

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

Monday, January 25, 2021

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

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- 2. DISCLOSURE OF INTEREST**
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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

www.vaughan.ca (Agendas, Minutes and Live Council Broadcast)

Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): ALL

TITLE: INTERIM PROPERTY TAX LEVY FOR 2021 – ALL WARDS

FROM:

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

ACTION: DECISION

Purpose

To inform Council on the issuance of the interim property tax bills for 2021 to all property classes, under the authority of section 317 of the *Municipal Act*, 2001, as amended.

Report Highlights

- The issuance of an interim property tax levy provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York and the Province of Ontario for education purposes
- The interim levy will produce total property tax revenue of approximately \$450 million based on taxable assessment of approximately \$108 billion
- These interim funds are raised for the City, the Region of York and all school boards for operational purposes.

Recommendation

1. THAT a by-law be approved to levy interim property taxes for 2021, with three instalments due in March, April and May for all property classes.

Background

The issuance of an interim property tax levy provides funds for the City to meet day-to-day operating and capital financial obligations.

As noted above, the Interim levy can be paid in three equal instalments due March, April and May. Further, taxpayers have the option to enroll in the Pre-Authorized instalment due date payment plan for interim and final billing or the eleven-month instalment plan. The withdrawals for the due date payment plan will be made on the Interim billings' instalment due date and the withdrawals for the 11-month plan will be made on the first banking day of each month from January to November.

Previous Reports/Authority

N/A

Analysis and Options

The Interim billing will be calculated utilizing the 2021 assessment roll as provided by the Municipal Property Assessment Corporation (MPAC).

In accordance with current Provincial legislation, the interim amount levied by property is subject to the following rules:

1. The amount levied on a property shall not exceed 50% of the total taxes levied on the property for the previous year, subject to an adjustment, as per Section 317(9), should it appear the levy would be too high or too low in relation to an estimate of the total taxes that will be levied for 2021.
2. 50% of the 2020 tax rate will be applied to the 2021 assessment to calculate the levy.
3. For the purpose of calculating the total amount of taxes for the previous year, any amount levied for only part of the year will be annualized.
4. For new property assessments added to the roll for the 2021 taxation year, the levy will be calculated by applying 50% of the 2020 tax rate to the 2021 assessment.
5. The interim levy for properties in the commercial, industrial and multi-residential classes (capped classes) will include an amount equal to 50% of the 2020 capping adjustment, if applicable.

The 2021 final tax billing will also be calculated utilizing the assessment values as provided by the Municipal Property Assessment Corporation (MPAC). The final billing will be issued in June and will be due in July, August, September (Residential); August, September, October (non-residential).

Financial Impact

The issuance of an interim property tax levy provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York and the Province of Ontario for education purposes. The interim levy will produce total property tax

revenue (City, Region and Education) of approximately \$450 million based on taxable assessment of approximately \$108 billion.

Broader Regional Impacts/Considerations

The City of Vaughan will be collecting an amount of approximately \$182 million in interim property taxes on behalf of the Region of York.

Conclusion

The interim levy will produce total property tax revenue of approximately \$450 million based on taxable assessment of approximately \$108 billion. These interim funds are raised for the City's, Region of York's and School Boards' operational purposes.

For more information, please contact:

Maureen Zabiuk, Manager, Property Tax & Assessment

Dean Ferraro, Director of Financial Services/Deputy Treasurer

Attachments

None

Prepared by

Maureen Zabiuk, A.I.M.A., CMRP

Manager, Property Tax & Assessment

Ext. 8268

Approved by



Michael Coroneos

Deputy City Manager,

Chief Financial Officer & Treasurer

Reviewed by



Jim Harnum, City Manager

Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): ALL

TITLE: 2021 TEMPORARY BORROWING BY-LAW

FROM:

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

ACTION: DECISION

Purpose

To obtain Council approval to allow the City of Vaughan to temporarily borrow funds, if required to do so.

Report Highlights

- The Municipal Act, 2001 authorizes a municipality to borrow money, as Council considers it necessary, to meet the current expenditures of the Corporation for the year until taxes are collected and other non-tax revenues are received.
- A By-law is required for the purpose of authorizing the Corporation to borrow money if deemed necessary to meet current expenditures for the year 2021.
- In the event the City finds it necessary to borrow money for operational requirements, this By-law gives the Treasurer the authority to temporarily borrow money, subject to legislative limitations.

Recommendation

1. That a Temporary Borrowing By-law as contained in Attachment 1 to this report be enacted in accordance with Section 407 of the Municipal Act, 2001, for an amount up to \$79,475,000 from the City's Corporate bank of record.

Background

Section 407(1) of the Municipal Act, 2001 states:

“At any time during a fiscal year, a municipality may authorize temporary borrowing, until the taxes are collected and other revenues are received, of the amounts that the municipality considers necessary to meet the expenses of the municipality for the year and of the amounts, whether or not they are expenses for the year, that the municipality requires in the year...”

In the past, the City of Vaughan has avoided bank financing for operating purposes. Sound cash management practices supported by fiscal policies have stabilized Vaughan’s financial position. However, as a matter of practice, a temporary borrowing by-law is recommended for unforeseen circumstances.

Previous Reports/Authority

[2020 Report](#)

Analysis and Options

Staff does not anticipate having to temporarily borrow money in 2021 to meet operational requirements. If the City of Vaughan finds it necessary to borrow money for this purpose, this By-law provides the Treasurer the authority to temporarily borrow money, subject to the legislative limitations noted above.

Section 407(2) of the Municipal Act, 2001 sets out the requirement that the total amount that may be borrowed at any one time for the purposes described above plus any outstanding amounts of principal borrowed and accrued interests shall not exceed:

- a) from January 1 to September 30 in the year, 50 percent of the total estimated revenues of the municipality as set out in the budget adopted for the year; and
- b) from October 1 to December 31 in the year, 25 percent of the total estimated revenues of the municipality as set out in the budget adopted for the year.

The City of Vaughan 2021 budget was tabled on December 2, 2020 and a special council meeting to adopt the 2021 budget took place on December 15, 2020.

The following table outlines the City of Vaughan's upper limits should borrowing be required in 2021, based on the City's 2021 approved budget:

Estimated 2021 Revenues based on the Approved 2021 Budget	Maximum Borrowing Limits 2021	
	between Jan 1 and Sep 30	Between Oct 1 and Dec 31
\$317.9 million	\$159.0 million	\$79.5 million

Based on the City's financial position, the upset amount deemed necessary is estimated at no greater than \$79,475,000.

Financial Impact

There is no direct cost to have temporary borrowing available to the City; however, if borrowing is required, there would be a financial impact to the extent of interest carrying costs on borrowing amounts.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

This report seeks Council authorization for the City Treasurer, from time to time as conditions may warrant to borrow such sums as may be deemed necessary within the provision of Section 407 of the Municipal Act.

For more information, please contact: Kenneth Quan, Manager Corporate Financial Planning & Analysis, Ext. 8029

Attachment

1. Draft Temporary Borrowing By-law.

Prepared by

Tiziana Scrocco,
Financial Analyst, Fiscal Policies & Forecasting
Ext. 8724

Approved by



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

Reviewed by



Jim Harnum, City Manager

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER XXX-2021

A By-law to authorize the temporary borrowing of a sum that shall not exceed \$79,475,000 during the year 2021.

WHEREAS the Council of The Corporation of the City of Vaughan (hereinafter called the "City") deems it necessary, in order to meet the City's current expenditures, to borrow a sum not to exceed \$79,475,000 for the year 2021, until taxes are collected and other revenues are received;

AND WHEREAS the estimated revenue of the City, as calculated based on the budget adopted for the year 2021, is \$317,900,000 and to date the City has borrowed a total of \$0;

AND WHEREAS the total amount to be borrowed in 2021 for the purposes mentioned in subsection 407(1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, will not exceed the limits set out in subsection 407(2);

NOW THEREFORE the Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. That the City is hereby authorized to borrow from time to time by way of promissory note from the City's corporate bank of record, a sum or sums which together with any similar borrowings that have not been repaid, which shall not exceed \$79,475,000, which monies are to be used to meet the City's expenditures until taxes due are collected and other revenues are received for the year.
2. That the Mayor and City Treasurer are hereby authorized to execute on behalf of the City a promissory note or notes in favour of the City's bank, for the monies so borrowed, which may include terms related to, but not limited to, payment(s), repayment(s) in advance or otherwise, and such rate of interest as may be agreed upon from time to time with the said Bank.
3. That this By-law comes into force and effect on the 25th day of January, 2021.

Enacted by City of Vaughan Council this XX day of XXXX, 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): ALL

**TITLE: BILL 197 - THE COVID-19 ECONOMIC RECOVERY ACT -
ENHANCED MINISTERIAL POWERS FOR MINISTER'S ZONING
ORDERS - CITY OF VAUGHAN FEEDBACK TO THE MINISTRY
OF MUNICIPAL AFFAIRS AND HOUSING**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To respond to the Province's invitation to provide feedback regarding amendments to the Planning Act introduced through Bill 197, the *COVID-19 Economic Recovery Act, 2020*, which enhanced the powers of the Minister of Municipal Affairs and Housing to issue Minister's Orders to address site plan matters and apply inclusionary zoning.

Report Highlights

- Amendments to section 47 of the *Planning Act* introduced through Bill 197 became effective on July 21, 2020.
- The amendments give the Minister enhanced powers to: require inclusionary zoning for affordable housing in zoning orders; remove municipal use of site plan control; and amend that zoning orders that use any of the enhanced powers without advance public notice.

Recommendations

1. That Staff be authorized to provide feedback to the Ministry of Municipal Affairs and Housing that is consistent with the following:

- a) That Vaughan Council supports the requirement for inclusionary zoning where the Minister has issued a Minister's Zoning Order;
- b) That Vaughan Council recommends the Ministry of Municipal Affairs and Housing repeal the authority granted to the Minister, to supersede municipal site plan authority, where the Minister has issued a Minister's Zoning Order; and
- c) That Vaughan Council does not support the enhanced powers for the Minister to make amendments to Minister's Zoning Orders that use any of these enhanced authorities without first giving public notice.

Background

The Ministry of Municipal Affairs and Housing ('MMAH') is inviting comments concerning changes to legislative provisions in section 47 of the *Planning Act* effective as of July 21, 2020 that were introduced through Bill 197, the *COVID-19 Economic Recovery Act, 2020* ("Bill 197"). The MMAH is interested in hearing feedback as to whether the amendments should be expanded, repealed or otherwise adjusted. Comments are to be provided to the MMAH by January 30, 2021.

Bill 197 provided enhanced powers to the Minister to address site plan matters and apply inclusionary zoning as part of a Minister's Zoning Order ('MZO')

The Bill 197 amendments to section 47 of the *Planning Act* give the Minister of the MMAH ('Minister') enhanced order-making powers relating to "specified land". "Specified land" is defined as land other than land in the Greenbelt Area within the meaning of the *Greenbelt Act, 2005* (which includes areas covered by the Oak Ridges Moraine Conservation Plan, areas covered by the Niagara Escarpment Plan and areas described in the regulations made under the *Greenbelt Act, 2005*). The enhanced order-making powers include powers in relation to site plan control and inclusionary zoning. The enhanced authority allows the Minister to:

- Exercise any of the powers conferred on council with respect to inclusionary zoning in respect of the specified land described in the order;
- Provide that site plan control does not apply in respect of the specified land described in the order;
- Require that a person who owns all or any part of the specified land described in the order enter into one or more agreements with the municipality regarding site plan matters.

The above powers were previously limited to municipalities and were beyond the scope of the pre-Bill 197 Minister's Zoning Order ('MZO') regime and the Minister's powers.

The enhanced authority also allows the Minister to make amendments to Minister's Zoning Orders that use any of these enhanced authorities without first giving public notice.

Among other things, the enhanced powers provide the Minister with the ability to:

- require the inclusion of affordable housing units in the development or redevelopment of specified lands, buildings or structures; and
- require that the owner of the specified land to enter into an agreement with a municipality related to development and conditions required for the approval of plans and drawings in a site plan control area and give direction to the parties concerning the agreement.

The enhanced powers provide that an agreement is of no effect to the extent that it does not comply with the Minister's direction, whether the Minister's direction is given before or after the agreement has been entered.

Previous Reports/Authority

N/A

Analysis and Options

Staff recommend Vaughan Council support the requirement for inclusionary zoning where the Minister has issued an MZO

Inclusionary Zoning ('IZ') is a land-use planning tool for municipalities to require new development or redevelopment to maintain a certain portion of residential units as affordable housing. Before City Council can consider an IZ policy, City staff must complete required background work, including preparing a demographic and housing needs analysis, financial impact assessment, undertaking public consultations, and drafting Official Plan policies.

The recently enacted changes to section 47 of the *Planning Act* provide the Minister with authority, as part of an order zoning land outside the Greenbelt Area, to use inclusionary zoning to require affordable housing units in proposed developments. These changes would also allow the Minister to require agreements between the landowner and the municipality or the landowner and the Minister to address inclusionary zoning matters and to ensure continued compliance with affordable housing requirements.

Staff recommends Council support the requirement for IZ, where an MZO has been issued. The enhanced authority supports the provision of affordable housing where an

MZO has been issued for the purpose of achieving Provincial, Regional and municipal objectives related to affordable housing. An IZ provision in an MZO would clearly establish the Minister's intent to provide affordable housing as it relates to a particular development to be implemented through the development process.

Staff recommend Council not support the authority for the Minister to supersede municipal site plan authority, where the Minister so provides in an MZO and recommend this authority be repealed

Site plan is an optional tool under the *Planning Act* that allows the council of a local municipality to control certain matters on and around a site proposed for development. Vaughan Council has enacted Site Plan Control By-law 123-2013 to implement site plan control for most classes of development (excluding employment buildings on internal lots and detached residential units). This control over detailed site-specific matters, such as access (for pedestrians and vehicles), walkways, lighting, waste facilities, landscaping, drainage, and exterior design, ensures that a development proposal is properly planned and designed, fits in with the surrounding uses and minimizes any negative impacts.

The recent amendments to section 47 of the *Planning Act* allow the Minister to address site plan matters in areas covered by an MZO, where needed. The new authority to address site plan matters could be used in conjunction with a new MZO or an amendment to an existing MZO.

This authority, if utilized by the Minister, would supersede municipal site plan authority, where the Minister so provides in an MZO. Through the MZO the Minister could require a municipality and a development proponent (or landowner) to enter into an agreement dealing with matters related to site plan control (i.e., the same types of matters that may be addressed through typical site plan control). However, the Minister will be able to give binding direction outside the zoning order concerning the agreement to scope the matters that need to be addressed or to specify how the matters are to be addressed.

Staff recommend Council advise the MMAH that it does not support the power granted to the Minister to supersede the municipal site plan authority. The community planning process should involve a broad-based citizenry, including public and private sector leaders, community interest groups and multi-disciplinary professionals. A positive relationship between development and the making of community should be established through a citizen-based participatory planning and design process.

The municipal Council, informed through a site plan process with participation from local citizens, stakeholders, municipal planning professionals and other disciplines (e.g. urban design, engineering, etc.). is best positioned to understand the local context,

vision and aspirations for the community and make decisions regarding site plan approval.

The matters considered through the site plan process are shaped through municipal Official Plan policy, zoning by-laws, urban and architectural design guidelines each guiding the vision for the development of the local community and responsive to the local planning content. The enhanced Minister's power would further limit, where a MZO has been issued, public and municipal planning participation and local municipal decision making in the site plan process. For the same reasons, staff does not support the enhanced powers for the Minister to make amendments to an MZO that use any of these enhanced authorities without first giving public notice.

Financial Impact

The use of the enhanced Minister's powers, if utilized by the Minister, to supersede municipal site plan authority, where the Minister so provides in an MZO would result in the loss of Site Development Application fees received by the City charged to recover the cost related to processing these applications. The dollar amount would depend on how often the enhanced MZO power related to site plan approval is utilized and for the type of development (e.g. employment, commercial, residential) as applications fees vary for different classes of development.

Broader Regional Impacts/Considerations

N/A

Conclusion

Staff have reviewed the enhanced powers and recommend the MMAH be advised that Vaughan Council supports the requirement for inclusionary zoning in an MZO, where an MZO is issued, as it will clearly identify the Minister's intent to provide affordable housing in the development. However, Staff recommend Vaughan Council also advise the MMAH that the authority to supersede municipal site plan authority is not supported and should be repealed, as municipal Councils are best positioned to make decisions regarding site plan approval.

For more information, please contact: Mauro Peverini, Acting Chief Planning Official, ext. 8407.

Prepared by

Mauro Peverini, Acting Chief Planning Official, ext. 8407.

Caterina Facciolo, Deputy City Solicitor, Planning and Real Estate, ext. 8662

Approved by



Mauro Peverini, Acting Chief Planning
Official



Nick Spensieri, Deputy City Manager,
Infrastructure Development

Reviewed by



Jim Harnum, City Manager

Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): 5

**TITLE: PARKING PROHIBITION – BEVERLEY GLEN BOULEVARD
AND NORTH PARK ROAD**

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

This report seeks Council approval to implement a parking prohibition: (1) on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 55 metres west of Bathurst Street for Monday to Friday from 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm; (2) on the south side of Beverley Glen Boulevard from 55 metres west of Bathurst Street to 90 metres west of Bathurst Street (anytime); and (3) on the north side of North Park Road from 34 metres west of Bathurst Street to 74 metres west of Bathurst Street (anytime).

Recommendations

1. That a parking prohibition be implemented on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 55 metres west of Bathurst Street for Monday to Friday from 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm, and from 55 metres west of Bathurst Street to 90 metres west of Bathurst Street (anytime);
2. That a parking prohibition be implemented on the north side of North Park Road from 34 metres west of Bathurst Street to 74 metres west of Bathurst Street (anytime);
3. That Schedule 1 of Parking By-law Number 064-2019 be amended to add a parking prohibition on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 55 metres west of Bathurst Street for Monday to Friday from 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm, and from 55 metres west of Bathurst Street to 90 metres west of Bathurst Street (anytime);

4. That Schedule 1 of Parking By-law Number 064-2019 be amended, to add a parking prohibition on the north side of North Park Road from 34 metres west of Bathurst Street to 74 metres west of Bathurst Street (anytime); and
5. That the City Clerk forward a copy of this report to the Region of York.

