

**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. To make a verbal presentation, please send a completed Request to Speak Form to clerks@vaughan.ca or call Access Vaughan at 905-832-2281 by 12:00 noon on the last business day before the meeting.

Tuesday, June 8, 2021

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

Pages

- 1. CONFIRMATION OF AGENDA**
- 2. DISCLOSURE OF INTEREST**
- 3. COMMUNICATIONS**
- 4. CEREMONIAL PRESENTATIONS**

1. Hermes Creative Awards
The City of Vaughan's Corporate and Strategic Communications Department was awarded seven Hermes Creative Awards in May 2021.

Hermes Creative Awards is an international competition for creative professionals involved in the concept, writing and design of traditional and emerging media.

- 5. PRESENTATIONS**

1. Ms. Beverley Golden
Opposition to proposed pedestrian crossover on York Hill Boulevard, south of Gailcrest Circle
2. Ms. Gaynor McCredie
CHATS - snow removal services for seniors in the City of Vaughan.

To present findings on the 2020-2021 snow season. Second year to provide further proof of concept for need to support snow removal to older adults in the City of Vaughan community. Project with CHATS and City of Vaughan to support snow removal services and where needed financial subsidies for this service were provided.

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

Corporate Services and Finance

- | | | |
|----|---|-----|
| 1. | BLACK CREEK FINANCIAL STRATEGY AND VMC WEST INTERCHANGE SANITARY SEWER AREA SPECIFIC DEVELOPMENT CHARGE UPDATES
Report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above. | 7 |
| 2. | 2021 ADOPTION OF TAX RATES AND ISSUANCE OF PROPERTY TAX NOTICES – ALL WARDS
Report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above. | 167 |
| 3. | ALLOCATION OF ADDITIONAL CANADA COMMUNITY-BUILDING FUND IN 2021 (FORMERLY FEDERAL GAS TAX FUNDING)
Report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above. | 175 |
| 4. | 2020 ANNUAL INVESTMENT REPORT
Report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above. | 197 |
| 5. | 2020 DEVELOPMENT CHARGE RESERVE AND SPECIAL RESERVE STATEMENT
Report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above. | 207 |
| 6. | OPERATING BUDGET POLICY
Report of the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above. | 233 |

7.	BILLBOARD REVENUE UPDATE Report of the City Manager and the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer with respect to the above.	245
	<u>Planning and Growth Management</u>	
8.	CITY-WIDE COMPREHENSIVE ZONING BY-LAW - THE CORPORATION OF THE CITY OF VAUGHAN Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	259
9.	RESPONSE TO YORK REGION'S REQUEST FOR COMMENTS ON REGIONAL OFFICIAL PLAN AMENDMENT 7 Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	283
10.	REQUEST FOR COMMENT: YORK REGION PROPOSED 2051 FORECAST AND LAND NEEDS ASSESSMENT Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	301
11.	AUTHORIZATION FOR AGENCY STATUS – CITY-OWNED LANDS Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	317
12.	COVENANT CHAPEL (THE REDEEMED CHRISTIAN CHURCH OF GOD CANADA): ZONING BY-LAW AMENDMENT FILE Z.18.008 - SITE DEVELOPMENT FILE DA.18.014 - 275 DRUMLIN CIRCLE - VICINITY OF KEELE STREET AND STEELES AVENUE Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	327
13.	CLUBHOUSE DEVELOPMENTS INC.: OFFICIAL PLAN AMENDMENT FILE OP.19.014 - ZONING BY-LAW AMENDMENT FILE Z.19.038 - DRAFT PLAN OF SUBDIVISION FILE 19T-19V007 - VICINITY OF CLARENCE STREET & WOODBRIDGE AVENUE Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	357
	<u>Infrastructure Development</u>	
14.	NORTH MAPLE REGIONAL PARK PHASE 2 DEVELOPMENT UPDATE MAY 2021 Report of the Deputy City Manager, Infrastructure Development with respect to the above.	389

Public Works

- | | | |
|-----|--|-----|
| 15. | KING VAUGHAN ROAD FROM PINE VALLEY DRIVE TO MILL ROAD
SPEED REVIEW
Report of the Deputy City Manager, Public Works with respect to the
above. | 397 |
| 16. | NAPIER STREET ROAD CLOSURE STATUS UPDATE
Report of the Deputy City Manager, Public Works with respect to the
above | 405 |
| 17. | TRAFFIC SIGNAL CABINET AND HYDRO BOX WRAPPING
PROGRAM
Report of the Deputy City Manager, Public Works with respect to the
above. | 413 |

Community Services

- | | | |
|-----|---|-----|
| 18. | ANIMAL SERVICES CONTRACT – TOWNSHIP OF KING
Report of the Acting Deputy City Manager, Community Services with
respect to the above. | 433 |
|-----|---|-----|

Office of the City Manager

- | | | |
|-----|---|-----|
| 19. | 2020 YEAR IN REVIEW – ECONOMIC AND CULTURAL
DEVELOPMENT AND TOURISM VAUGHAN
Report of the City Manager with respect to the above. | 437 |
|-----|---|-----|

Administrative Services and City Solicitor

- | | | |
|-----|---|-----|
| 20. | AMENDMENTS TO THE ALECTRA UNANIMOUS SHAREHOLDERS'
AGREEMENT
Report of the Deputy City Manager, Administrative Services and City
Solicitor with respect to the above. | 493 |
| 21. | 2020 WARD BOUNDARY REVIEW FINAL REPORT
Report of the Deputy City Manager, Administrative Services and City
Solicitor with respect to the above. | 497 |

Council

- | | | |
|-----|---|-----|
| 22. | CITY OF VAUGHAN SUPPORTS YORK UNIVERSITY'S PLAN TO
ESTABLISH A SCHOOL OF MEDICINE
Resolution of Mayor Bevilacqua with respect to the above. | 559 |
| 23. | ACKNOWLEDGEMENT AND ACCEPTANCE OF THE PRIME
MINISTER'S APOLOGY FOR THE INTERNMENT OF ITALIAN
CANADIANS DURING THE SECOND WORLD WAR
Resolution of Mayor Bevilacqua with respect to the above. | 563 |

7. ADOPTION OF ITEMS NOT REQUIRING SEPARATE DISCUSSION
8. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION
9. CONSIDERATION OF STATUTORY/AD HOC COMMITTEE REPORTS
 1. Diversity and Inclusion Task Force meeting of May 20, 2021 (Report No. 5) 565
10. STAFF COMMUNICATIONS
11. NEW BUSINESS
12. CLOSED SESSION RESOLUTION FOR COMMITTEE OF THE WHOLE (CLOSED)
13. ADJOURNMENT

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: Tuesday, June 8, 2021

WARD(S): 4

TITLE: **BLACK CREEK FINANCIAL STRATEGY AND VMC WEST INTERCHANGE SANITARY SEWER AREA SPECIFIC DEVELOPMENT CHARGE UPDATES**

FROM:

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

ACTION: DECISION

Purpose

To seek Council's approval of the Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Development Charges Background Studies, and final staff recommendations related to the enactment of the ASDC By-laws for these works.

Report Highlights

- Outline of proposed revisions to the Black Creek Financial Strategy as a result of consultation with the development industry.
- Staff are seeking approval of the Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Development Charge Background Studies, and associated Area Specific Development Charges By-laws.

Recommendations

1. That the Development Charges Background Study for the Edgeley Pond and Park and Black Creek Channel Works (Attachment 1) be approved;
2. That the Black Creek Financial Strategy Area Specific Development Charge By-law (Attachment 2) be enacted;
3. That the Development Charges Background Study for the VMC West Interchange Sanitary Sewer (Attachment 3) be approved;

4. That the VMC West Interchange Sanitary Sewer Area Specific Development Charge By-law (Attachment 4) be enacted;
5. That upon substantial completion of the Black Creek Technical Assignment, staff report back to Committee of the Whole on the need, if any, for the reopening of the Area Specific Development Charge By-law due to any significant variance in costs;
6. That the capital forecast to 2041 for the Black Creek Channel Works and Edgeley Pond and Park Works, included in the Development Charge Background Study, dated May 25, 2021, and subject to maintenance of service levels, the availability of funding and Council policies, be adopted;
7. That Council commit to funding the future operating costs associated with capital forecast contained in the Development Charge Background Study, which are estimated to reach \$1.7 million annually by 2040, to be addressed through future budget cycles; and
8. That Council confirm that no further public meetings pursuant to the Development Charges Act, 1997 are required prior to the enactment of the new Area Specific Development Charge By-law.

Background

The Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Development Charges Background Studies were presented to the Committee of the Whole on April 7, 2021. A Public Statutory Meeting was held on May 12, 2021 as indicated in the Communication section of this report. These previous reports provided the details of the Strategy and those details are also contained in the Attachments to this report. This report serves as the final step in the approval process and includes some proposed changes to the Black Creek Financial Strategy based on feedback received from the Development Industry. Staff undertook considerable consultation with both VMC landowners and the land development industry in advance and during the public process leading to approval.

It is critical that the City undertake the Edgeley Pond and Black Creek Channel works due to the high level of investment that has already been made in the VMC towards public transit and the preliminary development of the mobility hub within the downtown. Without the mitigation of the flood risks associated with the current infrastructure, development in the area will be delayed and a significant risk of a future flood event remains which puts all of the investment that has been made in the area to date at risk.

Legislative Communication Requirements

The Development Charges Act, 1997 has mandatory communication requirements which mandate the advertising of at least one public meeting and the City Clerk is mandated to carry out such advertising at least twenty (20) days in advance of the

meeting date. The Public Statutory Meeting was held on May 12, 2021 and was advertised using a number of channels to optimize public awareness. This included advertisements in the Vaughan Citizen and Vaughan Liberal on April 12, 2021. Both advertising of the meeting as well as pertinent information such as the draft Development Charge Background Studies for the Edgeley Pond and Park and Black Creek Channel Works and the VMC West Interchange Sanitary Sewer Service Area and related Area Specific Development (ASDC) By-laws which were also made available on the City's website beginning on April 7, 2021.

Two written deputations were received from VMC landowners. Staff have reviewed the communications and have provided formal responses to the deputants. Some changes to the funding strategy or allocation of cost is being recommended and staff is recommending the approval of the document with the inclusion of the revisions outlined in this report.

Some comments were received as related to the VMC West Sanitary Sewer works which resulted in some minor revisions to the Development Charges Background Study. These revisions were identified in the staff report for the Public Statutory Meeting. No further changes to the Development Charges Background Study are being recommended and staff are recommending that the study be approved in the same form presented on May 12, 2021.

Previous Reports/Authority

Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Area Specific Development Charges Updates:

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=66239>

Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Public Statutory Meeting:

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=68824>

Analysis and Options

Apportionment of Cost to City-Wide Engineering DCs

The methodology utilized in the Black Creek Financial Strategy to allocate costs is based on a detailed engineering rationale that was developed in consultation with the development industry when the study was originally developed in 2016. This resulted in an allocation of costs on a line by line basis that considered the benefiting parties for each of the construction elements whereby the overall cost allocation of one third to be funded from ASDCs; one third funded from City-Wide DCs; and one third funded by the City from other funding sources (i.e. storm water rates).

Staff have performed a review of the methodology being used to allocate costs and conclude that the rationale is appropriate, with some potential consideration towards flexibility with the allocation of land costs. In recognition of the City-Wide benefit attributable to the broader City, staff have determined that there is rationale to move a higher portion of the land cost to City-Wide Engineering DCs than was previously contemplated. Staff have determined that increasing the allocation to City-Wide Engineering DCs for the land costs from 27% to 50% is appropriate. The timing of the land was also revised slightly to reflect ongoing discussions with Real Estate. This adjustment would result in the following revised rates:

Area	Current Rates	Calculated Rates (\$/net ha): DC Background Study April 7, 2021	Calculated Rates (\$/net ha): Revised May 2021
Immediately Affected Landowners (Map 1)	\$2,972,699	\$9,467,470	\$6,707,788
Undeveloped Lands in the Black Creek Drainage Shed (Map 3)	\$26,695	\$96,260	\$67,874

Revisions to the VMC Areas Draining into Edgeley Pond (Map 2)

The site at the Northwest Corner of Jane Street. and Highway 7 is tributary to the Edgeley Park and Pond and the ultimate solution was contemplated to be conveyed by the Apple Mill Road storm sewer. Due to increased risk of flooding at the TTC station, should drainage from 7800 Jane Street be directed to the Apple Mill Road storm sewer, City Staff have recommended the storm drainage be directed to Jane Street.

Staff agree that as the lands are not currently draining into Edgeley Pond and at the ultimate state will most likely not be draining into Edgeley Pond, this property should no longer be considered for contribution towards Map 2. The ASDC mapping and rates will be revised accordingly and are reflected in the revised site-specific cost estimate (attached) and revised rate tables presented below.

The adjusted rate which removes this site would result in the following revised rate:

Area	Current Rates	Calculated Rates (\$/net ha): DC Background Study April 7, 2021	Calculated Rates (\$/net ha): Revised May 2021
Vaughan Metropolitan Centre Draining to Edgeley Pond (Map 2)	\$98,656	\$465,823	\$497,154

It should be noted that if the storm flows are deemed not acceptable to Jane Street and ultimately flow into Edgeley Pond, this site would be expected to pay the City ASDCs for Map 2.

Financial Impact

Black Creek Financial Strategy

The works related to the Edgeley Pond and Park and Black Creek storm water infrastructure in the Vaughan Metropolitan Centre (VMC) total approximately \$221M. Development Charges Background Study provides the cost allocation methodology used to split the costs across several funding sources. Below is a breakdown of the various cost components of the works:

Funding Source	% of Total
ASDC	26.1%
City-Wide - DC Engineering	34.3%
City-Wide - DC Community Services	6.1%
Site Specific Contributions	4.1%
Region/TRCA	1.8%
Non-Growth	27.7%
Total	100%

These costs have been shared across various funding categories which are outlined in the table below:

Infrastructure	\$(M)	% of Total
Channelization	59.5	26.9%
Land	80.4	36.4%
Edgeley Pond	56.7	25.7%
SE Stormwater Pond/Tank	18.2	8.2%
Other	6.3	2.9%
Total	221	100%

The apportionment to City-Wide Engineering has increased due a further allocation of land cost to City-Wide than was contemplated in the first draft of the Background Study. A number of capital projects related to these infrastructure works have been previously approved by Council but are not fully funded. Upon implementation of the Strategy these projects will have identified sources of funding adjusted to align with the new Strategy to facilitate their scheduling and completion.

VMC West Interchange Sanitary Sewer

After receiving feedback from the stakeholders that will be impacted by the VMC West Interchange Sanitary Sewer, staff had determined that some minor changes to the rates was required. These changes were outlined in the Statutory Public Meeting report which was presented to Committee of the Whole on May 12, 2021.

These changes resulted in the following ASDC Rate tables which staff are recommending for approval.

VMC West Interchange Sanitary Sewer Residential Development Charges

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type ⁽¹⁾			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$269.87	\$982	\$810	\$599	\$432
<i>(1) Based on Persons Per Unit of:</i>		3.64	3.00	2.22	1.60

VMC West Interchange Sanitary Sewer Non-Residential Development Charges

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.83
<i>*Charge levied per Square Meter of Gross Floor Area</i>	

Broader Regional Impacts/Considerations

The Region of York continues to be involved in discussions regarding the Black Creek and Edgeley Pond and Park Infrastructure. The City intends to apply to the Region's Municipal Streetscape Partnership Program for Streetscaping works associated with this infrastructure (Urban Plaza at the NE corner of Jane Street and Highway 7). Regional lands required for the infrastructure are a large component of the overall cost of the project and as such City staff have initiated discussions with Regional staff regarding the acquisition of the required lands.

In addition, the Black Creek Optimization study identified the need to replace the existing culvert under Highway 7. Discussions with the Region have progressed and as a result the cost of replacing the existing culvert has been included in the Black Creek Financial Strategy with a portion of the cost identified to be funded by the Region. It is

most likely that the City will undertake these works as a part of the overall construction of the project.

Conclusion

Completion of the Edgeley Pond and Park and Black Creek and VMC West Interchange Sanitary Sewer works is a vital step towards flood relief and the development of the VMC as Vaughan's new downtown. The Development Charges Background Studies attached to this report ensures equitable cost allocation; sound methodology and a financial plan which will be in place for the long-term development of these infrastructure projects.

For more information, please contact:

Nelson Pereira, Manager of Development Finance, ext. 8393.

Brianne Clace, Project Manager of Development Finance, ext. 8284.

Attachments

1. Black Creek Financial Strategy and Development Charge Background Study
2. Black Creek Financial Strategy ASDC By-Law
3. VMC West Interchange Sanitary Sewer Development Charge Background Study
4. VMC West Interchange Sanitary Sewer ASDC By-law

Prepared by

Brianne Clace, Project Manager, Development Finance, ext. 8284.

Approved by



Michael Coroneos, DCM, Corporate Services and City Treasurer and CFO

Reviewed by



Jim Harnum, City Manager

UPDATED REPORT

PREPARED BY HEMSON FOR THE CITY OF VAUGHAN

DEVELOPMENT CHARGES BACKGROUND STUDY FOR THE EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS

May 25th 2021



1000 - 30 St. Patrick Street, Toronto ON M5T 3A3
416 593 5090 | hemson@hemson.com | www.hemson.com

CONTENTS

EXECUTIVE SUMMARY	1
A. Engineering Services with Area-Specific Development-Related Costs Included in the Analysis	3
B. Development Forecast	3
C. Development-Related Capital Program	4
D. Development Charges are Calculated with Full Reference to the DCA	5
1. INTRODUCTION AND BACKGROUND	6
2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS	9
A. Area-Specific Development Charges Are Calculated	9
B. Key Steps in Determining Area-Specific Development Charges for Future Development-Related Projects	10
3. DEVELOPMENT FORECAST	13
A. Land Area Forecast	13
4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM	15
A. A Development-Related Capital Forecast is Provided for Council's Approval	15
B. The Development-Related Capital Forecast for Services Related to the Edgeley Pond and Park and Black Creek Channel Works	16
5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA	18
A. Development Charges Calculation	18
B. Comparison of Proposed and Existing Development Charges	20
6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS	22
7. OTHER ISSUES AND CONSIDERATION	23
A. Development Charges Administration	23

APPENDIX A – AREA SPECIFIC EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS	24
A. Summary of the Development-Related Capital Program and Calculation of the Rates	25
B. Black Creek Channelization Works (CATEGORY A)	36
Allocation of Functional Benefit by Component	40
C. Edgeley Pond and park Improvements (CATEGORY B)	45
Category C: Erosion Improvements	50
Category D: Public Art	51
Category E: SWM Pond/Tank For Southeast Quadrant of VMC	51
Category F: DC and Related Engineering Studies	51
Contingencies & Soft Costs	52
APPENDIX B – ASSET MANAGEMENT PLAN	53
APPENDIX C – MAPS	61

EXECUTIVE SUMMARY

The following summarizes the finding of the City of Vaughan's Area-Specific Development Charges (ASDC) Background Study for the Edgeley Pond and Park and Black Creek Channel Works. The development charges identified in the study would be applied in addition to the City-wide DCs levied under DC By-law 083-2018.

A. STUDY CONSISTENT WITH DEVELOPMENT CHARGES LEGISLATION

- The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property.
- In June 2016, the Council of the City of Vaughan approved By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Black Creek Channel Works.
- In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and 12 ASDC By-laws, which all thirteen by-laws came into force on September 21, 2018. This study did not address DC By-law 079-2016.
- This ASDC Background Study and associated by-law relates only to By-law 079-2016, which constitutes the works associated with Edgeley Pond and Park and Black Creek Channel Works. This study recalculates area-specific development charges in compliance with the provisions of the *Development Charges Act, 1997* (DCA) and its associated regulation (*Ontario Regulation 82/98*) and the recently amended provisions of the legislation.
- Since the approval of the ASDC by-law staff have continued working with a series of external consultants to refine the cost estimates for the Edgeley Park and Pond as the design has advanced significantly and the cost being used in the strategy is more accurate.

- Please note, as general consensus on the allocation methodology was achieved in 2016, staff have determined that the existing methodology for the allocation of costs should be maintained (for both projects) with updates only being applied to the cost components by using updated information provided from the more detailed design and costing.
- The City needs to implement development charges to fund the Edgeley Pond and Park and Black Creek Channel Works, which benefit the identified land owners so that new development pays for its capital requirements to the extent allowed by the DCA and so that new services required by growth are provided in a fiscally responsible manner.
- The DCA and Ontario Regulation (O. Reg. 82/98) require that a development charges background study be prepared in which development charges are determined with reference to:
 - A forecast of the amount, type and location of residential and non-residential development anticipated;
 - A review of future capital projects, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;
 - An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-law relates; and
 - An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, and that demonstrates that all assets are financial sustainable over their full life cycle.
- This report identifies the development-related net capital costs attributable to land to be developed within the three areas to which the works relate. As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan and reduced service levels, or financing from other sources, likely property taxes and utility rates.

A. ENGINEERING SERVICES WITH AREA-SPECIFIC DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS

- The following City services have been included in the development charge analysis:
 - Area-Specific Stormwater and/or Floodplain Management
 - City-wide Engineering
 - City-wide Parks and Open Space Development
- This ASDC Background Study calculates development charges related to the provision of stormwater and/or floodplain management infrastructure within the three specific benefitting land areas.
- The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure.

B. DEVELOPMENT FORECAST

- As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the table below.

Development Areas Included in the Study

Area Description	Net Hectares
Immediately Affected Landowners (Map 1)	5.78 (ha removed from floodplain)
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond (Map 2)	18.98 (developable ha)
Undeveloped Lands in Black Creek Drainage Shed (Map 3)	144.58 (developable ha)

C. DEVELOPMENT-RELATED CAPITAL PROGRAM

- The City of Vaughan provided the capital project listing and cost estimates contained in the capital program setting out the projects that are required to facilitate development to 2041. Many of the costs were prepared by specialized consultants retained by the City.
- The development-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the 2021 to 2041 period.
- The total cost associated with the area-specific development-related works related to the three benefiting areas amounts to \$221.0 million. The costs included in the ASDC are inclusive of the works associated with the Black Creek Channelization works and the Edgeley Pond and Park improvements.
- The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community and amounts that exceed historic service levels. Therefore, of the total \$221.0 million gross program, about \$57.6 million is attributed to those benefiting land owners for recovery from this ASDC. A summary of the apportionment is shown in the table below.

Capital Cost Summary by Funding Source

Description	Cost (\$000)	%
Immediately Affected Landowners	\$38,891	17.6%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$9,818	4.4%
Undeveloped Land in Black Creek Drainage Shed	\$8,893	4.0%
City-Wide Development Charges – Engineering	\$75,838	34.3%
City-Wide Development Charges – Parks and Open Space	\$13,381	6.1%
Benefit to Existing Funding (non-DC sources)	\$61,185	27.7%
Local Service	\$8,953	4.1%
Other Governments (York, TRCA)	\$4,067	1.8%
Totals	\$221,026	100.0%

- Appendix A provides details on the calculation for the infrastructure works.

D. DEVELOPMENT CHARGES ARE CALCULATED WITH FULL REFERENCE TO THE DCA

- The fully calculated ASDCs are recommended on a land area (per net hectare) basis and applicable to all net land areas (illustrated in the maps below).
- The charge for Immediately Affected Landowners is levied on the net hectares removed from the floodplain, whereas the other two area-specific charges are levied on net hectares of developable land.
- The charges shown below are not cumulative and more than one charge could apply to a given land area. See the Area-Specific Development Charges Maps in Appendix C.
- Consistent with the methodology employed in 2016, the calculated rates assume that the City would issue external debt for projects constructed in the first four years (between 2021 and 2024), while projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances.

ASDC Areas	Calculated Rates (\$/net ha)
Map 1 – Immediately Affected Landowners	\$6,707,788
Map 2 – VMC Draining to Edgeley Pond	\$497,154
Map 3 – Undeveloped Land in the Black Creek Drainage Shed	\$67,874

1. INTRODUCTION AND BACKGROUND

This City of Vaughan Area-Specific Development Charges (ASDC) Background Study for the Edgeley Pond and Park and Black Creek Channel Works is presented as part of a process to lead to the approval of a new ASDC by-law in compliance with the *Development Charges Act, 1997* (DCA) and its associated *Ontario Regulation 82/98* (O. Reg. 82/98).

The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond and Park Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property. Importantly, the methodology established in the 2016 study used to develop the allocation of costs based on the improvement of hydrologic capacity has been maintained in this 2021 ASDC Study.

In June 2016, the Council of the City of Vaughan approved By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Park and Black Creek Channel Works. Since the approval of the ASDC by-law staff have continued working with a series of external consultants to refine the cost estimates for the Edgeley Park and Pond as the design has advanced significantly and the cost being used in the strategy is more accurate.

In order for the City to continue collecting DCs for the required works, the City needs to update the existing ASDCs to fund development-related capital projects so that development may be serviced in a fiscally responsible manner.

The DCA and O. Reg. 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of development anticipated;
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to be incurred by the City or its local boards to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;

- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate; and
- An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, demonstrating that all assets included in the capital program are financially sustainable over their full life cycle.

This study presents the results of the review, which determines the net capital costs attributable to new development/redevelopment that is forecast to occur within the three benefiting land areas between 2021 and 2041. The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.

The City of Vaughan currently levies development charges on a city-wide, uniform basis in addition to other area-specific development charges. The City-wide charges recover for development-related costs for the provision of Engineering (City-wide), Public Works, Community Services, Library, Fire & Rescue, and General Government. These City-wide services as well as the remaining twelve 2018 Area-Specific development Charges by-law are not being reviewed as part of this study.

The DCA provides for a period of public review and comment regarding the proposed development charges. This process includes considering and responding to comments received by members of the public about the calculated charges and methodology used. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass new ASDCs for the three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas.

The remainder of this study sets out the information and analysis upon which the proposed development charges are based.

Section 2 designates the services for which the development charges are proposed and the areas within the City to which the development charges will apply. It also briefly reviews the methodology that has been used in this background study.

Section 3 presents a summary of the remaining net developable land areas to be developed over the 2021–2041 period.

Section 4 summarizes the future development-related capital costs associated with the provision of services related to development/redevelopment in within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas.

Section 5 details the calculated ASDC rates for development or redevelopment of three defined geographies.

Section 6 provides an examination of the long-term capital and operating cost impacts for the infrastructure included in the ASDC calculation. It also addresses the asset management provisions required to maintain the development-related components of the capital projects included in the analysis.

Section 7 provides a discussion of other issues and considerations including by-law administration, rules and policies.

2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation.

Therefore, we have tailored our approach to the unique circumstances in the City of Vaughan and the specific benefitting areas to which the works apply. The approach to the calculated area-specific development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

A. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED

The DCA provides municipalities with flexibility to define services that will be included in the development charge by-laws, provided that the other provisions of the Act and its associated regulations are met. The DCA also requires that the by-laws designate the areas within which the by-laws shall be imposed. The development charges may apply to all lands in the municipality or to other designated development areas as specified in the by-laws.

The City of Vaughan currently levies development charges on both a City-wide and Area-Specific basis.

- The following City services have been included in the development charge analysis:
 - Area-Specific Stormwater and/or Floodplain Management
 - City-wide Engineering
 - City-wide Parks and Open Space Development

This ASDC Background Study calculates development charges related to the provision of stormwater and/or floodplain management infrastructure within the three specific benefitting land areas. The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure.

