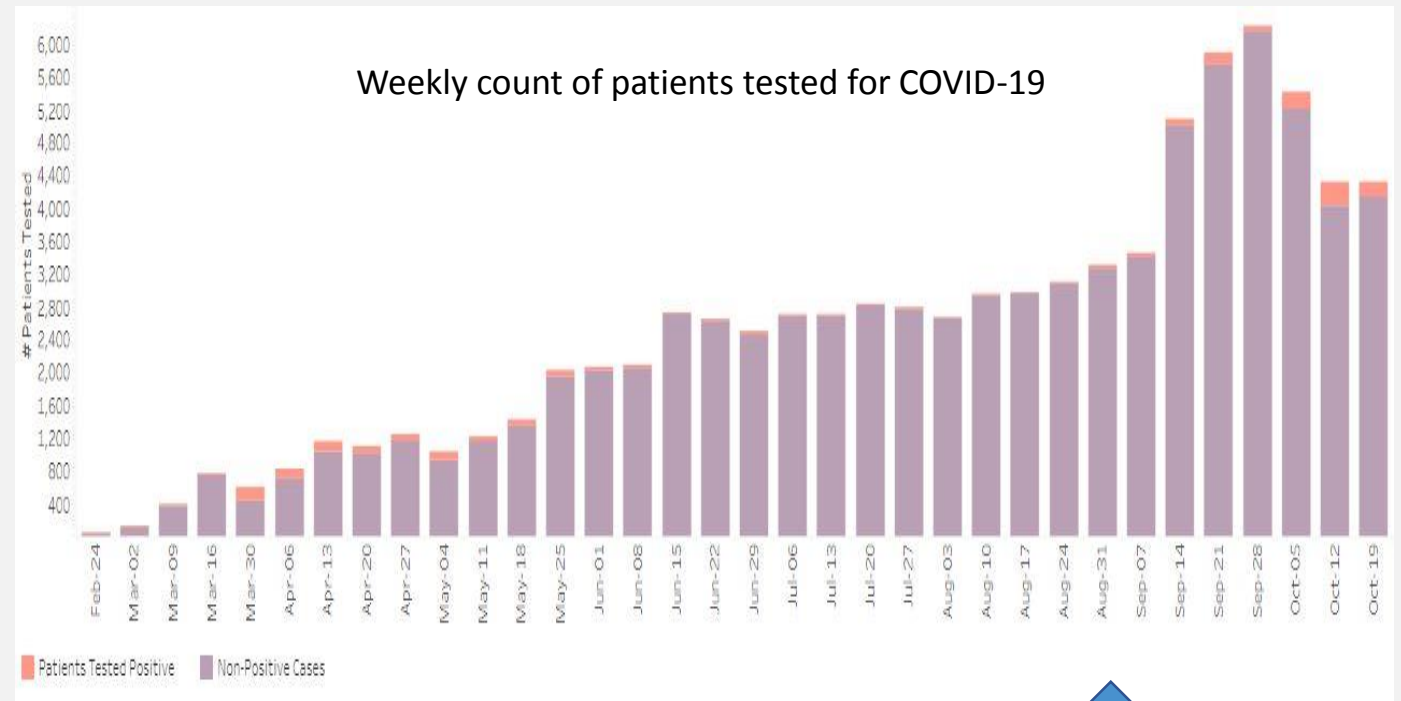




# Mackenzie Health COVID-19 Assessment Centres



- Total # of tests since the start of the pandemic: 87,069
- Total # of tests in wave 1: 47,445
- Total # of tests in wave 2: 39,624



wave 2 begins

\*data is current as of October 28, 2020



# COVID-19 success stories

- There were success stories – some hospitals were “COVID-19 free” and we saw inspiring patient recoveries

CBC

**'Feisty' 103-year-old survives COVID-19 while reading so many books, hospital staff 'couldn't keep up'**



Rose Weinstock's father survived Spanish flu in 1920



Laura Howells · CBC News · Posted: Jun 24, 2020 2:56 PM ET | Last Updated: June 24



Rose Weinstock, age 103, calls herself 'one of the lucky ones.' (Sue Goodspeed/CBC)

**TORONTO STAR**

STAR EXCLUSIVE

**After seven weeks, one of Ontario's first COVID-19 patients to be intubated leaves the ICU, to applause**



By Megan Ogilvie Health Reporter  
Sat., April 25, 2020 | 8 min. read





# Capacity challenges

- Returning to normal hospital operations means a return to over-crowding and capacity challenges
- Mackenzie Richmond Hill Hospital was the most over-crowded hospital in Ontario – over capacity for 179 of the first 181 days in 2019

## TORONTO STAR

### Hospitals warn of ‘enormous growing risk’ as they urge stronger COVID-19 measures

By **Megan Ogilvie** Health Reporter  
Sun., Oct. 4, 2020 | 6 min. read

At Mackenzie Richmond Hill Hospital, emergency volumes are back to pre-pandemic levels, putting a strain on its already busy emergency department that typically sees between 300 and 320 patients a day, said Dr. David Rauchwerger, Mackenzie Health’s chief of emergency medicine.

“The luxury during wave one when we were at 50 per cent volumes, we could repurpose some of our space to more safely see patients. We don’t have that luxury anymore,” he said.

The Richmond Hill Hospital is currently at 89 per cent capacity and was at 104 per cent capacity on Sept. 28, according to a spokesperson from Mackenzie Health. Its two COVID-19 assessment centres are currently testing up to 1,000 people a day — nearly double the number a few weeks ago, the spokesperson said.