Report Highlights

- Staff have received a petition from residents in building 7890 and 7900 Bathurst Street requesting a parking prohibition near the two accesses on Beverley Glen Boulevard and North Park Road.
- A traffic review has indicated that the parking activity impacts traffic operations on the east and west sides of the driveway access on the south side of Beverley Glen Boulevard (7900 Bathurst Street), and restricts sightlines for the driveway access on the north side of North Park Road (7890 Bathurst Street).
- A parking prohibition is recommended on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 55 metres west of Bathurst Street from 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm – Monday to Friday, and from 55 metres west of Bathurst Street to 90 metres west of Bathurst Street (anytime).
- A parking prohibition is recommended on the north side of North Park Road from 34 metres west of Bathurst Street to 74 metres west of Bathurst Street (anytime).
- The proposed parking prohibitions will improve sightline and overall traffic operations.

Background

Residents of 7890 and 7900 Bathurst Street have raised concerns over vehicles parking too close to the two (2) driveway accesses on Beverley Glen Boulevard and North Park Road – west of Bathurst Street.

Beverley Glen Boulevard, west of Bathurst Street is a two-lane east-west collector roadway. At the intersection of Beverley Glen Boulevard and Bathurst Street, there is an eastbound left turn lane and a right turn lane and a westbound through lane. The intersection has a 28 metre right-of-way and a 16 metre pavement width. North Park Road is a two-lane east-west local roadway with a 20 metre right-of-way and an 8.5 metre pavement width. Municipal sidewalks are located on both sides of these two roadways. Located to the west of the driveways is Thornhill Green Park which has a large playground area and multiple walking paths which are well used by the area residents.

Existing parking prohibitions are in place on Beverley Glen Boulevard from Bathurst Street to approximately 30m west. The area is shown in Attachment No.1.

Staff received a petition from residents of 7890 and 7900 Bathurst Street about the current parking activity on the south side of Beverley Glen Boulevard, west of Bathurst Street, as well as for parking on the north side of North Park Road.

The driveway accesses to 7890 and 7900 Bathurst Street are located on the south side of Beverley Glen Boulevard and on the north side of North Park Road. Residents have raised concerns over vehicles parking too close to both sides of the driveways and requested a review to determine the feasibility of implementing a no parking prohibition on both roadways on both sides of the driveways.

Previous Reports/Authority

City of Vaughan Parking By-Law:

[https://www.vaughan.ca/cityhall/by_laws/Bylaws/064-2019%20\(Consolidated\).pdf](https://www.vaughan.ca/cityhall/by_laws/Bylaws/064-2019%20(Consolidated).pdf)

Analysis and Options

A traffic operations review confirmed the parked vehicles have a negative impact to the eastbound traffic flow on Beverley Glen Boulevard and North Park Road.

A traffic review was conducted on Beverley Glen Boulevard and North Park Road near the driveways to 7890 and 7900 Bathurst Street, to determine the extent of both on-street parking and traffic operation concerns during the following time periods:

- Wednesday November 18, 2020 from 7:00 a.m. to 8:00 p.m., and
- Thursday November 19, 2020 from 7:00 a.m. to 8:00 p.m.

Our review verified that vehicles are continuously parking along the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 120 metres west of the 7900 Bathurst Street driveway. There were about 20 to 22 parked vehicles observed during the morning and afternoon study periods. With regards to the parking activity on the north side of North Park Road, west of the driveway of 7890 Bathurst Street, there were 12 to 14 parked vehicles observed.

The review shows there is significant eastbound traffic volume on Beverley Glen Boulevard during the morning and afternoon peak traffic hours. At times, vehicles were queued on Beverley Glen Boulevard from Bathurst Street to the driveway of 7900 Bathurst Street. The presence of parked vehicles on the south side from 30 metre west of Bathurst Street to the east of the driveway of 7900 Bathurst Street limited the right turn capacity of the street. There were several instances of vehicles queued alongside the parked vehicles waiting to turn right to proceed southbound on Bathurst Street.

A parking prohibition on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 55 metres (7:00 am to 9:00 am, 4:00 pm to 6:00 pm – Monday to Friday) is anticipated to improve traffic operations.

Vehicles parked on the south side of Beverley Glen Boulevard limit the flow of eastbound traffic and impact the operations of the intersection of Beverley Glen Boulevard and Bathurst Street during the morning and afternoon peak hours. The addition of a parking prohibition during the 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm peak traffic hours, Monday to Friday, will reduce the queuing issues on Beverley Glen Boulevard.

This would have a positive impact of maintaining the curb lane for traffic movement on Beverley Glen Boulevard between Bathurst Street and the driveway of 7890 Bathurst Street during the 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm peak traffic hours.

Outside of the 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm peak traffic hours, parking on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to the 7900 Bathurst Street Driveway would be permitted, following existing parking By-law regulation (three (3) hour maximum, no overnight parking, etc.). The reduction of the three (3) on-street parking spaces during the peak traffic hours will benefit the community by improving traffic operations on Beverley Glen Boulevard.

A parking prohibition on the south side of Beverley Glen Boulevard from 55 metres west of Bathurst Street to 90 metres (Anytime), and on north side of North Park Drive from 34 metres west of Bathurst Street to 74 metres (Anytime) is anticipated to improve sightlines.

The current parking activity results in restricted sight lines and corresponding road safety concerns for motorists exiting the two (2) driveways at 7890 and 7900 Bathurst Street. The proposed parking prohibition on the south side of Beverley Glen Boulevard from 55 metres west of Bathurst Street to 90 metres (anytime) would provide a consistent parking By-law and improve sightlines for vehicle access from the 7900 Bathurst Street driveway on to eastbound/westbound lanes on Beverley Glen Boulevard.

The proposed parking prohibition on the north side of North Park Road from 34 metres west of Bathurst Street to 74 metres (anytime) would improve sightlines for vehicle access from the 7890 Bathurst Street driveway on to eastbound and westbound lanes on North Park Road.

The proposed changes will improve overall traffic operations for the eastbound traffic on Beverley Glen Boulevard during the morning and afternoon peak hours.

To ensure that the proposed changes have the desired effect, staff will continue to monitor the traffic operations on Beverley Glen Boulevard and evaluate additional measures to improve traffic flow if required.

Financial Impact

The capital cost associated with the installation of the no parking signs is estimated to be \$600.00 and supported in the approved 2020 Operating Budget. The on-going cost

to maintain the signs is estimated to be \$150.00 per annum and will be incorporated in future year Operating Budgets through the budget process.

Broader Regional Impacts/Considerations

The intersection of Bathurst Street and Beverley Glen Boulevard is under York Region's jurisdiction. The proposed parking prohibition on Beverley Glen Boulevard will improve traffic flow at the intersection.

Conclusion

Staff received a petition from residents of 7890 and 7900 Bathurst Street about the current parking activity on the south side of Beverley Glen Boulevard, west of Bathurst Street, as well as for parking on the north side of North Park Road. Residents raised concerns over vehicles parking too close to both sides of the driveways and requested a review to determine the feasibility of implementing a no parking prohibition on both roadways on both sides of the driveways.

Based on the traffic operational review, staff recommend:

- i) The implementation of a parking prohibition on the south side of Beverley Glen Boulevard from 30 metres west of Bathurst Street to 55 metres (7:00 am to 9:00 am, 4:00 pm to 6:00 pm – Monday to Friday) to improve traffic operations;
- ii) A parking prohibition is recommended to be implemented on the south side of Beverley Glen Boulevard from 55 metres west of Bathurst Street to 90 metres west (anytime) to maintain a safe sight line distance; and,
- iii) A parking prohibition is recommended to be implemented on the north side of North Park Road from 34 metres west of Bathurst Street to 74 metres west (anytime) to maintain a safe sight line distance.

The proposed changes will improve overall traffic operations for the eastbound traffic on Beverley Glen Boulevard during the morning and afternoon peak hours and improve sightlines for vehicle access from the 7890 Bathurst Street driveway on to eastbound and westbound lanes on North Park Road.

A bylaw amendment to the Parking Bylaw 064-2019 will be necessary, to coincide with the installation of the parking prohibition signs.

For more information, please contact:

Donald Eta, Director, Transportation and Fleet Management Services or

Margie Chung, Manager of Traffic Engineering

Attachment

1. Location Map

Prepared by

Peter Trinh, Traffic Analyst, Ext. 6157

Approved by

A handwritten signature in blue ink, appearing to be 'Zoran Postic', with a stylized, cursive script.

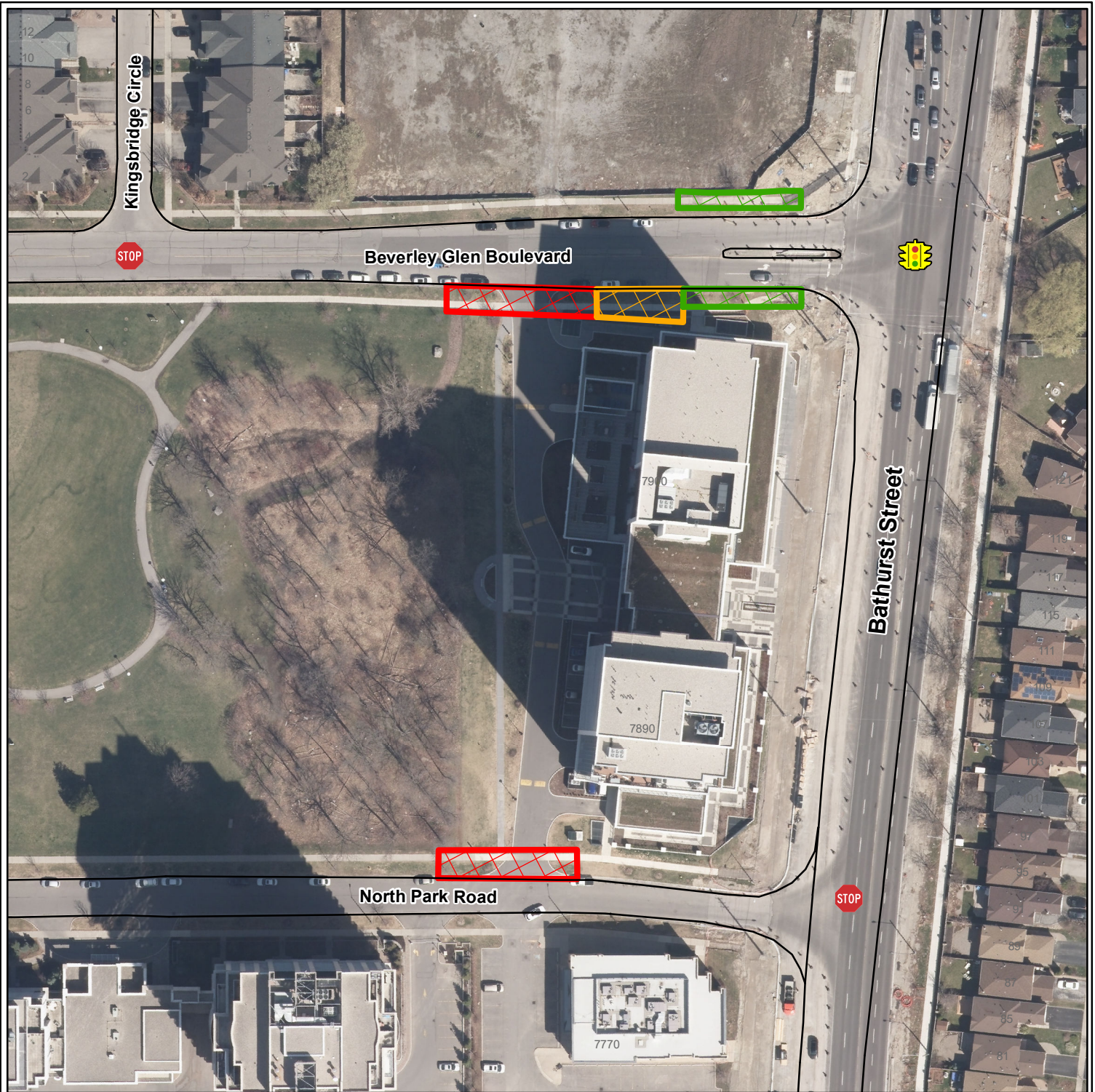
Zoran Postic,
Deputy City Manager, Public Works

Reviewed by

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




Jim Harnum, City Manager

ATTACHMENT No. 1



PARKING PROHIBITION REIEW **BEVERLEY GLEN BOULEVARD & NORTH PARK ROAD** **WARD 5**

LEGEND

-  PROPOSED PARKING PROHIBITION ANYTIME
-  PROPOSED PARKING PROHIBITION 7:00AM TO 9:00AM, 4:00PM TO 6:00PM MONDAY - FRIDAY
-  PARKING PROHIBITION EXISTING



NOT TO SCALE

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Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): 1

TITLE: **PARKING PROHIBITION – CORTELLUCCI VAUGHAN
HOSPITAL AREA ROAD NETWORK**

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek Council approval to implement a parking prohibition on Frederick Banting Street, Vaughan Healthcare Circle, Wellness Way, Darvish Drive and Observation Avenue, in support of the Cortellucci Vaughan Hospital operation.

Report Highlights

- The Cortellucci Vaughan Hospital, located on the northwest quadrant of Major Mackenzie Drive and Jane Street, is planned to open in February 2021.
- A parking prohibition is recommended on the following five streets that surround the hospital to permit open access for emergency vehicles: 1) Frederick Banting Street, 2) Vaughan Healthcare Circle, 3) Wellness Way, 4) Darvish Drive and 5) Observation Avenue.
- The proposed parking prohibitions will not negatively impact users of the site as sufficient on-site parking is available.
- The proposed parking prohibitions will improve access to emergency vehicles and traffic operations.
- Staff will monitor the impacts of the proposed parking prohibitions and make necessary adjustments, as required.

Recommendations

1. That a parking prohibition be implemented on both sides of Frederick Banting Street from Jane Street to Vaughan Healthcare Circle (anytime);
2. That a parking prohibition be implemented on both sides of Vaughan Healthcare Circle from Jane Street to Wellness Way (anytime);
3. That a parking prohibition be implemented on both sides of Wellness Way from Major Mackenzie Drive to Vaughan Healthcare Circle (anytime);
4. That a parking prohibition be implemented on both sides of Darvish Drive from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime);
5. That a parking prohibition be implemented on Observation Avenue from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime);
6. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Frederick Banting Street from Jane Street to Vaughan Healthcare Circle (anytime);
7. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Vaughan Healthcare Circle from Jane Street to Wellness Way (anytime);
8. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Wellness Way from Major Mackenzie Drive to Vaughan Healthcare Circle (anytime);
9. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Darvish Drive from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime);
10. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Observation Avenue from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime); and
11. That the City Clerk forward a copy of this report to Region of York.

Background

The Cortellucci Vaughan Hospital (CVH) is planned to open in early 2021. Accordingly, the surrounding City streets have been assessed for the implementation of no parking prohibitions.

The Cortellucci Vaughan Hospital (CVH) is the first public hospital in the City of Vaughan, located north of Major Mackenzie Drive, west of Jane Street (as outlined in Attachment 1).

Frederick Banting Street, Vaughan Healthcare Circle, Wellness Way, Darvish Drive and Observation Avenue are all City public roads in the vicinity of the hospital. Frederick Banting Street, Vaughan Healthcare Circle and Wellness Way intersect with Major Mackenzie Drive and Jane Street.

The Precinct Plan has identified Vaughan Healthcare Circle, Wellness Way, Frederick Banting Street (Street A) and Observation Avenue as collector roads, and Darvish Drive and Frederick Banting Street (Street B) as local roads. Designated turning lanes are provided on some of the streets at major Regional road intersections.

A hospital precinct on-street parking technical review was prepared by BA Group for Mackenzie Health proposing a parking prohibition on the above noted City public roads (as outlined in Attachment II).

Previous Reports/Authority

City of Vaughan Parking By-Law:

[https://www.vaughan.ca/cityhall/by_laws/Bylaws/064-2019%20\(Consolidated\).pdf](https://www.vaughan.ca/cityhall/by_laws/Bylaws/064-2019%20(Consolidated).pdf)

Analysis and Options

The City of Vaughan public roads surrounding the Cortellucci Vaughan Hospital are not typical in terms of visitors, short-stay users and commercial customers, and on-street parking is not appropriate.

All City of Vaughan public roads permit on-street parking for three-hour parking and no overnight parking (unless signed with a parking bylaw); this includes the public roads surrounding the Cortellucci Vaughan Hospital. On-site parking has been planned and built as part of the development of the Cortellucci Vaughan Hospital. Since there will be sufficient hospital parking provided on-site, and it is necessary to ensure these roads remain clear for emergency vehicle access, the implementation of a parking prohibition is recommended.

On typical public roads, on-street parking serves to provide parking for residential visitors, short-stay users and commercial customers. In the case of the public roads surrounding the Cortellucci Vaughan Hospital Centre Precinct, none of these typical user groups are anticipated to use the on-street parking in the area. The hospital is the only operating entity in the area. As on-site parking has been planned and built as part

of the hospital development for staff, hospital users and visitors, the subject public roads are not typical in terms of requirements for on-street parking.

A review of the surrounding street network and emergency routing was analyzed which supports the recommendation for the parking prohibitions.

The hospital site plan was designed to separate the primary parking flows for staff and visitor parking areas from the routes essential to ambulances and vehicles destined for the Emergency Department. This was done intentionally to ensure that the traffic impacts of the largest generators (being the surface and structured parking lots) would be separated from the routes of those who require direct and timely access to critical facilities.

On-street parking has the impact of generating recirculation of drivers. This can occur as drivers realize that on-street parking is possible and available. Drivers, recognizing that the option of on-street parking is available, begin circulating, in an outward spiral pattern seeking parking further and further from their ideal location. In the case of the Precinct, this means that drivers would start looking for parking on the municipal streets, and recirculate onto Hospital streets (owned and maintained by the Hospital, without on-street parking), as a way of getting back to the municipal streets to find on-street parking. This recirculating traffic interferes with the primary access routes of ambulances and those headed to the Emergency Department.

In addition to congestion caused by the recirculating traffic, drivers waiting for on-street parking would add to the overall impediments to traffic on the streets. This may be as simple as someone waiting in a through lane for someone in a parking lane to leave or waiting for another driver to finish a parallel parking maneuver. A user waiting for an on-street parking space to become available negatively impacts the overall traffic operations.