- As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the following section.

No changes to the City-wide DC by-law or remaining twelve ASDC by-laws are proposed as part of this study.

- Please note that both the City-wide engineering and City-wide parks share identified in this analysis will be recovered for under the City-wide DC by-law and will be included in the subsequent update study and Community Benefit Charges study and corresponding CBC by-law.

B. KEY STEPS IN DETERMINING AREA-SPECIFIC DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS

Several key steps are required in calculating development charges for future development-related projects. These are summarized below.

1. Developable Land Area Forecast

Land area based development charge is proposed for the purposes of calculating an ASDC for the three benefitting land areas.

For the purposes of the ASDC calculation, the total net developable land area means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, schools, storm water management facilities, buffers and road widening's along Regional Roads and Ontario Hydro utility corridors and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City. For the purposes of this study and by-law the net benefitting area for Map 1 shall include parkland.

2. Development-Related Capital Program and DC Eligible Costs to be Recovered Through the ASDCs

City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City.

The program identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the Act (DCA, s. 5. (2)). The capital forecast provides another cornerstone upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)

The development-related capital program prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

As required by the DCA, s. 5. (1) 6., any portion of projects and their associated net costs that are considered to benefit existing residents are the funding responsibility of the City from non-development charges sources. Those specific shares of projects are further identified and quantified in section 4 of this report.

3. Attribution to Types of Development

Once the total gross capital project costs have been identified and all necessary reductions and adjustments have been made, the ASDC is calculated based on the net developable land area and expressed as a rate per net hectare.

4. Final Adjustment

The final determination of the development charge results from adjustments made to development-related net capital costs resulting from the application of any unallocated reserve fund balances available to finance the development-related capital costs in the capital forecast. A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the *DCA*.

For the purposes of the cash-flow analysis, it has been assumed that the City would issue external debt for projects constructed between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed. Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5.5% applied to negative balances and 3.5% applied to positive balances. This approach is consistent with the methodology employed in the 2016 Study.

3. DEVELOPMENT FORECAST

This section provides the basis for the total net developable land area forecasts used in calculating area-specific development charges for the three benefitting areas to which the Edgeley Pond and Park and Channelization Works apply. The total developable land area was informed based on data provided by the City’s engineering/design consultants and through discussions with City staff.

This practice aligns with the provisions of the DCA, which require that development charges be determined with reference to “the amount, type and location of development for which development charges can be imposed...” (s.5.(1)1.). This section portrays a summary of the results of the total developable land area, net of non-developable areas.

A. LAND AREA FORECAST

The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the table below.

Table 1 – The City of Vaughan – Development Areas Included in the Study

Area Description	Net Hectares
Immediately Affected Landowners (Map 1)	5.78 (ha removed from floodplain)
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond (Map 2)	18.98 (developable ha)
Undeveloped Lands in Black Creek Drainage Shed (Map 3)	144.58 (developable ha)

For the purposes of the ASDC calculation, the total net developable land area means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, schools, storm water management facilities, buffers and road widening's along Regional Roads and Ontario Hydro utility corridors and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City. For the purposes of this study and by-law the net benefiting area for Map 1 includes parkland.

4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM

The DCA requires the Council of a municipality to express its intent to provide future capital facilities at the average historical service level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

A. A DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecasts detailed in Section III, City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City, while some costs were maintained from the 2016 DC Study, but adjusted for the effects of inflation.

One of the recommendations contained in this ASDC Background Study is for Council to adopt the capital programs created for the purposes of this area-specific development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in areas. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.

B. THE DEVELOPMENT-RELATED CAPITAL FORECAST FOR SERVICES RELATED TO THE EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS

Table 2 provides the development-related capital recoveries for service related to the Edgeley Pond and Black Creek Channel Works.

The area-specific capital program totals \$221.0 million and provides servicing for anticipated development over the planning period to 2041. One of the attributing factors to the increased costs relates to an update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner. Of the total value, land acquisition costs represent \$80.4 million (or 36%) of the total.

The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community; amounts that exceed historic service levels or considered to benefit development beyond the planning horizon. Given that the increase in need for service identified for these lands considered in the ASDC calculation relate to engineered services, the ASDC calculations are not subject to the same service level restrictions applied for general services, thus no funding level caps have been applied.

As indicated in Table 2, of the total \$221.0 million gross program, about \$57.6 million is attributed to those benefiting land owners and included in the calculation of the ASDC rates in this study. In addition to those costs funded from ASDCs in this study, an additional \$89.2 million is anticipated to be funded through the City-wide Engineering and Community Services DCs (those rates are not considered under this study). A summary of the apportionment is shown below.

Table 2 – Capital Cost Summary by Funding Source

Description	Cost (\$000)	%
Immediately Affected Landowners	\$38,891	17.6%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$9,818	4.4%
Undeveloped Land in Black Creek Drainage Shed	\$8,893	4.0%
City-Wide Development Charges – Engineering	\$75,838	34.3%
City-Wide Development Charges – Parks and Open Space	\$13,381	6.1%
Benefit to Existing Funding (non-DC sources)	\$61,185	27.7%
Local Service	\$8,953	4.1%
Other Governments (York, TRCA)	\$4,067	1.8%
Totals	\$221,026	100.0%

- It should be noted that development charges reserve funds, which do exist for Maps 2 and 3 for which development has already occurred, have been applied to the opening balance in the cash-flow analysis and considered in the calculation of the rates.

5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA

This section summarizes the calculation of ASDCs for each of the benefiting land areas. The calculation of the “unadjusted” per net hectare are reviewed.

It is noted that the calculation of the ASDCs does not include any provision for exemptions required under the DCA, such as the exemption from the payment of DCs for industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in loss of DC revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

A. DEVELOPMENT CHARGES CALCULATION

A summary of the calculated ASDCs is presented in the following table, however, further details of the calculations are available in Appendix A.

Table 3 - Calculated Area-Specific Development Charges

Lands to which the ASDC is Applicable (Maps provided in Appendix C)	Cost (\$000)	Area (net ha)	Unadjusted Charge (\$/ha)	Adjusted Charge after Cash Flow (\$/ha)
Immediately Affected Landowners	\$38,890.5	5.78	\$6,726,139	\$6,707,788
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$9,818.4	18.98	\$517,411	\$497,154
Undeveloped Lands in Black Creek Drainage Shed	\$8,892.7	144.58	\$61,505	\$67,874
Totals	\$57,601.6	or 26.1% of the total costs		

- The charge for Immediately Affected Landowners is levied on the net hectares removed from the floodplain whereas the other two area-specific charges are levied on net hectares of developable land.
- The charges shown above are not cumulative, however, more than one charge could apply to a given land area. See the Area-Specific Development Charges Maps in Appendix C.
- The unadjusted charges do not consider the timing of development and the timing of infrastructure emplacement.
- The adjusted charge considers the anticipated timing of projects and land development. The timing assumptions were developed in consultation with City Staff taking into account known development applications. Specific cash flow assumptions and forecasts are detailed in Appendix A, but a summary of the key assumptions are:
 - Consistent with the 2016 methodology, it is assumed that the City would issue external debt for projects constructed in the first four years between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed.
 - Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5.5% applied to negative balances and 3.5% applied to positive balances. An inflation rate of 2% per annum is used.

B. COMPARISON OF PROPOSED AND EXISTING DEVELOPMENT CHARGES

Table 4 presents a comparison of total calculated Area-Specific development charges for the three benefitting areas respectively with the City's existing charges (as at January 1, 2021).

Table 4 shows that the calculated charges produce fairly substantial increase over the present development charges with increases ranging between the different areas relative to the cost drivers for each.

Table 4 Comparison of Current vs. Calculated Area-Specific Development Charges

ASDC Area	Current Rates	Calculated Rates	<i>Difference</i>
Immediately Affected Landowners	\$2,972,699	\$6,707,788	<i>\$3,735,089</i>
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$98,656	\$497,154	<i>\$398,498</i>
Undeveloped Lands in Black Creek Drainage Shed	\$26,695	\$67,874	<i>\$41,179</i>

The quantum of the rate increase is reflective of a series of factors:

- Some changes to the study that have had an impact on the overall cost include the update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner.
- Another notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the

contingencies being applied to the park and pond related components of the infrastructure.

- Finally, the Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinitiated discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that a share of the cost would be borne by the Region.

6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS

This section provides a brief examination of the long-term capital and operating costs for the area-specific capital facilities and infrastructure to be included in the ASDC by-law. Also addressed is the required asset management provisions that must be considered.

As indicated in previous sections of this report, there are components of the development-related capital program that will require funding from non-development charges sources. Overall, the benefit to existing share amounts to \$61.2 million and will require funding from non-DC Sources.

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis. Overall, the City will need to fund an additional \$736,800 per annum in order to properly fund the life cycle replacement costs of the new assets related to all servicing costs supported under the development charges by-law. In addition to the annual contributions for asset replacement, annual maintenance activities are estimated at \$997,200 which were assumed to require 4% of the initial capital costs for continuous projects and 2% for projects with finite useful lives.

Please note, although all capital assets considered in the study have been evaluated, some projects/assets are not covered by the ASDC or do not necessarily require future replacement or ongoing maintenance and therefore excluded from the analysis. Additional details regarding the long-term maintenance of assets and asset management requirements is outlined in Appendix B.

The calculated annual provisions identified in this study are considered financially sustainable as it is expected that the increased capital asset management requirements, as well as the annual maintenance requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

7. OTHER ISSUES AND CONSIDERATION

A. DEVELOPMENT CHARGES ADMINISTRATION

No significant changes are recommended to the City's current policies and practices regarding development charge administration. In this regard:

- It is recommended that practices regarding collection of development charges and by-law administration continue to the extent possible.
- As required under the DCA, the City should codify any rules regarding application of the by-laws and exemptions within the development charges by-laws proposed for adoption.
- It is recommended that Council adopt the development-related capital program included in this background study, subject to annual review through the City's normal capital budget process.

APPENDIX A

AREA-SPECIFIC EDGELEY POND AND PARK

AND BLACK CREEK CHANNEL WORKS

TECHNICAL APPENDIX

APPENDIX A – AREA SPECIFIC EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS

This appendix provides the detailed analysis undertaken to establish the area-specific development charge rates for the Edgeley Pond and Park and Black Creek Channel Works within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. This section is divided into three main components:

- 1) Summary of the Development-Related Capital Program and Calculation of the Rates. This includes an overview of the program and the calculation of the unadjusted and adjusted charges applicable.
- 2) Specific Cost Elements and Benefits related to Black Creek Channel Works (Category A)
- 3) Specific Cost Elements and Benefits related to the Edgeley Pond Improvements (Category B)

A. SUMMARY OF THE DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE RATES

Based on the development forecasts detailed in Section III, City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the 21-year period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City. It should be noted that the City of Vaughan engaged a design team that underwent a public and stakeholder engagement process to develop design options and ultimately contract documents for the pond improvements.

Table 1 provide details of the projects included in the area-specific infrastructure development charges calculations and the allocation of costs to the various funding sources to which the works relate to. For example, certain projects would have a benefit to the specific areas to which this ASDC is applicable to (in regards to Map 1, 2 or 3), while also benefitting existing development or requiring recovery from the City-wide engineering or Community Services DCs.

TABLE 1 - SUMMARY OF COST APPORTIONMENT											
Component	Timing	Black Creek Floodplain Reductions - Immediately	Vaughan Metropolitan Centre (VMC)	Vaughan Metropolitan Centre (VMC) Areas Draining to Edgeley	Undeveloped Lands in Black Creek Drainage Shed	City-Wide Development Charges - Engineering	City-Wide Development Charges - Parks & Open Space	Benefit to Existing Funding	Local Service	Other Governments (York, TRCA)	Totals
A. BLACK CREEK CHANNELIZATION WORKS											
A1. Realignment, Earthworks and Restoration	2022 - 2027	49.2%	0.0%	0.0%	11.25%	13.20%	0.0%	26.35%	0.0%	0.0%	100.0%
A2. Structures											
A2.1 Interchange Way Crossing	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
A2.2 Doughton Road Crossing	2022 - 2027	24.6%	0.0%	0.0%	5.6%	56.6%	0.0%	13.2%	0.0%	0.0%	100.0%
A2.3 Culvert Under Hwy 7	2022 - 2027	30.7%	0.0%	0.0%	7.0%	8.2%	0.0%	16.5%	0.0%	37.6%	100.0%
A2.4 Peelar Road Crossing	2022 - 2027	24.6%	0.0%	0.0%	5.6%	56.6%	0.0%	13.2%	0.0%	0.0%	100.0%
A2.5 Mews	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
A2.6 Retaining Walls	2022 - 2027	49.2%	0.0%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	49.2%	0.0%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	49.2%	0.0%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A3. Bank Treatments, Urban Design and Landscape											
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	41.8%	0.0%	0.0%	9.6%	11.2%	15.0%	22.4%	0.0%	0.0%	100.0%
A3.2 Terraced Steps	2022 - 2027	31.4%	0.0%	0.0%	7.2%	8.4%	11.3%	16.8%	25.0%	0.0%	100.0%
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	0.0%	0.0%	0.0%	0.0%	25.0%	25.0%	25.0%	25.0%	0.0%	100.0%
Sub-Totals - Before Land Acquisitions											
A4. Land Acquisitions											
A4.1 Region/Provincial Land	2023 - 2023	21.3%	0.0%	0.0%	4.9%	50.0%	0.0%	0.0%	23.8%	0.0%	100.0%
A4.2 Private Land	2023 - 2023	21.3%	0.0%	0.0%	4.9%	50.0%	0.0%	0.0%	23.8%	0.0%	100.0%
A4.3 Land Conveyance	2023 - 2023	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Total Black Creek Channelization Works											
Allocation Distribution											
B. EDGELEY POND IMPROVEMENTS											
B1 Design Components											
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.3 Plant Material	2022 - 2027	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
B1.5 Structures Servicing VMC Lands	2022 - 2027	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
B1.6 Edge Treatments (Enhanced Design)	2022 - 2027	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.7 Urban Design Features (Enhanced Design)	2022 - 2027	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	19.7%	0.0%	0.0%	4.5%	40.3%	0.0%	10.5%	25.0%	0.0%	100.0%
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	0.0%	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	25.0%	25.0%	100.0%
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	0.0%	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%	25.0%	0.0%	100.0%
B2 Enhanced Design Components											
B2.1 Urban Design Features (Enhanced Design)											
B2.1.1 Concrete pedestrian walkways	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.2 Amphitheater works	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.3 Paving and fencing	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.4 Shade structure	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2 Site Furnishing											
B2.2.1 Adult Exercise Equipment	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.3 Stone seat walls in valley	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.4 Signage and safety	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.5 Lighting	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.6 Electrical	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.3 Bridges - Long term											
B2.3.1 North and south valley bridges	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.4 Valley Lands Bridge	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.4 South Pond Enhancements (Area 'C')											
B2.4.1 Retaining wall enhancements	2021 - 2023	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Total Edgeley Pond Improvements											
Allocation Distribution											
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#####	0.0%	23.6%	100.0%
D. PUBLIC ART	2021 - 2039	0	0	0.0%	0	0	0.0%	0.0%	100.0%	0.0%	100.0%
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)	2022 - 2027	0	0	0.0%	0	100%	0.0%	0.0%	0.0%	0	100.0%
F. DC AND RELATED ENGINEERING STUDIES	2021 - 2026	18.7%	0.0%	4.7%	4.3%	36.5%	6.4%	29.4%			100.0%
TOTAL ALLOCATION OF COSTS											

SUMMARY OF CAPITAL COSTS											
Component	Timing	Component Cost Estimate	Labour Recovery	Component Cost Estimate with Labour Recovery	Component-Specific Contingency	Soft Cost and Construction Contingency	Net HST	City Admin Fee	Totals		
A. BLACK CREEK CHANNELIZATION WORKS			\$ 825,000								
A1. Realignment, Earthworks and Restoration	2022 - 2027	\$13,000,000	\$ 206,334	\$13,206,334	30.0%	30.0%	1.76%	3.0%	\$23,392,860		
A2. Structures											
A2.1 Interchange Way Crossing	2022 - 2027	\$1,800,000	\$ 28,569	\$ 1,828,569	30.0%	30.0%	1.76%	3.0%	\$3,239,011		
A2.2 Doughton Road Crossing	2022 - 2027	\$1,200,000	\$ 19,046	\$ 1,219,046	30.0%	30.0%	1.76%	3.0%	\$2,159,341		
A2.3 Culvert Under Hwy 7	2022 - 2027	\$4,319,527	\$ 68,559	\$ 4,388,086	30.0%	30.0%	1.76%	3.0%	\$7,772,775		
A2.4 Peelar Road Crossing	2022 - 2027	\$1,200,000	\$ 19,046	\$ 1,219,046	30.0%	30.0%	1.76%	3.0%	\$2,159,341		
A2.5 Mews	2022 - 2027	\$900,000	\$ 14,285	\$ 914,285	30.0%	30.0%	1.76%	3.0%	\$1,619,506		
A2.6 Retaining Walls	2022 - 2027	\$240,000	\$ 3,809	\$ 243,809	30.0%	30.0%	1.76%	3.0%	\$431,868		
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	\$600,000	\$ 9,523	\$ 609,523	30.0%	30.0%	1.76%	3.0%	\$1,079,670		
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	\$300,000	\$ 4,762	\$ 304,762	30.0%	30.0%	1.76%	3.0%	\$539,835		
A3. Bank Treatments, Urban Design and Landscape											
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	\$2,642,789	\$ 41,946	\$ 2,684,735	30.0%	30.0%	1.76%	3.0%	\$4,755,569		
A3.2 Terraced Steps	2022 - 2027	\$4,200,000	\$ 66,662	\$ 4,266,662	30.0%	30.0%	1.76%	3.0%	\$7,557,693		
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	\$2,675,438	\$ 42,464	\$ 2,717,902	30.0%	30.0%	1.76%	3.0%	\$4,814,319		
Sub-Totals - Before Land Acquisitions		\$33,077,754	\$525,006	\$33,602,759						\$59,521,788	
A4. Land Acquisitions											
A4.1 Region/Provincial Land	2023 - 2023	\$9,377,039		\$ 9,377,039	25.0%	0.0%	1.76%	3.0%	\$12,285,422		
A4.2 Private Land	2023 - 2023	\$51,992,533		\$ 51,992,533	25.0%	0.0%	1.76%	3.0%	\$68,118,536		
A4.3 Land Conveyance	2023 - 2023	\$0		\$ -	25.0%	0.0%	1.76%	3.0%	\$0		
Total Black Creek Channelization Works									\$139,925,746		
Allocation Distribution											
B. EDGELEY POND IMPROVEMENTS			\$ 495,000								
B1 Design Components		\$30,340,394	\$369,278	\$30,709,672						\$42,238,240	
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	\$9,115,953	\$ 110,952	\$ 9,226,905	15.0%	14.0%	1.76%	3.0%	\$12,678,651		
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	\$3,017,789	\$ 36,730	\$ 3,054,519	15.0%	14.0%	1.76%	3.0%	\$4,197,202		
B1.3 Plant Material	2022 - 2027	\$1,629,123	\$ 19,828	\$ 1,648,951	15.0%	14.0%	1.76%	3.0%	\$2,265,817		
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	\$4,880,673	\$ 59,403	\$ 4,940,076	15.0%	14.0%	1.76%	3.0%	\$6,788,138		
B1.5 Structures Servicing VMC Lands	2022 - 2027	\$3,173,654	\$ 38,627	\$ 3,212,281	15.0%	14.0%	1.76%	3.0%	\$4,413,982		
B1.6 Edge Treatments (Enhanced Design)	2022 - 2027	\$1,441,510	\$ 17,545	\$ 1,459,055	15.0%	14.0%	1.76%	3.0%	\$2,004,881		
B1.7 Urban Design Features (Enhanced Design)	2022 - 2027	\$244,086	\$ 2,971	\$ 247,057	15.0%	14.0%	1.76%	3.0%	\$339,480		
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	\$4,768,143	\$ 58,034	\$ 4,826,177	15.0%	14.0%	1.76%	3.0%	\$6,631,629		
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	\$1,404,530	\$ 17,095	\$ 1,421,625	15.0%	14.0%	1.76%	3.0%	\$1,953,449		
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	\$664,933	\$ 8,093	\$ 673,026	20.0%	14.0%	1.76%	3.0%	\$965,011		
B2 Enhanced Design Components											
B2.1 Urban Design Features (Enhanced Design)		\$1,257,988	\$15,311	\$1,273,299						\$1,749,635	
B2.1.1 Concrete pedestrian walkways	2022 - 2027	\$339,952	\$ 4,138	\$ 344,090	15.0%	14.0%	1.76%	3.0%	\$472,812		
B2.1.2 Amphitheater works	2022 - 2027	\$105,894	\$ 1,289	\$ 107,183	15.0%	14.0%	1.76%	3.0%	\$147,280		
B2.1.3 Paving and fencing	2022 - 2027	\$639,235	\$ 7,780	\$ 647,015	15.0%	14.0%	1.76%	3.0%	\$889,061		
B2.1.4 Shade structure	2022 - 2027	\$172,907	\$ 2,104	\$ 175,011	15.0%	14.0%	1.76%	3.0%	\$240,483		
B2.2 Site Furnishing		\$937,392	\$11,409	\$948,801						\$1,303,744	
B2.2.1 Adult Exercise Equipment	2022 - 2027	\$130,625	\$ 1,590	\$ 132,215	15.0%	14.0%	1.76%	3.0%	\$181,676		
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	\$148,176	\$ 1,803	\$ 149,979	15.0%	14.0%	1.76%	3.0%	\$206,086		
B2.2.3 Stone seat walls in valley	2022 - 2027	\$53,572	\$ 652	\$ 54,224	15.0%	14.0%	1.76%	3.0%	\$74,509		
B2.2.4 Signage and safety	2022 - 2027	\$162,444	\$ 1,977	\$ 164,421	15.0%	14.0%	1.76%	3.0%	\$225,930		
B2.2.5 Lighting	2022 - 2027	\$223,350	\$ 2,718	\$ 226,068	15.0%	14.0%	1.76%	3.0%	\$310,640		
B2.2.6 Electrical	2022 - 2027	\$219,225	\$ 2,668	\$ 221,893	15.0%	14.0%	1.76%	3.0%	\$304,903		
B2.3 Bridges - Long term		\$7,630,842	\$92,876	\$7,723,718						\$10,665,129	
B2.3.1 North and south valley bridges	2022 - 2027	\$1,705,784	\$ 20,761	\$ 1,726,545	15.0%	14.0%	1.76%	3.0%	\$2,372,439		
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	\$478,840	\$ 5,828	\$ 484,668	15.0%	14.0%	1.76%	3.0%	\$665,980		
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	\$4,059,000	\$ 49,403	\$ 4,108,403	20.0%	10.0%	1.76%	3.0%	\$5,684,094		
B2.3.4 Valley Lands Bridge	2022 - 2027	\$1,387,218	\$ 16,884	\$ 1,404,102	20.0%	10.0%	1.76%	3.0%	\$1,942,616		
B2.4 South Pond Enhancements (Area 'C')		\$503,300	\$6,126	\$509,426						\$700,000	
B2.4.1 Retaining wall enhancements	2021 - 2023	\$503,300	\$ 6,126	\$ 509,426	15.0%	14.0%	1.76%	3.0%	\$700,000		
Total Edgeley Pond Improvements		\$ 40,669,916	\$ 495,000	\$ 41,164,916						\$56,656,747	
Allocation Distribution											
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST		2022 - 2027	\$1,822,000	\$ 28,919	\$1,850,919	25.0%	15.0%	1.76%	3.0%	\$2,788,749	
D. PUBLIC ART		2021 - 2039	\$2,000,000			15.0%	15.0%	1.76%	3.0%	\$2,772,299	
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)		2022 - 2027	\$17,079,000	\$ 271,076	\$ 17,350,076			1.76%	3.0%	\$18,185,100	
F. DC AND RELATED ENGINEERING STUDIES		2021 - 2026	\$500,000	\$ 165,000	\$ 665,000			1.76%	3.0%	\$697,005	
TOTAL ALLOCATION OF COSTS										\$221,025,647	