Toronto · CBC Investigates

**Some of Ontario's biggest hospitals are filled beyond capacity nearly every day, new data reveals**



#### Ontario's Most Overcrowded Hospitals

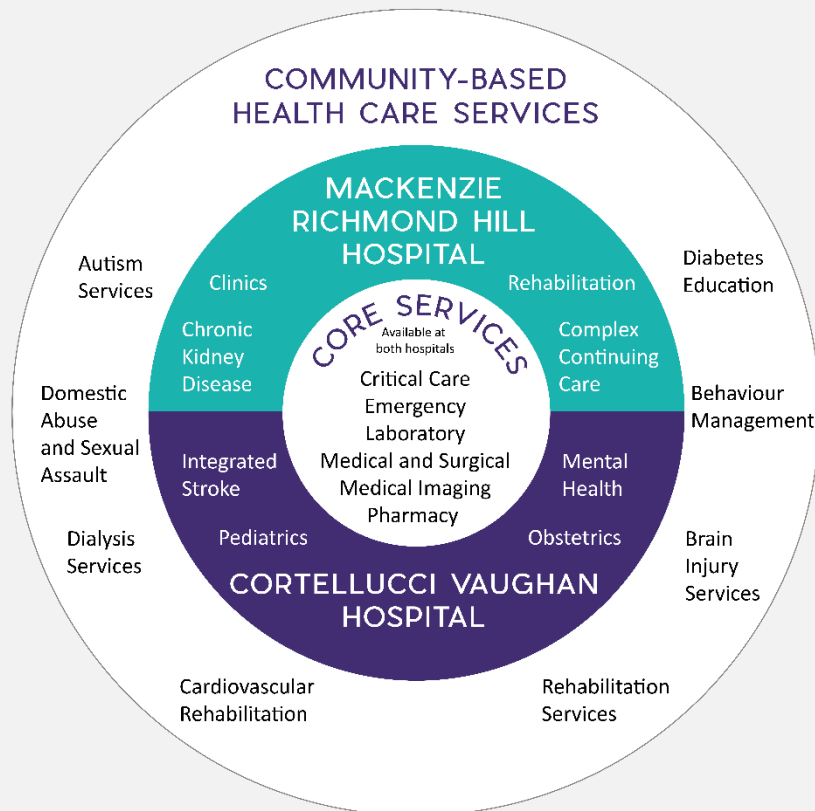
Days over 100% capacity, Jan-June 2019 (181 days)

Richmond Hill Hospital	179
Peterborough Regional Health Centre	176
Greater Niagara General Hospital (Niagara Falls)	176
Hamilton General Hospital	172
Southlake Regional Health Centre (Newmarket)	170
Health Sciences North (Sudbury)	168
Ajax Pickering Hospital	167
Centenary Hospital (Scarborough)	167
Oshawa Hospital	167
Guelph General Hospital	148



# Creating health care capacity

- Cortellucci Vaughan Hospital is a concrete solution to creating additional capacity in the health care system



## Total bed capacity

- **Mackenzie Richmond Hill Hospital: 340 beds**
- **Cortellucci Vaughan Hospital: 342 beds**
- **Total: 682 beds**



# Achieving Substantial Completion at Cortellucci Vaughan Hospital



September 18, 2020: Substantial completion milestone celebration with government and construction partners

> STAR EXCLUSIVE

## A hospital designed 'through the eyes of a patient'

With a \$1.7B price tag and several controversies along the way, Vaughan hospital is finally ready

**MEGAN OGILVIE**  
HEALTH REPORTER

**NOOR JAVED**  
STAFF REPORTER

It's been more than a decade in the works, comes with a \$1.7 billion price tag and has overcome controversies, political hurdles and the onset of a global pandemic, but construction of the Cortellucci Vaughan Hospital is now complete.

The long-awaited building, located

minutes from Highway 400 and within view of Canada's Wonderland, means residents of Vaughan — one of the country's fastest-growing cities with a population of 335,000 — can receive hospital care within their community.

A part of Mackenzie Health, the hospital will open its doors to patients early next year after training thousands of staff, testing hundreds of pieces of equipment and computer systems and practising how to safely deliver care in a

new building.

A smart hospital, the Vaughan building will be able to seamlessly connect patients to their electronic medical records at all parts of their care journey. It also has a state-of-the-art ventilation system that contains air flow within some rooms — and even entire hospital floors — which is vital to curb the spread of infectious diseases.

[HOSPITAL continued on A3](#)

September 20, 2020: front-page feature in the Toronto Star



# Looking towards opening day at Cortellucci Vaughan Hospital



Vic De Zen Family Welcome Centre



The Giovanni De Gasperis ♦ Eugene Kohn Learning Centre



Mental Health courtyard



Lorenzo and Melina De Meneghi Boulevard of Care



Magna Emergency triage area



Auditorium Green Roof



# Enabling enhanced care through smart technology and innovation

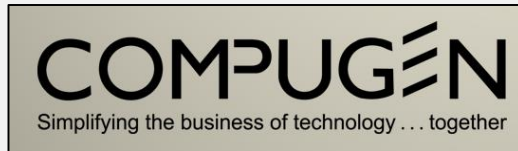


- Highest certification of electronic medical record adoption – 1<sup>st</sup> in Canada
- HIMSS Nicholas E. Davies Award of Excellence and CHIME Most Wired in both 2018 and 2020
- First in Ontario to have two modular data centres connecting both hospitals by a fibre-optic cable
- Piloting MyCare bedside technology and smart beds to lead to a better patient experience
- MyChart patient portal lets patients access their health information at home





# Generating significant economic & employment activity in the region



- **1,000+** construction jobs between 2016 and 2020
- **20+ York Region-based companies** involved in the construction phase

- **1,500 full-time** equivalent hospital staff positions
- **100 new physicians**
- **350 volunteers**





# Community Effort



- It takes both government and community support to make the new hospital a reality
- Local share: \$250 million
  - More than **\$178 million** raised to date





# Questions?