During the site planning process, the York Region Paramedic Service (YR-PS) has expressed concerns about congestion and impacts to ambulance operations. Adding further congestion on the primary access emergency route with recirculating traffic would present complications and delays to those attempting to reach the hospital in times of crisis. Any complications that arise from on-street parking can be expected to impact traffic flow and therefore ambulance operations.

Road operations and maintenance are also a concern, such as the impacts of poor weather and snow plowing on the use of roads within the Precinct. There is a concern that during periods of poor weather, such as when snow plowing is necessary, the

municipal street network will be significantly more congested than the Hospital street network. This congestion would be created by the combination of snow drifts and on-street parking, resulting in the narrowing of municipal streets. This is compared with the Hospital streets without on-street parking, which would be easier to maintain and would have more width available for snow storage. The resulting difference in practical operating capacity would encourage drivers to use Hospital streets to reach their final destination (such as a staff or visitor parking lot) rather than municipal streets as originally planned, further impacting the traffic flow on link segments and at intersections.

The potential impacts of implementing no-parking restrictions on the public roads within the Hospital Precinct are expected to be minimal.

Users of the Vaughan Cortellucci Hospital are not anticipated to have needs that would require access to on-street public parking in the way that residential neighbourhoods or main streetstyle commercial businesses would. There are few parties that would notice the absence of permitted on-street public parking on the municipal streets within the Vaughan Hospital Precinct.

The Hospital's parking analysis was strategized and performed to capture the potential parking needs of all users of the site, and the hospital has constructed parking to accommodate what was determined to be necessary. This means that all planned users of the hospital should be able to be accommodated by the hospital parking supply without relying on public on-street parking or leading to an oversupply of parking.

A best practice review of other hospital sites was conducted for comparison.

A best practice review of other hospital sites in Brampton, Toronto, Markham, and Richmond Hill has been conducted for comparison by BA Group. In reviewing other hospital sites, both suburban and urban, it was determined that those surveyed do not typically provide on-street parking in the immediate vicinity of the hospital, as the distance from a hospital increases and/or the mix of uses changes and various special conditions arise.

As part of the review, a select number of urban and suburban hospitals were surveyed to determine what, if any, parking restrictions are provided on municipal streets in the immediate vicinity of the hospital site. These sites and selected representative streets are summarized in the BA Group Technical Review (Attachment 2).

Municipal streets near hospitals primarily have “no parking” prohibitions on them, regardless of adjacent land uses. Municipal streets within residential neighbourhoods that are in close proximity to hospitals (often immediately adjacent to) typically contain some form of residential permit parking or parking time restriction (such as 1-hour parking or parking only after 5pm). As noted however, these exist exclusively in residential neighbourhoods where “residential visitors” would be the anticipated users.

While the proximity of the nearest residential streets varies between sites, it is typical that “standard restrictions” do not apply until a street is at least 200 to 300m from the Hospital and the street contains low rise residential development. Although the Vaughan Healthcare Centre Precinct is adjacent a residential neighbourhood, it does not exist within one, indicating that such exemptions from a standard “no parking” prohibition are not required.

Financial Impact

The capital cost associated with the installation of the no parking signs is estimated to be \$9,008 and supported in the approved 2021 Operating Budget. The on-going cost to maintain the signs is estimated to be \$1,000 per annum and will be incorporated in future year Operating Budgets through the budget process.

Broader Regional Impacts/Considerations

The intersections of Major Mackenzie Drive and Wellness Way, Jane Street and Vaughan Healthcare Circle and Jane Street and Frederick Banting Street are under York Region’s jurisdiction. The proposed parking prohibition on the subject roads will improve traffic flow at these intersections.

Conclusion

The Hospital requested a review and we recommend that on-street parking is not provided on municipal streets within the Vaughan Healthcare Centre Precinct. This would be in keeping with the approach the Hospital has taken to designing and managing their internal roads, in compliance with the principles of the Vaughan Healthcare Centre Precinct Plan, in support of the Mackenzie Vaughan Hospital Mobility Choice Travel Plan, and in harmony with best practices observed at other hospital sites.

In reviewing other Hospital sites, it is clear that hospitals in Toronto, Peel Region, and York Region do not provide on-street parking unless adjacent to residential neighbourhoods, even then including various partial prohibitions (e.g. time of day

restriction), the use of on-street parking by hospital patients, visitors, and staff is discouraged. The BA Group's analysis of the potential alternatives indicates that the optimal path forward is to enact the proposed parking prohibitions throughout the Precinct. The parking prohibition is recommended to ensure the most efficient operation of the Hospital while also not placing any adverse impacts on any user groups or the surrounding area. Should demand increase in the future for on-street parking on municipal streets, this decision could be reviewed if deemed appropriate by the City. Staff will be monitoring the impacts of the proposed parking prohibitions.

A by-law amendment to Parking By-Law 064-2019 will be necessary, to coincide with the installation of the parking prohibition signs.

For more information, please contact:

James Steeles, Acting Director, Transportation and Fleet Management Services and/or
Frank Suppa, Director, Development Engineering and/or
Gus Michaels, Director, Bylaw and Compliance, Licensing and Permit Services

Attachments

1. Location Map.
2. Cortellucci Vaughan Hospital, Hospital Precinct On-street Parking Technical Review, BA Group.

Prepared by

Mark Ranstoller, Senior Traffic Technologist, Ext. 6117
Paul Grove, Transportation Demand Management Coordinator, Ext. 8857
Margie Chung, Manager, Traffic Engineering, Ext. 6173

In Consultation with

Joe Italo Luzi, Manager, Enforcement Services, Ext. 8361
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Approved by



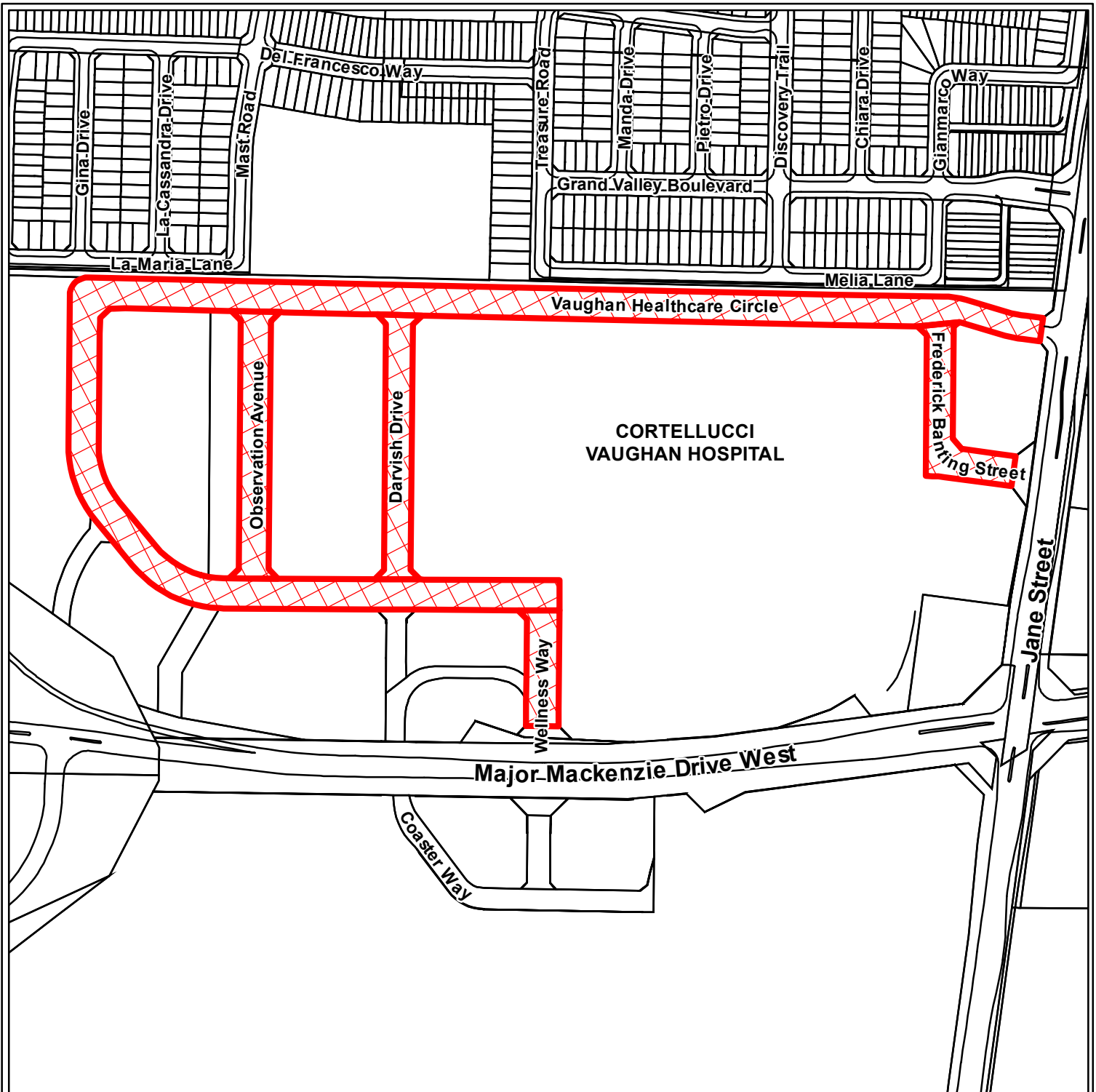
Zoran Postic
Deputy City Manager, Public Works

Reviewed by



Jim Harnum, City Manager

ATTACHMENT No. 1



PARKING PROHIBITION REVIEW CORTELUCCI VAUGHAN HOSPITAL AREA WARD 1

LEGEND

 NO PARKING



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CORTELLUCCI VAUGHAN HOSPITAL

Hospital Precinct
On-Street Parking
Technical Review

Prepared For: Mackenzie Health

January 7, 2021



**MOVEMENT
IN URBAN
ENVIRONMENTS**

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1.0 INTRODUCTION

There is an overarching community imperative to ensure the successful opening and operation of the Cortellucci Vaughan Hospital. This imperative is shared by Mackenzie Health, the City of Vaughan, the Region of York, and the Province of Ontario.

Cortellucci Vaughan Hospital (CVH) is the first public hospital in Vaughan and the first project within the Vaughan Healthcare Centre Precinct, located north of Major Mackenzie Drive and west of Jane Street. The site leverages Provincial, Regional, and Municipal investments in transportation infrastructure, such as the future York Region Transit (YRT) Hub south of Major Mackenzie Drive, which will be connected to the site via a pedestrian underpass.

The shared community imperative necessitates that the transportation related impacts of the Hospital be managed to ensure an efficient opening and smooth operations in the future. Key to managing the transportation impacts is employing a comprehensive and coordinated approach to managing parking both on-site and in the precinct.

Mackenzie Health, and BA Group as their transportation consultants, believes that maintaining an on-street parking supply on municipal streets in the precinct will negatively impact the Hospital, the Precinct, the operations of first responders, and those working at or visiting the site. These impacts will be reviewed in more detail within this report, but include increased congestion and area traffic, delays to first responders, and a detrimental impact to the expansion of sustainable transportation modes.

The municipal streets proposed to be signed as “No Parking” include the following, outlined in **Table 1**.

TABLE 1 PRECINCT STREET NETWORK INFORMATION

Street	Name as per Precinct Plan	Cross-Section Width	Lane Configuration ¹	Street Classification as per Precinct Plan
Frederick Banting	Street 'A'	26.0m	2 Vehicle + 1 Bicycle per direction	Collector Road
	Street 'B'	23.0m	2 Vehicle per direction	Local Road
Vaughan Health Care Circle	Street 'C'	26.0m + 6.0m Landscape Buffer	2 Vehicle per direction	Collector Road
	Street 'G'	26.0m	2 Vehicle + 1 Bicycle per direction	Collector Road
	Street 'E'	26.0m	2 Vehicle per direction + Multiuse Trail	Collector Road
Wellness Way	Street 'D'	26.0m	2 Vehicle per direction + Multiuse Trail	Collector Road
Observation Avenue	Street 'E'	26.0m	2 Vehicle per direction + Multiuse Trail	Collector Road
Darvish Drive	Street 'F'	23.0m	2 Vehicle per direction	Local Road

Notes:

1. Precinct Plan Cross-Sections are illustrated in Appendix A

1.1 THE PROPOSAL

The Hospital proposes that no on-street parking be provided on municipal streets within the Vaughan Healthcare Centre Precinct. This would be in keeping with the approach the Hospital has taken to designing and managing their internal roads, in compliance with the principles of the Vaughan Healthcare Centre Precinct Plan, in support of the MVH Mobility Choice Travel Plan, and in harmony with best practices observed at other provincial hospital sites.

To be effective, and in order to avoid potential negative outcomes during the Hospital's "Grand Opening", the Hospital requests that the necessary approvals and signage be in place prior to the first week of February 2021.

2.0 BACKGROUND

The opening of the CVH is a much anticipated milestone in the creation of the Vaughan Healthcare Centre Precinct, the result of hard work shared across the public and private sectors, all levels of government, and individuals who sought to make the ambition of a hospital in Vaughan a reality.

2.1 THE PRECINCT PLAN

Early in the hospital development process, a City-led initiative advanced planning for the Precinct through the creation of the *Vaughan Healthcare Centre Precinct Plan*, ratified by Vaughan City Council in November 2013.

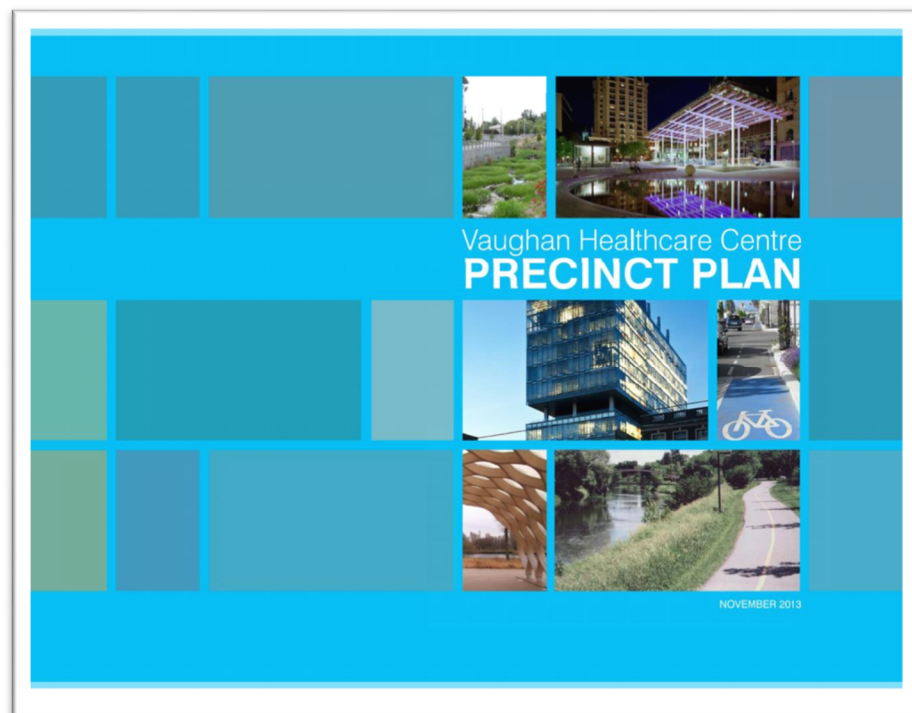


FIGURE 1: VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN

The Precinct Plan, prepared by Malone Given Parsons, The Ventin Group Ltd, Cole Engineering, and Stephen Popovich and Associates, addressed a broad range of planning topics. The Precinct Plan outlined background information, requirements, and recommendations for the Precinct's planning context, its guiding principles, and addressed technical topics such as sustainability, transportation, and site servicing.

The transportation section of the Precinct Plan speaks to the role that parking should play in the Precinct's development, and measures that individual sites (such as the CVH) must undertake in order to develop.

Specifically, the Precinct Plan speaks to the opportunities and impacts that a comprehensive and coordinated approach to parking can provide (emphasis added):

*6.3 Parking: “The precinct presents a great opportunity to incorporate a parking management strategy to reduce vehicle reliance and achieve a sustainable transportation system. **Experience has shown that excessive parking supply imposes additional environmental costs, economic costs, contradicts community development objectives for more sustainable liveable and walkable communities, and tends to increase driving and discourage the use of alternative modes of travel.**”*

The discussion of parking within the Precinct Plan continues, pointing out that the “Parking Management Strategy” shall include, among other elements:

- A pricing strategy and understanding of the potential spill-over effects resulting from paid parking;
- An enforcement strategy to prevent parking ‘spillover’ into sensitive areas, particularly the residential area to the north;

Section 6.4 of the Precinct Plan states that site plans within the City of Vaughan are required to prepare a Transportation Demand Management Plan (TDM Plan) and recommends a number of potential strategies that could be employed as part of the TDM Plan. Notably, the recommended strategies include to “Ensure that access is controlled or paid parking is maintained through the Precinct.”

Lastly, it is worth noting that the Precinct Plan, in its urban design section, states “lay by parking is encouraged along all streets, where appropriate”. The subsequent design of the municipal street network by the City of Vaughan’s consulting team, did not include any lay-by parking, thereby inferring that it was not appropriate for inclusion.

This is echoed in the Precinct Plan’s technical appendices. Specifically, *Appendix C: Street Cross Sections* lays out the proposed cross-sections for the municipal streets in the Precinct. These sections (prepared by Malone Given Parsons) do not include any lay-by parking, nor do they indicate any on-street parking. The vehicular curb lanes in all of the provided sections are labelled as “Travel Lane”, with widths commensurate with what would be expected of vehicular travel lanes. There is no indication in the plans, nor in the constructed roads on site today, that curbside parking was ever planned to be implemented in the Precinct. BA Group has included the relevant sections of *Appendix C* as an appendix to this report.

2.2 CVH TDM PLAN & PARKING ANALYSIS

As required by the City of Vaughan and outlined in the Precinct Plan, Mackenzie Health prepared and received approval for the *MVH Mobility Choice Travel Plan*, a TDM Plan designed to suit the context and operational needs of the Hospital (then known as the Mackenzie Vaughan Hospital, or MVH).