SUMMARY OF CAPITAL COSTS BY FUNDING SOURCE											
Component	Timing	Black Creek Floodplain Reductions Immediately Affected Landowners	Vaughan Metropolitan Centre (VMC)	Vaughan Metropolitan Centre (VMC) Areas Draining to Edgeley Pond	Undeveloped Lands in Black Creek Drainage Shed	City-Wide Development Charges - Engineering	City-Wide Development Charges - Parks & Open Space	Benefit to Existing Funding	Local Service	Other Governments (York, TRCA)	Totals
A. BLACK CREEK CHANNELIZATION WORKS											
A1. Realignment, Earthworks and Restoration	2022 - 2027	\$11,509,287	\$0	\$0	\$2,631,697	\$3,087,857	\$0	\$6,164,019	\$0	\$0	\$23,392,860
A2. Structures											
A2.1 Interchange Way Crossing	2022 - 2027	\$0	\$0	\$0	\$0	\$3,239,011	\$0	\$0	\$0	\$0	\$3,239,011
A2.2 Doughton Road Crossing	2022 - 2027	\$531,198	\$0	\$0	\$121,463	\$1,222,187	\$0	\$284,493	\$0	\$0	\$2,159,341
A2.3 Culvert Under Hwy 7	2022 - 2027	\$2,387,565	\$0	\$0	\$545,937	\$640,566	\$0	\$1,278,706	\$0	\$2,920,000	\$7,772,775
A2.4 Peelar Road Crossing	2022 - 2027	\$531,198	\$0	\$0	\$121,463	\$1,222,187	\$0	\$284,493	\$0	\$0	\$2,159,341
A2.5 Mews	2022 - 2027	\$0	\$0	\$0	\$0	\$1,619,506	\$0	\$0	\$0	\$0	\$1,619,506
A2.6 Retaining Walls	2022 - 2027	\$212,479	\$0	\$0	\$48,585	\$57,007	\$0	\$113,797	\$0	\$0	\$431,868
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	\$531,198	\$0	\$0	\$121,463	\$142,516	\$0	\$284,493	\$0	\$0	\$1,079,670
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	\$265,599	\$0	\$0	\$60,731	\$71,258	\$0	\$142,247	\$0	\$0	\$539,835
A3. Bank Treatments, Urban Design and Landscape											
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	\$1,988,779	\$0	\$0	\$454,751	\$533,575	\$713,335	\$1,065,128	\$0	\$0	\$4,755,569
A3.2 Terraced Steps	2022 - 2027	\$2,370,470	\$0	\$0	\$542,028	\$635,980	\$850,240	\$1,269,551	\$1,889,423	\$0	\$7,557,693
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	\$0	\$0	\$0	\$0	\$1,203,580	\$1,203,580	\$1,203,580	\$1,203,580	\$0	\$4,814,319
Sub-Totals - Before Land Acquisitions		\$20,327,773	\$0	\$0	\$4,648,119	\$13,675,230	\$2,767,155	\$12,090,507	\$3,093,003	\$2,920,000	\$59,521,788
A4. Land Acquisitions											
A4.1 Region/Provincial Land	2023 - 2023	\$2,616,993	\$0	\$0	\$598,397.83	\$6,142,711	\$0	\$2,927,320	\$0	\$0	\$12,285,422
A4.2 Private Land	2023 - 2023	\$14,510,348	\$0	\$0	\$3,317,914.98	\$34,059,268	\$0	\$16,231,005	\$0	\$0	\$68,118,536
A4.3 Land Conveyance	2023 - 2023								\$0		\$0
Total Black Creek Channelization Works		\$37,455,115	\$0	\$0	\$8,564,432	\$53,877,209	\$2,767,155	\$31,248,832	\$3,093,003	\$2,920,000	\$139,925,746
Allocation Distribution		26.8%	0.0%	0.0%	6.1%	38.5%	2.0%	22.3%	2.2%	2.1%	100%
B. EDGELEY POND IMPROVEMENTS											
B1 Design Components		\$1,305,105	\$0	\$9,785,490	\$298,423	\$3,521,461	\$850,241	\$23,601,635	\$2,387,522	\$488,362	\$42,238,240
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	\$0	\$0	\$3,169,663	\$0	\$0	\$0	\$9,508,988	\$0	\$0	\$12,678,651
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	\$0	\$0	\$1,049,300	\$0	\$0	\$0	\$3,147,901	\$0	\$0	\$4,197,202
B1.3 Plant Material	2022 - 2027	\$0	\$0	\$566,454	\$0	\$0	\$0	\$1,699,363	\$0	\$0	\$2,265,817
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$0	\$6,788,138	\$0	\$0	\$6,788,138
B1.5 Structures Servicing VMC Lands	2022 - 2027	\$0	\$0	\$4,413,982	\$0	\$0	\$0	\$0	\$0	\$0	\$4,413,982
B1.6 Edge Treatments (Enhanced Design)	2022 - 2027	\$0	\$0	\$501,220	\$0	\$0	\$0	\$1,503,661	\$0	\$0	\$2,004,881
B1.7 Urban Design Features (Enhanced Design)	2022 - 2027	\$0	\$0	\$84,870	\$0	\$0	\$0	\$254,610	\$0	\$0	\$339,480
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	\$1,305,105	\$0	\$0	\$298,423	\$2,671,220	\$0	\$698,974	\$1,657,907	\$0	\$6,631,629
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	\$0	\$0	\$0	\$0	\$488,362	\$488,362	\$0	\$488,362	\$488,362	\$1,953,449
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	\$0	\$0	\$0	\$0	\$361,879	\$361,879	\$0	\$241,253	\$0	\$965,011
B2 Enhanced Design Components											
B2.1 Urban Design Features (Enhanced Design)		\$0	\$0	\$0	\$0	\$0	\$1,749,635	\$0	\$0	\$0	\$1,749,635
B2.1.1 Concrete pedestrian walkways	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$472,812	\$0	\$0	\$0	\$472,812
B2.1.2 Amphitheater works	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$147,280	\$0	\$0	\$0	\$147,280
B2.1.3 Paving and fencing	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$889,061	\$0	\$0	\$0	\$889,061
B2.1.4 Shade structure	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$240,483	\$0	\$0	\$0	\$240,483
B2.2 Site Furnishing		\$0	\$0	\$0	\$0	\$0	\$1,303,744	\$0	\$0	\$0	\$1,303,744
B2.2.1 Adult Exercise Equipment	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$181,676	\$0	\$0	\$0	\$181,676
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$206,086	\$0	\$0	\$0	\$206,086
B2.2.3 Stone seat walls in valley	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$74,509	\$0	\$0	\$0	\$74,509
B2.2.4 Signage and safety	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$225,930	\$0	\$0	\$0	\$225,930
B2.2.5 Lighting	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$310,640	\$0	\$0	\$0	\$310,640
B2.2.6 Electrical	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$304,903	\$0	\$0	\$0	\$304,903
B2.3 Bridges - Long term		\$0	\$0	\$0	\$0	\$0	\$6,665,706	\$3,999,423	\$0	\$0	\$10,665,129
B2.3.1 North and south valley bridges	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$1,482,774	\$889,665	\$0	\$0	\$2,372,439
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$416,238	\$249,743	\$0	\$0	\$665,980
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$3,552,559	\$2,131,535	\$0	\$0	\$5,684,094
B2.3.4 Valley Lands Bridge	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$1,214,135	\$728,481	\$0	\$0	\$1,942,616
B2.4 South Pond Enhancements (Area 'C')		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
B2.4.1 Retaining wall enhancements	2021 - 2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
Total Edgeley Pond Improvements		\$1,305,105	\$0	\$9,785,490	\$298,423	\$3,521,461	\$10,569,326	\$27,601,059	\$3,087,522	\$488,362	\$56,656,747
Allocation Distribution		2.3%	0.0%	17.3%	0.5%	6.2%	18.7%	48.7%	5.4%	0.9%	100%
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST	2022 - 2027	\$0	\$0	\$0	\$0	\$0	\$0	\$2,129,749	\$0	\$659,000	\$2,788,749
D. PUBLIC ART	2021 - 2039	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,772,299	\$0	\$2,772,299
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)	2022 - 2027	\$0	\$0	\$0	\$0	\$18,185,100	\$0	\$0	\$0	\$0	\$18,185,100
F. DC AND RELATED ENGINEERING STUDIES	2021 - 2026	\$130,318	\$0	\$32,900	\$29,798	\$254,125	\$44,839	\$205,024	\$0	\$0	\$697,005
TOTAL ALLOCATION OF COSTS		\$38,890,538	\$0	\$9,818,390	\$8,892,653	\$75,837,896	\$13,381,321	\$61,184,663	\$8,952,824	\$4,067,362	\$221,025,647

The area-specific capital program totals \$221.0 million and provides servicing for anticipated development over the planning period to 2041. One of the largest cost components relates to the acquisition of land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner. Of the total value, land acquisition costs represent \$80.4 million (or 36%) of the total.

The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community; amounts that exceed historic service levels or considered to benefit development beyond the planning horizon. Given that the increase in need for service identified for these lands considered in the ASDC calculation relate to engineered services, the ASDC calculations are not subject to the same service level restrictions applied for general services, thus no funding level caps have been applied.

As indicated in Table 2, of the total \$221.0 million gross program, about \$57.6 million is attributed to those benefiting land owners and included in the calculation of the ASDC rates in this study. A summary of the calculation of the rates is shown in Table 2 below – the table identifies the net attributable cost (to each area) relative to the net land area to which the cost applies. The attributable cost divided by the net area (in ha), yields an unadjusted charge per land area.

Table 2 – Calculation of the Unadjusted Area-Specific Development Charge

Lands to which the ASDC is Applicable (Maps provided in Appendix C)	Cost (\$000)	Area (net ha)	Unadjusted Charge (\$/ha)
Immediately Affected Landowners	\$38,890.5	5.78	\$6,726,139
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$9,818.4	18.98	\$517,411
Undeveloped Lands in Black Creek Drainage Shed	\$8,892.7	144.58	\$61,505
Totals	\$57,601.6	or 26.1% of the total costs	

Cash-Flow Analysis

A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the *DCA*. The cash flow analysis is displayed on Table 3.

APPENDIX A - TABLE 3 - PAGE 1

CITY OF VAUGHAN
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
IMMEDIATELY AFFECTED LANDOWNERS
DEVELOPMENT CHARGE PER HECTARE
(in \$000)

IMMEDIATELY AFFECTED LANDOWNERS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$0.0	\$2,234.0	\$4,377.4	\$5,308.0	\$3,653.9	\$5,648.2	\$7,587.3	\$9,695.2	\$9,473.7	\$9,274.4	\$10,839.3	\$12,524.9	\$14,336.8	\$12,853.3	\$11,192.1	\$9,471.6	\$7,689.8	\$5,844.3	\$3,933.0	\$1,986.0	\$248.4	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$456.8	\$3,844.7	\$20,972.1	\$3,409.7	\$3,409.7	\$3,409.7	\$3,388.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$38,890.5
- Reserve Funded (Inflated)					\$3,690.7	\$3,764.6	\$3,815.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$11,270.7
- Debenture Principal	\$20.5	\$197.5	\$1,183.9	\$1,375.4	\$1,408.6	\$1,442.7	\$1,477.7	\$1,513.4	\$1,550.0	\$1,587.5	\$1,626.0	\$1,665.3	\$1,705.6	\$1,746.9	\$1,789.2	\$1,832.5	\$1,876.8	\$1,922.2	\$1,937.1	\$1,712.7	\$244.4	\$29,816.1
NEW DEVELOPMENT																						
- Hectares	0.33	0.34	0.37	0.04	1.04	1.02	1.02	0.20	0.20	0.41	0.41	0.41	0.01	-	-	-	-	-	-	-	-	5.78
REVENUE																						
- DC Receipts: Inflated	\$2,227.0	\$2,330.8	\$2,565.9	\$253.9	\$7,576.8	\$7,528.4	\$7,679.0	\$1,502.5	\$1,532.6	\$3,273.8	\$3,339.3	\$3,406.0	\$121.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$43,337.0
INTEREST																						
- Interest on Opening Balance	\$0.0	\$78.2	\$153.2	\$185.8	\$127.9	\$197.7	\$265.6	\$339.3	\$331.6	\$324.6	\$379.4	\$438.4	\$501.8	\$449.9	\$391.7	\$331.5	\$269.1	\$204.6	\$137.7	\$69.5	\$8.7	\$5,186.0
- Interest on In-year Transactions	\$38.6	\$37.3	\$24.2	(\$30.8)	\$43.4	\$40.6	\$41.8	(\$0.3)	(\$0.5)	\$29.5	\$30.0	\$30.5	(\$43.6)	(\$48.0)	(\$49.2)	(\$50.4)	(\$51.6)	(\$52.9)	(\$53.3)	(\$47.1)	(\$6.7)	(\$118.6)
- Debenture Interest	(\$11.1)	(\$105.5)	(\$628.7)	(\$687.6)	(\$654.3)	(\$620.2)	(\$585.3)	(\$549.6)	(\$513.0)	(\$475.4)	(\$437.0)	(\$397.7)	(\$357.4)	(\$316.1)	(\$273.8)	(\$230.5)	(\$186.2)	(\$140.8)	(\$94.2)	(\$47.4)	(\$5.9)	(\$7,317.7)
TOTAL REVENUE	\$2,254.5	\$2,340.9	\$2,114.6	(\$278.8)	\$7,093.7	\$7,146.4	\$7,400.9	\$1,292.0	\$1,350.7	\$3,152.4	\$3,311.6	\$3,477.2	\$222.1	\$85.7	\$68.7	\$50.6	\$31.4	\$10.9	(\$9.9)	(\$25.0)	(\$3.9)	\$41,086.8
CLOSING CASH BALANCE	\$2,234.0	\$4,377.4	\$5,308.0	\$3,653.9	\$5,648.2	\$7,587.3	\$9,695.2	\$9,473.7	\$9,274.4	\$10,839.3	\$12,524.9	\$14,336.8	\$12,853.3	\$11,192.1	\$9,471.6	\$7,689.8	\$5,844.3	\$3,933.0	\$1,986.0	\$248.4	(\$0.0)	

2021 Adjusted Charge Per Ha \$6,707,788

Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX A - TABLE 3 - PAGE 2

CITY OF VAUGHAN
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
VMC AREAS DRAINING TO EDGELEY POND
DEVELOPMENT CHARGE PER HECTARE
(in \$000)

VMC AREAS DRAINING TO EDGELEY PON	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$870.4	\$2,019.4	\$3,114.3	\$4,363.7	\$4,375.1	\$2,571.1	\$444.0	(\$1,788.4)	(\$1,932.8)	(\$2,079.1)	(\$1,870.8)	(\$1,637.5)	(\$1,377.7)	(\$1,434.2)	(\$1,873.9)	(\$1,094.4)	(\$248.6)	\$668.9	\$689.7	\$351.2	\$119.2	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$5.5	\$1,636.4	\$1,636.4	\$1,636.4	\$1,636.4	\$1,636.4	\$1,630.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9,818.4
- Reserve Funded (Inflated)					\$1,771.3	\$1,806.7	\$1,836.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,414.7
- Debenture Principal	\$0.2	\$75.3	\$153.8	\$235.6	\$241.3	\$247.2	\$253.1	\$259.3	\$265.5	\$272.0	\$278.5	\$285.3	\$292.2	\$299.3	\$306.5	\$313.9	\$321.5	\$329.3	\$336.9	\$229.6	\$117.3	\$5,113.7
NEW DEVELOPMENT																						
- Hectares	2.21	2.21	2.62	0.40	0.40	-	-	0.54	0.54	1.13	1.13	1.13	0.59	0.00	1.86	1.86	1.86	0.50	-	-	-	18.98
REVENUE																						
- DC Receipts: Inflated	\$1,099.8	\$1,121.7	\$1,353.1	\$213.1	\$217.3	\$0.0	\$0.0	\$306.9	\$313.0	\$669.5	\$682.9	\$696.5	\$371.6	\$1.3	\$1,220.4	\$1,243.5	\$1,268.4	\$350.9	\$0.0	\$0.0	\$0.0	\$11,129.9
INTEREST																						
- Interest on Opening Balance	\$30.5	\$70.7	\$109.0	\$152.7	\$153.1	\$90.0	\$15.5	(\$98.4)	(\$106.3)	(\$114.3)	(\$102.9)	(\$90.1)	(\$75.8)	(\$78.9)	(\$103.1)	(\$60.2)	(\$13.7)	\$23.4	\$24.1	\$12.3	\$4.2	(\$158.0)
- Interest on In-year Transactions	\$19.2	\$18.3	\$21.0	(\$0.6)	(\$49.4)	(\$56.5)	(\$57.5)	\$0.8	\$0.8	\$7.0	\$7.1	\$7.2	\$1.4	(\$8.2)	\$16.0	\$16.3	\$16.6	\$0.4	(\$9.3)	(\$6.3)	(\$3.2)	(\$58.9)
- Debenture Interest	(\$0.1)	(\$40.5)	(\$79.9)	(\$118.2)	(\$112.5)	(\$106.7)	(\$100.7)	(\$94.6)	(\$88.3)	(\$81.9)	(\$75.3)	(\$68.5)	(\$61.6)	(\$54.6)	(\$47.3)	(\$39.9)	(\$32.3)	(\$24.5)	(\$16.5)	(\$8.4)	(\$2.8)	(\$1,255.0)
TOTAL REVENUE	\$1,149.3	\$1,170.2	\$1,403.2	\$247.0	\$208.6	(\$73.2)	(\$142.6)	\$114.8	\$119.3	\$480.3	\$511.8	\$545.1	\$235.6	(\$140.4)	\$1,086.0	\$1,159.7	\$1,239.0	\$350.1	(\$1.7)	(\$2.4)	(\$1.9)	\$9,658.0
CLOSING CASH BALANCE	\$2,019.4	\$3,114.3	\$4,363.7	\$4,375.1	\$2,571.1	\$444.0	(\$1,788.4)	(\$1,932.8)	(\$2,079.1)	(\$1,870.8)	(\$1,637.5)	(\$1,377.7)	(\$1,434.2)	(\$1,873.9)	(\$1,094.4)	(\$248.6)	\$668.9	\$689.7	\$351.2	\$119.2	\$0.0	

2021 Adjusted Charge Per Ha \$497,154

Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX A - TABLE 3 - PAGE 3

CITY OF VAUGHAN
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
UNDEVELOPED LANDS IN BLACK CREEK DRAINAGE SHED
DEVELOPMENT CHARGE PER HECTARE
(in \$000)

UNDEVELOPED LANDS IN BLACK CREEK	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$308.7	\$787.7	\$1,230.2	\$1,348.8	\$1,423.3	\$519.9	(\$459.5)	(\$1,522.6)	(\$1,538.0)	(\$1,543.4)	(\$1,538.1)	(\$1,521.3)	(\$1,492.1)	(\$1,449.7)	(\$1,393.0)	(\$1,321.1)	(\$1,232.9)	(\$1,127.2)	(\$1,002.8)	(\$851.1)	(\$614.5)	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$104.4	\$879.1	\$4,795.4	\$779.7	\$779.7	\$779.7	\$774.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8,892.7
- Reserve Funded (Inflated)					\$965.9	\$1,019.0	\$1,068.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,053.0
- Debenture Principal	\$4.7	\$45.2	\$270.7	\$314.5	\$322.1	\$329.9	\$337.9	\$346.1	\$354.4	\$363.0	\$371.8	\$380.8	\$390.0	\$399.4	\$409.1	\$419.0	\$429.1	\$439.5	\$442.9	\$391.6	\$55.9	\$6,817.7
NEW DEVELOPMENT																						
- Hectares	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	144.58
REVENUE																						
- DC Receipts: Inflated	\$467.3	\$476.7	\$486.2	\$495.9	\$505.8	\$515.9	\$526.3	\$536.8	\$547.5	\$558.5	\$569.6	\$581.0	\$592.7	\$604.5	\$616.6	\$628.9	\$641.5	\$654.3	\$667.4	\$680.8	\$694.4	\$12,048.8
INTEREST																						
- Interest on Opening Balance	\$10.8	\$27.6	\$43.1	\$47.2	\$49.8	\$18.2	(\$25.3)	(\$83.7)	(\$84.6)	(\$84.9)	(\$84.6)	(\$83.7)	(\$82.1)	(\$79.7)	(\$76.6)	(\$72.7)	(\$67.8)	(\$62.0)	(\$55.2)	(\$46.8)	(\$33.8)	(\$826.8)
- Interest on In-year Transactions	\$8.1	\$7.6	\$3.8	\$3.2	(\$21.5)	(\$22.9)	(\$24.2)	\$3.3	\$3.4	\$3.4	\$3.5	\$3.5	\$3.5	\$3.6	\$3.6	\$3.7	\$3.7	\$3.8	\$3.9	\$5.1	\$11.2	\$13.2
- Debenture Interest	(\$2.5)	(\$24.1)	(\$143.8)	(\$157.2)	(\$149.6)	(\$141.8)	(\$133.8)	(\$125.7)	(\$117.3)	(\$108.7)	(\$99.9)	(\$90.9)	(\$81.7)	(\$72.3)	(\$62.6)	(\$52.7)	(\$42.6)	(\$32.2)	(\$21.5)	(\$10.8)	(\$1.4)	(\$1,673.3)
TOTAL REVENUE	\$483.7	\$487.7	\$389.3	\$389.1	\$384.5	\$369.4	\$343.0	\$330.7	\$349.0	\$368.3	\$388.6	\$409.9	\$432.4	\$456.1	\$481.0	\$507.2	\$534.9	\$563.9	\$594.7	\$628.2	\$670.4	\$9,562.0
CLOSING CASH BALANCE	\$787.7	\$1,230.2	\$1,348.8	\$1,423.3	\$519.9	(\$459.5)	(\$1,522.6)	(\$1,538.0)	(\$1,543.4)	(\$1,538.1)	(\$1,521.3)	(\$1,492.1)	(\$1,449.7)	(\$1,393.0)	(\$1,321.1)	(\$1,232.9)	(\$1,127.2)	(\$1,002.8)	(\$851.1)	(\$614.5)	\$0.0	

2021 Adjusted Charge Per Ha \$67,874

Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

For the purposes of the cash-flow analysis, it has been assumed that the City would issue external debt for projects constructed between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed. Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5.5% applied to negative balances and 3.5% applied to positive balances.

It should be noted that development charges reserve funds, which do exist for land areas contained within Maps 2 and 3 for which some development has already occurred have been applied to the opening balance in the cash-flow analysis and considered in the calculation of the rates. Table 4 below summarizes the existing reserve funds on hand at the end of the period.

Table 4 – Summary of Existing Reserve Funds

Benefitting Area	Uncommitted DC Reserves: December 31st 2020
Map 1: Immediately Affected Landowners	\$0.00
Map 2: Vaughan Metropolitan Centre Draining to Edgeley Pond	\$870,362.89
Map 3: Undeveloped Lands in Black Creek Drainage Shed	\$308,732.36

Note: Reserve balances were unaudited at the time of the study

After cash flow considerations, the development charge rates increase for Map 1 and 3, while decreasing in Map 2. The adjusted charge considers the anticipated timing of projects and land development. The timing assumptions were developed in consultation with City staff taking into account known development applications.

Table 5 – Comparison of the Unadjusted vs. Adjusted Area-Specific Development Charge

Lands to which the ASDC is Applicable (Maps provided in Appendix C)	Unadjusted Charge (\$/ha)	Adjusted Charge after Cash Flow (\$/ha)	<i>Difference in Charges</i>
Immediately Affected Landowners	\$6,726,139	\$6,707,788	<i>(\$18,352) (or -0.3%)</i>
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$517,411	\$497,154	<i>(\$20,257) (or -4%)</i>
Undeveloped Lands in Black Creek Drainage Shed	\$61,505	\$67,874	<i>\$6,369 (or 10%)</i>

B. BLACK CREEK CHANNELIZATION WORKS (CATEGORY A)

The improvements to the stretch of Black Creek extending from Highway 7 to the Highway 407 corridor along the east side of Jane Street include a variety of elements and components that, in addition to the function of increasing hydraulic capacity and thereby containing the floodplain to within the limits of the channel, also provide benefits to individual landowners, future development within the tributary drainage shed as well as existing and future residents and employees of the City.

The subsequent sections discuss the benefitting interest groups and the allocation of costs among them associated with each of these benefits in mind.

Each of the project components will serve one or more functional benefits, which need to be treated differently in terms of beneficial interests and, in turn, funding sources. As an example, a bridge structure for a new road connection may serve a transportation function in addition to improving the hydraulic capacity of the creek at the road crossing. The approach is to firstly identify the various functional benefits to be considered, and secondly to ascribe the degree to which each component contributes to providing each of the functional benefits.

The following functional benefits have been identified as relevant for this analysis, each of which is described in detail below:

- Improvement of hydraulic capacity of Black Creek waterway (flood control);
- Transportation; and
- Open Space Network.

5. Immediately Affected Landowners

The implementation of the proposed improvements will result in the removal of both non-developable public and developable (private and public) lands from the regulatory floodplain, the extent to which is illustrated in Figure 2. Accordingly, benefits will accrue to private landowners whose properties will be improved as a result of the work and, similarly, the publicly owned rights-of-way will become less susceptible to flooding, resulting in a benefit to the existing development in the City (addressed below). Furthermore, the planned works will serve to “unlock” these lands and thereby allowing the development of new uses to proceed.

Consistent with the assumptions contained in the 2016 ASDC Study, the allocation to lands in the Black Creek Drainage Shed is 11.25%. The remaining amount to be allocated is thus

88.75% for which it is instructive to consider the relative amount of land removed from the floodplain as a result of the planned improvement works. Based on the floodplain modelling and as illustrated in Figure 2 and consistent with the figures identified in the 2016 Model, 49.20% of the total costs are related to hydraulic improvements. The remaining 44.59% of the 88.75% allocation, being 39.55%, is attributable to public sector improvements and is the topic of the next section.

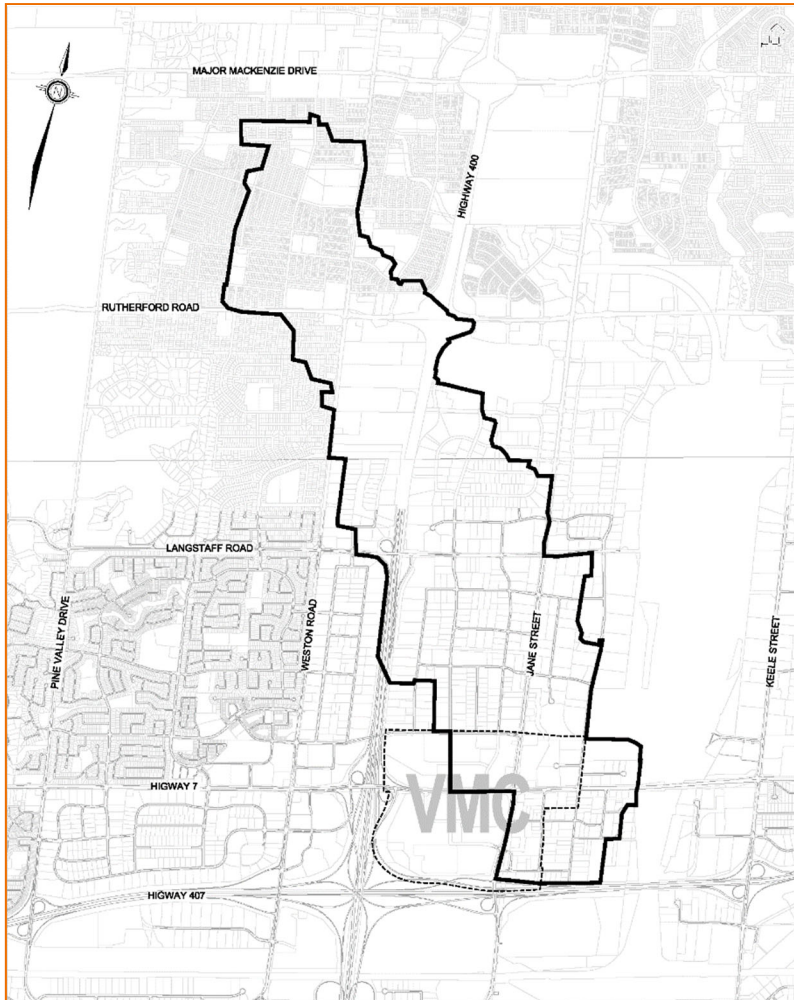


Figure 1
Black Creek Drainage Shed Tributary to Improvement Works

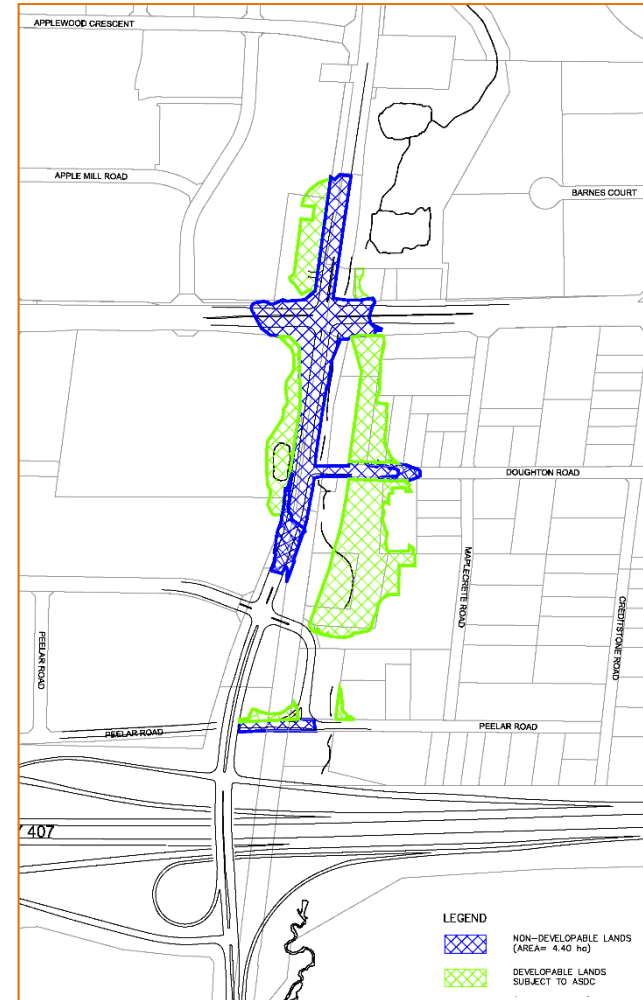


Figure 2
Reduction in Floodplain during Regional Storm
with Proposed Improvements

6. City-Wide Future Development & Existing Development

Consistent with the approach utilized in the City's previous Development Charges By-law, certain works are deemed to provide benefits to the City as a whole which can be funded through City-wide development charges. In this regard all transportation, streetscaping and related engineered services and open space network projects have been considered at the City-wide level.