The Hospital’s TDM Plan highlighted the following:

“An abundant building parking supply encourages single-occupant vehicle trips, rather than carpool, walking, cycling or transit trips. When too much parking is provided, the use of alternative, sustainable modes of travel are put at a substantial marketing disadvantage. At the same time however, the site will require a certain amount of essential parking supply in order to accommodate the needs of staff, patients, and visitors.”

As noted in the Precinct Plan, pay parking is to be required throughout the Precinct. Thus, the Hospital's TDM Plan responded by implementing such measures:

“A pay-parking system will be implemented for all motorists working or visiting the Hospital. Provincial regulation mandates the rates at which patients and visitors can be charged, which will also have an indirect impact on the costs of staff pricing.”

In order to ensure that the needs of the Hospital were met on opening day, and into the future, a parking analysis was prepared by BA Group as part of the Stage 1 site plan approvals. This parking analysis reviewed the planned functional program of the Hospital, parking demands at other, similar hospitals, and used a first principles approach to determine both a by-law parking requirement (to satisfy the needs of the Hospital in a less auto-centric future, supported by enhanced Regional transit) and an “opening day” parking supply target, which was intended to meet the expected needs of the Hospital site, in an effort to mitigate parking impacts spreading through the surrounding area.

The analysis BA Group undertook, and the subsequent determination of the by-law and opening day parking requirements, were encoded into the site specific by-law and the project specific output specifications (PSOS) used to build the project. On-street parking within the Precinct was not accounted for as part of that analysis, as the Precinct Plan indicated that oversupplying parking was not appropriate, and the design of the municipal streets indicated that it would not be provided.

3.0 NEEDS & IMPACT ASSESSMENT

In order to determine if on-street parking is appropriate for the Precinct, it is important to assess which users are typically intended to be served by on-street parking, who would be the most likely users of on-street parking, and what the negative externalities would be of providing, or not providing, on-street parking.

A summary of the streets under consideration is provided in **Table 1**. These streets are primarily collector streets, with the exception of two, large right-of-way, local streets. The street cross-sections included in the Precinct Plan do not illustrate any parking lanes consistent with typical local streets, rather they illustrate 4 vehicular lanes (2 per direction) on each street.

The following sections detail the conditions where on-street parking would typical be provided (Section 3.1) and how the inclusion of on-street parking in the Precinct would result in negative impacts to the Hospital and the Precinct overall (Section 3.2).

3.1 ON-STREET PARKING – NEEDS ASSESSMENT

While the inclusion of on-street parking is the default scenario for non-arterial roads in the City of Vaughan, it is important to consider who on-street parking is intended to serve.

Generally, the City of Vaughan's on-street parking restrictions (as laid out in the City of Vaughan's comprehensive Parking By-law 064-2019) permit the parking of vehicles:

- For no more than 3 hours at a time between 6:00 AM and 6:00 PM (§5 (9)(a))
- Between the hours of 6:00 AM and 2:00 AM (§5 (9)(b))

There are street specific exemptions and on-street permit parking exemptions (for select streets where residents are able to apply for on-street parking permits to exempt specific vehicles from some restrictions) outlined in the Parking By-law, but generally speaking these two restrictions would apply to streets within the Precinct.

The City of Vaughan's standard on-street parking restrictions are in keeping with those in many other municipalities, and are generally enacted to support the use of on-street parking by specific user groups (or "types" of parkers). Based upon the standard restrictions indicated above, the typical user groups would include:

- 1) Residential visitors – people parking to visit family and friends for short visits, and after 6:00 PM able to stay for longer visits (i.e. staying for dinner or babysitting). Residents and residential visitors who require exemptions from some restrictions are able to apply for permits in some cases, extending their ability to use available on-street parking.
- 2) Short-stay users – people visiting community amenities, such as local libraries, parks, and community centres, etc. where the estimated duration of stay is relatively short.
- 3) Commercial customers – people visiting small-format (i.e. "Main Street") retailers which provide limited or no off-street parking.

It is notable that none of these user groups are anticipated to use the on-street parking in the Vaughan Health Care Centre Precinct. Particularly on "opening day" and in the immediate future, the Hospital will be the only

operating entity in the Precinct. Further, future development must conform to the Precinct Plan, which calls for appropriate quantities of off-street parking be provided on-site for each project.

There are no residential visitors, no short-stay users (save those visiting the Hospital), and no commercial customers present in the Precinct, particularly upon the opening of the Hospital. Thus, while on-street parking is the default circumstance for non-arterial municipal streets in Vaughan, we do not believe that it is appropriate for on-street parking to be provided within the Precinct, as none of the 'typical' users are present.

As none of the intended user groups are present in the Precinct, it is important to assess who might use the available on-street parking and would on-street parking provide an overall net benefit to the Precinct.

The Hospital generates two typical user groups with respect to parking activities: staff and visitors (including patients). The Hospital's site plan was designed to provide on-site parking for these two user groups, and subgroups within them, in different parking lots and a parking structure. The goal was to provide visitor parking close to the primary visitor entrances with the aim of providing a simple, clear, and accessible path of travel between vehicles and the final destination within the Hospital. Staff parking was designed to be consolidated and proximate to primary staff entrances.

While some Hospital visitors would present a similar parking profile to "commercial customers", as outlined above (duration of stay less than 3 hours, etc.) it is almost certain that Hospital staff would be the predominate users of available on-street parking.

Hospital staff typically arrive in platoons (due to schedule shift start and end times) and typically start their shifts earlier than most visitors arrive at the Hospital. This would result in large numbers of staff being able to park in available on-street spaces immediately following the conclusion of the overnight (2:00AM to 6:00 AM) parking prohibition. Despite the presence of a 3-hour parking duration restriction, it would be relatively simple for staff to move their vehicle once or twice over the course of their shift. Moving a vehicle could happen in concert with other Hospital staff, who could effectively "swap" spaces during the course of their shift, ensuring that there is no turnover in available on-street parking for visitor uses. Occupancy of the on-street parking by Hospital staff is even more likely later in the day. If a staff member's shift starts within 3 hours of 6:00PM (the end of the 3-hour parking restriction), they could park on-street for the entirety of their shift without having to move their vehicle (until 2:00 AM). This shift scheduling is not only possible, but likely, given the 24-hour operations of the Hospital.

Even within the context of specific Hospital users, on-street parking is not likely to provide utility to those who have a use profile consistent with the originally intended users of the Parking By-law.

3.2 ON-STREET PARKING – IMPACTS ASSESSMENT

In determining if on-street parking in the Precinct would be, overall, beneficial or harmful, it is important to assess the externalities that may occur. These principally relate to congestion and traffic impacts caused by those searching for parking. However, on-street parking would also negatively impact the investments made by the Hospital and others in supporting sustainable transportation alternatives.

3.2.1 Congestion Concerns

The Hospital site plan was designed to separate the primary parking flows (for the major staff and visitor parking areas) from the routes that are essential to ambulances and those destined for the Emergency

Department (ED). These flows, with green arrows representing the primary parking traffic and red representing the routes of ambulances, are illustrated in **Figure 2** below.

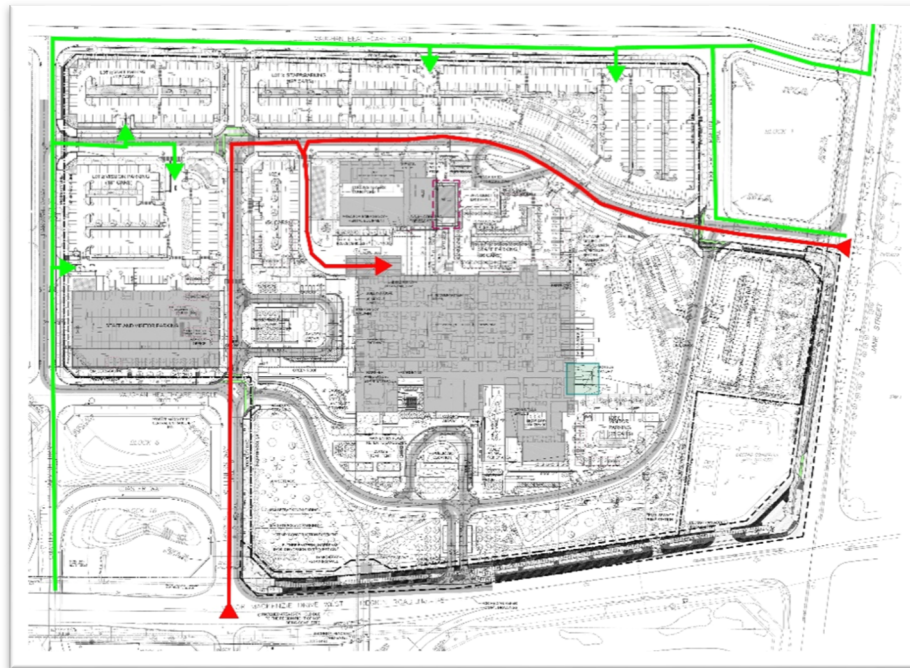


FIGURE 2: PRIMARY TRAFFIC FLOWS

This was done intentionally to ensure that the traffic impacts of the largest generators (being the surface and structured parking lots) would be separated from the routes of those who require direct and timely access to critical facilities.

On-street parking generates recirculation of drivers. This phenomenon occurs as drivers realize that on-street parking is a possibility, especially in circumstances where it is free or below market rates for nearby parking lots. Drivers, recognizing that the most cost-effective option is to locate an on-street parking space, begin circulating, in an outward spiral pattern seeking parking further and further from their ideal location. In the case of the Precinct, this means that drivers would start looking for parking on the municipal streets, and recirculate onto Hospital streets (owned and maintained by the Hospital, without on-street parking), as a way of getting back to the municipal streets to continue their search. These recirculation flows are illustrated in **Figure 3** below.

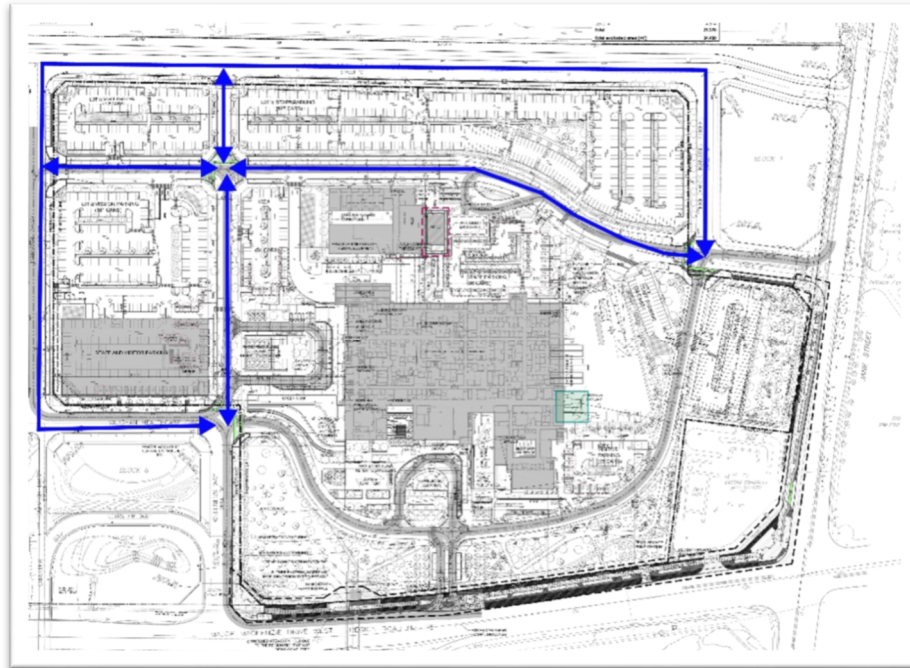


FIGURE 3: RECIRCULATION TRAFFIC FLOWS

This recirculating traffic, which is effectively “new traffic” generated by the search for on-street parking, interferes with the primary access routes of ambulances and those headed to the ED. Traffic is increased on link segments of the roads, as well as at intersections where drivers are making additional turning manoeuvres beyond what would have been required if they were following the provided wayfinding to reach visitor and staff parking lots.

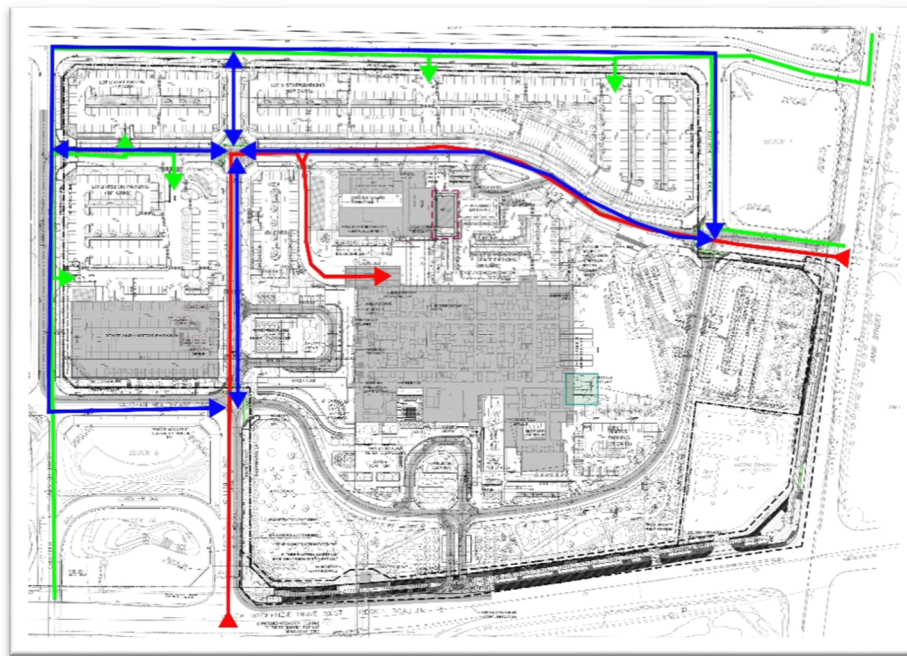


FIGURE 4: OVERLAPPING TRAFFIC FLOWS

In addition to congestion caused by recirculating drivers, drivers waiting for on-street parking would add to the overall impediments to drivers using the streets. This may be as simple as someone waiting in a through lane for someone in a parking lane to leave, or waiting for another driver to finish a parallel parking manoeuvre. A user waiting for an on-street space to become available negatively impacts the overall road capacity.

Concerns about congestion and their impacts on ambulances was expressed by the York Region Paramedic Services (YR-PS) during the site planning process. Appended to this report is a letter from YR-PS outlining concerns about site congestion with the extension of Street D (which flanks the Hospital's western side) through to the municipal Street C. This interconnection is anticipated to bring additional traffic to Street D, which is a primary ambulance and ED access route. Notwithstanding YR-PS's concerns, Street D was extended to Street C. Further congesting this route with recirculating drivers would present additional complications and delay to those attempting to reach the Hospital in times of crisis.

Complicating the issues around parking-induced congestion further are road operations concerns. As the four-lane road cross-sections were laid out without parking being shown, permitting parking in the curb lanes will reduce available lane capacity on each road, resulting in congestion. Previously prepared analysis in support of the Precinct and Hospital did not account for this reduced road capacity, particularly during periods of shift change when traffic volumes are highest. This reduction in capacity is compounded by poor weather. There is a concern that during periods of poor weather, such as when snow plowing is necessary, the municipal street network will be significantly more congested than the Hospital street network. The combination of snow drifts and on-street parking would effectively narrow the municipal streets, while the Hospital streets, without on-street parking, would be easier to maintain and would have more width available for snow storage. The resulting difference in practical operating capacity would encourage drivers to use

Hospital streets to reach their final destination (such as a staff or visitor parking lot) rather than municipal streets as originally planned, further adding to the congestion on link segments and at intersections.

3.2.2 Sustainable Transportation Alternatives

The presence of on-street parking, either free or offered at a lower price than neighbouring surface lots, directly undermines the outcomes of the Hospital's TDM Plan. As noted previously, the Hospital prepared and is enacting a TDM Plan which seeks to reduce dependence on single occupant vehicles. Through this plan the Hospital has made investments in infrastructure ranging from providing bicycle parking to facilitating a below-grade pedestrian connection to the future York Region transit terminal on the south side of Major Mackenzie Drive.

The TDM Plan, a requirement of the municipal Precinct Plan, uses a mix of “carrots” and “sticks” to encourage changes in behaviour with respect to transportation. Two of the most significant “sticks” are the implementation of parking pricing and control of the parking supply. These two “sticks” work in tandem to put automobile travel on equal footing with other transportation modes by ensuring drivers are responsible for the externalities of driving, such as the cost of leasing, constructing, and maintaining parking lots and structures. The TDM Plan's “carrots” (such as the connection to the transit terminal and convenient bicycle parking) are rendered less effective if drivers have access to free or cheap and abundant on-street parking.

Overall on-street parking weakens the effectiveness of the Hospital's TDM Plan and the Precinct Plan.

3.3 IMPACTS OF “NO PARKING”

While the prior analysis reviewed the impacts of providing parking, it is also important to assess the impacts of the proposed “No Parking” restrictions in the precinct.

The potential impacts are minimal, if evident at all. As a result of the Hospital generating users that are not “expecting” to have access to on-street parking, in the way that residential neighbourhoods or main street-style commercial businesses would, there are few parties that would notice the missing parking. The Hospital's parking analysis specifically set out to capture the potential parking needs of the site's users and the Hospital has constructed parking to accommodate what was determined to be necessary. This means that all of the planned users should be able to be accommodated on-site, without leading to an oversupply of parking.

There may be a perception that if on-street parking is not provided nearby, parkers will travel further afield to find it. While this may occur infrequently, the presence of on-street parking would be more likely to encourage this behaviour, rather than discourage it. This is a result of the “spiral searching” behaviour that is common with on-street parking. As previously discussed, once a driver realizes that they have an economical advantage to find a free or cheap parking space, they have a tendency to search in an expanding spiral looking for an available space. This could result in a driver leaving the Precinct to find available on-street parking in the residential neighbourhood to the north. However, if “No Parking” is provided near the user's destination (i.e. the Hospital) they would be more likely to forego their search, as they would not be attuned to the option of on-street parking.

Future commercial development planned for the Precinct may be impacted by the absence of on-street parking. However, as discussed in **Section 5.2**, the types of commercial development planned for the Precinct is not the “Main Street” / small format retail that often considers cheap and abundant on-street parking part of their success.