The allocation of costs related to the benefit accruing to the City as a whole may be funded through City-wide Development Charges under the 2018 by-law (083-2018) or a subsequent development charges by-law.

The allocation of costs relating to the benefit accruing to existing development (residents and employees) in the City are to be funded through the City's internal resources, such as general taxation, and utility rates (likely stormwater for this infrastructure) and other charges wherever applicable.

The distribution of the remaining 39.55% of benefits resulting from improvements in the hydraulic capacity of Black Creek between existing and future development can be apportioned based on existing and future population and employment, respectively. The 2016 Census population and employment total in Vaughan was 515,700 while the forecast future (2041) population and employment is 785,700 (Hemson estimate). Based on these figures, the existing population and employment represents 65.6% of the 2041 population and employment and new growth represents 34.4%. Applying these values to the remaining 39.55% of benefits noted above results in the following apportionment of costs related to the benefits accruing to these interest groups:

- New Development (to be recovered through City-wide Development Charges):
13.20%
- Existing Development (to be recovered through the City's internal resources):
26.35%

Summary

To the extent that any individual project components are deemed to provide a hydraulic benefit, the allocation of costs indicated in Table 6 is applied.

Table 6 Allocation of Costs Related to Hydraulic (Flood Control) Benefits

Benefitting Interest Group	Allocation
Black Creek Drainage Shed	11.25%
Immediately Affected Landowners	49.20%
City-wide Future Development	13.20%
Existing Development	26.35%
Total	100.00%

7. Transportation

While certain bridge structures are planned on existing roads to improve the hydraulic capacity of Black Creek, certain other bridge structures, both vehicular and pedestrian, are required as part of the planned development and in support of the population and employment growth of the Vaughan Metropolitan Center (VMC) and the City in general. Following the City's policy, all growth-related transportation infrastructure is deemed to be of benefit to the City as a whole and is funded through City-wide development charges.

8. Open Space Network

The planned improvements to Black Creek are also intended to create value in a social dimension by virtue of the planned open space network. Maintaining consistency with the City's current practice, all new open space network projects are considered to benefit the City as whole and will now be funded 100% through City-wide development charges. Recent changes to the *Development Charges Act* legislation eliminated the 10% statutory deduction and development-related costs are entirely eligible for recovery.

ALLOCATION OF FUNCTIONAL BENEFIT BY COMPONENT

CATEGORY A1: CHANNEL WORKS

A1.1 Realignment, earthworks, restoration

This component predominantly provides a flood control benefit by increasing the hydraulic capacity of this stretch of Black Creek and, accordingly, the functional benefits are allocated in accordance with Table 6.

Category A2: Structures

A2.1 Interchange Way Crossing

This is an example of a crossing of the Black Creek which doesn't currently exist and is associated with the extension of a new road. Accordingly, this component's predominant function is that of transportation and its functional benefits are allocated accordingly to City-wide Engineering DC for recovery.

A2.2 Doughton Road Crossing

The reconstruction of the Doughton Road crossing provides both a hydraulic benefit by improving conveyance capacity of the Black Creek, as well as a transportation benefit in relation to a future roadway connection extending to the west side of Jane Street. For purposes of this work, these functional benefits are allocated as follows:

- Flood Control: 50% which, in turn, is allocated in accordance with Table 6
- Transportation: 50%

A2.3 Culvert Under Highway 7

The Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinstituted discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that a share of the cost would be borne by the Region. For purposes of this work, these functional benefits are allocated consistent with the shares in Table 6 after considering the Region of York commits about \$2.92 million to the project.

A2.4 Peelar Road Crossing

This component provides both a hydraulic benefit by improving conveyance capacity of the Black Creek, as well as a transportation benefit. For purposes of this work, these functional benefits are allocated the same as Doughton Road as follows:

- Flood Control: 50% which, in turn, is allocated in accordance with Table 6

- Transportation:50%

A2.5 Mews

The Mews identified in the VMC Secondary Plan which crosses the Black Creek and connects Jane Street with the future road network east thereof. The VMC Secondary Plan speaks to the intended purpose and function of a mews to serve as a right-of-way for transportation and utilities, amongst other matters. It is noted that the transportation function may include either or both of routine and emergency/special operations. Given these functions, this component of the work is allocated as a transportation benefit, and in turn, a City-wide DC recoverable item.

A2.6 Retaining Walls

The predominant function of this component is that of improved hydraulic conveyance and its functional benefits are allocated in accordance with Table 6.

A2.7 Removal of Existing Driveway Culvert (Access to Arena) and Restoration

The existing driveway providing access to the Doublerink Arenas/Vaughan Iceplex facility includes a culvert through which the Black Creek flows and which also represents a restriction to flow. In order to improve the hydraulic capacity of the Black Creek, this driveway and culvert have been identified for removal and, therefore, this component predominantly provides a flood control benefit with the functional benefits allocated in accordance with Table 6.

A2.8 Temporary Access to 7581 Jane Street

During the construction of the works, the existing access to 7581 Jane Street will need to be removed and reinstated on a temporary basis. These works are predominantly required to improve the hydraulic conveyance function of Black Creek and its functional benefits are accordingly allocated in accordance with Table 6.

Category A3: Bank Treatments, Urban Design and Landscape

A3.1 Naturalized Western Edge plus Eastern Edge South of Peelar Road

Based on the City's interactions with TRCA this component was identified as part of the construction of the hydraulic improvements along Black Creek is necessary to facilitate development in the VMC. While this treatment is required, in part to create the channel itself, thus providing a hydraulic function, it is also considered an enhancement that provides additional benefit to the public through its integration with pedestrian trails and

similar functions. For purposes of this work, these functional benefits are allocated as follows:

- Flood Control: 85% which, in turn, is allocated in accordance with Table 6
- Parks and Open Space:15%

A3.2 Terraced Steps

Similar to the above, the terraced steps along the channel provide both a hydraulic function and, by virtue of aesthetics and integration with the public realm, also provide non-engineering benefits. In addition, they also provide a local service benefit to adjacent landowners. For purposes of this work, these functional benefits are allocated as follows:

- Local Service: 25%
- Flood Control & Parks: 75% general allocation which is further allocated as follows:
 - Flood Control: 85% which, in turn, is allocated in accordance with Table 6
 - Parks and Open Space:15%

A3.3 Urban Buffer – Amenitized eastern edge, promenade paving, furniture, lighting

Following the methodology of the City's Streetscape Implementation Manual & Financial Strategy Plan which identifies a multi-pronged approach to funding this type of work, and given that this component is located at the intersection of two arterial roads, the local development contribution is deemed to be 25%. The remainder of the costs associated with this work is allocated evenly to the City-wide Development Charges related to both Engineering and Community Services, as well as Benefit to Existing (non-dc funding share).

Land Acquisitions

The land acquisitions required to implement the above works are to be distributed to the benefitting interest groups. The underlying rationale is that the acquisitions are a necessary element to achieving all of the other benefits noted above.

The City retained a third party appraisal firm to estimate the market values of the land required for the Black Creek Channel Revitalization Works for budgeting purposes. The estimated market value was based on existing and anticipated future land uses. The appraisal provided for a low, medium, median and high value per category and was not a property specific appraisal but rather for categories of land uses. The median value for each of the land use categories which were identified in the future VMC Secondary Plan. The categories used were as follows:

- Station Precinct
- Neighbourhood Precinct
- Major Park & Open Space
- Industrial

The established rates by category were then applied to the estimated number of hectares per category. The total value was then divided by the total estimated number of hectares required for the Black Creek Channel Revitalization Works to establish the blended rate. The resulting blended rate using this methodology is approximately \$12.1 million per hectare. For comparison purposes, the blended rate per hectare used in the 2016 ASDC calculation was \$2.7 million per hectare, therefore, the present day valuations are over 300% higher than those contained in the 2016 ASDC. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. Furthermore, the City now anticipates that land will have to be acquired to complete the works in a timely manner. One of the attributing factors for the cumulative cost increases contained in this study is a direct result of the increase in land values in the VMC.

Importantly, the land acquisition costs contained in the study do assume:

- That certain parcels of land will be acquired at less than market value for parcels where discussions with Regional or Provincial agencies have already taken place. In general, the estimates contained in this study for these specific parcels still do pose a risk if the City is unable to retain those properties at the below market rate. That said, the assumption is considered to be appropriate as this ASDC Study is anticipated to be updated when the independent property specific appraisals are prepared to facilitate the acquisitions.
- For two specific properties, the City may need to acquire land outside of what is required to facilitate the works and what is included in the calculation of the rates. In this case, it is assumed the residual properties acquired may be resold by the City providing a net benefit to the landowners (which is considered in the rates).

Please note, this should not be considered to be the value of land for any specific parcel to be acquired. An independent property specific appraisal prepared by an accredited appraiser in good standing with the Appraisal Institute of Canada within 6 months of the acquisition is required. The land areas used are also estimates and require a reference plan to confirm actual land areas. Based on future acquisitions, the City reserves the right to reopen the ASDC By-law to review and adjust the land values as deemed necessary.

C. EDGELEY POND AND PARK IMPROVEMENTS (CATEGORY B)

The planned improvement and expansion works to the existing SWM facility located at the northeast corner of Jane Street and Highway 7 (Edgeley Pond and Park) provide several functional benefits. In the absence of any development, there is a need to improve the existing pond's function and this project includes these previously identified retrofits that benefit the existing community. Beyond this, the planned facility also provides the opportunity to provide a functional benefit, particularly in terms of water quality control, for a portion of the lands within the VMC. Additional future (re-)development lands within the upstream drainage shed also benefit from the improved function of the facility. Given the strategic location of the facility and the future vision for the VMC, this project capitalizes on the opportunity to provide a meaningful enhancement to the space to be enjoyed by the public.

The City of Vaughan has engaged a design team that underwent a public and stakeholder engagement process to develop design options and ultimately contract documents for the pond improvements. The core function of Edgeley Pond, being flood control and stormwater quality management, was achieved through significant design enhancements to Black Creek, resilient ecological design, restoration and enhancements to natural heritage features, and integrated engineering solutions. These site improvements were strengthened by urban design features to make this new park a key VMC destination.

The subsequent sections discuss the benefitting interest groups and the allocation of costs among them associated with each of these benefits in mind.

Beneficial Interests: Lands in VMC Serviced by Pond

The Edgeley Pond will collect and process flows from the contributing drainage area within the Vaughan Metropolitan Centre (see Figure 3) for purposes of water quality control. Accordingly, there is a substantial benefit accruing to these landowners noting that, in the absence of this opportunity, additional developable tablelands would have been required to satisfy this water quality control objective given the size of the catchment area in question. Moreover, it is likely that two facilities would have been required given the physical division of the entire drainage area by Jane Street, thereby reducing efficiencies related to economies of scale.

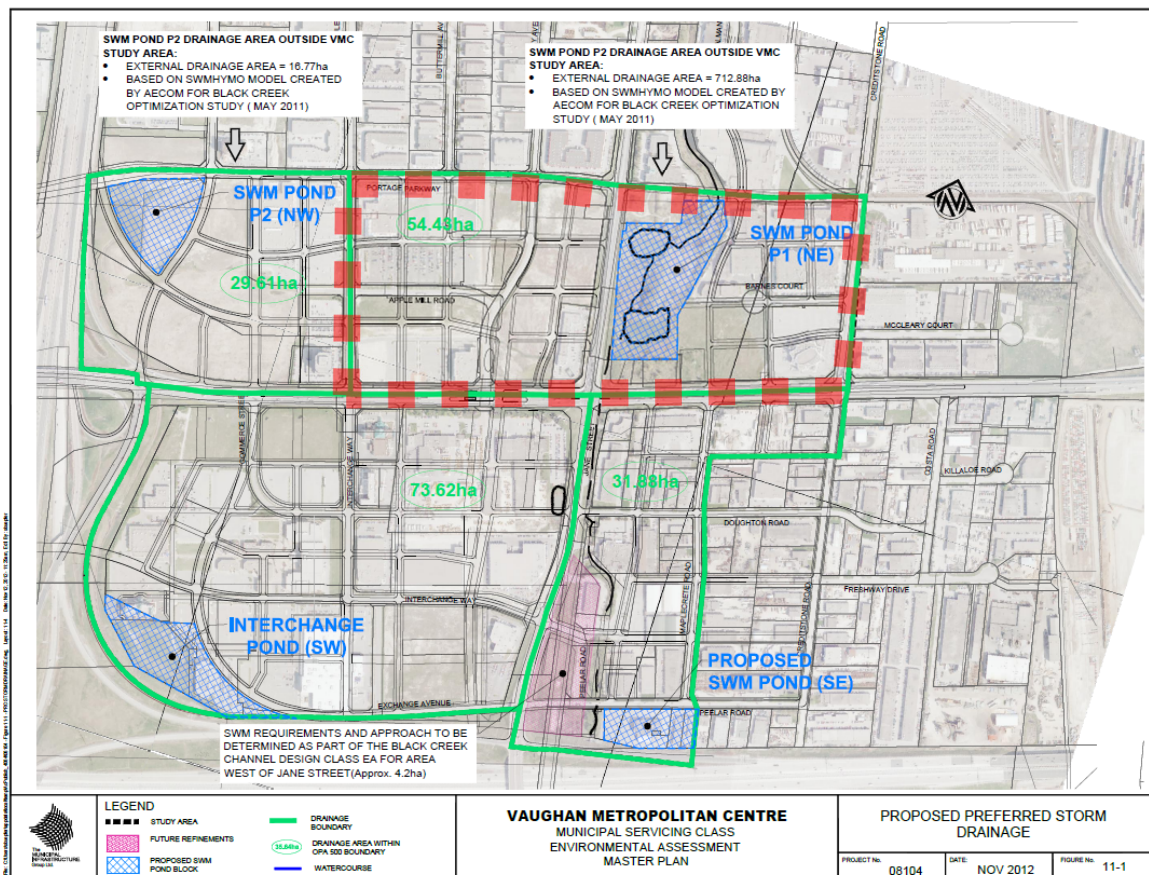
Beneficial Interests: The City as a Whole

This facility is intended to provide an interesting and enjoyable public space and certain elements of the project contribute to this specifically.

Beneficial Interests: Existing Development

In the absence of development in the VMC and the public realm elements noted above, it is recognized that the retrofit of this pond is desirable to improve its function as a stormwater management facility, improving downstream quality in addition to providing other related benefits. It is noted that a more streamlined “retrofit-only” design of the pond could not provide the required flood controls and broader benefit to development in the VMC as well as the City as a whole as currently envisioned.

Figure 3: Areas in VMC Tributary to Edgeley Pond (SWM Pond P1 NE)



Allocation of Benefit between VMC Lands Serviced by Pond and Existing Development

Wherever it is deemed that works provide benefit to both these interest groups, the allocation is weighted more heavily against existing development, in recognition of the need to retrofit this facility and the large upstream drainage area it handles. Simultaneously, the

benefit afforded to private landowners by permitting the use of this facility and avoiding loss of developable lands is quite considerable. For the purposes of this work, the allocation of benefit to these interest groups remains consistent with the 2016 ASDC Study methodology and is provided in Table 7 for reference.

Table 7 Allocation of Costs Related to Edgeley Pond Improvements

Benefitting Interest Group	Allocation
Lands in VMC Serviced by Pond	25%
Existing Development	75%

CATEGORY B1: DESIGN COMPONENTS

One notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the contingencies being applied to the park and pond related components of the infrastructure.

B1.1 Earthworks, Erosion/Sediment Control, Site Preparation

Significant soil removal is required to achieve stormwater quantity control as well as earthworks to ensure the pond meets safety guidelines, maintenance and human accessibility needs. This will require significant tree removal and site preparation. Due to the large site area, construction must be phased and erosion and sediment controls will be strategically implemented as the construction progresses.

B1.2 Natural Channel Realignment and Restoration

To strengthen ecological and flood resiliency, Black Creek has been realigned using natural geomorphological design which will reduce long-term maintenance, protect against scouring and failure during storm events and provide aquatic and riparian habitat.

B1.3 Plant Material

Due to largescale earthworks, Edgeley Pond will require tree, shrub, meadow and aquatic planting to protect against erosion and reestablish the natural open space. These components of the work (i.e., B1.1 to B1.3) are required for the construction of the pond as a whole and, as such, the allocation of costs is in accordance with Table 7.

B1.4 Inlet and Outlet Control Structures – Main Pond

The engineered control structure provides protection from different sized storm events while the concrete structures and walls provide additional stormwater storage. The control structure also connects to the box culverts under the future north east plaza, the future widened culvert connection under Hwy 7 and will daylight Black Creek south of future south east plaza. These structures are deemed to be for the sole benefit of the existing facility and are allocated entirely to the existing development.

B1.5 Structures Servicing VMC Lands

In order to improve stormwater quality, engineered oil grit separators provide significant treatment to the urban stormwater entering Edgeley Pond. To facilitate these structures, walls are needed to transfer grade differences between the street and pond connections. This category of costs includes those structures which convey and process stormwater drainage derived from that portion of the VMC lands which drain to this pond. Costs associated with these works are ascribed entirely to this benefitting interest group.

B1.6 Edge Treatments (Enhanced Design)

This class of edge treatments is considered to be typical of stormwater management pond design and affects the pond as a whole. The allocation of costs is therefore in accordance with Table 7. Please note a share of the total costs associated with this line item is also related to the pond walls while the residual cost is considered to be local service and attributed to the retaining wall enhancements under line item B2.4 (south pond enhancements).

B1.7 Urban Design Features (Enhanced Design)

Simple maintenance trails that allow safe public access to Edgeley Pond are included as a base design feature. Urban design features are common in contemporary stormwater management pond design and this component addresses the base, rather than the enhanced component of design. The allocation of costs is therefore in accordance with Table 7.

B1.8 NE Corner Culvert – North of Highway 7

This component provides several functions in addition to the hydraulic benefit associated with flood control which can be accomplished using an open channel. Additional benefits accrue to the adjacent landowner who is able to utilize the land atop the channel enclosure. In recognition of the benefit to the City as a whole resulting from the enclosure and the increase of usable and accessible space, an allocation of the costs is assessed to the City-

wide development charge related to engineering given the engineering function of the culvert. For purposes of this work, these benefits are allocated as follows:

- Flood Control: 40% which, in turn, is allocated in accordance with Table 6
- Local Service: 25%
- The residual is allocated to City-wide engineering

B1.9 Urban Plazas – Paving, furniture, lighting (Intersection of Jane and Highway 7)

The costs related to these works have been split across four categories. Consistent with the 2016 ASDC Study, a 25% local service share is identified based on the arterial road guidelines in the City's Streetscape Implementation Manual & Financial Strategy Plan. A 25% share has been assumed to be funded by the Region of York. For the remaining 50%, it is anticipated that this project will have equivalent parks and open space and streetscape components resulting in a 25% apportionment to City-wide parks and engineering development charges respectively. Since this is a new project no benefit to existing shares are identified.

B1.10 Sustainable Transitional Feature NE Corner of Jane and Highway 7

This feature sits atop the proposed enclosure of the Black Creek identified in B1.8 and, similarly, provides a local service benefit which is deemed to be 25%. The remainder of the benefits are deemed to be equally divided among City-wide Development Charges related to both Engineering (based on technical function of wetlands) and Parks and Open Space (based on aesthetics and public enjoyment of space).

Category B2: Enhanced Design Components

B2.1 Urban Design Features (Enhanced Design)

Accent unit paving, concrete paving, pavement markings, shade structure and amphitheater stair access along with a simple chain link fence to replace the existing east fence are included the enhanced design features. These features elevate a simple stormwater pond to a park destination for the VMC.

B2.2 Site Furnishing

To support public park related comfort for all users, benches and picnic tables, waste receptacles, bike racks, information and regulatory signage, pond safety equipment, guardrails and pedestrian lights will be provided. The works that fall into the above categories (i.e. B2.1 & B2.2) are above and beyond what would normally be expected and are provided to improve the public space. These works provide a City-wide benefit and are allocated to Parks and Open Space Development Charges.

B2.3 Bridges

There are five key bridges included in the Edgeley Pond improvements. Two maintenance and pedestrian bridges cross over Black Creek at the north and south ends as well as a smaller bridge on the east that provides access over the east stormwater outlet. Two additional bridges are included in the calculation to provide increased pond connectivity to public space. While the bridges envisioned for the pond provide an improvement to the public space, they are designed for and serve the additional benefit of access to the pond for purposes of maintenance. This also provides benefit to the existing lands as well as future lands draining into the facility. For purposes of this work, these functional benefits are allocated as follows:

- Park and Open Space: 62.5%
- Benefit to Existing: 37.5%

B2.4 South Pond Enhancements (Area 'C')

To accommodate increased stormwater storage, the control structure includes a large concrete wall along the south pond and a smaller wall on the east stormwater outfall. Proposed improvements to this significant feature, both in its functional performance and presence within the park, includes an ornamental treatment to the concrete surface that will provide artistic interest and beautify the urban park. This share of cost is considered to be a local contribution at an upset limit of \$700,000. The remaining cost of the works is captured in line item: B1.6 Edge Design.

ADDITIONAL WORKS

CATEGORY C: EROSION IMPROVEMENTS

These works include improvements to the Black Creek south of Highway 407 towards Steeles Avenue West. Given that the works serve to improve existing conditions to a perceivably greater extent compared to the facilitation of future development in the upstream drainage shed, the allocation of costs related to this work are assigned to existing development. It is worth noting that funds are understood to be available through TRCA and which have been historically collected for this sort of activity. Based on this, the cost apportionment is further divided such that \$659,000 is ascribed to “other government” funding sources and the remainder is deemed to benefit the existing community.

CATEGORY D: PUBLIC ART

Any public art installation is deemed to be a Local Service that will be paid for by the specific developer as part of its development negotiation process with the City.

CATEGORY E: SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC

The 2012 Municipal Class EA Master Plan for the Vaughan Metropolitan Centre identified the need for a stormwater management (SWM) pond to be located on the south side of Peelar Road, immediately east of the Black Creek. Since the time of the 2012 Master Plan, an alternative stormwater management strategy was presented that would eliminate the need for the SWM pond. This alternative SWM strategy consisted of implementing 15mm on-site retention via Low Impact Development (LID) measures for municipal road right of ways and within development blocks. The 2018 Black Creek Renewal Environmental Assessment, approved by MECP and supported by TRCA incorporated this SWM strategy. A feasibility assessment is being conducted to ensure the 15mm on-site retention for municipal right of ways can be achieved with LID measures. Should it be infeasible to implement the required LIDs within the municipal right of way, a means of reducing flow to the Black Creek will be required, which can include, but not limited to an underground tank along the east side of the realigned Black Creek corridor. The benefits of this work are ascribed to future re-development (growth) in the area through City-wide development charges related to engineering.

CATEGORY F: DC AND RELATED ENGINEERING STUDIES

Similar to the methodology applied earlier to land acquisitions required in relation to the Black Creek channelization works, these studies are treated herein to be distributed to the benefitting interest groups so as to match the distribution to these groups following all the above noted allocations (i.e. Categories A to E). The underlying rationale is that the studies are a necessary element to achieving all of the other benefits noted above. Of note, the parks-related studies could also be funded through the City's general government development charges service category.

CONTINGENCIES & SOFT COSTS

In addition to the estimated construction cost of the works, additional provisions need to be accounted for when establishing actual overall costs that may be incurred.

A component-specific contingency is carried in the analysis and accounts for the variability in the construction cost estimate provided. This variability, and the resultant contingency, can be wide and is dependent upon various factors including the degree of certainty relating to the scope of the project, the level to which designs have been advanced, the ability to cluster project components to achieve economies of scale, and timing impacts amongst other matters. For instance, given the fragmented ownership of lands associated with the Black Creek Channelization Works, it is possible that implementation of the works will occur on a piecemeal basis, however, this will be determined through the detailed design process, thereby resulting in inefficiencies which are intended to be accounted for by the contingencies applied to these works.

Also, the remaining costs to complete the design work (soft costs) as well as construction-related contingencies are included in the overall costs. Similarly, these can vary significantly depending on the extent to which detailed design work is still required, as well as the uncertainties associated with implementation of the project. For instance, the values used for this category of additional costs are lower for works related to the Edgeley Pond improvements relative to the Black Creek Channelization work since there is more knowledge (and less uncertainty) related to the pond improvements. Further, the pond works are generally self-contained within a single site whereas the channelization works will be complicated by the numerous and fragmented properties along its route, in addition to road crossings, as well as proximity to Jane Street and other actively used transportation and business elements. As well, the channelization works will occur through a narrow corridor for which the drainage function must be maintained during construction which can significantly impact the cost of construction. In contrast, within the pond there is space and opportunity to stage works in a manner that maintains functionality during construction.

APPENDIX B

ASSET MANAGEMENT PLAN

APPENDIX B – ASSET MANAGEMENT PLAN

The Development Charges Act now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

1. Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. The useful life assumptions identified herein remain consistent with those used in the 2016 ASDC Study and generally consistent with the City’s Asset Management framework

Although all capital assets considered in the study have been evaluated, some projects/assets are covered by the ASDC or do not necessarily require future replacement or ongoing maintenance and therefore excluded from Table 1. The specific reasons are as follows:

- Certain assets may be covered by other funding sources (e.g. City-Wide DCs, Local Service, etc.) that are or will be addressed through other municipal/public processes. In such cases, these are identified as “Not Applicable – not part of ASDC”.
- Some of the works identified herein represent one-time costs and are temporary in nature and, as such, there are no ongoing operation and maintenance costs, nor are there ultimate replacement costs related to them. These works may include matters such as grading, removals or works that are temporary in nature. These cases are identified as “Not Applicable – one-time cost; not a long-term asset”.
- Some of the costs identified herein do not pertain to infrastructure (e.g., land costs) and, similarly, there are no ongoing operation and maintenance costs, nor are there ultimate replacement costs, related to them. These cases are identified as “Not Applicable – not infrastructure”.

Certain assets, particularly those relating to landscaping and related matters, are considered herein to not have a “useful life” in the traditional sense, but are rather considered to provide the requisite level of service on a continuous basis through regular (annual) maintenance activities. Accordingly, the “useful life” is identified in Table 1 as “Continuous Useful Life subject to Ongoing Maintenance Activities”, rather than in years.

It is noted that the cost estimates prepared for each of the projects' components as identified in this study include the "lumping" of numerous individual elements. Accordingly, some assumptions are necessary when estimating future funding requirements, which are discussed in later sub-sections.

Table 1 – Summary of Asset Useful Covered in ASDC

Asset Description	Estimated Useful Life
A2.2 Doughton Road Crossing	40 years
A2.3 Culvert Under Hwy 7	40 years
A2.4 Peelar Road Crossing	40 years
A2.6 Retaining Walls	50 years
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	Continuous Useful Life subject to Ongoing Maintenance Activities
A3.2 Terraced Steps	50 years
B1.3 Plant Material	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.5 Structures Servicing VMC Lands	100 years
B1.6 Edge Treatments	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.7 Urban Design Features	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.8 NE Corner Culvert – North of Hwy 7	40 years

2. Asset Management Strategy

The purpose of the asset management strategy is to inform the activities that will enable the assets to provide the desired levels of service on a continuous basis and in a sustainable manner. For the sake of completeness, the following sub-sections identify the various components that are typically considered in such strategies, although only some are applied in this assessment.