4.0 BEST PRACTICES

In reviewing other hospital sites, both suburban and urban, it was determined that those surveyed do not typically provide on-street parking in the immediate vicinity of the hospital. As the distance from a particular hospital increases and/or the mix of uses changes, various special conditions arise. However, these special conditions are typically directly related to the “intended” users discussed in **Section 3.1**.

BA Group reviewed a select number of urban and suburban hospitals to determine what, if any, parking restrictions are provided on municipal streets in the immediate vicinity of the hospital site. These sites and selected representative streets are summarized in **Table 2** below. It is notable that municipal streets near hospitals primarily have “no parking” prohibitions on them, regardless of adjacent land uses. Municipal streets within residential neighbourhoods that are located in close proximity to hospitals (often immediately adjacent to) typically contain some form of residential permit parking or parking time restriction (such as 1-hour parking or parking only after 5pm). As noted however, these exist exclusively in residential neighbourhoods where “residential visitors” would be the anticipated users, and typically only on one side of the street.

While the proximity of the nearest residential streets varies between sites, it is typical that “standard restrictions” do not apply until a street is at least 200 to 300m from the Hospital and the street contains low rise residential development. Although the Vaughan Healthcare Centre Precinct is adjacent a residential neighbourhood, it does not exist within one, indicating that such exemptions from a standard “no parking” prohibition are not required.

TABLE 2 EXAMPLE HOSPITALS & AREA PARKING RESTRICTIONS

Hospital	Location	Nearby Land Uses	Representative Streets	Parking Restrictions	Proximity	Notes
William Osler – Peel Memorial	Kennedy Road North & Queen Street East Brampton	Residential (Low-rise, townhouse, and apartments)	Trueman Street	No Parking Both Sides	Immediately Adjacent the Hospital	Single detached houses facing the Hospital
			Eastern Avenue	No Parking One side 1 Hour Parking One Side	Perpendicular to the Hospital	Single detached houses on both sides
			Wilson Ave	No Parking One Side Standard Restrictions ¹ One Side	±250m from the hospital site	Single detached houses separated by a Regional arterial road (Queen St)
William Osler – Etobicoke General	Highway 27 & Finch Avenue West Toronto	Institutional (Humber College)	Norbrook Crescent	No Parking (Monday to Friday, 8AM-5PM) Both Sides	±250m from the hospital site	Single & semi- detached houses separated by a 5-lane major collector road (Humber College Blvd)
		Residential (Low-rise)	Briarwood Avenue	No Parking (Monday to Friday, 8AM-5PM) Both Sides	±300m from the hospital site	Single detached houses separated by a 5-lane major collector road (Humber College Blvd) & a major arterial road (Highway 27)
Humber River	Keele Street & Wilson Avenue Toronto	Government Complex (Ontario)	Wintergreen Road	No Parking One Side 1h Parking (8AM-5PM)	±200m from the hospital site	Single detached neighbourhood separated by a major arterial road (Wilson Ave)
		Residential (Low-rise and apartment)	Sir William Hearst	No Parking	Immediately Adjacent the Hospital	5-lane major collector road
			Ridge Road	No Parking One Side No Parking (Monday to Friday, 7AM to 5PM) One Side	±200m from the hospital site	Single detached neighbourhood – No vehicular connections to the Hospital
Markham Stouffville	Highway 7 & Ninth Line Markham	Residential (Low-rise)	Riverlands Ave	Daytime Parking Allowed by Permit Only, both sides	Immediately Adjacent the Hospital	Low-Rise (Townhouse / Row House)
			Elm Lea Street	No Parking One Side Standard Restrictions ¹ One Side	±300m from the hospital site	Single detached houses separated by a major regional road (Ninth Line)
Mackenzie Health – Richmond Hill	Major Mackenzie Drive & Trench Street Richmond Hill	Institutional (High School)	Centre Street West	No Parking One Side Standard Restrictions ¹ One Side	±200m from the hospital site	Single detached neighbourhood separated by a collector road (Trench Street)
		Residential (Low-rise)	Richmond Street	No Parking One Side Standard Restrictions ¹ One Side	±300m from the hospital site	Single detached neighbourhood

Notes:

1. Standard Restrictions represent typical Parking By-law Conditions (i.e. 3 hour limit, no parking between 2AM and 6AM)

5.0 OPTIONS ASSESSMENT

In determining the recommended course of action with respect to the Precinct parking restrictions, BA Group analyzed several alternative options for consideration. These are outlined below, with an impact assessment and summary provided in **Table 3**.

The below options were assessed for the municipal streets in the Vaughan Healthcare Centre Precinct, which include:

- Fredrick Banting Street – Formerly Streets ‘A’ & ‘B’
- Vaughan Health Care Circle – Formerly Streets ‘C’, ‘G’, & ‘E’
- Observation Avenue – Formerly Street ‘E’
- Wellness Way – Formerly Street ‘D’
- Darvish Drive – Formerly Street ‘F’

5.1 ALTERNATIVE OPTIONS

Maintaining the Status Quo

This option assumes that the City of Vaughan’s “Standard Restrictions” are applied. These would include:

- a) a 3-hour parking limit (between 6:00 AM and 6:00 PM)
- b) no parking overnight (between 2:00 AM and 6:00 AM)

Paid On-Street Parking

Assumes the implementation of a “pay-and-display”-style municipal paid parking program. While the City of Vaughan does not have a comprehensive on-street paid parking program, we understand that a pilot project is underway within the Vaughan Metropolitan Centre.

Time Limited (Narrow Parking Permitted Window)

This option reduces the available “time permitted” parking from 3 hours to 1 hour, to encourage higher turnover.

Time Limited (Time of Day Restriction)

Similar to restrictions seen in residential neighbourhoods near other hospitals, parking is prohibited during “office hours” (i.e. Monday to Friday, 8:00 AM to 6:00 PM) but permitted, with standard restrictions, afterwards.

Permit Only

Another technique used in areas where residential neighbourhoods are proximate to hospitals, parking is restricted to only permit holders, who must be an area resident.

No Parking

Parking is prohibited for any users, any time of day.

TABLE 3 OPTIONS ASSESSMENT

Option	Example Restriction	Vehicular Capacity Maintained	Complies with Precinct Plan	Supports Hospital TDM Plan	Prevents Congestion & Recirculation	Implementable Prior to Opening Day	Primary User Group Served
Maintain Status Quo	3 Hour Limit (6 AM – 6 PM) No Parking Overnight (2 AM – 6 AM)	No	No	No	No	Yes	Hospital Staff
Paid On Street	3 Hour Limit (6 AM – 6 PM) Per ½ Hour Cost	No	Yes	No (if priced cheaper than Hospital lots)	No	Likely No	Hospital Visitors Hospital Staff (if cheaper than staff parking permits)
Time Limited (Narrow Window)	1 Hour Limit (6 AM – 6 PM) No Parking Overnight (2 AM – 6 AM)	No	No	No	No	Yes	Short-stay Hospital Visitors Patients likely excluded
Time Limited (Time of Day)	No Parking (6 AM – 6 PM) 3 Hour Limit (6 PM – 2 AM) No Parking Overnight (2 AM – 6 AM)	Partly	No	No	No	Yes	Hospital Staff with Late/Evening Shifts
Permit Only	No Parking Except by Residential Permit	No	No	Yes	Yes	Yes	No Users Served, as there are no residents in the Precinct
No Parking	No Parking Anytime	Yes	Yes	Yes	Yes	Yes	No Users Served

As noted in the prior summary table, the only option that is compliant with the Precinct Plan, TDM supportive, and mitigates against congestion and recirculation issues is the “No Parking” option proposed by the Hospital.

It is notable that paid on-street parking is likely not implementable in advance of the Hospital's planned opening due to the lead times required to procure and install the necessary equipment. Further, if the pricing is not in keeping with the Hospital's pricing for parking the effect would be similar to having no paid parking at all.

The “Permit Only” option is not practical, as there are no residents in the Precinct who would be eligible for future permits, thus making it, effectively, a “No Parking” option.

5.2 FUTURE CONDITIONS

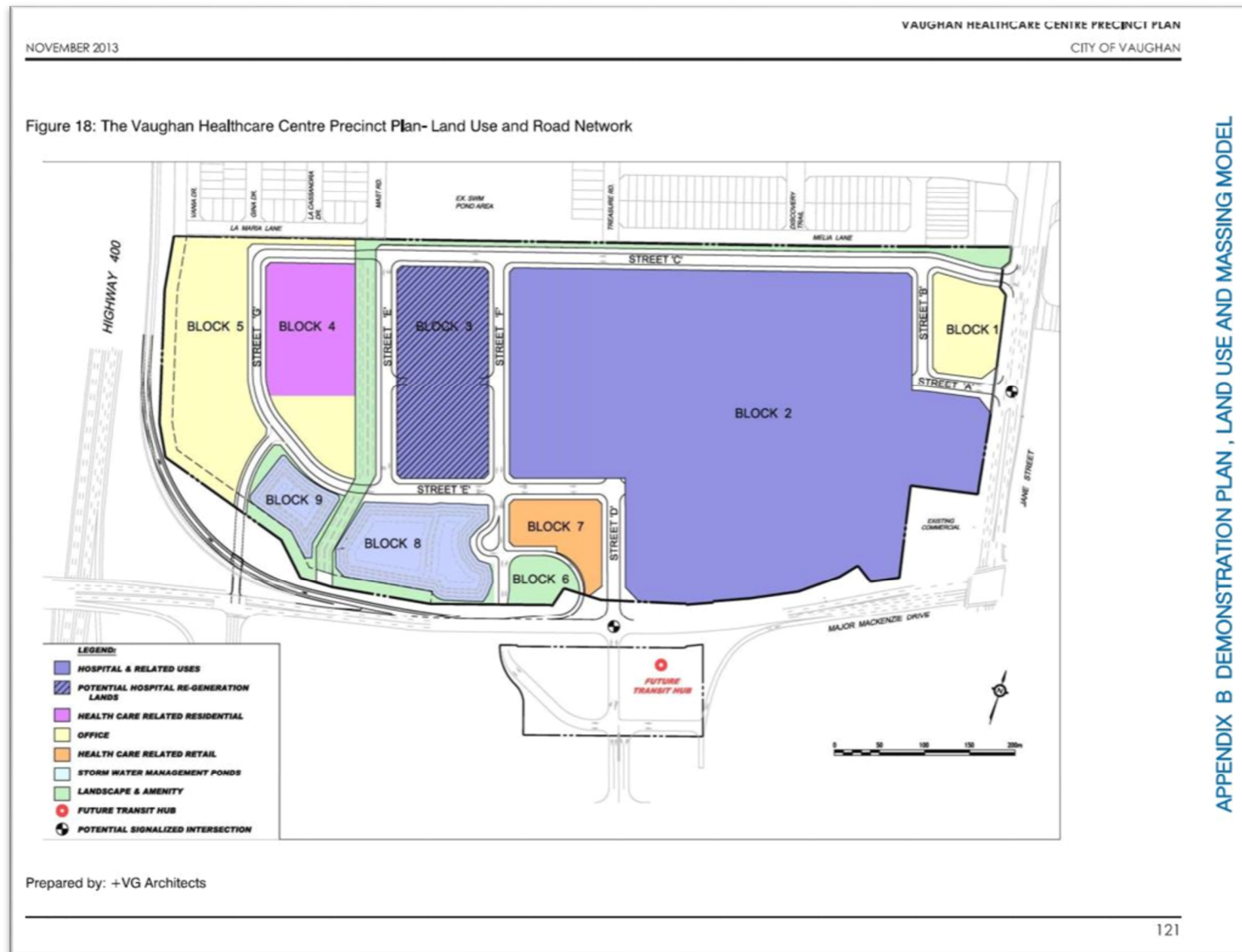
While the prior options assessment has been conducted with the “Opening Day” scenario in mind, BA Group has also considered a future scenario. In the near to medium term, other parcels within the Precinct will begin to develop, following the principles laid out in the Precinct Plan and in keeping with the terms of the City's ground lease with the Hospital.

The Precinct Plan identified other primary land uses that may develop in the balance of the non-Hospital lands within the precinct. These include:

- A long-term care facility;
- Medical office buildings;
- A “Medical Mall”;
- A community health facility;
- Supportive Housing, and
- An “Incubator Space.”

It is worth noting that the majority of these land use types would not necessarily require on-street parking to support the development of their parcels. For land uses that may benefit from some on-street parking (for example the “Medical Mall”), it is important to review the planned block structure associated with each use.

FIGURE 5: EXCERPT FROM PRECINCT PLAN – APPENDIX B – FIGURE 18



In the case of the “Medical Mall”, proposed to be located on Block 7, the block is bound by two high-capacity municipal streets (Vaughan Health Care Circle, formerly known as Street E, and Wellness Way, formerly known as Street D) and two sets of, what are in effect, “off-ramps”. In BA Group’s opinion, these streets would not be suitable candidates for on-street parking due to their short frontages, proximity to signalized intersections, and need for available road capacity.

Other blocks present similar influencing factors, such as the previous discussed congestion issues caused by on-street parking (i.e. impacting the street around Block 1). Yet other developments (i.e. the long term care home) are required by the Precinct Plan to manage their parking and include parking pricing.

Thus, BA Group does not foresee a future circumstance where on-street parking would be necessary, subject to future development also adhering to the principles of the Precinct Plan. However, this is not a definitive conclusion. It is possible that circumstances may arise that would result in the Precinct benefiting from on-street parking in specific locations and under specific operating parameters. BA Group would recommend future study at such time that on-street parking in the Precinct is proposed to determine if circumstances warrant a targeted introduction.

6.0 CONCLUSION

The Hospital proposes that no on-street parking be provided on municipal streets within the Vaughan Healthcare Centre Precinct. This would be in keeping with the approach the Hospital has taken to designing and managing their internal roads, in compliance with the principles of the Vaughan Healthcare Centre Precinct Plan, in support of the MVH Mobility Choice Travel Plan, and in harmony with best practices observed at other hospital sites reviewed in Toronto, Peel Region, and York Region.

To be effective, and in order to avoid potential negative outcomes during the Hospital's "Grand Opening", the Hospital requests that the necessary approvals and infrastructure be in place prior to the first week of February 2021.

The introduction of "No Parking" prohibitions in the Precinct would ensure that the City of Vaughan, along with its Regional and Hospital partners, are doing their part to ensure that the shared community imperative for a successful opening and operation of the Cortellucci Vaughan Hospital is addressed.

Failure to introduce the prohibitions would likely result in increased congestion and impacts to drivers, ambulances, and others. On-street parking does not meet the requirements of the Precinct Plan and works to undermine the Hospital's Transportation Demand Management plan, as well as infrastructure investments made in sustainable transportation alternatives.

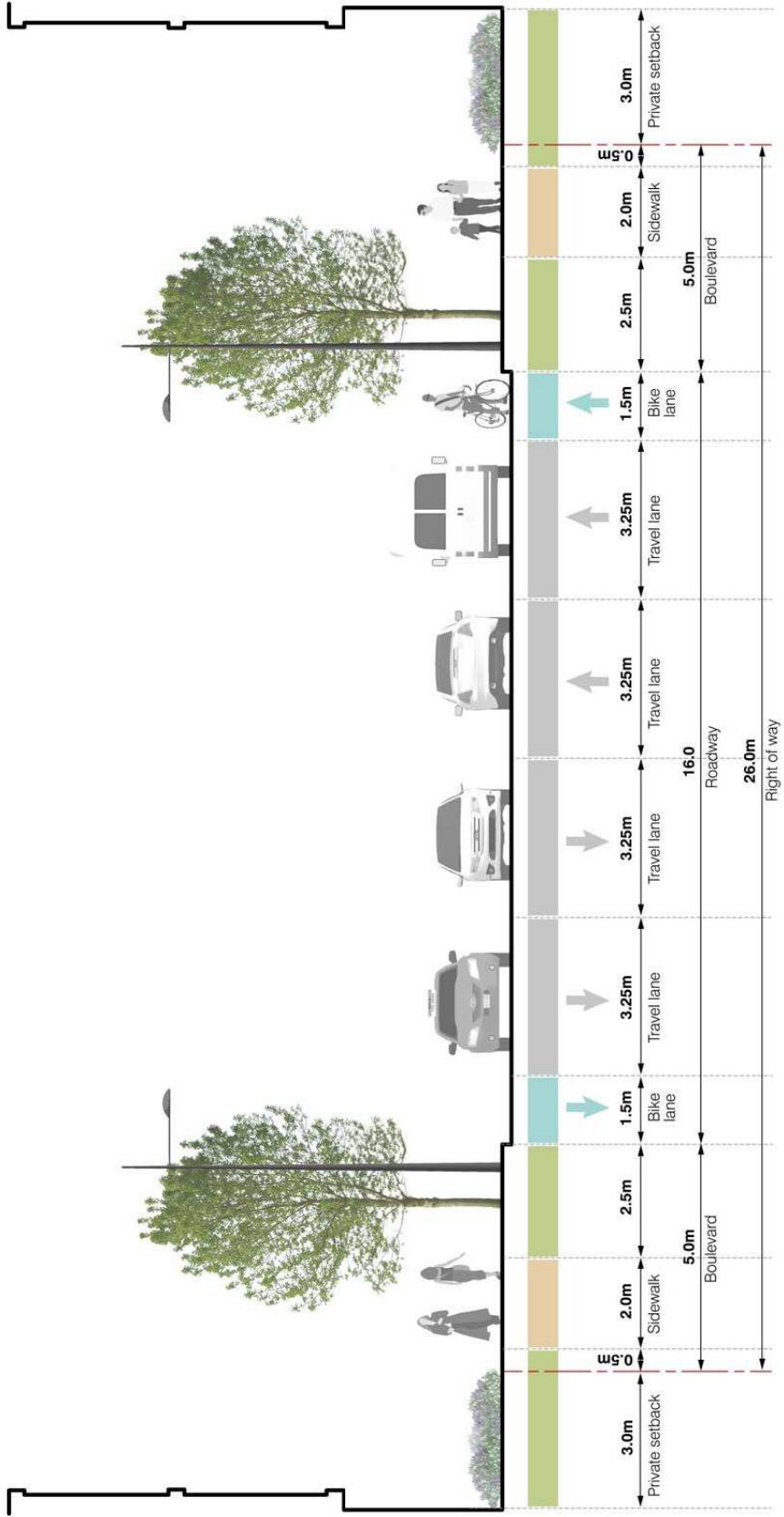
In reviewing other Hospital sites it is clear that other hospitals in Toronto, Peel Region, and York Region do not provide on-street parking unless adjacent residential neighbourhoods, even then including various partial prohibitions to discourage the use of on-street parking by hospital patients, visitors, and staff. BA Group's analysis of the potential alternatives indicates that the most impactful path forward is to enact the proposed "No Parking" prohibitions throughout the Precinct in advance of the Hospital's opening. Should sufficient demand be present in the future, this decision could be reviewed should the City deem it appropriate.