Non-Infrastructure Solutions

Non-infrastructure solutions are actions or policies that can lower costs or extend asset life (e.g. better integrated infrastructure planning and land use planning, demand management, insurance, process optimization, managed failures, etc.). Given that the proposed infrastructure will be new and land use plans well established, the City should diligently control development applications within the affected watershed to ensure compliance with the design intent of the infrastructure. The City should also routinely monitor the condition as well as the actual performance of the infrastructure over time to better understand these matters and adapt as necessary to ensure the continued sustainability of the infrastructure and the levels of service it provides. For purposes of this work, costs associated with these activities are not explicitly assigned and are assumed to be adequately covered in other components of the life cycle costs. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the infrastructure.

Maintenance Activities

Maintenance activities, typically funded through operations, include regularly scheduled inspection and maintenance, or more significant repair and activities associated with unexpected events. For purposes of this work and consistent with the assumption applied in the 2016 ASDC Study, it is assumed that annual maintenance activities will amount to 2% of the initial capital cost of the work over the life of assets with finite useful lives, and 4% of the initial capital cost for those with continuous useful lives. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to refine this approach.

Renewal and Rehabilitation Activities

Renewal/rehabilitation activities include significant repairs designed to extend the life of the asset. For purposes of this exercise, it is assumed that the costs associated with these activities are included in other components of the life cycle costs. Subsequent asset

management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the infrastructure in question.

Replacement Activities

Replacement activities are those that are expected to occur once an asset has reached the end of its useful life and renewal/rehabilitation is no longer an option. For purposes of this work, it is assumed that replacement occurs at the end of the useful life of each asset as identified in Table 1, and the estimated cost is equal to the initial capital cost, adjusted for inflation at a rate of 2% per annum. As noted above, certain assets associated with the infrastructure considered in the Area-Specific Development Charges considered herein, particularly those relating to landscaping and related matters, are considered to not have a “useful life” in the traditional sense, but are rather considered to provide the requisite levels of service on a continuous basis through regular (annual) maintenance activities.

Disposal Activities

This includes activities associated with disposing of an asset once it has reached the end of its useful life, or is otherwise no longer needed by the municipality. For purposes of this exercise, it is assumed that the costs associated with these activities are negligible and/or are otherwise included in other components of the life cycle costs. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the identified infrastructure.

Expansion Activities

This includes planned expansion activities (if necessary) required to extend services to previously unserved areas, or expand services to meet growth demands. This is not applicable to the infrastructure considered in the Area-Specific Development Charges by-law

3. Annual Provision

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not development-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on information obtained from City staff on the useful life, capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been

calculated for the applicable assets considered within the ASDC Background Study. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis. As shown in Table 2, the City will need to fund an additional \$736,800 per annum in order to properly fund the life cycle replacement costs of the new assets related to all servicing costs supported under the development charges by-law. In addition to the annual contributions for asset replacement, annual maintenance activities are estimated at \$997,200 which were assumed to require 4% of the initial capital costs for continuous projects and 2% for projects with finite useful lives.

Table 2 – Calculated Annual Requirements by 2040

Description	Initial Capital Cost	Useful Life (years)	Maintenance Activities (Fraction of Initial Cost) ⁽¹⁾		Replacement Cost	Annual Contribution for Asset Replacement ⁽¹⁾
A2.2 Doughton Road Crossing	\$2,159,341	40	2%	\$43,200	\$5,369,411	\$61,400
A2.3 Culvert Under Highway 7	\$7,772,775	40	2%	\$155,500	\$19,327,871	\$220,900
A2.4 Peelar Road Crossing	\$2,159,341	40	2%	\$43,200	\$5,369,411	\$61,400
A2.6 Retaining Walls	\$431,868	50	2%	\$8,600	\$1,309,064	\$9,700
A3.1 Naturalized W. Edge plus E. Edge S. of Peelar Road	\$4,755,569	continuous	4%	\$190,200	\$-	\$-
A3.2 Terraced Steps	\$7,557,693	50	2%	\$151,200	\$22,908,617	\$169,000
B1.3 Plant Material	\$2,265,817	continuous	4%	\$90,600	\$-	\$-
B1.5 Structures Servicing VMC Lands	\$4,413,982	100	2%	\$88,300	\$36,012,126	\$40,300
B1.6 Edge Treatments (Base Design)	\$2,004,881	continuous	4%	\$80,200	\$-	\$-
B1.7 Urban Design Features (Base Design)	\$339,480	continuous	4%	\$13,600	\$-	\$-
B1.8 NE Corner Culvert - North of Highway 7	\$6,631,629	40	2%	\$132,600	\$15,234,474	\$174,100
Totals	\$40,492,400			\$997,200	\$105,531,000	\$736,800
<i>1: figures have been rounded</i>						

4. Financial Sustainability of the Program

Future Revenue Growth

The calculated annual funding provision should be considered within the context of the City's projected growth. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the City's reserves for the future replacement of these assets.

Annual Budgetary Reviews

In order to maintain, protect and manage the City's infrastructure and assets, staff monitor current levels of service and life cycle trends. These assessments are used to schedule appropriate activities, such as the relining of linear infrastructure.

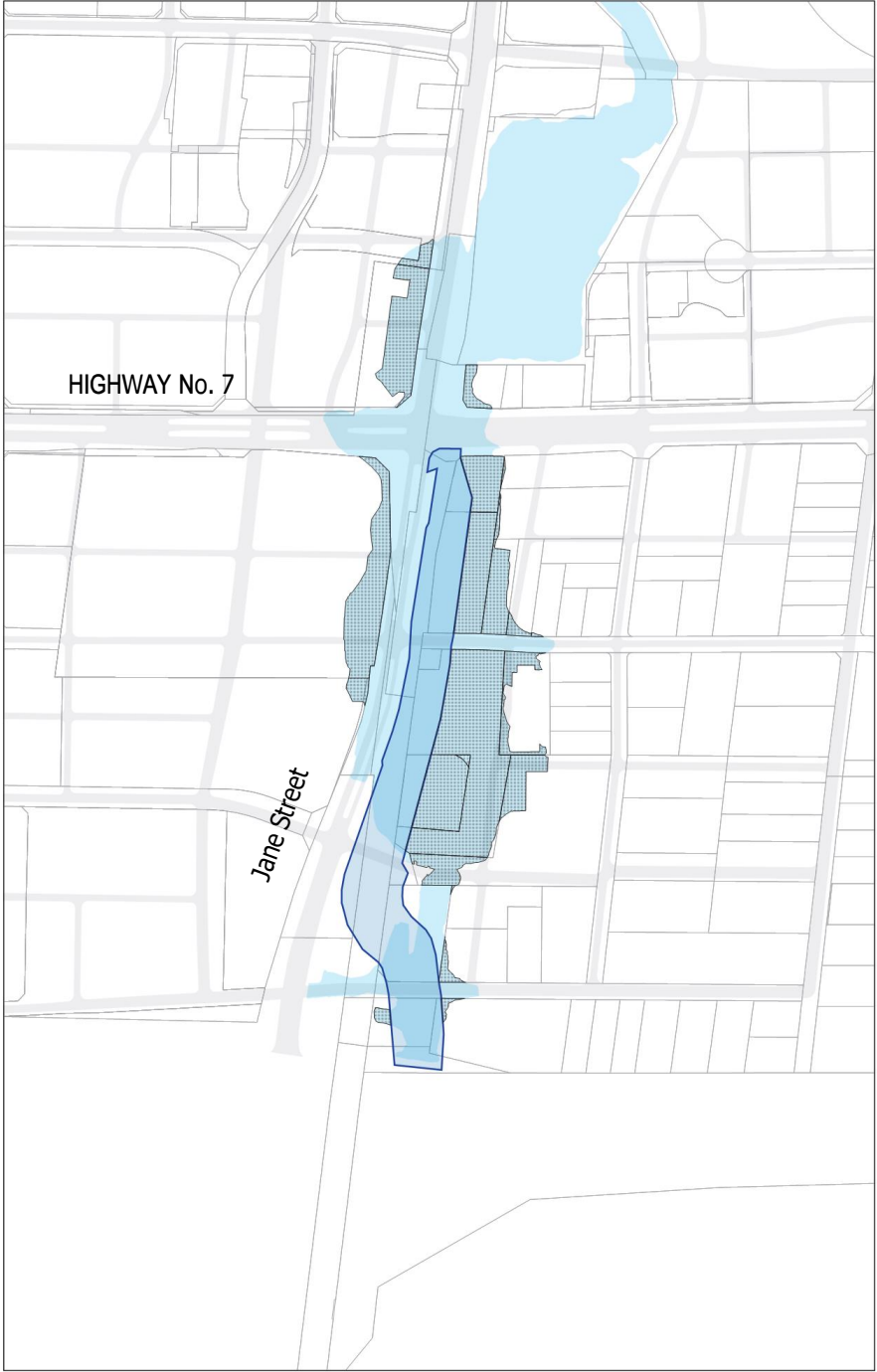
Levels of service are expected to be reviewed from time to time as routine updates to the Master Plans are undertaken, in addition to any specific studies that relate to the infrastructure in question. Among the external issues that may affect the levels of service offered by the infrastructure, perhaps the impacts of climate change are among the most important for the City to monitor.

The Program is Deemed Financially Sustainable

The calculated annual provisions identified in Table 2 are considered financially sustainable as it is expected that the increased capital asset management requirements, as well as the annual maintenance requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

APPENDIX C

MAPPING



SCHEDULE "B"
AREA SPECIFIC
DEVELOPMENT CHARGE

BY-LAW NUMBER: -2021

PASSED THE ____ DAY OF _____, 2021

SIGNING OFFICERS

MAYOR

CLERK

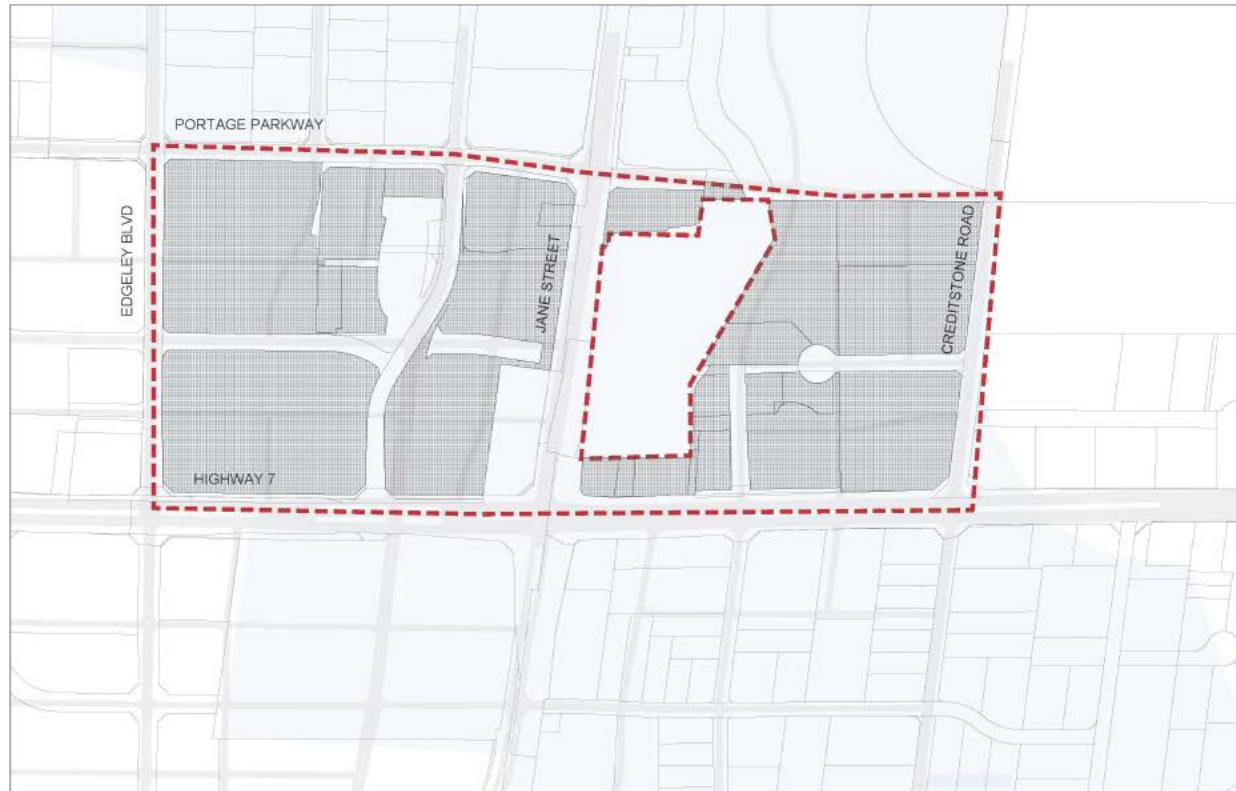
MAP 1 - EDGELEY POND AND
BLACK CREEK CHANNEL WORKS -
BLACK CREEK FLOODPLAIN
REDUCTIONS IMMEDIATELY
AFFECTED
LANDOWNERS

LEGEND

 BENEFITTING AREA



NOT TO SCALE



**SCHEDULE "B" CONTINUED
AREA SPECIFIC
DEVELOPMENT CHARGE**

BY-LAW NUMBER: -2021

PASSED THE ____ DAY OF ____, 2021


SIGNING OFFICERS

MAYOR

CLERK

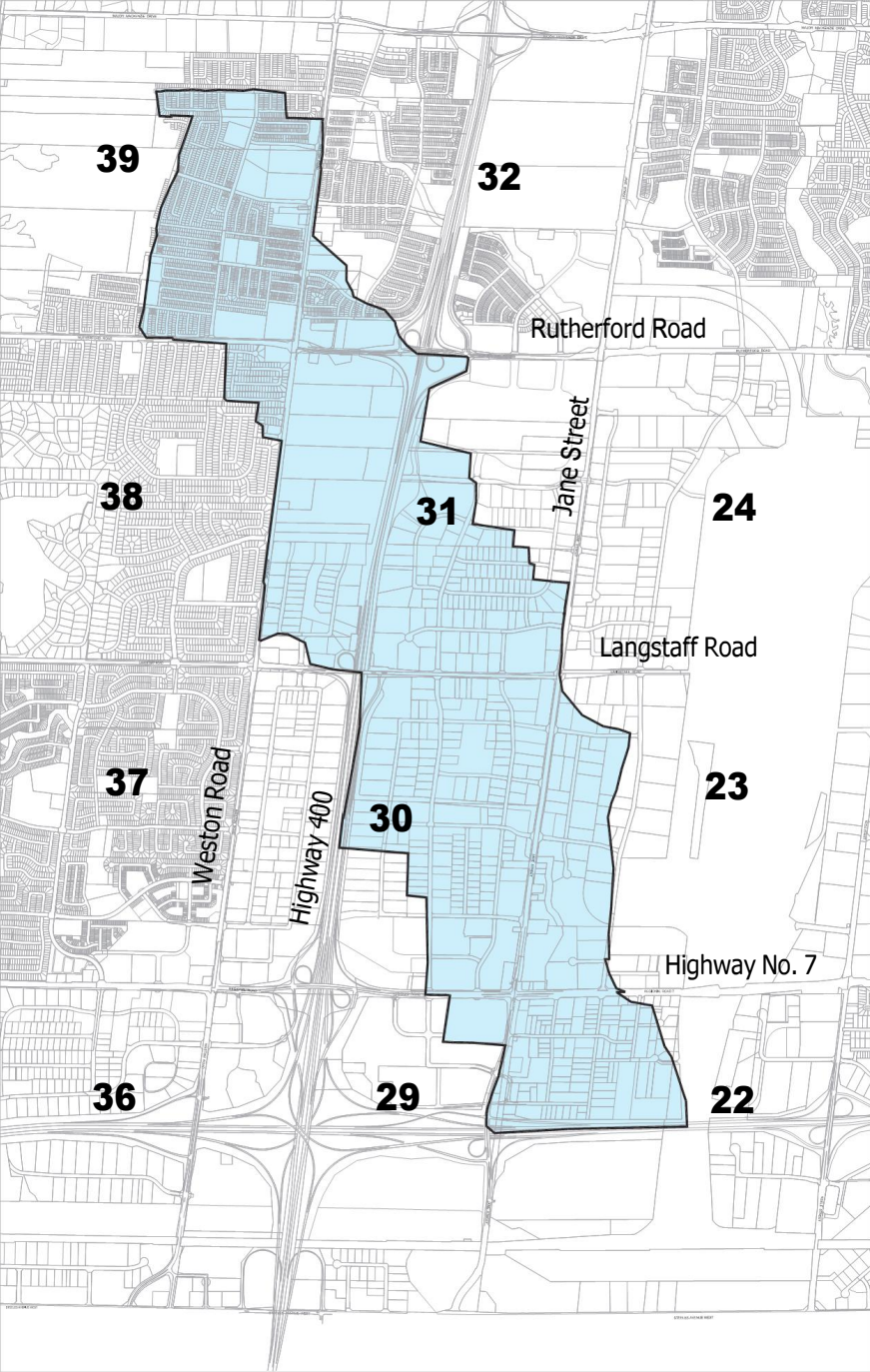
**MAP 2 - EDGELEY POND AND BLACK
CREEK CHANNEL WORKS -
VAUGHAN METROPOLITAN CENTRE
LANDS DRAINING TO EDGELEY
POND**

LEGEND

 BENEFITTING AREA



NOT TO SCALE



**SCHEDULE "B" CONTINUED
AREA SPECIFIC
DEVELOPMENT CHARGE**

BY-LAW NUMBER: _____-2021

PASSED THE ____ DAY OF _____, 2021

SIGNING OFFICERS

MAYOR

CLERK

**MAP 3 - EDGELEY POND AND BLACK
CREEK CHANNEL WORKS -
UNDEVELOPED LANDS IN THE
BLACK CREEK DRAINAGE SHED**

LEGEND

39 CITY BLOCK NUMBER

 BENEFITTING AREA



NOT TO SCALE

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER XXX-2021

A By-Law to impose Area Specific Development Charges – Edgeley Pond and Black Creek Channel Works.

WHEREAS subsection 2(1) of the *Development Charges Act, 1997*, S.O. 1997, c.27 (“**Act**”) provides that the council of a municipality may by By-Law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the By-Law applies;

AND WHEREAS, at the direction of Council of The Corporation of The City of Vaughan (the “**Council**”), Hemson Consulting Ltd. has prepared an Area Specific Development Charge Background Study entitled “Development Charges Background Study for the Edgeley Pond and Black Creek Channel Works”, dated May 25, 2021 (the “**Background Study**”), which indicated that the development of any land within The Corporation of The City of Vaughan will increase the need for services as defined therein;

AND WHEREAS as of April 7, 2021, Council made the Background Study and draft version of this By-Law available to the public in accordance with the Act;

AND WHEREAS on May 12, 2021, Council held a public meeting at which all persons in attendance were provided with an opportunity to make representations relating to the draft By-Law in respect of the Edgeley Pond and Black Creek Channel Works and the Background Study in accordance with the Act;

AND WHEREAS notice of the public meeting was given on April 15, 2021 in accordance with the Act and Ontario Regulation 82/98;

AND WHEREAS on June 8, 2021, Council by resolution adopted the Background Study and determined that it was not necessary to hold any further public meetings in respect of this By-Law;

AND WHEREAS on June 8, 2021, Council passed a By-Law to impose and provide for payment of area specific development charges for the Edgeley Pond and Black Creek Channel Works.

NOW THEREFORE the Council of The Corporation of The City of Vaughan enacts as follows:

DEFINITIONS

1. For the following words and phrases if used in this By-Law:

- (1) **“accessory use”** means the use of any building or structure that is naturally and normally:
 - (a) incidental;
 - (b) subordinate to; and
 - (c) devoted exclusively to the main use on the same lot; and for the purpose of this By-Law, detached buildings or structures which are accessory uses shall not exceed 100 square metres of gross floor area;
- (2) **“agreement”** means a contract between the City and an owner and any amendment thereto;
- (3) **“agricultural use”** means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit, used, designed, or intended for use for the purpose of a bona fide farming operation, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities, and any other activities customarily carried on in the field of agriculture; but does not include a commercial use or a medical marijuana operation;
- (4) **“air supported structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“apartment building”** means a residential use building, or the residential use portion of a mixed-use building, other than a townhouse or stacked townhouse containing four or more dwelling units each of which shall have access to above grade common halls, stairs, elevators, and yards;
- (6) **“area specific development charge”** and **“special service area development charge”** mean a charge imposed with respect to growth-related net capital costs against a defined land area or per unit for specified services under the applicable By-Law;
- (7) **“atrium”** means a large open space extending through several floors in a building that is open to the ceiling;

- (8) “**basement**” means a storey, the floor of which is at least 0.75 metres below finished grade, provided that not more than one half of its height from the floor of the underside of the floor joist is below the finished grade;
- (9) “**building or structure**” means a permanent enclosed structure occupying an area greater than 10 square metres, consisting of a wall, roof, and/or floor, or any of them, or a structural system serving the function thereof, which includes, but is not limited to, air-supported structures or industrial tents; a canopy however shall not be considered a building or structure for the purpose of this By-Law and shall not attract development charges;
- (10) “**building permit**” means a permit issued under the *Building Code Act, 1992*, which permits the construction of a building or structure, or which permits the construction of the foundation of a building or structure;
- (11) “**canopy**” means an overhanging, projection, or covering connected to a principal use on the lands, such as over a gas bar or outdoor storage;
- (12) “**capital cost**” means costs incurred or proposed to be incurred by the City or a local board directly or by others on behalf of, and as authorized by, a Municipality or Local Board under an agreement, required for the provision of services designated in the By-Law within or outside the City:
- (a) to acquire land or an interest in land, including a leasehold interest;
 - (b) to improve land;
 - (c) to acquire, lease, construct, or improve buildings and structures;
 - (d) to acquire, lease, construct, or improve facilities including:
 - (i) rolling stock with an estimated useful life of seven (7) years or more years;
 - (ii) furniture and equipment, other than computer equipment; and
 - (iii) materials acquired for circulation, reference, or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, c. P. 44;
 - (e) to undertake studies in connection with any of the matters in clauses (a) to (d);
 - (f) of the development charge background study required before enactment of this By-Law; and

- (g) of interest on money borrowed to pay for costs described in any of the matters in clauses (a) to (d);
- (13) “**cellar**” means the portion of a building below the lowest storey which has more than one-half of its height from the floor to the underside of the floor joists below the finished grade;
- (14) “**City**” means The Corporation of The City of Vaughan;
- (15) “**commercial parking garage**” means a building or structure, or any part thereof, which use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-Law shall not attract development charges for the purpose of this By-Law;
- (16) “**development**” means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, and includes redevelopment;
- (17) “**development charge**” means a charge imposed with respect to growth-related net capital costs against land under this By-Law;
- (18) “**duplex**” means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;
- (19) “**dwelling unit**” means a room or suite of two or more rooms, designed or intended for use by a single household in which sanitary conveniences are provided, and in which facilities are provided for cooking or the installation of cooking equipment;
- (20) “**engineering services**” means services related to a highway, and may include water supply services, waste water services, and storm water drainage and control services;
- (21) “**existing industrial building**” means an existing building or structure to be used, or designed or intended for:
- (a) manufacturing, producing, processing, storing, or distributing something;
 - (b) research or development in connection with manufacturing, producing, or processing something;

- (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
- (d) office or administrative purposes, if they are:
 - (i) carried out with respect to manufacturing, producing, processing, storage, or distributing of something; and
 - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
- (22) **“funeral home”** means a building or structure with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;
- (23) **“future development”** means development which requires a subsequent planning approval, in addition to a building permit, which planning approval shall include a site plan approval or the approval of a plan of condominium;
- (24) **“grade finished”** means the average elevation of the finished ground level at the wall(s);
- (25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
 - (a) includes the floor area of a mezzanine and the space occupied by interior walls and partitions; and
 - (b) excludes in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium; and
 - (c) excludes the area of any self-contained structural shelf and rack storage facility approved by the Building Materials Evaluation Commission; and
 - (d) includes any part of a building or structure above or below grade used as a commercial parking garage; and
 - (e) for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;

- (26) **“growth-related net capital cost”** means the portion of the net capital cost of services that is reasonably attributable to the need for such net capital costs that results or will result from development in all or a defined part of the City;
- (27) **“heritage property”** means a property that contains cultural heritage value as defined under the Ontario Heritage Act;
- (28) **“home occupation”** means an occupation permitted in a dwelling unit and which:
- (a) is clearly secondary to the use of the dwelling unit;
 - (b) does not change the external character of the dwelling unit; and
 - (c) does not create or become a public nuisance, in particular in respect to noise, traffic, or parking;
- (29) **“household”** means one or more persons occupying or sharing all areas of the dwelling unit;
- (30) **“large apartment”** means a dwelling unit in an apartment building or plex that is 700 square feet or larger in size;
- (31) **“live-work unit”** means a unit intended for both residential and non-residential uses concurrently;
- (32) **“local board”** means a local board as defined in section 1 of the Municipal Affairs Act, other than a board as defined in subsection 1(1) of the Education Act;
- (33) **“lot”** means a parcel of land fronting on a street separate from any abutting land to the extent that a subdivision or a consent contemplated by the Planning Act would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of a street;
- (34) **“medical marijuana operation”** means the cultivation, growth, harvesting, processing, composting, destruction, packaging, storage and distribution of plants or parts of plants of the genus Cannabis (marijuana) as lawfully permitted and authorized under the Government of Canada’s Marijuana for Medical Purposes Regulations;
- (35) **“mid-high density mixed-use”** means a building or structure used, designed, or intended for residential and non-residential uses, where:

- (a) the non-residential uses comprise not more than fifty percent (50%) of the gross floor area of the building;
 - (b) the non-residential uses comprise a minimum of five percent (5%) of the gross floor area of the building; and
 - (c) the residential portion of the building or structure is over five (5) storeys in height;
- (36) **“mixed-use building”** means a building or structure containing a residential and non-residential use other than a home occupation;
 - (37) **“mezzanine”** means a mezzanine as defined in the Building Code Act;
 - (38) **“multiple unit dwelling”** includes stacked townhouses, and all other residential uses that are not included in the definition of apartment, single detached dwelling, or semi-detached dwelling;
 - (39) **“net area”** means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, storm water management facilities, buffers and road widenings along Regional Roads, and Ontario Hydro utility corridors, and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City;
 - (40) **“net capital cost”** means the capital cost less capital grants, subsidies, and other contributions made to the City, or that the Council of the City anticipates will be made, including conveyances or payments under sections 42, 51, and 53 of the Planning Act in respect of the capital cost;
 - (41) **“non-commercial parking garage”** means a building or structure, or any part thereof, that is not a commercial parking garage;
 - (42) **“owner”** means the owner of the land or a person who has made an application for an approval of the development of the land upon which a development charge or an area specific development charge is imposed;
 - (43) **“plex”** means a duplex, a semi-detached duplex, a triplex, or a semi-detached triplex;
 - (44) **“re-development”** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-residential use or from a non-residential to residential use or from one residential use to another form of residential use;

- (45) “**semi-detached duplex**” means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;
- (46) “**semi-detached dwelling**” means a building divided vertically into two dwelling units;
- (47) “**semi-detached triplex**” means one of a pair of triplexes divided vertically one from the other by a party wall;
- (48) “**services**” means services designated in this By-Law;
- (49) “**single detached dwelling**” and “**single detached**” means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single-family dwelling for the purposes of this By-Law;
- (50) “**small apartment**” means a dwelling unit in an apartment building or a plex that is less than 700 square feet in size;
- (51) “**stacked townhouse**” means a building, other than a townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally, and each dwelling unit having an entrance to grade shared with no more than 3 other units;
- (52) “**storey**” means the portion of a building other than the cellar or unfinished attic which lies between the surface of the floor and the surface of the next floor above, and if there is no floor above it, then the surface next above it, provided its height is not less than 2.3 metres;
- (53) “**subdivision**” includes condominium;
- (54) “**temporary sales centre**” means a Building, including a trailer, that is designed or intended to be temporary, or intended to be removed from the land or demolished after use and which is used exclusively as an Office or presentation centre, or both, for new building sales;
- (55) “**triplex**” means a building comprising 3 dwelling units, each of which has a separate entrance to grade;
- (56) “**use, commercial**” means the use of any land, building or structure for the purpose of buying and selling commodities or supplying services as distinguished from such uses as manufacturing or assembly of goods, warehousing, and construction;

- (57) **“use, industrial”** means the use of any land, building or structure for construction, warehousing, manufacturing, processing, or assembly of materials to finished products or byproducts, including the storage of such materials and products;
- (58) **“use, institutional”** means the use of any land, building or structure by any organization owned or operated for religious, educational, charitable, recreational, or governmental purposes, whether or not supported in whole or in part by public funds;
- (59) **“use, non-residential”** means the use of any land, building or structure, or any part thereof, for use other than a residential use, and shall include commercial use, industrial use, and institutional use;
- (60) **“use, residential”** means the use of any land, building or structure for a single detached dwelling, semi-detached dwelling, multiple unit dwelling, apartment, or any other type of household or dwelling unit;

RULES – APPLICATION, EXEMPTIONS, AND EXCEPTIONS

2.

- (1) This By-Law applies to all land and to all uses of any land, building or structure within the City whether or not the land, building or structure, or use thereof, is exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31;
- (2) Despite subsection (1), this By-Law does not apply to any land, building or structure within the City owned by and used for the purposes of:
 - (a) a local board;
 - (b) a board of education as defined in section 1(1) of the *Education Act*
 - (c) the City or any local board thereof and, without limiting the generality of the foregoing, including land leased from the Crown in right of Canada or Ontario located within the Parkway Belt Planning Area as defined in Regulation 744, paragraph 16 of the Revised Regulations of Ontario, 1990, provided the same is used for institutional use purposes of a not-for-profit nature;
 - (d) lands, buildings or structures owned by Metrolinx and used for transit related purposes;
 - (e) any area municipality within the Regional Municipality of York;
 - (f) the Regional Municipality of York or any local board thereof; and

- (g) a public hospital receiving aid under the Public Hospitals Act;
- (3) Development charges for the services designated in Schedule A shall be imposed upon the service area in Schedule B, specified in Schedule A, and shall be collected in accordance with this By-Law on development for residential use or non-residential use purposes;
- (4) Development charges provided for in subsection (3) apply where the development requires:
 - (a) the passing of a zoning By-Law or of an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, c.P.13;
 - (b) the approval of a minor variance under Section 45 of the Planning Act, R.S.O. 1990, c.P.13;
 - (c) a conveyance of land to which a By-Law passed under subsection 50(7) of the Planning Act, R.S.O. 1990, c.P.13 applies;
 - (d) the approval of a plan of subdivision under Section 51 of the Planning Act, R.S.O. 1990, c.P.13;
 - (e) a consent under Section 53 of the Planning Act, R.S.O. 1990, c.P.13;
 - (f) the approval of a description under Section 50 of the Condominium Act, 1998, S.O. 1998, c.19; or
 - (g) the issuing of a permit under the Building Code Act, 1992, S.O. 1992 c.23 in relation to a building or structure;
- (5) The City shall not apply more than one development charge provided for in this By-Law on land even though two or more of the actions described in paragraphs 2(4)(a) to (g) are required before the land can be developed;
- (6) Despite subsection (5), if two or more of the actions described in paragraphs 3(2)(a) to (g) occur at different times and if the subsequent action or actions has the effect of increasing the need for services, a development charge shall be imposed, calculated, and collected pursuant to subsection (3) limited to the increase;
- (7) Notwithstanding any other provisions of this By-Law, a building or structure shall be exempt from the payment of development charges provided that it is for:
 - (a) a temporary use permitted under a zoning By-Law enacted under Section 39 of the Planning Act, R.S.O. 1990, c.P.13;

- (b) an accessory use and, without restricting the generality of the foregoing, including a tent or canopy used on a temporary or seasonal basis;
 - (c) a home occupation;
 - (d) an agricultural use;
 - (e) a renovation of an existing building which does not alter, if a residential use, the number of units, or, if a non-residential use, the gross floor area thereof;
 - (f) a temporary sales centre;
 - (g) the relocation of a built heritage structure that is listed under Section 27 of the Ontario Heritage Act or designated under Part IV or V of the Ontario Heritage Act; or
 - (h) Land, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act or any successor thereto, including mausoleums and columbariums, but excluding funeral homes; or
 - (i) Buildings or structures owned by and used for the purpose of a conservation authority, unless such buildings or structures are used primarily for, or in connection with (i) recreational purposes for which the conservation authority charges admission, or (ii) any commercial use.
- (8) Area specific development charges paid hereunder shall be maintained in a separate reserve fund or funds and shall be used only for the services specified in Schedule A.

ADMINISTRATION

Payment of Development Charges

- 3.
- (1) All development charges payable shall be paid by certified funds to the City Treasurer;
 - (2) Subject to subsections 3(3), 3(4) and 3(5) of this By-Law, development charges imposed shall be calculated as of, and shall be payable on, the date a building permit is issued in respect of a building or structure on land to which a development charge applies, and no building permit shall be issued until the development charge is paid in full;

- (3) Notwithstanding subsection 3(2) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, the development charge shall be payable, subject to any applicable exemptions or reductions contained in this By-Law:
 - (a) In respect of an approval of subdivision pursuant to section 51 of the *Planning Act 1990*, R.S.O. 1990, c.P.13, immediately upon entering into the subdivision agreement; and
 - (b) In respect of the granting of a consent pursuant to section 53 of the *Planning Act, 1990* R.S.O. 1990, c.P.13, immediately upon entering into an agreement made as a condition of the granting of such consent;
- (4) Where the City and owner(s) of the land have entered into an agreement pursuant to section 27 of the Act in respect of the timing of the payment of a development charge or a portion thereof, the terms of such agreement shall prevail over the provisions of this By-Law, including subsections 3(2), 3(3) and 3(5) of this By-Law;
- (5) Notwithstanding subsections 3(2) and 3(3) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, developments that are eligible pursuant to sections 26.1 or 26.2 of the Act shall have development charges calculated and payable in accordance with section 26.1 and/or 26.2 of the Act and interest thereon shall be calculated and payable in accordance with the City's policy, entitled "DC Interest Policy Under Section 26.1 and 26.2 of the Development Charges Act, 1997", as amended from time to time;
- (6) If a use of any land, building or structure that constitutes development but does not require the issuing of a building permit but requires one or more of the actions listed in subsection 2(4)(a) to (g) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in subsection 2(4)(a) to (g) required, or on a date set by agreement;
- (7) Nothing in this By-Law shall prevent Council from requiring, as a condition of any approval pursuant to the *Planning Act, 1990* R.S.O. 1990, c.P.13, that the owner(s) of land install such local services as Council may require in accordance with the City's policy in respect of local services;

Credits

4.
 - (1) Where the City permits the provision of services in lieu of the payment of all or any portion of a development charge, the City shall give a credit for an amount equal to the reasonable cost to the owner of providing the services, as determined by the City,

provided such credit shall relate only to the portion of the development charge attributable to the services provided, unless otherwise agreed by the City;

- (2) The City may by agreement permit an owner to provide services additional to or of a greater size or capacity than is required, and the City may give a credit for an amount up to the reasonable cost to the owner of providing the services as determined by the City, provided that no such credit may be given for any part of the cost of work that relates to an increase in the level of service that exceeds the average level of service described in Paragraph 4 of Subsection 5(1) of the Development Charges Act, 1997;

Semi-Annual Adjustment

5.
 - (1) The development charges established pursuant to Section 2 of this By-Law shall be adjusted semi-annually, without amendment to this By-Law, as of the 1st day of January and the 1st day of July in each year, commencing on July 1, 2021, in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (Catalogue No. 62-007 CANSIM II Table 327 – 0039);

GENERAL

Term

6.
 - (1) This By-Law shall come into force and effect on the date of enactment; ;
 - (2) This By-Law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent By-Law;
 - (3) Nothing in this By-Law shall be construed so as to commit or require the City to authorize or proceed with any specific capital project at any specific time;

Transitional Provisions

7.
 - (1) If before the coming into force of this By-Law an owner or previous owner has made a payment for services described in this By-Law, or provided services in lieu thereof, no payment as required under this By-Law and no credits or refunds shall apply;

Schedules

- (1) 8. Schedules A and B are attached hereto and form part of this By-Law;

Repeal

- 9.
- (1) By-Law 079-2016 shall be and is hereby repealed effective on the date that this By-Law comes into force and effect;

Registration

- 10.
- (1) A certified copy of this By-Law may be registered in the By-Law register in York Region Land Registry Office and/or against the title to any land to which this By-Law applies;

Severability

- 11,
- (1) In the event that any provision of this By-Law is found by a court or tribunal of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this By-Law shall remain in full force and effect;

Headings

- 12.
- (1) The headings inserted in this By-Law are for convenience of reference only and shall not affect the interpretation of this By-Law;

Short Title

13.

- (2) (1) This By-Law may be cited as the Area Specific Development Charges By-Law - Edgeley Pond and Black Creek Channel, 2021.

Enacted by City of Vaughan Council this 8th day of June, 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. X of Report No. X
of the Committee of the Whole
Adopted by Vaughan City Council on June 8, 2021

Schedule A
To By-Law No. XX-XXX
Area Specific Development Charge
Edgeley Pond and Black Creek Channel Works

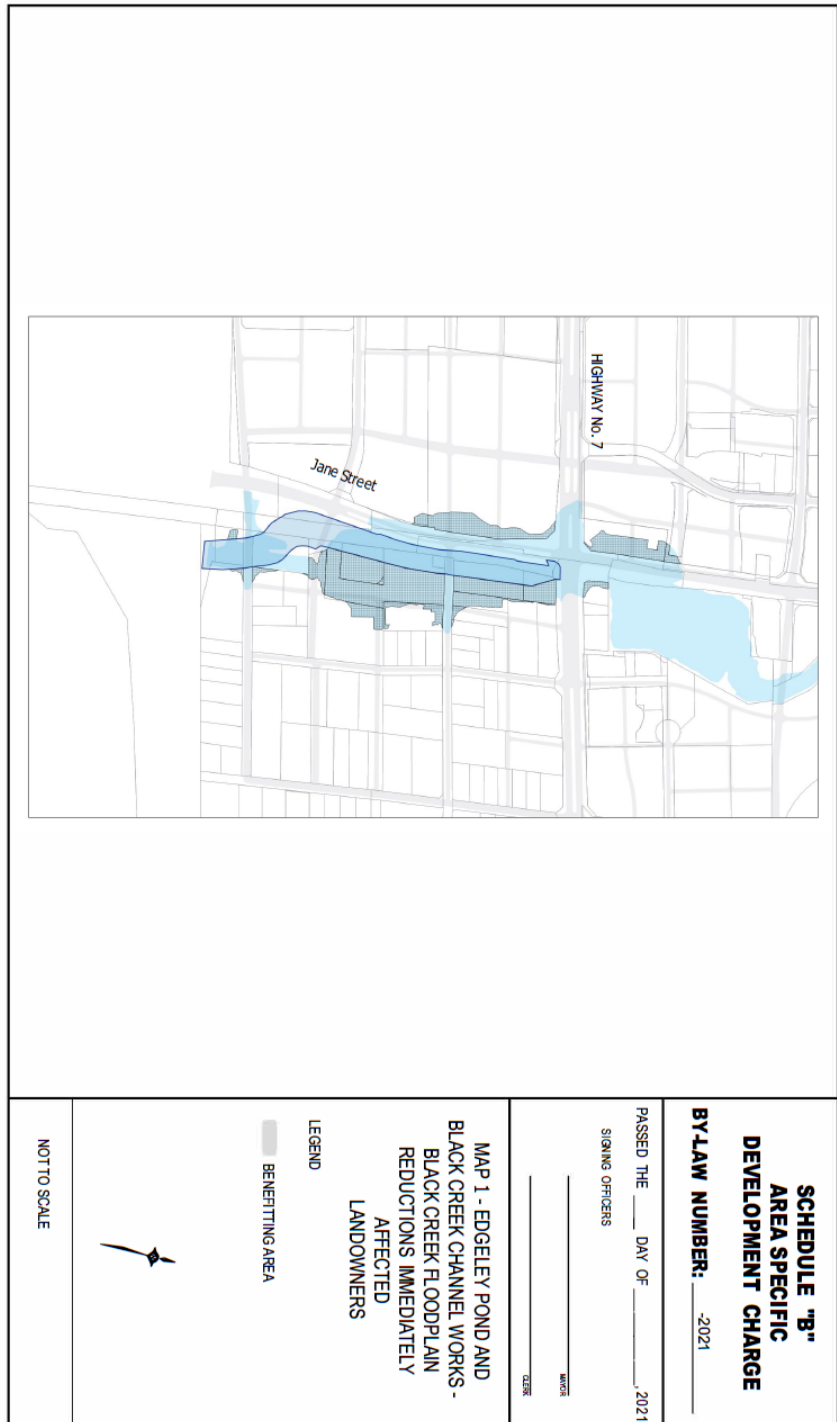
Service	Lands to which Area Specific Development Charges Apply	Net Project Cost	Net Benefitting Area	Charge Per Hectare
Edgeley Pond and Black Creek Channel Works	Immediately Affected Landowners – Map 1	\$38,890,538	5.78	\$6,707,788
	Vaughan Metropolitan Centre Draining to Edgeley Pond – Map 2	\$9,818,390	18.98	\$497,154 ²
	Undeveloped Lands in the Black Creek Drainage Shed – Map 3	\$8,892,653	144.58	\$67,874

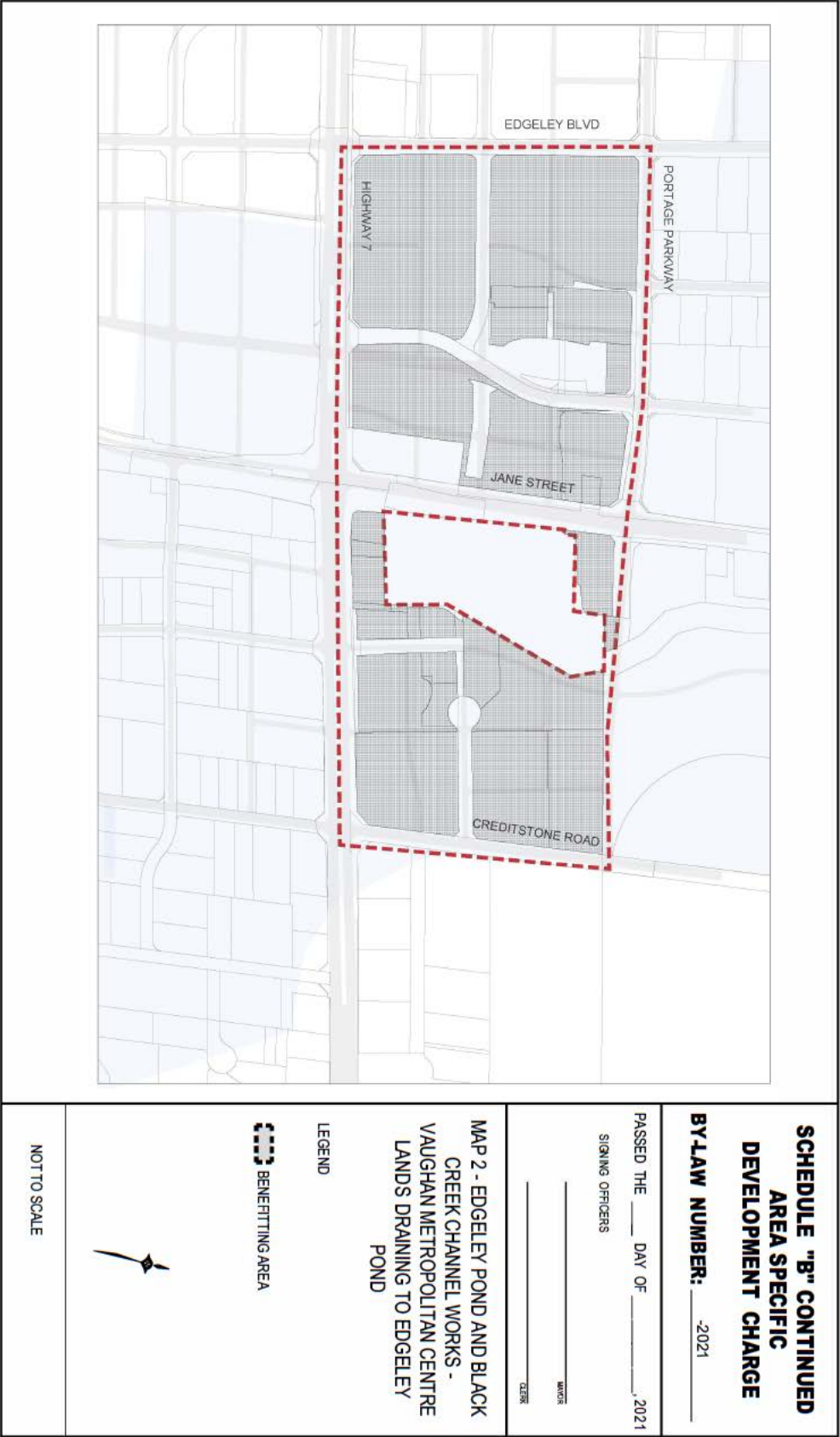
Lands that fall in more than one map area as designated in Schedule B shall be required to pay the development charges designated in Schedule A, applying to each map that the lands are included. For greater clarity, should a parcel of land be located on more than one map, the development charge associated with each map will be applied as a sum total charge per hectare.

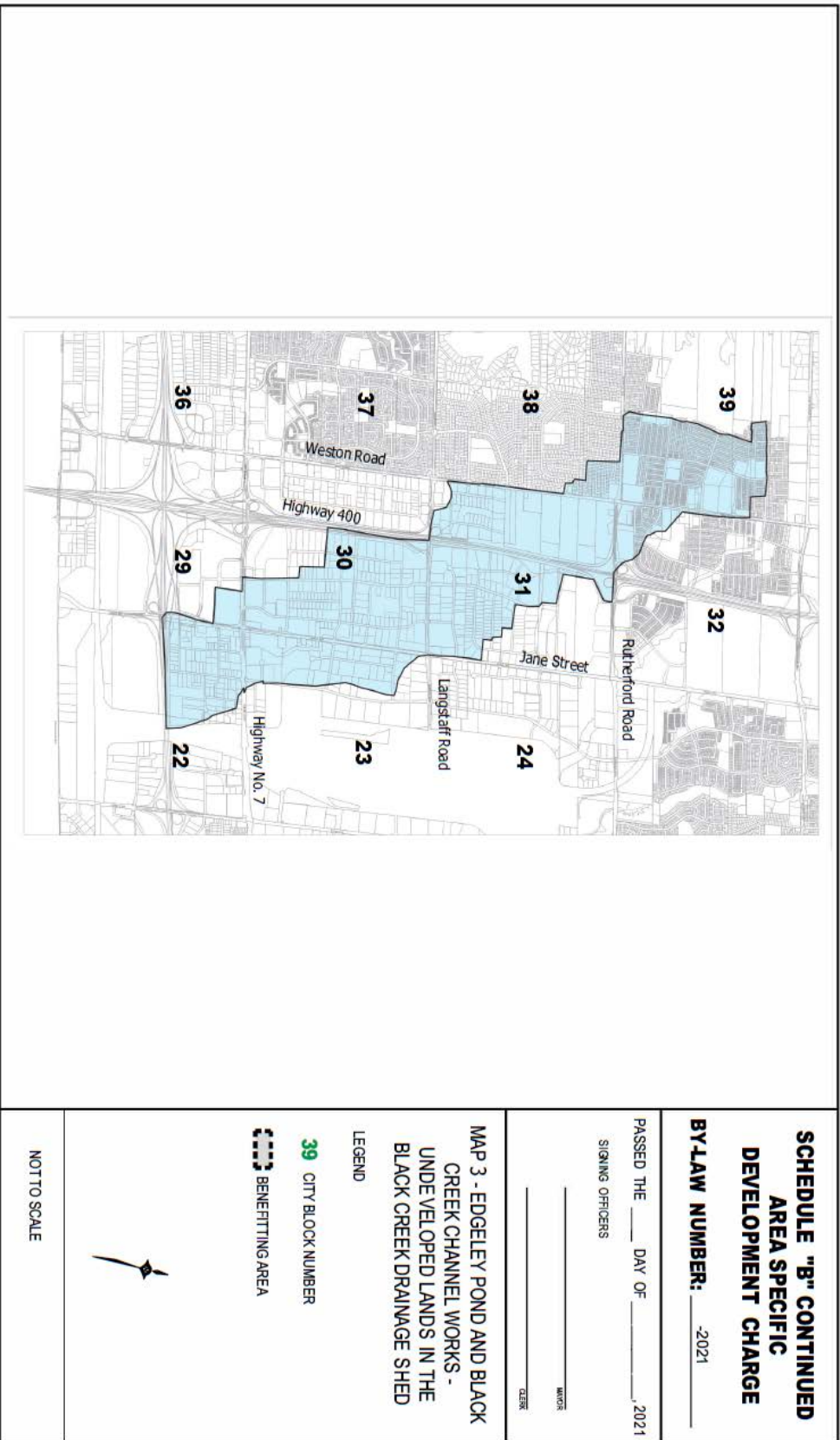
Note 1: The charge per hectare for the Immediately Affected Landowners (Map 1) is based on the number of hectares of developable land which will be removed from the regulatory floodplain. This land area is inclusive of park.

Note 2: The charge per hectare for the Vaughan Metropolitan Centre Draining to Edgeley Pond (Map 2) and the Undeveloped Lands in the Black Creek Drainage Shed (Map 3) is based on the net developable land area of the site.

Area Specific Development Charge Maps







UPDATED REPORT FOR PUBLIC CONSULTATION

PREPARED BY HEMSON FOR THE CITY OF VAUGHAN

DEVELOPMENT CHARGES BACKGROUND STUDY FOR THE VMC WEST INTERCHANGE SANITARY SEWER SERVICE AREA

Updated: April 26th 2021



1000 - 30 St. Patrick Street, Toronto ON M5T 3A3
416 593 5090 | hemson@hemson.com | www.hemson.com

CONTENTS

EXECUTIVE SUMMARY	1
A. Sanitary Sewer Service with Area-Specific Development-related Costs Included in the Analysis	2
B. Development Forecast	3
C. Development-Related Capital Program	4
D. Development Charges are Calculated with Full Reference to the DCA	4
1. INTRODUCTION AND BACKGROUND	7
2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS	10
A. Area-Specific Development Charges Are Calculated	10
B. Key Steps in Determining Area-Specific Development Charges for Future Development-Related Projects	10
3. DEVELOPMENT FORECAST	13
A. Residential Forecast	13
B. Non-Residential Forecast	13
4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM	15
A. A Development-Related Capital Forecast is Provided for Council's Approval	15
B. The Development-Related Capital Forecast for Sanitary Sewer Service	15
5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA	17
A. Development Charges Calculation	17
B. Comparison of Proposed and Existing Development Charges	22
6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS	25
A. No Net Increase in Operating Costs Are Anticipated Over the Forecast Period	25
B. Annual Asset Management Plan Provision Requirements	25

7. OTHER ISSUES AND CONSIDERATION	27
A. Development Charges Administration	27
A. Forecast Approach and Key Assumptions	29
B. Forecast Method and Results	29
Appendix A – Development Forecast	28
Appendix B – Area-Specific Sanitary Sewer Service	34
Appendix C – Asset Management Plan	39

EXECUTIVE SUMMARY

The following summarizes the finding of the City of Vaughan's Area-Specific Development Charges (ASDC) Background Study for the Vaughan Metropolitan Centre (VMC) West Interchange Service Area. The development charges identified in the study would be applied in addition to the City-wide DCs levied under DC By-law 083-2018.

A. STUDY CONSISTENT WITH DEVELOPMENT CHARGES LEGISLATION

- In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and 12 ASDC By-laws, which all thirteen by-laws came into force on September 21, 2018.
- This ASDC Background Study and associated by-law relates only to By-law 094-2018, which constitutes the VMC West Interchange Sanitary Sewer Area. This study recalculates area-specific development charges in compliance with the provisions of the *Development Charges Act, 1997* (DCA) and its associated regulation (*Ontario Regulation 82/98*) and the recently amended provisions of the legislation.
- During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the "VMC West Interchange Sanitary Sewer" By-law 094-2018 were based on the best information that was available at the time with the expectation that the by-law would likely require an amendment once more information was made available and prior to the existing by-law expiry in September 2023.
- Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in this ASDC are inclusive of the sanitary sewer works both north and south of Highway 7.
- The City needs to implement development charges to fund the capital projects necessary in the Vaughan VMC West service area so that new development pays for its

capital requirements to the extent allowed by the DCA and so that new services required by growth are provided in a fiscally responsible manner. Importantly, this study and by-law will be used as the basis to help the City finalize the front-ending agreement with landowners to facilitate development in the immediate future.

- The DCA and Ontario Regulation (O. Reg.) 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:
 - A forecast of the amount, type and location of residential and non-residential development anticipated;
 - A review of future capital projects, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;
 - An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-law relates; and
 - An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, and that demonstrates that all assets are financial sustainable over their full life cycle.
- This report identifies the development-related net capital costs attributable to development that is forecast to occur in the VMC West service area. These costs are apportioned to types of development (residential, non-residential) in a manner that reflects the increase in the need for each service.
- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan and reduced service levels, or financing from other sources, likely property taxes and utility rates.

A. SANITARY SEWER SERVICE WITH AREA-SPECIFIC DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS

The capital costs included in this study relate to the provision of sanitary sewer service works necessary to allow development to proceed in VMC West Area.