APPENDIX A: Precinct Plan – Appendix C – Street Cross Sections



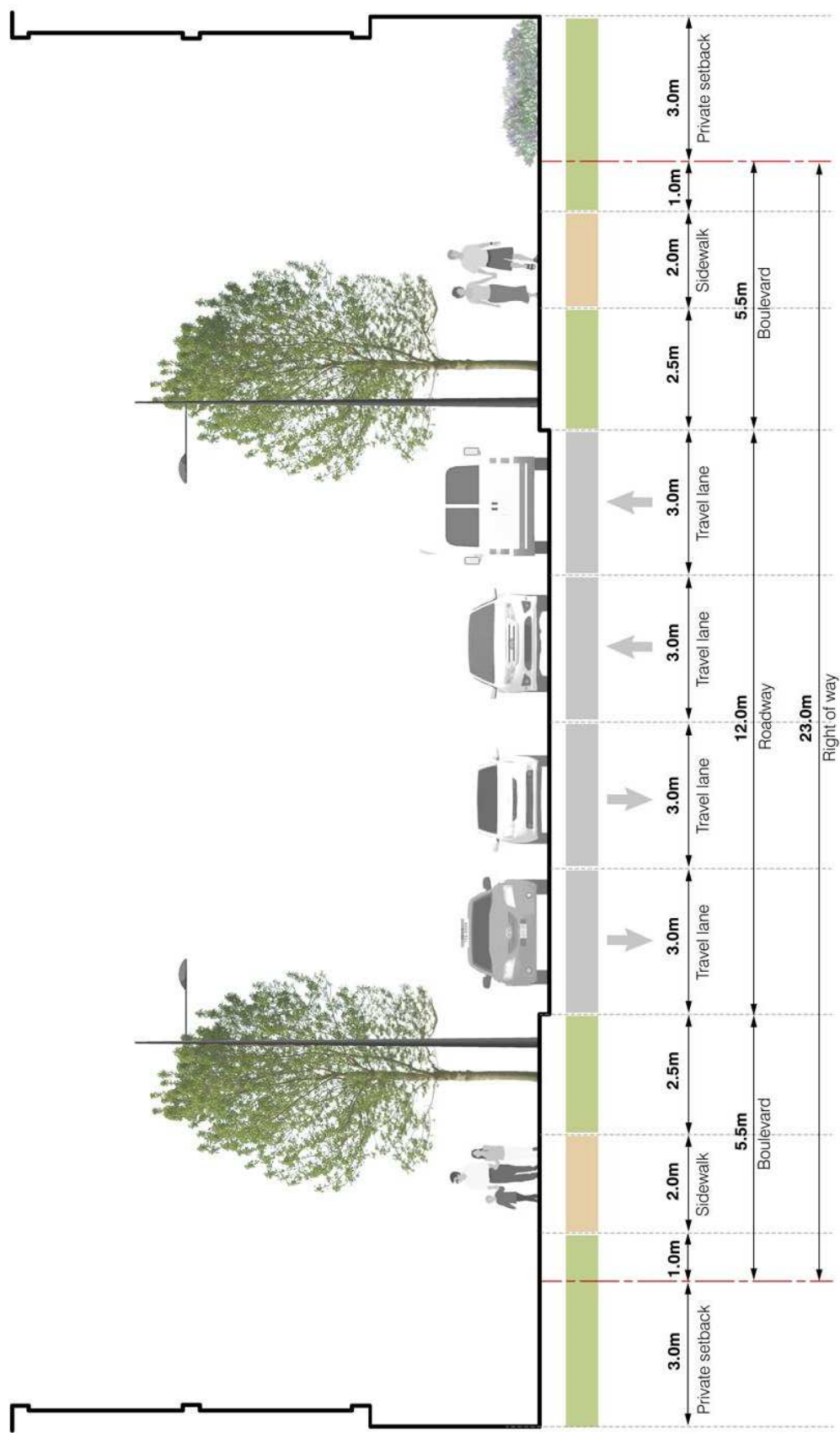
APPENDIX C: STREET CROSS SECTIONS

STREET A & G
COLLECTOR ROAD



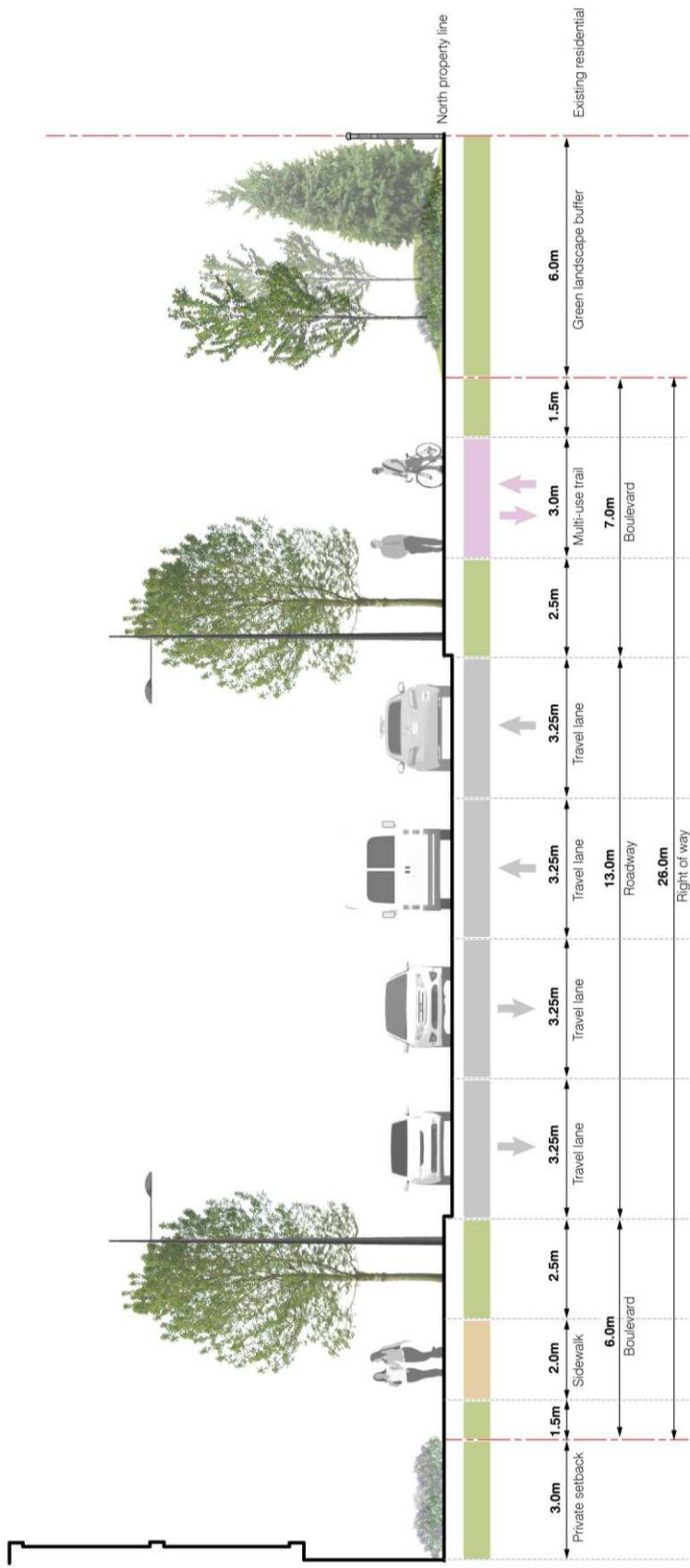
Prepared by: Malone Given Parsons Ltd.

STREET B & F
LOCAL ROAD



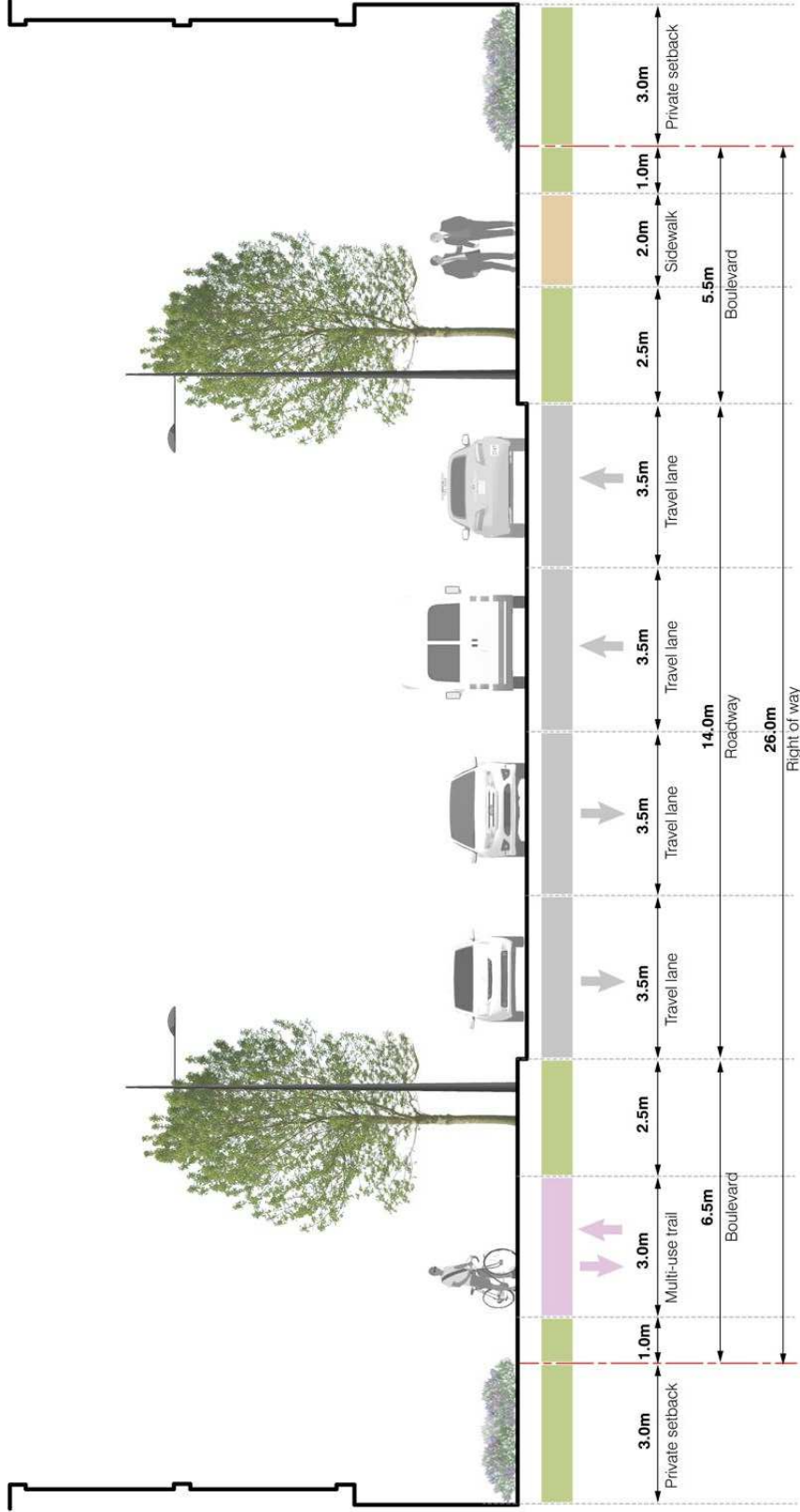
Prepared by: Malone Given Parsons Ltd.

STREET C
COLLECTOR ROAD



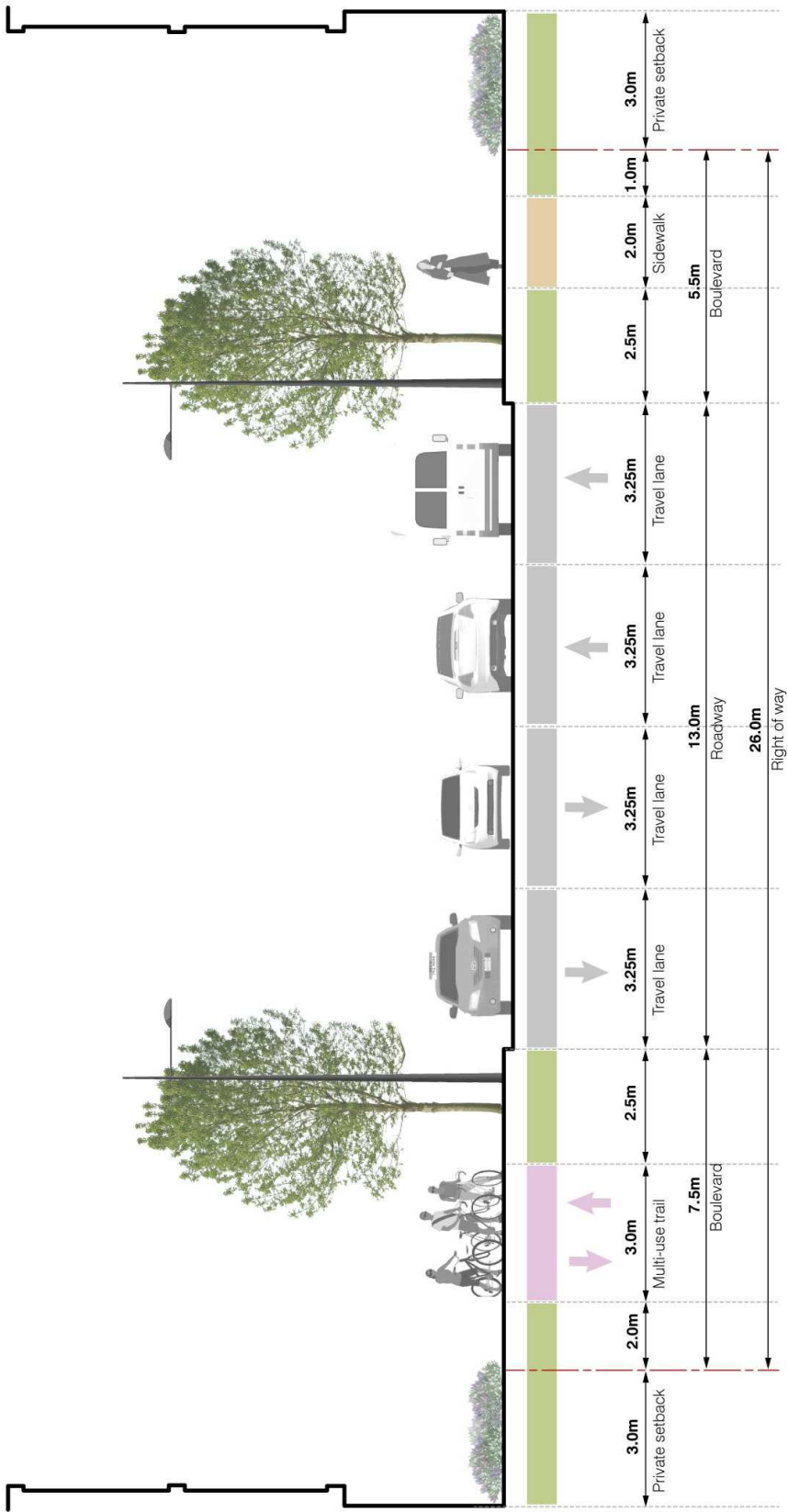
Prepared by: Malone Given Parsons Ltd.

STREET D
COLLECTOR ROAD



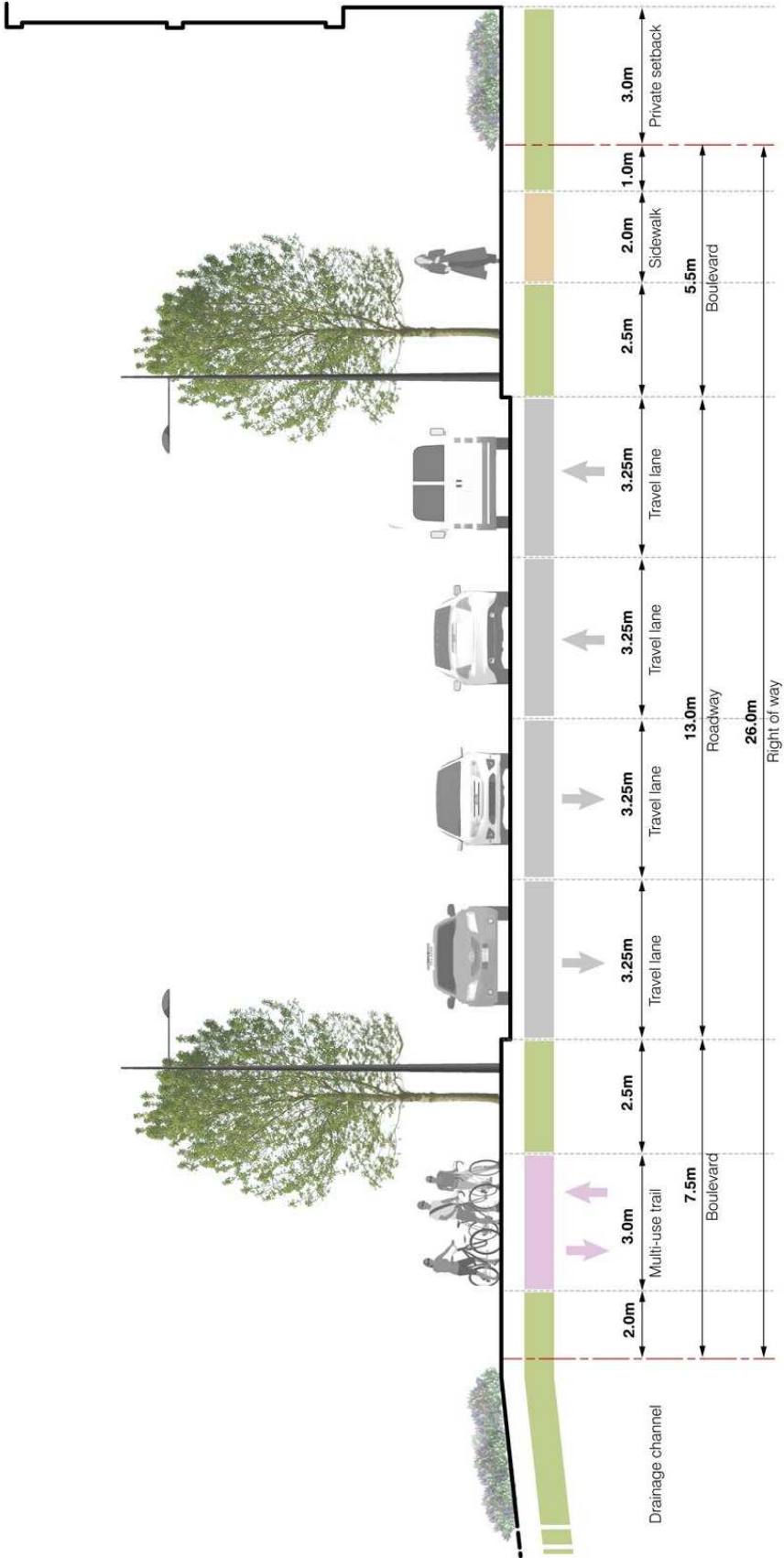
Prepared by: Malone Given Parsons Ltd.

STREET E
COLLECTOR ROAD (EAST - WEST)



Prepared by: Malone Given Parsons Ltd.

STREET E
COLLECTOR ROAD (NORTH - SOUTH)



Prepared by: Malone Given Parsons Ltd.

APPENDIX B:

Correspondence from York Region Paramedic Services



August 1, 2017

Mr. David Stolte
Vice President, Strategy & Redevelopment
Mackenzie Health
10 Trench Street
Richmond Hill, ON
L4C 4Z3

Dear Mr. Stolte,

Re: Mackenzie Vaughan Hospital Road Access from Street C.

Thank you for allowing us the opportunity to provide feedback on the design of the new Mackenzie Vaughan Hospital as it relates to the ambulance garage and the emergency department access. After reviewing the plan, we have concerns with the proposed north-south road from Street C through the staff parking lot.

Our concern is that by creating this roadway, it would allow the general public to use this road as a way to by-pass the Jane St and Major Mackenzie intersection as a 'short cut'. This access could cause increased traffic congestion which has the potential to delay ambulances from accessing the hospital in a timely matter.

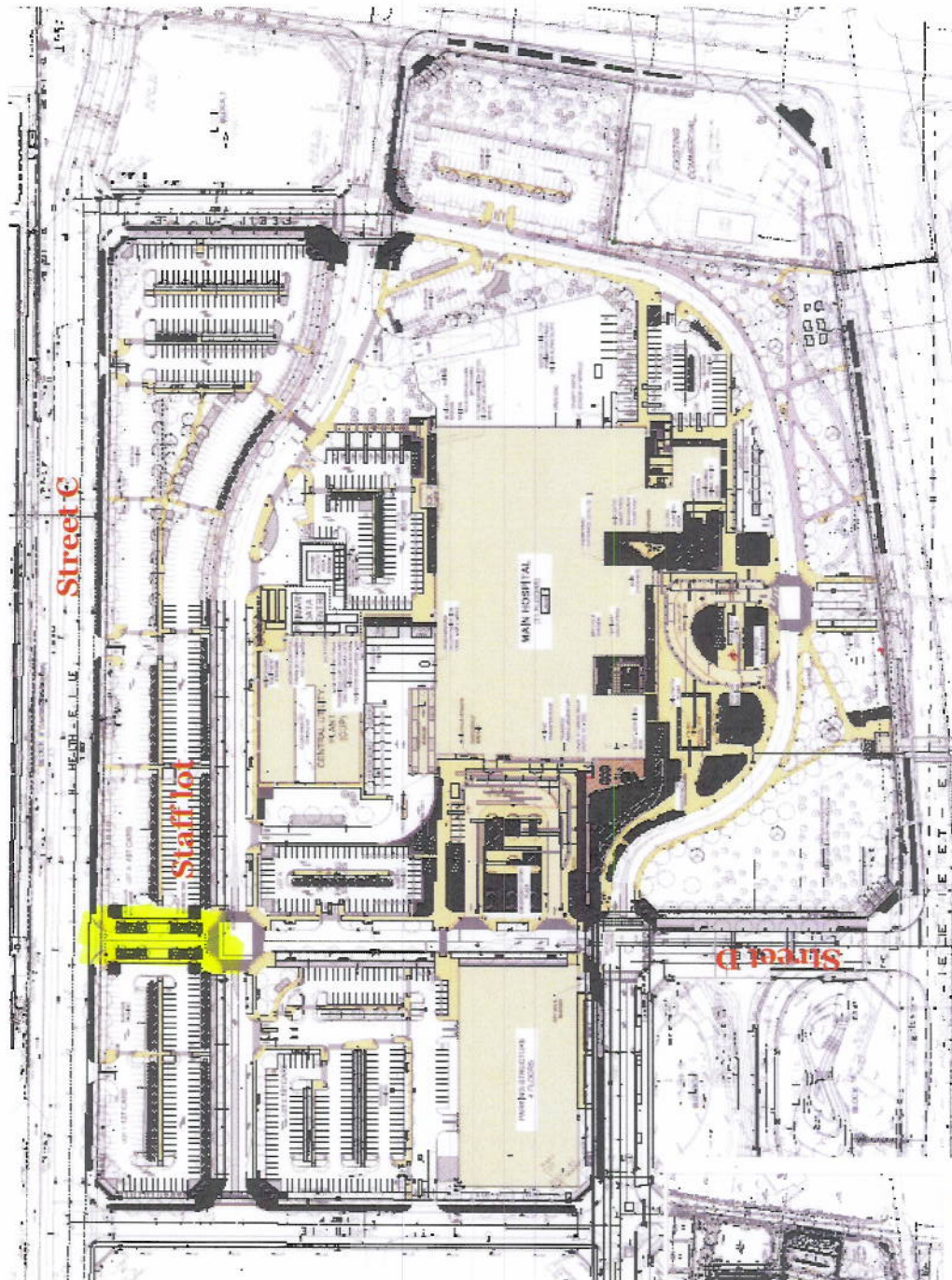
We would strongly recommend that this roadway be reviewed to ensure unnecessary delays are not created to ambulances or other patients in need of emergency services entering the site as well as reducing potential issues due to the amount of traffic this road could potentially create.

Thank you for your consideration in this matter.

Iain Park 
Deputy Chief/Manager Paramedic Services, Paramedic Operations

YORK-#7772595-v1-Mackenzie Vaughan Hospital Road – letter to VP of Mackenzie Health

Revised Site Plan
submission
submitted in April
2017.



Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): ALL

**TITLE: MEMORANDUM OF UNDERSTANDING WITH YORK REGION
PUBLIC HEALTH FOR MASS IMMUNIZATION CLINIC SPACE**

FROM:

Deryn Rizzi, Acting Deputy City Manager, Community Services

ACTION: DECISION

Purpose

To request Council approval for the execution of a Memorandum of Understanding (the “MOU”) between York Region (the “**Region**”) and the City of Vaughan (the “**City**”) for the purposes of conducting mass immunization at Maple Community Centre to protect public health during this COVID-19 public health emergency. The MOU will establish expectations, roles and responsibilities of all parties.

Report Highlights

- The Region and the City have negotiated an MOU for a mass immunization site at the Maple Community Centre that was assessed by and deemed viable by York Region Public Health.
- The MOU establishes roles and responsibilities of both parties.
- The MOU supports protecting public health against the current COVID-19 pandemic and future public health emergencies through a vaccine delivery site.

Recommendation

1. That a By-law be enacted to authorize the Mayor and City Clerk to execute a Memorandum of Understanding with the Region to facilitate a vaccine clinic at the Maple Community Centre, in a form satisfactory to Legal Services.

Background

City and Region staff have been in negotiations in the latter part of 2020 to formalize language for an MOU for conducting mass immunization operations at City owned facilities. Mutually agreeable conditions and language was finalized in late December.

York Region Public Health and the Emergency Planning program staff have met regularly to discuss possible options for mass immunization clinic locations in the event of a public health emergency prior to the onset of the COVID-19 pandemic. Public Health staff identified that the Maple Community Centre is their first option for a mass immunization clinic in the City.

Discussions continue with York Region Public Health on other sites that may be assessed in the City for static mass immunization and drive thru immunization clinics. Public Health plans to open the first location in Vaughan by the end of February/early March with additional locations following subject to Provincial rollout of mass vaccinations. The implementation of additional sites is dependent on the availability of vaccine, storage requirements and the amount of vaccine allocated to York Region from each delivery. Further sites will be brought to Council for approval as discussed and agreed to with the Region.

The Province has issued the *Ethical Framework for COVID-19 Vaccine Distribution* which is being followed by York Region Public Health in the planning and implementing of mass immunization clinics. The Ministry of Health has directed that vaccine distribution planning include multiple methods. York Region Public Health is planning for 50% of the vaccine be administered through community stakeholders such as physicians, health care clinics and pharmacies. Public Health will administer the other 50% through static sites such as community centres, schools, drive thru sites and mobile clinics. City staff are working directly with the Region on the Vaccine Planning Team.

York Region has indicated that they will require staffing support from the municipalities at the clinic in non-medical roles. Discussions are occurring between the Region and the municipalities to manage this requirement.

Previous Reports/Authority

Not applicable

Analysis and Options

As a result of lessons learned from the H1N1 mass immunization clinic in 2009, Public Health staff developed an assessment protocol and process for future mass immunization clinics. Based on the H1N1 vaccine clinic experience it was mutually agreed upon that any joint use facilities that housed both community centres and secondary schools would be excluded (Vellore Village and Rosemount).

In 2016, York Region Community and Health Services emergency management staff identified potential locations based on the identified emergency shelters in each community. Public Health selected Dufferin Clark, Father Ermanno Bulfon, Garnet A. Williams and Maple Community Centres for assessment to determine which site best met their needs as a future mass immunization clinic.

Only large facilities with multiple rooms and gyms would be assessed. The facility had to be on a public transit route, easily accessible, have lots of parking, be centrally located and meet accessibility standards. These facilities needed to have the necessary infrastructure in place such as Wi-Fi, public address systems, kitchen facilities and three of the facilities had emergency cots and blankets for provision of health care.

The original concept of a mass immunization site was for short term use (1 to 2 days) for health emergencies vaccination for conditions such as meningitis, Hepatitis A/B and influenza. The concept has changed dramatically for the COVID-19 mass immunization clinics where they will run for approximately 15 hours a day, seven days a week from April to September.

The criteria used to evaluate the facilities in 2016 included;

- Centrally located for ease of access (on a main road).
- Space for mass immunization line-up for reception (50-60 chairs) that also accommodates physical distancing.
- Dedicated area for mass immunization screening (20-30 chairs; 4-6 tables).
- Reception/consent area.
- Line-up area (visually separate from immunizing area).
- Nursing stations (40-80 chairs; 15-30 tables).
- Vaccine preparatory area.
- Post supervision area (visually separate).
- Post immunization area.
- Accessible parking and accessible by public transit.

York Region Public Health following their initial assessment in 2016, concluded that the Maple Community Centre would be most beneficial to the community for a mass immunization clinic. The Maple Community Centre is situated centrally in the City of Vaughan and is easily accessible with ample parking. There are multiple rooms for use and a separate area for staff to take their breaks.

The comments on the other three facilities assessed identified that:

- Dufferin Clark was identified as a potential location.
- Father Ermanno Bulfon had challenges with two main points of entry into the building from different roads which has implications for control of access and egress.
- Garnet A. Williams will be undergoing major construction this year and will not be available.

City and Public Health staff conducted an assessment of the Maple Community Centre on January 12, 2021 and were advised that process for COVID-19 mass immunization clinics will differ from processes used for other health emergencies. The COVID-19 vaccine process includes a longer recovery time post vaccination of up to 30 to 40 minutes to observe for side effects. Additional criteria that Public Health is using in their assessments include;

- Separate entry and egress points so incoming and outgoing clients do not cross paths.
- Large space to include all functions in one area (intake, vaccination and post vaccine recovery).
- Space to accommodate specialized freezers.
- Ease of traffic flow within the building.

Financial Impact

The MOU will address reimbursement of costs, loss in revenue from facility rentals and programs, actual costs of supplies, overtime salaries related to the use of the access to the facilities and paid to City staff directly in relation to the operation, additional utility costs for heating and lighting, additional expenses incurred in cleaning, additional security costs, and long distance telephone charges.

Broader Regional Impacts/Considerations

The MOU establishes expectations, roles and responsibilities for mass immunization locations in public health emergencies for the Region and the City that will benefit all citizens of the Region.

Conclusion

Executing the MOU with the Region supports service delivery to citizens in need during a public health emergency.

For more information, please contact Sharon Walker, Manager of Emergency Planning, Extension 6322.

Attachment

1. Draft Mass Immunization MOU By-law.

Prepared by

Sharon Walker, Manager of Emergency Planning, Extension 6322.

Approved by

A handwritten signature in dark ink that reads "D. Rizzi".

Deryn Rizzi, Acting Deputy City
Manager of Community Services

Reviewed by

A handwritten signature in dark ink that appears to read "Jim Harnum".

Jim Harnum, City Manager

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER XXX-2021

A By-law to authorize the Mayor and Clerk to execute a memorandum of understanding with York Region to allow the Region to use Maple Community Centre as a mass immunization site and to authorize the City Manager and the Deputy City Manager of Community Services to sign future MOUs with the Region for additional clinic locations at mutually agreed upon City facilities in substantially the same form.

NOW THEREFORE, The Council of The Corporation of the City Vaughan ENACTS AS FOLLOWS:

1. THAT the Mayor and Clerk are hereby authorized to execute a mass immunization MOU with the Region for the proposed vaccine clinic at the Maple Community in a form satisfactory to Legal Services.
2. THAT the City Manager and the Deputy City Manager of Community Services are hereby authorized to execute future MOUs with the Region for additional clinic locations at mutually agreed upon City facilities in substantially the same form

Enacted by City of Vaughan Council this day of January, 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. of Report No.
of the Committee of the whole
Adopted by Vaughan City Council on
January 26, 2021

Committee of the Whole (2) Report

DATE: Tuesday, January 25, 2021

WARD(S): ALL

TITLE: OLDER ADULT TASK FORCE – RESIGNATION OF TWO (2) MEMBERS

FROM:

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

ACTION: DECISION

Purpose

To inform Council of the resignations of Bob Bak and Elizabeth Lincoln, due to personal reasons; to seek Council's direction with respect to filling the vacancies; and to reduce quorum requirements, in the interim, until the vacancies are filled.

Report Highlights

- Two members have resigned from the Older Adult Task Force, due to personal reasons.
- Council's direction is required to fill the vacancies caused due to the resignations and to reduce quorum requirement, in the interim, until the vacancies are filled.

Recommendations

1. That the resignations of Bob Bak and Elizabeth Lincoln be received;
2. That the Office of the City Clerk be directed to advertise and recruit 2 (two) members to fill the vacancies caused due to the resignations; and
3. That Council reduce the quorum requirement to the majority of the remaining members, in the interim, until the vacancies are filled.

Background

At its meeting on December 21, 2020, the Older Adult Task Force was advised of the resignations of Bob Bak and Elizabeth Lincoln, and the following recommendation was made:

- 1) That the resignations, for personal reasons, of Bob Bak and Elizabeth Lincoln be received;
- 2) That Council be requested to provide direction on filling the vacancies caused due to the resignations; and
- 3) That Council be requested to consider reducing the quorum requirements, in the interim, until the vacancies are filled.

Previous Reports/Authority

Not applicable.

Analysis and Options

The City of Vaughan's Older Adult Task Force has an overall mandate to make recommendations that address older adult issues and the promotion of healthy seniors in Vaughan. This includes recommendations on Vaughan's Older Adult Strategy, programs and services, and steps towards attaining an age-friendly community designation.

According to the Terms of Reference for the Older Adult Task Force, the membership is composed of:

- a) two (2) Council members;
- b) six (6) citizen members who are part of the older adult population or have significant insight / experience with Vaughan's older adult community; and
- c) one (1) member representing an organization or service provider serving older adults.

A quorum of five (5) members, including the Chair, is required for a meeting to be held. With the resignation of the two (2) citizen members, there is a concern of not achieving quorum. Council is therefore requested to consider reducing the quorum required to four (4) members, including the Chair, till the two (2) citizen members are appointed to ensure the task force can continue to meet.

Considering that the Older Adult Task Force is in the midst of developing recommendations on Vaughan's Older Adult Strategy, programs and services, and steps towards attaining an age-friendly community designation, it is advisable to fill the two (2) vacancies of citizen members caused due to the resignations.

Financial Impact

No new funds are required as the operational expenses are covered within the Office of the City Clerk's budget.

Broader Regional Impacts/Considerations

There are no Regional Impacts/Considerations associated with this report.

Conclusion

The City Clerk is requesting that Council receive the resignations of Bob Bak and Elizabeth Lincoln; provide direction with respect to filling the vacancies; and reduce the quorum requirements, in the interim, until the vacancies are filled.

For more information, please contact Todd Coles, City Clerk, Extension 8281

Attachments

None.

Prepared by

John Britto, Council / Committee Administrator, extension 8637.

Approved by



Wendy Law
Deputy City Manager
Administrative Services & City Solicitor

Reviewed by



Jim Harnum, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, January 25, 2021

WARD(S): ALL

**TITLE: EFFECTIVE GOVERNANCE AND OVERSIGHT TASK FORCE
REQUEST TO FILL VACANCY**

FROM:

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

ACTION: DECISION

Purpose

To inform Council of the resignation of an Effective Governance and Oversight Task Force member and request the selection of a candidate to fill the vacancy.

Report Highlights

- Member Fausto Natarelli resigned from the Task Force creating a vacancy.
- The Effective Governance and Oversight Task Force is requesting that Council fill the vacancy with a candidate from the applications previously received in the recruitment.
- The applications have been provided in Confidential Attachment 1.