B. DEVELOPMENT FORECAST

- A forecast of the amount, type and location of residential and non-residential development anticipated in the VMC West area over the 2021-2040 planning period was used in the ASDC calculation.
- The development forecast was prepared by the City's planning, engineering and development finance departments as well as continued consultation with the affected land owners.
- The development forecast for the 2021 to 2040 planning period estimates that the VMC West area will accommodate about 24,700 new dwelling units by 2040. The population in these new dwelling is estimated at 46,000.
- Approximately 491,600 square metres of new, non-residential building space is anticipated between 2021 and 2040. This new non-residential space will accommodate approximately 19,400 jobs.
- The following is a summary of the projected growth for the VMC West service area in the City:

Development Forecast	Growth Over Planning Period 2021 to 2040
Residential	
Total Occupied Dwellings	24,737
Multiples	928
Large Apart. (> 700 sq.ft.)	8,335
Small Apart. (< 700 sq.ft)	15,474
Population in New Dwellings	46,046
Non-Residential	
Employment for DC Study	19,408
Non-Residential Building Space (sq. m.)	491,554

C. DEVELOPMENT-RELATED CAPITAL PROGRAM

- City staff, in collaboration with Hemson Consulting, have prepared a development-related capital program setting out the projects that are required to service anticipated development in the VMC West area to 2040.
- The total cost associated with the area-specific development-related work related to the sanitary sewer improvements amounts to \$17.75 million. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.
- The entire \$17.75 million in the sanitary sewer capital program will be recovered from development charges over the 2021-2040 planning period.
- No grants, subsidies or other recoveries are anticipated.

The following is a summary of the development-related capital forecast for the sanitary sewer service:

Area-Specific Sanitary Sewer Works (2021 to 2040)		
Project Description	Gross Cost (\$000)	DC Eligible Cost (\$000)
Phase 1: Construction South of Highway 7	\$12,602	\$12,602
Phase 2: Construction North of Highway 7	\$5,150	\$5,150
Total	\$17,752	\$17,752

- Appendix B provides details on the calculation for the infrastructure works.

D. DEVELOPMENT CHARGES ARE CALCULATED WITH FULL REFERENCE TO THE DCA

- The fully calculated residential ASDCs are recommended to vary by unit type, reflecting the difference in occupancy patterns expected in various unit types and associated differences in demand placed on municipal services.

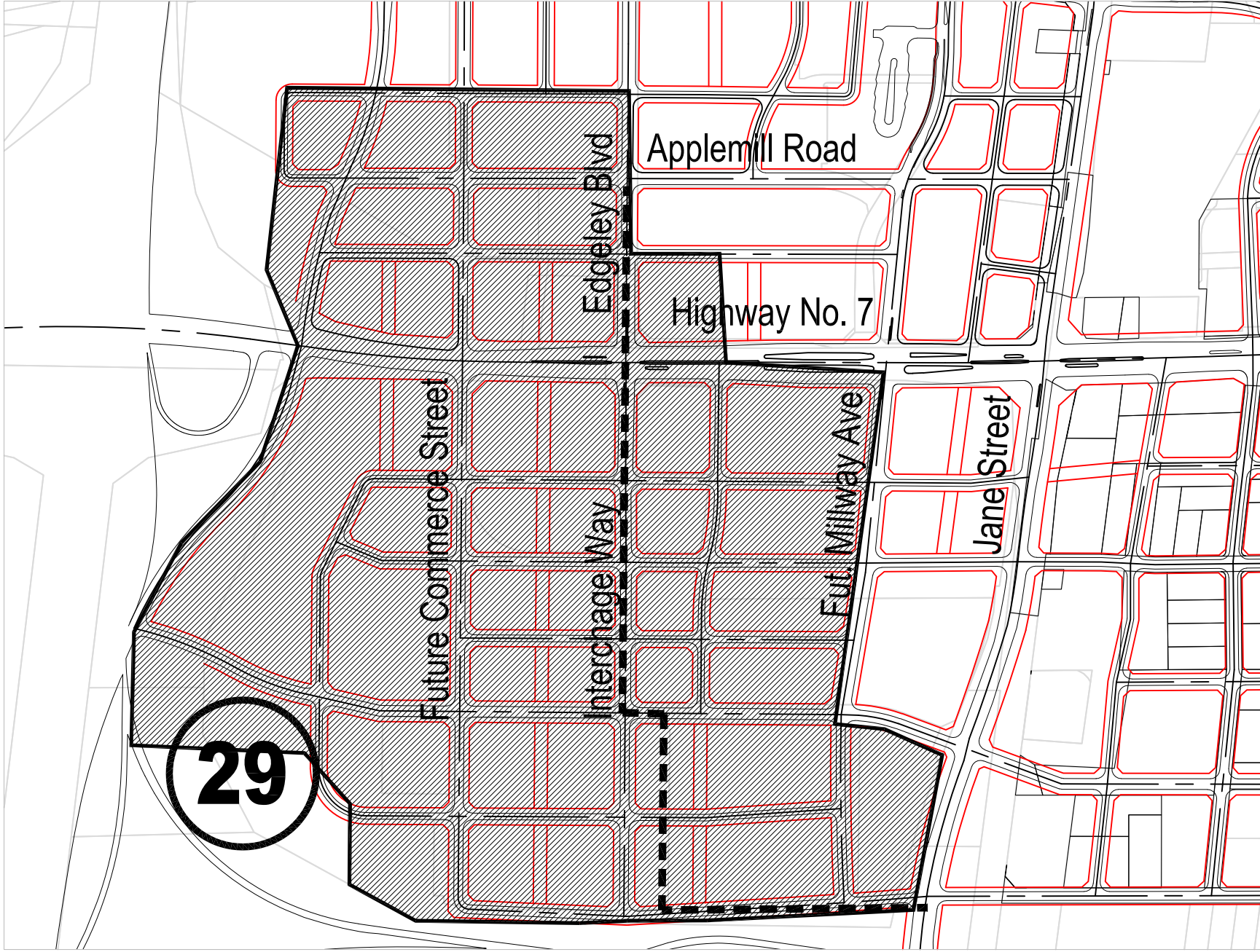
Calculated Residential Area-Specific Development Charges

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type ⁽¹⁾			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$269.87	\$982	\$810	\$599	\$432
<i>(1) Based on Persons Per Unit of:</i>		<i>3.64</i>	<i>3.00</i>	<i>2.22</i>	<i>1.60</i>

- The calculated non-residential ASDCs are uniform and applicable to all non-residential development.

Calculated Non-Residential Area-Specific Development Charges

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.83
<i>*Charge levied per Square Meter of Gross Floor Area</i>	



SCHEDULE "B" **AREA SPECIFIC** **DEVELOPMENT CHARGES**

BY-LAW NUMBER: 2021



PASSED THE ____ DAY OF _____, 2021

SIGNING OFFICERS

MAYOR

CLERK

VMC SW - SANITARY SEWER **IMPROVEMENTS**

-  SERVICE AREA
-  PROPOSED SANITARY SEWER
- 29** CITY BLOCK NUMBER



NOT TO SCALE



Acad File: O:\PCAM\Engineering and Infrastructure Planning\30-Development Charges\2021 Map\Map2\Map2_SupSDC Maps.dwg

1. INTRODUCTION AND BACKGROUND

This City of Vaughan Area-Specific Development Charges (ASDC) Background Study for the VMC West Interchange Service Area is presented as part of a process to lead to the approval of a new ASDC by-law in compliance with the *Development Charges Act, 1997* (DCA) and its associated *Ontario Regulation 82/98* (O. Reg. 82/98).

In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and twelve (12) ASDC By-laws of which all thirteen (13) DC By-laws came into force on September 21st, 2018.

During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the “VMC West Interchange Sanitary Sewer” By-law 094-2018 were based on the best information that was available at the time but that the by-law would most likely require an adjustment once more information was made available and prior to the existing by-law expiry, which would be in September 2023.

Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.

Therefore, the City wishes to update the existing ASDCs to fund development-related capital projects so that development may be serviced in a fiscally responsible manner. Importantly, this ASDC Study and by-law will be used as the basis to help the City finalize the front-ending agreement with landowners to facilitate development in the immediate future.

The DCA and O. Reg. 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of development anticipated;
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to

be incurred by the City or its local boards to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;

- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate; and
- As asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, demonstrating that all assets included in the capital program are financially sustainable over their full life cycle.

This study presents the results of the review, which determines the net capital costs attributable to new development that is forecast to occur in the VMC West Interchange Sanitary Sewer Service Area between 2021 and 2040. These development-related net capital costs are apportioned to various types of development (residential; non-residential) in a manner that reflects the increase in the need for each service.

The City of Vaughan currently levies development charges on a city-wide, uniform basis in addition to other area-specific development charges. The city-wide charges recover for development-related costs for the provision of Engineering, Public Works, Community Services, Library, Fire & Rescue, and General Government. These city-wide services as well as the remaining eleven 2018 Area-Specific development Charges by-law are not being reviewed as part of this study.

The DCA provides for a period of public review and comment regarding the proposed development charges. This process includes considering and responding to comments received by members of the public about the calculated charges and methodology used. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass new ASDCs for VMC West Interchange Sanitary Sewer Service Area.

The remainder of this study sets out the information and analysis upon which the proposed development charges are based.

Section II designates the services for which the development charges are proposed and the areas within the City to which the development charges will apply. It also briefly reviews the methodology that has been used in this background study.

Section III presents a summary of the forecast residential and non-residential development that is expected to occur within VMC West over the 2021–2040 period.

Section IV summarizes the future development-related capital costs associated with the provision of sanitary sewer services related to development in VMC West Interchange Sanitary Sewer Service Area.

Section V details the calculated ASDC rates by class and type of development.

Section VI provides an examination of the long-term capital and operating cost impacts for the infrastructure included in the ASDC calculation. It also addresses the asset management provisions required to maintain the development-related components of the capital projects included in the analysis.

Section VII provides a discussion of other issues and considerations including by-law administration, rules and policies.

2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation.

Therefore, we have tailored our approach to the unique circumstances in the City of Vaughan and the VMC West Sanitary Sewer Service Area. The approach to the proposed area-specific development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

A. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED

The DCA provides municipalities with flexibility to define services that will be included in the development charge by-laws, provided that the other provisions of the Act and its associated regulations are met. The DCA also requires that the by-laws designate the areas within which the by-laws shall be imposed. The development charges may apply to all lands in the municipality or to other designated development areas as specified in the by-laws.

The City of Vaughan currently levies development charges on both a City-wide and Area-Specific basis.

This ASDC Background Study calculates development charges related to the provision of engineered service related to sanitary sewers within the VMC West Service Area. The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure. No changes to the City-wide DC by-law or remaining eleven ASDC by-laws are proposed as part of this study or to the DC by-law related to the Edgeley Pond and Black Creek Channel Works.

B. KEY STEPS IN DETERMINING AREA-SPECIFIC DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS

Several key steps are required in calculating development charges for future development-related projects. These are summarized below.

1. Development Forecast

The first step in the methodology requires a development forecast to be prepared for the study period, in this case from 2021 to 2040. The forecast of the future residential and non-residential development used in this study was prepared by the City's planning, engineering and development finance departments as well as continued consultation with the affected land owners. The forecasts are based on the number of known applications anticipated with the planning area as well as land use designations and policies.

When calculating the development charge, the development-related net capital costs are spread over the total population that will occupy new housing units in VMC West Interchange area. This population in new units represents the population from which development charges will be collected.

The non-residential portion of the forecast estimates the Gross Floor Area (GFA) of non-residential building space to be developed in VMC West Interchange area over the planning period.

2. Development-Related Capital Program and DC Eligible Costs to be Recovered Through the ASDCs

A development-related capital program has been prepared by the City based on built costs for the construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street. The remaining works north of Highway 7 are estimated and will be constructed at a future date. The program identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the Act (DCA, s. 5. (2)). The capital forecast provides another cornerstone upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)

The development-related capital program prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

As required by the DCA, s. 5. (1) 6., any portion of projects and their associated net costs that are considered to benefit existing residents are the funding responsibility of the City from non-development charges sources. However, the projects identified in the development-related capital program for the VMC West Interchange Sanitary Sewer service area only relate to servicing new development, therefore, the entire amount will be funded through development charges.

3. Attribution to Types of Development

The next step in the determination of development charges is the allocation of the development-related net capital costs between the residential and non-residential sectors. This is done using apportionments for different services in accordance with the demands placed and the benefits derived.

The apportionment is based on the expected demand for, and use of, the service by sector (e.g. shares of population in new units and employment).

Finally, the residential component of the development charge is applied to different housing types on the basis of average occupancy factors. The non-residential component is applied on the basis of gross building space in square metres.

3. DEVELOPMENT FORECAST

This section provides the basis for the development forecasts used in calculating the ASDCs, as well as a summary of the forecast results. A more detailed summary is provided in Appendix A.

A. RESIDENTIAL FORECAST

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of the population in new housing units is required. This population in new units represents the population from which development charges will be collected.

Table 1 provides a summary of the residential forecast over the planning period from 2021 to 2040.

The VMC West Interchange Sanitary Sewer Service Area is anticipated to see about 24,700 new housing units over the planning period. These units are anticipated to be accommodated within lands designated for residential development within the service area boundary. The forecast of population expected to reside in these new housing units over the 2021 to 2040 period is approximately 46,000 additional persons.

B. NON-RESIDENTIAL FORECAST

Development charges are levied on non-residential development as a charge per square foot of gross floor area (GFA). As with the residential forecast, the non-residential forecast requires a projection of the employment growth associated with new floor space in the City.

The VMC West Interchange Sanitary Sewer Service Area is anticipated to accommodate 19,400 jobs within new non-residential space over the 2021 to 2040 planning period. Approximately 491,600 square metres of new non-residential building space is anticipated.

Table 1 also provides a summary of the non-residential development forecasts used in this analysis.

**Table 1 – The City of Vaughan – Vaughan Metropolitan Centre West Interchange
Sanitary Sewer Service Area – Summary of Residential and Non-Residential
Development Forecast**

Development Forecast	Growth Over Planning Period 2021 to 2040
Residential	
Total Occupied Dwellings	24,737
Multiples	928
Large Apart. (> 700 sq.ft.)	8,335
Small Apart. (< 700 sq.ft)	15,474
Population in New Dwellings	46,046
Non-Residential	
Employment for DC Study	19,408
Non-Residential Building Space (sq. m.)	491,554

4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM

The DCA requires the Council of a municipality to express its intent to provide future capital facilities at the average historical service level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

A. A DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecasts summarized in Section III and detailed in Appendix A, City staff, in collaboration with the consultants have created a development-related capital program setting out those projects that are required to service anticipated growth over the planning period.

One of the recommendations contained in this ASDC Background Study is for Council to adopt the capital programs created for the purposes of this area-specific development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in the VMC West Interchange Sanitary Sewer Area. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.

B. THE DEVELOPMENT-RELATED CAPITAL FORECAST FOR SANITARY SEWER SERVICE

Table 2 provides the development-related capital recoveries for the engineered service of sanitary sewers. The area-specific capital program totals \$17.75 million and provides servicing for anticipated development over the planning period. It should be noted that the original ASDC approved in 2018 assumed a net capital cost of \$1.80 million. The significant

cost escalation of the project is due to a more detailed analysis, which determined that some of the works could only be completed through the use of micro tunneling due to the proximity with other existing municipal infrastructure along Interchange Way. The increase in cost can also be attributed to upsizing the sanitary sewer infrastructure required for the anticipated increase in population and employment within the area.

No grants, subsidies and other recoveries have been identified for these projects and thus the net municipal cost remains at \$17.75 million. The entire net capital program is associated with the infrastructure requirements for the construction of sanitary sewer works both north and south of Highway 7, therefore, the DC eligible cost included in the calculation remains at \$17.75 million.

Table 2 – Summary of Development-Related Capital Program for Area-Specific Services 2021 to 2040

Area-Specific Sanitary Sewer Works (2021 to 2040)		
Project Description	Gross Cost (\$000)	DC Eligible Cost (\$000)
Phase 1: Construction South of Highway 7	\$12,602	\$12,602
Phase 2: Construction North of Highway 7	\$5,150	\$5,150
Total	\$17,752	\$17,752

5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA

This section summarizes the calculation of ASDCs for each service and the resulting total charges by sector. The calculation of the “unadjusted” per capita (residential) and per square metre (non-residential) charges are reviewed.

For residential development, the adjusted total per capita amount is then converted to a variable charge by housing unit type using various unit occupancy factors. For non-residential development, the charges are based on gross floor area (GFA) of building space.

It is noted that the calculation of the ASDCs does not include any provision for exemptions required under the DCA, such as the exemption from the payment of DCs for industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in loss of DC revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

A. DEVELOPMENT CHARGES CALCULATION

A summary of the calculated residential and non-residential ASDCs is presented across the following pages. Further details of the calculations are available in Appendix B.

1. Unadjusted Residential and Non-Residential Development Charges

Table 3 displays the calculation of the unadjusted rates for the sanitary sewer services in the VMC West Interchange area.

The total net municipal cost of the sanitary sewer development-related projects, \$17.75 million, will be recovered by way of development charges. Table 3 shows the entire amount is related to development within the VMC West Interchange Sanitary Sewer service area over the 2021-2040 planning period and has been included in the area-specific development charge calculation.

Table 3

**City of Vaughan - Vaughan Metropolitan Centre West Service Area
Summary of Unadjusted Residential and Non-Residential Development Charges
2021-2040 Area-Specific Capital Program**

2021-2040 Year Growth in Population in New Units	46,046
2021-2040 Year Growth in New Building Space (sq.m.)	491,554

Service	Development-Related Capital Program (2021-2040)					Residential Share		Non-Residential Share	
	Net Municipal Cost	Replacement & Benefit to Existing	Available DC Reserves	Post 2040	Total DC Eligible Costs for Recovery				
	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	%	(\$000)	%	(\$000)
1.0 SANITARY SEWER SERVICES	\$17,751.8	\$0.0	\$0.0	\$0.0	\$17,751.8	70%	\$12,426	30%	\$5,326
Unadjusted Development Charge Per Capita									
Unadjusted Development Charge Per Square Metre							\$269.87		\$10.83
TOTAL 2021-2040 SANITARY SEWER SERVICES	\$17,751.8	\$0.0	\$0.0	\$0.0	\$17,751.8		\$12,426.2		\$5,325.5
Unadjusted Development Charge Per Capita							\$269.87		
Unadjusted Development Charge Per Square Metre									\$10.83

The capital program eligible for recovery through development charges is allocated to the residential and non-residential sectors based on future shares of population in new units and employment growth over the planning period. On this basis, the allocation to the residential and non-residential sectors is calculated at 70 per cent and 30 per cent, respectively.

As a result, \$12.43 million of the sanitary sewer capital program is deemed to benefit residential development. When this amount is divided by the growth in population in new dwelling units over the planning period (46,046) an unadjusted charge of \$269.87 per capita is the result.

The non-residential share totals \$5.33 million and, when this amount is divided by the forecast of non-residential space growth (491,554 square metres) an unadjusted charge of \$10.83 per square metre is the result.

For residential development the charge per capita amount (\$269.87) is then converted to a variable charge by housing unit type using various unit occupancy factors within each dwelling unit form (Table 4). The table indicates the charge for a single-semi detached unit is \$982, \$810 for a townhouse or other type of multiple unit, and \$599 for large apartments (≥ 700 sq. ft.), and \$432 for small apartments (≤ 700 sq. ft.). The unadjusted charge of \$10.83 per square metre is maintained (Table 5).

Consistent with the City's current administration of Area-Specific Development Charges, the borrowing cost and interest earnings associated with the timing of expenditures and development charge receipt has not been incorporated into the calculations.

TABLE 4

**CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE**

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type ⁽¹⁾			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$269.87	\$982	\$810	\$599	\$432
<i>(1) Based on Persons Per Unit of:</i>		<i>3.64</i>	<i>3.00</i>	<i>2.22</i>	<i>1.60</i>

TABLE 5

**CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
NON-RESIDENTIAL DEVELOPMENT CHARGES PER SQUARE METRE**

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.83
<i>*Charge levied per Square Meter of Gross Floor Area</i>	

B. COMPARISON OF PROPOSED AND EXISTING DEVELOPMENT CHARGES

Tables 6 and 7 present a comparison of total proposed residential and non-residential ASDC development charges respectively with the City's existing charges (as at January 1 2021).

Table 6 shows that the calculated charge residential units produce an increase of 72% over the present development charges with increases ranging from \$411 for a SFD unit to \$181 for a small apartment). Non-residential development charges are proposed to increase by \$5.32 per square meter (or 97%) from the current rate of \$5.51 per square meter (Table 7). The increase is reflective of the significant increase in expenditures realized with the actual construction costs of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street relative to the original, by-law which estimated the cost of the works to be \$1,803,260. Also of note, the scope of work identified in this study is more robust than what was previously identified – some of the works could only be completed through the use of micro tunneling due to the proximity with other existing municipal infrastructure along Interchange Way. The increase in cost can also be attributed to upsizing the sanitary sewer infrastructure required for the anticipated increase in population and employment in the area.

TABLE 6

**CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
COMPARISON OF CURRENT AND CALCULATED
RESIDENTIAL DEVELOPMENT CHARGES**

Service	Current Residential Charges*	Calculated Residential Charges	Difference in Charge	
Single & Semi Detached	\$571	\$982	\$411	72%
Townhouses & Multiples	\$471	\$810	\$339	72%
Large Apartment	\$348	\$599	\$251	72%
Small Apartment	\$251	\$432	\$181	72%

** Represents rates effective January 1 2021. DC By-law 094-2018 and adjusted for indexing.*

TABLE 7

**CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
COMPARISON OF CURRENT AND CALCULATED
NON-RESIDENTIAL DEVELOPMENT CHARGES**

Service	Non-Residential (\$/Square Metre)			
	Current Non-Residential Charge*	Calculated Non-Residential Charge	Difference in Charge	
Sanitary Sewer Improvements	\$5.51	\$10.83	\$5.32	97%

** Represents rates effective January 1 2021. DC By-law 094-2018 and adjusted for indexing.*

Charge levied per Square Meter of Gross Floor Area

6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS

This section provides a brief examination of the long-term capital and operating costs for the area-specific capital facilities and infrastructure to be included in the ASDC by-law. Also addressed is the required asset management provisions that must be considered.

A. NO NET INCREASE IN OPERATING COSTS ARE ANTICIPATED OVER THE FORECAST PERIOD

The DCA requires that a background study estimate the future tax supported operating cost implications of the development-related capital program contained in the study. The capital program contained in this background study relates to the provision of sewer services in VMC West.

Funds required for operating the water and sewer systems are generated through the utility rates. Any additional operating costs as a result of the capital program will be included in the rates. Also of note, as the projects identified in the development-related capital program for the VMC West Interchange service area only relate to servicing new development, the entire amount will be funded through development charges and no component of the program will require funding from non-development charge sources.

B. ANNUAL ASSET MANAGEMENT PLAN PROVISION REQUIREMENTS

The Development Charges Act was amended in late 2015 and, effective January 1st, 2016, municipalities are required to complete an Asset Management Plan before the passing of a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

Table 8 summarizes the annual capital provisions required to replace the capital infrastructure proposed to be funded through ASDCs under the by-law. This estimate is based on useful life assumptions typically used by City staff and the capital cost of acquiring and/or emplacing each asset.

Table 8 illustrates that at build-out, the City will need to fund an additional \$288,000 per annum in order to properly fund the full life cycle costs of the new assets supported under this by-law.

The calculated annual funding provision should be considered within the context of the City's projected growth. The VMC West Interchange sanitary sewer service area is projected to grow by approximately 24,700 new households as well as roughly 19,400 new employees. This growth will have the effect of increasing the overall assessment base to offset the capital asset provisions required to replace the infrastructure proposed to be funded through ASDCs under the by-law.

The calculated annual provisions identified are considered financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term.

Table 8 – Calculated Annual Provisions by 2040

Service	2021-2040 Capital Program		Calculated AMP Annal Provision by 2040	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Engineered Services	\$17,751,773	\$0	\$288,021	\$0
Total 2040 Provisions	\$17,751,773	\$0	\$288,021	\$0

7. OTHER ISSUES AND CONSIDERATION

A. DEVELOPMENT CHARGES ADMINISTRATION

No significant changes are recommended to the City's current policies and practices regarding development charge administration. In this regard:

- It is recommended that practices regarding collection of development charges and by-law administration continue to the extent possible.
- As required under the DCA, the City should codify any rules regarding application of the by-laws and exemptions within the development charges by-laws proposed for adoption.
- It is recommended that Council adopt the development-related capital program included in this background study, subject to annual review through the City's normal capital budget process.

APPENDIX A

DEVELOPMENT FORECAST

APPENDIX A – DEVELOPMENT FORECAST

This appendix provides details of the development forecast used to prepare the 2021 Area-Specific Development Charges (ASDC) Background Study for VMC West Interchange Sanitary Sewer Service Area in Vaughan. The forecast method and assumptions are discussed herein.

A. FORECAST APPROACH AND KEY ASSUMPTIONS

The Development Charges Act (DCA) requires an estimate of “the anticipated amount, type and location of development” for which development charges may be imposed. The forecast must cover both residential and non-residential development and be specific enough with regards to the quantum, type, location and timing of such development to assist in the preparation of a reasonable development-related capital program. For the purposes of this ASDC Background Study, a development forecast for the planning period of 2021 to 2040 has been considered in this study (2040 is considered to be the build-out horizon).

Forecasts of population, households and employment were prepared by the City’s planning, engineering and development finance departments with input and consultation with the affected land owners. The forecast considers a detailed review of the land use designations and policies, active development applications within noted service area. It is noted that assumptions related to persons per unit are generally based on the most recent census data detailing historical occupancy patterns in the City and consistent with those identified in the City-wide DC Background Study.

B. FORECAST METHOD AND RESULTS

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of the population in new housing units is required. This population in new units represents the population from which development charges will be collected. For the purposes of this study, the population in new units is also considered the census population growth in this area.

Development charges are levied on non-residential development as a charge per square metre of gross floor area (GFA). As with the residential forecast, the non-residential forecast requires a projection of the employment growth associated with new floor space in the City.

1. Residential Forecast

The residential development forecast incorporates anticipated growth in population and occupied dwelling units by type. The residential development charges calculation is based on a forecast of population growth in new housing units in the VMC West Interchange Sanitary Sewer Service Area. The population in new units considered the overall occupancy assumptions from the most recent census results.

As detailed in Table 1, the VMC West Service Area is anticipated to see nearly 24,700 new housing units over the planning period. These units are anticipated to be accommodated within lands designated for residential development within VMC West Interchange Area. The forecast indicates that nearly all housing units constructed are anticipated to be high density - over 60% (15,474 units) of the total occupied housing units are anticipated to be small apartments with almost 35% (8,335) attributed to large apartments. Less than 5% of anticipated household unit construction is related to multiple dwelling units.

Population growth in new units is estimated by applying the following PPUs to the housing unit forecast: 3.64 for single-semi detached units, 3.00 for row units, 2.22 for large apartments (≥ 700 sq. ft.), and 1.60 for small apartments (≤ 700 sq. ft.). These PPU assumptions are generally consistent with the most recent 2016 census information regarding historical occupancy patterns and consistent with the PPU's identified in the City-wide DC Background Study. The forecast of population expected to reside in these new housing units over the 2021 to 2040 period is approximately 46,000 additional persons. This population growth by unit type is shown in Table 1, while specific details on historical occupancy patterns in the City are shown in Table 2.

2. Non-Residential Forecast

Table 3 shows that VMC West Interchange Sanitary Sewer Service Area is anticipated to accommodate nearly 19,400 jobs within new non-residential space over the 2021 to 2040 planning period.

Non-residential development charges are calculated on a per unit of gross floor area (GFA) basis. Therefore, as per the DCA, a forecast of future non-residential building space has been developed. As with the residential forecast, the GFA forecast covers the period from 2021 to 2040. Approximately 491,600 square metres of new non-residential building space is anticipated, most of which, is considered to be office related.