Recommendations

1. That the vacancy on the Effective Governance and Oversight Task Force be filled with a candidate from the applications received in the previous recruitment and set out in this report as Confidential Attachment 1.

Background

The Effective Governance and Oversight Task Force was established by Council at its meeting of May 14, 2019. A recruitment of citizen members was conducted, and appointments were made and adopted at the Council meeting of October 2, 2019.

The City of Vaughan Effective Governance and Oversight Task Force has an overall mandate to make recommendations that ensure the City is at the forefront of accountability, transparency and regulatory governance.

This includes exploring how the City of Vaughan can further enhance its governance framework, thereby continuing to empower the Mayor and Members of Council to work closely with citizens, businesses and community stakeholders.

Member Fausto Natarelli tendered his resignation and at the meeting of October 28, 2020, the Task Force made the following motion:

- 1) That the resignation of Fausto Natarelli be received; and
- 2) That Council be requested to fill the vacancy with a candidate selected from the Effective Governance and Oversight Task Force applications received in the previous recruitment.

Previous Reports/Authority

[Item 9, Report No. 7, of the Finance, Administration and Audit Committee, Council May 14, 2019](#)

[Item 13, Report No. 27, Committee of the Whole, Council October 2, 2019](#)

Analysis and Options

Confidential Attachment 1 containing applications has been provided for the Committee's consideration.

Financial Impact

There is no financial impact associated with this report.

Broader Regional Impacts/Considerations

There are no Regional Impacts/Considerations associated with this report.

Conclusion

As requested by the Effective Governance and Oversight Task Force, applications have been provided for the Committee's consideration for the appointment of a member to fill the vacancy on the Task Force as a result of a resignation.

For more information, please contact: Todd Coles, City Clerk, Extension 8281

Attachments

1. Confidential Attachment (Mayor and Members of Council Only)

Prepared by

Rose Magnifico, Council / Committee Administrator

Approved by



Wendy Law
Deputy City Manager
Administrative Services & City Solicitor

Reviewed by



Jim Harnum, City Manager

Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): ALL

**TITLE: DIVERSITY AND INCLUSION TASK FORCE - REVISION OF
TERMS OF REFERENCE TO EXTEND TERM
(TRANSMITTAL REPORT)**

FROM:

Diversity and Inclusion Task Force

ACTION: DECISION

Purpose

To seek Council's consideration to revise the Diversity and Inclusion Task Force Terms of Reference to extend its term to April 2022, in order to facilitate timely completion and submission of its findings report to Council.

Report Highlights

- The Task Force is requesting an extension of its term to April 2022.
- The extension will allow sufficient time to submit its findings report to Council.

Recommendation

The Diversity and Inclusion Task Force forwards the following recommendation from its meeting of December 17, 2020, for Council's consideration:

- 1) That Council consider revising the Terms of Reference for the Diversity and Inclusion Task Force and extend its term to April 2022.

Background

The Diversity and Inclusion Task Force has an overall mandate to provide guidance to the City of Vaughan in developing policies that promote fairness, mutual respect and an undoubted sense of inclusion among the diverse individuals, communities and stakeholder groups that compose its population.

The City strives to foster a culture that is inclusive and respectful where all citizens, employees, businesses and visitors are valued. The City is proud to have diverse communities, and values the significant contributions they make to the cultural, economic and social achievements of its wonderful civic life. The City will continue to embrace human differences through its commitment to fostering equality, inclusiveness, respect and acceptance for everyone.

The current Terms of Reference for the Diversity and Inclusion Task Force provides that its term shall be from September 2020 to the end of 2021. In order to provide sufficient time to fulfil its mandate and objectives, and to submit its findings report to Council, the Task Force, at its meeting on December 17, 2020, approved a recommendation seeking Council's consideration to extend its term to April 2022.

Previous Reports/Authority

Not applicable

Analysis and Options

The Diversity and Inclusion Task Force has met only twice in the months of November and December 2020, therefore, in order to provide sufficient time to prepare and submit its findings report to Council, the Task Force is seeking Council's consideration to extend its term to April 2022.

Financial Impact

N/A

Broader Regional Impacts/Considerations

There are no broader regional impacts and/or considerations resulting from this report.

Conclusion

This report is submitted on behalf of the Diversity and Inclusion Task Force, seeking Council's consideration to extend its term to April 2022.

For more information, please contact Todd Coles, City Clerk, Extension 8281

Attachments

None

Prepared by

John Britto, Council / Committee Administrator, ext. 8637

Committee of the Whole (2) Report

DATE: Monday, January 25, 2021

WARD(S): ALL

**TITLE: REVISION TO THE TERMS OF REFERENCE FOR THE
TRANSPORTATION AND INFRASTRUCTURE TASK FORCE TO
EXTEND TERM
(TRANSMITTAL REPORT)**

FROM:

Transportation and Infrastructure Task Force

ACTION: DECISION

Purpose

The purpose of this reports is to respond to the request by the Transportation and Infrastructure Task Force to revise the Terms of Reference granting an extension to April 2022 to complete and submit its findings report in accordance with the Task Force's mandate.

Report Highlights

- Due to COVID the Task Force could not meet for a few months in 2020
- The Task Force is requesting an extension of their term to April 2022
- The extension will allow more time to submit its findings report

Recommendations

The City Clerk, on behalf of the Transportation and Infrastructure Task Force, forwards the following recommendation from its meeting of November 18, 2020 for consideration:

- 1) That the Transportation and Infrastructure Task Force be granted an extension to April 2022 to complete and submit its findings report in accordance with its mandate and that the Terms of Reference for the Transportation and Infrastructure Task Force be amended.

Background

Council, at its meeting of October 2, 2019, approved the establishment of the Transportation and Infrastructure Task Force. The mandate of the Task Force is as follows:

The City of Vaughan Transportation & Infrastructure Task Force has an overall mandate to assist the City in finding new and innovative ways to manage and make its transportation systems more sustainable amid the rapidly changing landscape of Vaughan. This will include developing a coordinated set of transportation priorities and identifying new revenue sources dedicated to making the City's transportation system more reliable, efficient, and better prepared to accommodate future growth.

The Task Force, at its meeting on November 18, 2020, approved a recommendation requesting an extension to April 2022 to complete and submit its findings report.

Previous Reports/Authority

Extract from Council meeting minutes of October 2, 2019:

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=22003>

Analysis and Options

Due to COVID the Transportation and Infrastructure Task Force could not meet for a few months early in 2020, therefore, in order to be able to put forward a findings report to Council, they will need further time to complete their mandate and have requested an extension to April 2022.

Financial Impact

N/A

Broader Regional Impacts/Considerations

There are technical members on the Transportation and Infrastructure Task Force from York Region Transit, York Region, Metrolinx and the Ministry of Transportation who provide information and feedback to the Task Force.

Conclusion

This report is submitted on behalf of the Transportation & Infrastructure Task Force and seeks to increase the number of months that the Task Force was given to complete the findings report from April 2021 to April 2022.

For more information, please contact: Todd Coles, City Clerk, Extension 8281

Attachments

N/A

Prepared by

Adelina Bellisario,
Council / Committee Administrator, ext. 8698



MEMBER'S RESOLUTION

Date:	COMMITTEE OF THE WHOLE (2) – JANUARY 25, 2021
Title:	ILLUMINATION OF CITY HALL TO COMMEMORATE THE ONE YEAR ANNIVERSARY OF KEIRA KAGAN'S MURDER
Submitted by:	Ward 4 Councillor Sandra Yeung Racco

Whereas, the City of Vaughan has received a request from Jennifer Kagan, Keira Kagan's mother, as well as area residents, to consider honouring Keira Kagan's death; and

Whereas, on February 9, 2020 Keira Kagan body was found following a short search in a park in Milton, Ontario; and

Whereas, it was conclusively determined that Keira Kagan had been murdered by her father in an act of murder-suicide; and

Whereas, Keira Kagan was a resident of Thornhill in Ward 4, where she lived primarily with her mother; and

Whereas, other municipalities have honoured victims of similar acts of violence with coloured lights and/or illumination on the anniversary of the victim's death; and

Whereas, the colour purple is used to represent the Elimination of Violence Against Women and Girls and illuminating City Hall will highlight awareness to this issue and the need for stronger laws to protect victims.

It is therefore recommended:

- 1) That City Council approve the illumination of City Hall in purple on February 9, 2021 to mark the one year anniversary of Keira's murder; and
- 2) That Corporate Communications promote the illumination of City Hall prior to the event and issue a news release regarding the commemorative illumination to highlight the importance of recognizing violence against women and girls; and
- 3) That this Member's Resolution be forwarded to York Region, York Region Police all York Region area municipalities, Vaughan's Members of Provincial Parliament and Members of Parliament to continue the conversation on the Elimination of Violence Against Women and Girls.

Respectfully submitted,

Sandra Yeung Racco,
Ward 4 Councillor

Attachments

1. Email request from Jennifer Kagan

From: [Jennifer Kagan](#)
To: [Racco, Sandra](#)
Subject: [External] Commemorating my daughter on one year anniversary of her murder- Vaughan resident
Date: Tuesday, December 22, 2020 7:17:27 PM

Hello Sandra

My name is Jennifer Kagan and I am the bereaved mom of Keira Kagan, the four year old girl found dead along with her biological father at Rattlesnake Point in Milton Ontario on Feb 9 of last year in what we know beyond a doubt was a murder suicide. You may have seen information in the media pertaining to this tragedy.

The one year point of Keira's tragic loss is upcoming and I was hoping the community would do something to honour her. I have attached an article below as to what the city of Mississauga did to honour little Riya Rajkumar who was killed in similar circumstance.

I think it is important for the region of Vaughan to honour Keira , a precious young life lost and send a message of solidarity to grieving family and community members. Many people in the community have been deeply affected by this tragedy and we are hopeful the region would extend some compassion to our family by helping to remember Keira similar to what was done in Mississauga.

I have attached a news article about Riya Rajkumar below and how the city of Mississauga honoured her. I have also reached out to Halton Region, however Keira was a resident of Vaughan (she lived primarily with me in Thornhill).

I look forward to hearing from you

Sincerely
Jennifer Kagan

<https://www.insauga.com/mississauga-set-to-honour-riya-rajkumar-on-one-year-anniversary-of-her-death>

Sent from my iPhone

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.

CITY OF VAUGHAN

REPORT NO. 4 OF THE

TRANSPORTATION AND INFRASTRUCTURE TASK FORCE

*For consideration by the Committee of the Whole
of the City of Vaughan on January 25, 2021*

The Transportation and Infrastructure Task Force met at 9:38 a.m., on November 18, 2020.

<u>Members Present</u>	<u>In-Person</u>	<u>Electronic Participation</u>
Councillor Rosanna DeFrancesca, Chair		X
Majid Babaei		X
Alexander Bonadiman		X
Jillian Britto		X
Fabrizio Guzzo, Operations Director, York Region Transit (YRT)		X (10:00 am)
Daniel Henrique		X
Celia Lewin		X
Lucio Polsinelli		X
Guillermo Rybnik		X
Doug Spooner, Director, Service Planning, Planning & Design, Metrolinx		X
Brian Titherington, Director, Transportation & Infrastructure Planning, York Region		X
<u>Staff Present</u>		
Vince Musacchio, Director of Infrastructure Planning & Corporate Asset Management		X
Donald Eta, Director of Transportation & Fleet Services Management		X
Michael Genova, Director of Corporate and Strategic Communications		X
Selma Hubjer, Transportation Engineering Manager		X
Margie Chung, Manager of Traffic		X
Christopher Tam, Transportation Project Manager/Transportation Engineer		X
Catherine Vettese, Communication Advisor Partner, Communication Engagement		X
Adelina Bellisario, Council / Committee Administrator		X

**REPORT NO. 4 OF THE TRANSPORTATION AND INFRASTRUCTURE TASK FORCE
FOR CONSIDERATION BY COMMITTEE OF THE WHOLE OF THE CITY OF
VAUGHAN ON JANUARY 25, 2021**

**1. TRANSPORTATION AND INFRASTRUCTURE TASK FORCE THEMES
AND NEXT STEPS**

The Transportation and Infrastructure Task Force recommended that the following recommendation be forwarded to Council for approval:

- 1) That the Transportation and Infrastructure Task Force be granted an extension to April 2022 to complete and submit its findings report in accordance with its mandate and that the Terms of Reference for the Transportation and Infrastructure Task Force be amended;

The Transportation and Infrastructure Task Force advises Council:

- 1) That the presentation by staff and Communication C1, entitled, "Transportation and Infrastructure Task Force", was received; and
- 2) That the following sub-committees were created:
 1. Improving System Sustainability; and
 2. Channeling Innovation.

2. 2021 MEETING DATES

The Transportation and Infrastructure Task Force advises Council:

- 1) That the following Transportation and Infrastructure Task Force 2021 meeting dates were approved:

January 27
March 24
May 19
September 13
November 17

The meeting adjourned at 10:23 a.m.

Respectfully Submitted,

Councillor Rosanna DeFrancesca, Chair

**CITY OF VAUGHAN
REPORT NO. 2 OF THE
DIVERSITY AND INCLUSION TASK FORCE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on January 25, 2021*

The Diversity and Inclusion Task Force met at 6:39 p.m., on December 17, 2020.

ELECTRONIC PARTICIPATION

PRESENT:

Council Members Councillor Tony Carella, Chair
 Councillor Alan Shefman, Vice Chair

Citizen Members Alan Au-Yeung
 Aysha Anwar
 Barrie Goodman
 Darnell Thomas
 Drupati Maharaj
 Hannah Godefa (7:10 p.m.)
 Jennifer Solmes
 Jumol Royes
 Karen Feder
 Khizer Amin
 Maria Capulong
 Miriam Paz Maor
 Nagina Shahsamand (6:58 p.m.)
 Parag Tandon
 Suhayb Shah

Staff Members Christine Gianino, Acting Chief Human Resources Officer
 Lisa McDonough, Deputy CEO, Customer Experience, VPL
 Michael Genova, Director, Corporate & Strategic Communications
 Robert Orrico, Manager, Occupational Health, Safety & Wellness
 Meghan Ferguson, Legal Counsel, Labour & Employment
 Michelle DeBuono, Senior Advisor, Intergovernmental Relations
 Warren Rupnarain, Accessibility & Diversity Coordinator
 Cassandra Cleveland, Coordinator, Communications & Administration
 John Britto, Council / Committee Administrator

**REPORT NO. 2 OF THE DIVERSITY AND INCLUSION TASK FORCE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE ON JANUARY 25, 2021**

The following items were dealt with:

1. 2021 SCHEDULE OF MEETINGS

The Diversity and Inclusion Task Force advises Council:

- 1) That the 2021 Schedule of Meetings was approved as follows:
January 21, 2021;
February 18, 2021;
March 18, 2021;
April 15, 2021;
May 20, 2021;
June 17, 2021;
September 16, 2021;
October 21, 2021;
November 18, 2021; and
December 16, 2021.

2. REVISIONS TO TERMS OF REFERENCE FOR THE DIVERSITY AND INCLUSION TASK FORCE – EXTENSION OF TERM TO APRIL 2022

The Diversity and Inclusion Task Force advises Council:

- 1) That Council consider revising the Terms of Reference for the Diversity and Inclusion Task Force and extend its term to April 2022.

3. WORK PLAN AND NEXT STEPS

The Diversity and Inclusion Task Force advises Council:

- 1) That the comments and suggestions by the Diversity and Inclusion Task Force members were received; and
 - 2) That the following Communications were received:
 - C1. Racial Bias and Discrimination in Hiring Practices;
 - C2. Readings on Hiring Discrimination; and
 - C3. The New York Review of Books, Grand Illusions by Pankaj Mishra, November 19, 2020 issue.
-

The meeting adjourned at 7:52 p.m.

Respectfully submitted,

Councillor Tony Carella, Chair

**CITY OF VAUGHAN
REPORT NO. 6 OF THE
OLDER ADULT TASK FORCE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on January 25, 2021*

The Older Adult Task Force met at 3:02 p.m., on December 21, 2020.

ELECTRONIC PARTICIPATION

PRESENT:

Members	Regional Councillor Mario Ferri, Chair Gerry O'Connor, Vice Chair Bernard Lo Jitu Pancholi Darlene Share
York Region Representative	Janet Rurak, Program Manager, York Region Seniors Strategy
Staff	Robert Braid, Recreation Manager, Community Services Selma Hubjer, Manager, Transportation Planning Gerardo Paez Alonso, Manager, VMC & Strategic Parks Initiatives Gaston Soucy, Project Manager, Planning – VMC Program Musa Deo, VMC Transportation Project Manager Dorothy Kowpak, Project Manager, Active & Sustainable Transportation John Britto, Council / Committee Administrator

The following items were dealt with:

1. 2021 SCHEDULE OF MEETINGS

The Older Adult Task Force advises Council:

1) That the 2021 Schedule of Meetings was approved as follows:

**January 18, 2021;
February 22, 2021;
March 29, 2021;
April 26, 2021;
May 31, 2021;**

**REPORT NO. 6 OF THE OLDER ADULT TASK FORCE
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE ON JANUARY 25, 2021**

June 28, 2021;
September 20, 2021;
October 25, 2021;
November 29, 2021; and
December 20, 2021.

2. VMC STUDIES – OVERVIEW AND UPDATE

The Older Adult Task Force advises Council:

- 1) That the presentation by the Manager, VMC & Strategic Parks Initiatives and the Project Manager, Planning, VMC Program, and C1, presentation material titled “VMC Studies – Overview and Update” were received.

3. RESIGNATION OF TWO MEMBERS OF THE OLDER ADULT TASK FORCE

The Older Adult Task Force advises Council:

- 1) That the resignations, for personal reasons, of Bob Bak and Elizabeth Lincoln were received;
- 2) That Council was requested to provide direction on filling the vacancies caused due to the resignations; and
- 3) That Council was requested to consider reducing the quorum requirements in the interim, until the vacancies are filled.

4. VAUGHAN'S AGE-FRIENDLY ACTION PLAN STUDY

The Older Adult Task Force advises Council:

- 1) That the update on Vaughan's Age-Friendly Action Plan Study, a presentation by the Recreation Manager, Community Centres, and C2, presentation material titled “Age Friendly Community Action Plan” were received.

The meeting adjourned at 4:29 p.m.

Respectfully submitted,

Regional Councillor Mario Ferri, Chair