TABLE 1

CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
SUMMARY OF RESIDENTIAL DEVELOPMENT FORECAST - POPULATION IN NEW HOUSEHOLDS TO BUILD-OUT

Landowner	Development Timing	Residential Units			Population in New Households
		Multiples	Large Apart. (> 700 sq.ft.)	Small Apart. (< 700 sq.ft.)	
Mobilio Developments	0 - 5 Years	397	40	711	2,417
Icono	0 - 5 Years	16	872	761	3,201
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	20	309	494	1,536
2748355 Canada Ltd.	0 - 5 Years	-	-	2,470	3,952
2748355 Canada Ltd.	6 - 10 Years	-	750	750	2,865
2748355 Canada Ltd.	6 - 10 Years	30	221	377	1,184
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	16 - 20 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	10	536	819	2,530
2748355 Canada Ltd.	0 - 5 Years	200	550	1,125	3,621
2748355 Canada Ltd.	11 - 15 Years	20	320	510	1,586
Toromont Industries Ltd.	6 - 10 Years	33	631	996	3,093
Toromont Industries Ltd.	11 - 15 Years	32	611	965	2,996
Toromont Industries Ltd.	11 - 15 Years	-	-	-	-
SmartREIT	11 - 15 Years	18	339	536	1,664
SmartREIT	11 - 15 Years	11	205	324	1,007
SmartREIT	11 - 15 Years	-	302	453	1,395
SmartREIT	6 - 10 Years	19	352	555	1,726
SmartREIT	6 - 10 Years	19	355	561	1,743
SmartREIT	6 - 10 Years	10	184	290	902
SmartREIT	6 - 10 Years	12	225	355	1,104
Optech	11 - 15 Years	20	373	589	1,830
Mircom	11 - 15 Years	10	187	295	917
Ripple Developments	0 - 5 Years	12	227	359	1,114
Mariott	16 - 20 Years	9	177	280	868
Courtyard by Marriott	16 - 20 Years	-	-	-	-
Ikea	16 - 20 Years	30	569	899	2,792
Total Units		928	8,335	15,474	
TOTAL POPULATION IN NEW HOUSEHOLDS					46,046

Note: Population in New Households determined using PPU's consistent with those identified in the City of Vaughan 2018 Development Charges Background Study.

Source: Residential unit projections/timing based on those provided by the City of Vaughan and impacted landowners.

TABLE 2
CITY OF VAUGHAN
HISTORICAL HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE

Dwelling Unit Type	Period of Construction										Period of Construction Summaries		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	Pre 2006	2006-2016	Total
Singles & Semis													
Household Population	1,245	2,180	2,815	12,375	56,450	16,350	40,730	48,370	41,830	19,680	180,515	61,510	242,025
Households	420	765	955	4,020	17,275	4,615	11,305	13,080	11,215	5,385	52,435	16,600	69,035
Household Size	2.96	2.85	2.95	3.08	3.27	3.54	3.60	3.70	3.73	3.65	3.44	3.71	3.51
Rows													
Household Population	65	100	135	400	2,365	2,585	7,005	8,035	6,945	3,955	20,690	10,900	31,590
Households	25	50	45	160	790	860	2,315	2,425	2,165	1,410	6,670	3,575	10,245
Household Size	2.60	2.00	3.00	2.50	2.99	3.01	3.03	3.31	3.21	2.80	3.10	3.05	3.08
Apartments (excl. Duplexes): Bachelor or 1BR													
Household Population	0	0	85	100	215	255	290	720	1,880	2,390	1,180	2,600	3,780
Households	10	0	80	75	155	185	225	490	1,370	1,725	715	1,785	2,500
Household Size	n/a	n/a	1.06	1.33	1.39	1.38	1.29	1.47	1.37	1.39	1.65	1.46	1.51
Apartments (excl. Duplexes): 2BR or more													
Household Population	0	85	0	220	450	1,730	2,130	1,345	2,130	1,760	5,960	3,890	9,850
Households	0	45	0	125	250	945	1,185	705	1,105	980	3,255	2,085	5,340
Household Size	n/a	1.89	n/a	1.76	1.80	1.83	1.80	1.91	1.93	1.80	1.83	1.87	1.84
Apartments (excl. Duplexes) - Total													
Household Population	105	0	300	730	2,420	2,440	2,500	2,535	4,985	4,860	11,030	9,845	20,875
Households	60	20	180	330	1,385	1,385	1,300	1,355	2,885	2,990	6,015	5,875	11,890
Household Size	1.75	n/a	1.67	2.21	1.75	1.76	1.92	1.87	1.73	1.63	1.83	1.68	1.76
Duplexes													
Household Population	60	150	200	1,360	4,225	970	1,390	765	270	195	9,120	465	9,585
Households	20	55	80	485	1,325	315	420	235	85	65	2,935	150	3,085
Household Size	3.00	2.73	2.50	2.80	3.19	3.08	3.31	3.26	3.18	3.00	3.11	3.10	3.11
All Units													
Household Population	1,490	2,460	3,455	14,870	65,460	22,360	51,620	59,700	54,040	28,685	221,415	82,725	304,140
Households	520	890	1,265	5,000	20,775	7,170	15,345	17,090	16,355	9,850	68,055	26,205	94,260
Household Size	2.87	2.76	2.73	2.97	3.15	3.12	3.36	3.49	3.30	2.91	3.25	3.16	3.23

Note: Population and household values in this table are based on National Household Survey response rates and may differ from Census values
Source: Statistics Canada, 2011 National Household Survey Special Run.

TABLE 3

CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
SUMMARY OF NON-RESIDENTIAL DEVELOPMENT FORECAST - GROSS FLOOR AREA (m²) TO BUILD-OUT

Landowner	Development Timing	Office	Population Related	Institution	GFA (m ²)
Mobilio Developments	0 - 5 Years	-	112	-	112
Icono	0 - 5 Years	-	20,347	-	20,347
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	-	1,383	-	1,383
2748355 Canada Ltd.	0 - 5 Years	-	5,766	-	5,766
2748355 Canada Ltd.	6 - 10 Years	-	2,523	-	2,523
2748355 Canada Ltd.	6 - 10 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	87,913	-	-	87,913
2748355 Canada Ltd.	16 - 20 Years	87,913	3,588	-	91,501
2748355 Canada Ltd.	11 - 15 Years	-	3,478	-	3,478
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	0 - 5 Years	-	-	7,432	7,432
2748355 Canada Ltd.	11 - 15 Years	23,349	-	-	23,349
Toromont Industries Ltd.	6 - 10 Years	25,013	5,003	-	30,016
Toromont Industries Ltd.	11 - 15 Years	-	4,096	-	4,096
Toromont Industries Ltd.	11 - 15 Years	-	-	-	-
SmartREIT	11 - 15 Years	26,273	5,255	-	31,528
SmartREIT	11 - 15 Years	15,870	3,174	-	19,044
SmartREIT	11 - 15 Years	22,223	4,445	-	26,668
SmartREIT	6 - 10 Years	27,213	5,443	-	32,656
SmartREIT	6 - 10 Years	27,508	5,502	-	33,010
SmartREIT	6 - 10 Years	14,234	2,847	-	17,081
SmartREIT	6 - 10 Years	14,709	3,482	-	18,191
Optech	11 - 15 Years	-	2,500	-	2,500
Mircom	11 - 15 Years	-	828	-	828
Ripple Developments	0 - 5 Years	17,599	3,520	-	21,119
Mariott	16 - 20 Years	-	-	-	-
Courtyard by Mariott	16 - 20 Years	3,581	-	-	3,581
Ikea	16 - 20 Years	-	-	7,432	7,432
TOTAL GROSS FLOOR AREA (m²)					491,554
TOTAL PROJECTED EMPLOYMENT					19,408

Source: Gross Floor Area projections/timing based on those provided by the City of Vaughan and impacted landowners.

APPENDIX B

AREA-SPECIFIC SANITARY SEWER SERVICES

TECHNICAL APPENDIX

APPENDIX B – AREA SPECIFIC SANITARY SEWER SERVICE

This appendix provides the detailed analysis undertaken to establish the area-specific development charge rates for the VMC West Interchange Sanitary Sewer Service Area for the provision of Sanitary Sewers.

The development-related capital program is based on as built costs for works north of Highway 7 as construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7. A map outlining the VMC West Interchange service area is illustrated below. The projects identified in the capital program are required to service the demands of the anticipated development in the VMC West Service Area to occur over the planning period of 2021 to 2040.

Table 1 provide details of the projects included in the area-specific infrastructure development charges calculations as well as the calculation of the Unadjusted Development Charges.

Table 1: Development-Related Capital Program

The 2021-2040 sanitary sewer capital program totals \$17.75 million and includes for the sanitary sewer improvements on Highway 7. The details, timing, and cost breakdown of each project are shown on Table 1.

- a) Phase 1: Construction South of Highway 7
- b) Phase 2: Construction North of Highway 7

The 2021-2040 development-related costs included in the capital program are entirely recovered through future development charges. As the linear sanitary sewer infrastructure is anticipated to be entirely related to servicing new development, no benefit to existing share has been applied.

The entire \$17.75 million is identified as the net development-related share eligible for funding through development charges over the 2021 to 2040 planning period. Table 1 summarizes the Sanitary Services program and calculation of the unadjusted residential and non-residential development charges. The DC eligible share of \$17.75 million has been allocated 70 per cent to new residential development and 30 per cent to non-residential development. The allocation of costs is based on the future shares of population in new units and employment growth in new space. The residential share of the capital program totals \$12.43 million and, when divided by the forecast growth in population in new units (46,046), an unadjusted charge of \$269.87 per capita is the result.

The non-residential share is applied against the forecast increase in square metres of non-residential floor space by type of development. The \$5.33 million divided by the increase in square metres of non-residential building space (491,554), yields an unadjusted charge of \$10.83 per square metre.

Operating Cost Implications

The DCA requires that a background study estimate the future tax supported operating cost implications of the development-related capital program contained in the study. The capital program contained in this background study relates to the provision of sewer services in VMC West.

Funds required for operating the water and sewer systems are generated through the utility rates. Any additional operating costs as a result of the capital program will be included in the rates.

TABLE 1

CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC
REVISED: DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs			
					Replacement & BTE Shares		Available DC Reserves	2021- 2040	Post 2040
1.0 Sanitary Sewer Improvements									
1.0.1 Phase 1: Construction South of Highway 7	2021	\$ 12,601,773	\$ -	\$ 12,601,773	\$ -	\$ 12,601,773	\$ -	\$ 12,601,773	\$ -
1.0.2 Phase 2: Construction North of Highway 7	2022	\$ 5,150,000	\$ -	\$ 5,150,000	\$ -	\$ 5,150,000	\$ -	\$ 5,150,000	\$ -
<i>Subtotal Sanitary Sewer Improvements</i>		\$ 17,751,773	\$ -	\$ 17,751,773	\$ -	\$ 17,751,773	\$ -	\$ 17,751,773	\$ -
TOTAL Sanitary Sewer Improvements		\$ 17,751,773	\$ -	\$ 17,751,773	\$ -	\$ 17,751,773	\$ -	\$ 17,751,773	\$ -

Residential Development Charge Calculation		
Residential Share of 2021 - 2040 DC Eligible Costs	70%	\$12,426,241
20-Year Growth in Population in New Units		46,046
Unadjusted Development Charge Per Capita		\$269.87
Non-Residential Development Charge Calculation		
Non-Residential Share of 2021 - 2040 DC Eligible Costs	30%	\$5,325,532
20-Year Growth in Square Metres		491,554
Unadjusted Development Charge Per Square Metre		\$10.83

APPENDIX C

ASSET MANAGEMENT PLAN

APPENDIX C – ASSET MANAGEMENT PLAN

The Development Charges Act now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. The useful life assumptions were informed by the City of Vaughan Asset Management Plan

Table 1 – Summary of Municipal Assets Considered

Capital Projects	Estimated Useful Life
Engineered Infrastructure	
- Sanitary Sewers	60 years

Annual Provision

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not development-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on information obtained from City staff on the useful life, capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been calculated for sanitary sewer service considered within the ASDC Background Study. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis.

Table 2 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2021-2040 DC recoverable portion. As shown in Table 2, by 2041, the City will need to fund an additional \$288,000 per annum in order to properly fund the full life cycle costs of the new assets related to all servicing costs supported under the development charges by-law for the VMC West Interchange Sanitary Sewer Area.

Table 2 – Calculated Annual Provision by 2040

Service	2021-2040 Capital Program		Calculated AMP Annal Provision by 2040	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Engineered Services	\$17,751,773	\$0	\$288,021	\$0
Total 2040 Provisions	\$17,751,773	\$0	\$288,021	\$0

Financial Sustainability of the Program

Future Revenue Growth

The calculated annual funding provision should be considered within the context of the City's projected growth. By 2040, the VMC West area is projected to increase by approximately 24,700 households. In addition, the VMC West area is expected to add 19,400 new employees that will result in approximately 491,600 square metres of additional non-residential building space.

This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the City's reserves for the future replacement of these assets.

Annual Budgetary Reviews

In order to maintain, protect and manage the City's infrastructure and assets, staff monitor current levels of service and life cycle trends. These assessments are used to schedule appropriate activities, such as the relining of linear infrastructure.

The Program is Deemed Financially Sustainable

The calculated annual provisions identified in Table 2 are considered financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual

operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER XXX-2021

A By-Law to impose Area Specific Development Charges – VMC West – Interchange Sanitary Sewer Improvements.

WHEREAS subsection 2(1) of the *Development Charges Act, 1997*, S.O. 1997, c.27 (the “**Act**”) provides that the council of a municipality may by By-Law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the By-Law applies;

AND WHEREAS, at the direction of the Council of The Corporation of The City of Vaughan (the “**Council**”), Hemson Consulting Ltd. has prepared an Area Specific Development Charge Background Study entitled “Development Charges Background Study for the VMC West Interchange Sanitary Sewer Works”, dated April 26, 2021 (the “**Background Study**”), which indicated that the development of any land within The Corporation of The City of Vaughan will increase the need for services as defined therein;

AND WHEREAS as of April 7, 2021, Council made the Background Study and draft version of this By-Law available to the public in accordance with the Act;

AND WHEREAS on May 12, 2021, Council held a public meeting at which all persons in attendance were provided with an opportunity to make representations relating to the draft By-Law in respect of the VMC West – Interchange Sanitary Sewer and the Background Study in accordance with the Act;

AND WHEREAS notice of the public meeting was given on April 15, 2021 in accordance with the Act and Ontario Regulation 82/98;

AND WHEREAS on June 8, 2021, Council by resolution adopted the Background Study and determined that it was not necessary to hold any further public meetings in respect of this By-Law;

AND WHEREAS on June 8, 2021, Council passed a By-Law to impose and provide for payment of area specific development charges for the VMC West – Interchange Sanitary Storm Improvements.

NOW THEREFORE the Council of The Corporation of The City of Vaughan enacts as follows:

DEFINITIONS

1. For the following words and phrases if used in this By-Law:

- (1) **“accessory use”** means the use of any building or structure that is naturally and normally:
 - (a) incidental;
 - (b) subordinate to; and
 - (c) devoted exclusively to the main use on the same lot; and for the purpose of this By-Law, detached buildings or structures which are accessory uses shall not exceed 100 square metres of gross floor area;
- (2) **“agreement”** means a contract between the City and an owner and any amendment thereto;
- (3) **“agricultural use”** means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit, used, designed, or intended for use for the purpose of a bona fide farming operation, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities, and any other activities customarily carried on in the field of agriculture; but does not include a commercial use or a medical marijuana operation;
- (4) **“air supported structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“apartment building”** means a residential use building, or the residential use portion of a mixed-use building, other than a townhouse or stacked townhouse containing four or more dwelling units each of which shall have access to above grade common halls, stairs, elevators, and yards;
- (6) **“area specific development charge”** and **“special service area development charge”** mean a charge imposed with respect to growth-related net capital costs against a defined land area or per unit for specified services under the applicable By-Law;

- (7) “**atrium**” means a large open space extending through several floors in a building that is open to the ceiling;
- (8) “**basement**” means a storey, the floor of which is at least 0.75 metres below finished grade, provided that not more than one half of its height from the floor of the underside of the floor joist is below the finished grade;
- (9) “**building or structure**” means a permanent enclosed structure occupying an area greater than 10 square metres, consisting of a wall, roof, and/or floor, or any of them, or a structural system serving the function thereof, which includes, but is not limited to, air-supported structures or industrial tents; a canopy however shall not be considered a building or structure for the purpose of this By-Law and shall not attract development charges;
- (10) “**building permit**” means a permit issued under the *Building Code Act, 1992*, which permits the construction of a building or structure, or which permits the construction of the foundation of a building or structure;
- (11) “**canopy**” means an overhanging, projection, or covering connected to a principal use on the lands, such as over a gas bar or outdoor storage;
- (12) “**capital cost**” means costs incurred or proposed to be incurred by the City or a local board directly or by others on behalf of, and as authorized by, a Municipality or Local Board under an agreement, required for the provision of services designated in the By-Law within or outside the City:
 - (a) to acquire land or an interest in land, including a leasehold interest;
 - (b) to improve land;
 - (c) to acquire, lease, construct, or improve buildings and structures;
 - (d) to acquire, lease, construct, or improve facilities including:
 - (i) rolling stock with an estimated useful life of seven (7) years or more years;
 - (ii) furniture and equipment, other than computer equipment; and
 - (iii) materials acquired for circulation, reference, or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, c. P. 44;
 - (e) to undertake studies in connection with any of the matters in clauses (a) to (d);

- (f) of the development charge background study required before enactment of this By-Law; and
- (g) of interest on money borrowed to pay for costs described in any of the matters in clauses (a) to (d);
- (13) **“cellar”** means the portion of a building below the lowest storey which has more than one-half of its height from the floor to the underside of the floor joists below the finished grade;
- (14) **“City”** means The Corporation of The City of Vaughan;
- (15) **“commercial parking garage”** means a building or structure, or any part thereof, which use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-Law shall not attract development charges for the purpose of this By-Law;
- (16) **“development”** means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, and includes redevelopment;
- (17) **“development charge”** means a charge imposed with respect to growth-related net capital costs against land under this By-Law;
- (18) **“duplex”** means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;
- (19) **“dwelling unit”** means a room or suite of two or more rooms, designed or intended for use by a single household in which sanitary conveniences are provided, and in which facilities are provided for cooking or the installation of cooking equipment;
- (20) **“engineering services”** means services related to a highway, and may include water supply services, waste water services, and storm water drainage and control services;
- (21) **“existing industrial building”** means an existing building or structure to be used, or designed or intended for:
 - (a) manufacturing, producing, processing, storing, or distributing something;

- (b) research or development in connection with manufacturing, producing, or processing something;
 - (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
 - (d) office or administrative purposes, if they are:
 - (i) carried out with respect to manufacturing, producing, processing, storage, or distributing of something; and
 - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
- (22) **“funeral home”** means a building or structure with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;
- (23) **“future development”** means development which requires a subsequent planning approval, in addition to a building permit, which planning approval shall include a site plan approval or the approval of a plan of condominium;
- (24) **“grade finished”** means the average elevation of the finished ground level at the wall(s);
- (25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
- (a) includes the floor area of a mezzanine and the space occupied by interior walls and partitions; and
 - (b) excludes in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium; and
 - (c) excludes the area of any self-contained structural shelf and rack storage facility approved by the Building Materials Evaluation Commission; and
 - (d) includes any part of a building or structure above or below grade used as a commercial parking garage; and

- (e) for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;
- (26) **“growth-related net capital cost”** means the portion of the net capital cost of services that is reasonably attributable to the need for such net capital costs that results or will result from development in all or a defined part of the City;
- (27) **“heritage property”** means a property that contains cultural heritage value as defined under the Ontario Heritage Act;
- (28) **“home occupation”** means an occupation permitted in a dwelling unit and which:
- (a) is clearly secondary to the use of the dwelling unit;
 - (b) does not change the external character of the dwelling unit; and
 - (c) does not create or become a public nuisance, in particular in respect to noise, traffic, or parking;
- (29) **“household”** means one or more persons occupying or sharing all areas of the dwelling unit;
- (30) **“large apartment”** means a dwelling unit in an apartment building or plex that is 700 square feet or larger in size;
- (31) **“live-work unit”** means a unit intended for both residential and non-residential uses concurrently;
- (32) **“local board”** means a local board as defined in section 1 of the Municipal Affairs Act, other than a board as defined in subsection 1(1) of the Education Act;
- (33) **“lot”** means a parcel of land fronting on a street separate from any abutting land to the extent that a subdivision or a consent contemplated by the Planning Act would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of a street;
- (34) **“medical marijuana operation”** means the cultivation, growth, harvesting, processing, composting, destruction, packaging, storage and distribution of plants or parts of plants of the genus Cannabis (marijuana) as lawfully permitted and authorized under the Government of Canada’s Marijuana for Medical Purposes Regulations;

- (35) **“mid-high density mixed-use”** means a building or structure used, designed, or intended for residential and non-residential uses, where:
- (a) the non-residential uses comprise not more than fifty percent (50%) of the gross floor area of the building;
 - (b) the non-residential uses comprise a minimum of five percent (5%) of the gross floor area of the building; and
 - (c) the residential portion of the building or structure is over five (5) storeys in height;
- (36) **“mixed-use building”** means a building or structure containing a residential and non-residential use other than a home occupation;
- (37) **“mezzanine”** means a mezzanine as defined in the Building Code Act;
- (38) **“multiple unit dwelling”** includes stacked townhouses, and all other residential uses that are not included in the definition of apartment, single detached dwelling, or semi-detached dwelling;
- (39) **“net area”** means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, storm water management facilities, buffers and road widenings along Regional Roads, and Ontario Hydro utility corridors, and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City;
- (40) **“net capital cost”** means the capital cost less capital grants, subsidies, and other contributions made to the City, or that the Council of the City anticipates will be made, including conveyances or payments under sections 42, 51, and 53 of the Planning Act in respect of the capital cost;
- (41) **“non-commercial parking garage”** means a building or structure, or any part thereof, that is not a commercial parking garage;
- (42) **“owner”** means the owner of the land or a person who has made an application for an approval of the development of the land upon which a development charge or an area specific development charge is imposed;
- (43) **“plex”** means a duplex, a semi-detached duplex, a triplex, or a semi-detached triplex;
- (44) **“re-development”** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-

- residential use or from a non-residential to residential use or from one residential use to another form of residential use;
- (45) “**semi-detached duplex**” means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;
 - (46) “**semi-detached dwelling**” means a building divided vertically into two dwelling units;
 - (47) “**semi-detached triplex**” means one of a pair of triplexes divided vertically one from the other by a party wall;
 - (48) “**services**” means services designated in this By-Law;
 - (49) “**single detached dwelling**” and “**single detached**” means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single-family dwelling for the purposes of this By-Law;
 - (50) “**small apartment**” means a dwelling unit in an apartment building or a plex that is less than 700 square feet in size;
 - (51) “**stacked townhouse**” means a building, other than a townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally, and each dwelling unit having an entrance to grade shared with no more than 3 other units;
 - (52) “**storey**” means the portion of a building other than the cellar or unfinished attic which lies between the surface of the floor and the surface of the next floor above, and if there is no floor above it, then the surface next above it, provided its height is not less than 2.3 metres;
 - (53) “**subdivision**” includes condominium;
 - (54) “**temporary sales centre**” means a Building, including a trailer, that is designed or intended to be temporary, or intended to be removed from the land or demolished after use and which is used exclusively as an Office or presentation centre, or both, for new building sales;
 - (55) “**triplex**” means a building comprising 3 dwelling units, each of which has a separate entrance to grade;

- (56) **“use, commercial”** means the use of any land, building or structure for the purpose of buying and selling commodities or supplying services as distinguished from such uses as manufacturing or assembly of goods, warehousing, and construction;
- (57) **“use, industrial”** means the use of any land, building or structure for construction, warehousing, manufacturing, processing, or assembly of materials to finished products or byproducts, including the storage of such materials and products;
- (58) **“use, institutional”** means the use of any land, building or structure by any organization owned or operated for religious, educational, charitable, recreational, or governmental purposes, whether or not supported in whole or in part by public funds;
- (59) **“use, non-residential”** means the use of any land, building or structure, or any part thereof, for use other than a residential use, and shall include commercial use, industrial use, and institutional use;
- (60) **“use, residential”** means the use of any land, building or structure for a single detached dwelling, semi-detached dwelling, multiple unit dwelling, apartment, or any other type of household or dwelling unit;

RULES – APPLICATION, EXEMPTIONS, AND EXCEPTIONS

2.

- (1) This By-Law applies to all land and to all uses of any land, building or structure within the City whether or not the land, building or structure, or use thereof, is exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31;
- (2) Despite subsection (1), this By-Law does not apply to any land, building or structure within the City owned by and used for the purposes of:
 - (a) a local board;
 - (b) a board of education as defined in section 1(1) of the *Education Act*
 - (c) the City or any local board thereof and, without limiting the generality of the foregoing, including land leased from the Crown in right of Canada or Ontario located within the Parkway Belt Planning Area as defined in Regulation 744, paragraph 16 of the Revised Regulations of Ontario, 1990, provided the same is used for institutional use purposes of a not-for-profit nature;
 - (d) lands, buildings or structures owned by Metrolinx and used for transit related purposes;

- (e) any area municipality within the Regional Municipality of York;
 - (f) the Regional Municipality of York or any local board thereof; and
 - (g) a public hospital receiving aid under the Public Hospitals Act;
- (3) Development charges for the services designated in Schedule A shall be imposed upon the service area in Schedule B, specified in Schedule A, and shall be collected in accordance with this By-Law on development for residential use or non-residential use purposes;
- (4) Development charges provided for in subsection (3) apply where the development requires:
- (a) the passing of a zoning By-Law or of an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, c.P.13;
 - (b) the approval of a minor variance under Section 45 of the Planning Act, R.S.O. 1990, c.P.13;
 - (c) a conveyance of land to which a By-Law passed under subsection 50(7) of the Planning Act, R.S.O. 1990, c.P.13 applies;
 - (d) the approval of a plan of subdivision under Section 51 of the Planning Act, R.S.O. 1990, c.P.13;
 - (e) a consent under Section 53 of the Planning Act, R.S.O. 1990, c.P.13;
 - (f) the approval of a description under Section 50 of the Condominium Act, 1998, S.O. 1998, c.19; or
 - (g) the issuing of a permit under the Building Code Act, 1992, S.O. 1992 c.23 in relation to a building or structure;
- (5) The City shall not apply more than one development charge provided for in this By-Law on land even though two or more of the actions described in paragraphs 2(4)(a) to (g) are required before the land can be developed;
- (6) Despite subsection (5), if two or more of the actions described in paragraphs 3(2)(a) to (g) occur at different times and if the subsequent action or actions has the effect of increasing the need for services, a development charge shall be imposed, calculated, and collected pursuant to subsection (3) limited to the increase;

- (7) Notwithstanding any other provisions of this By-Law, a building or structure shall be exempt from the payment of development charges provided that it is for:
- (a) a temporary use permitted under a zoning By-Law enacted under Section 39 of the Planning Act, R.S.O. 1990, c.P.13;
 - (b) an accessory use and, without restricting the generality of the foregoing, including a tent or canopy used on a temporary or seasonal basis;
 - (c) a home occupation;
 - (d) an agricultural use;
 - (e) a renovation of an existing building which does not alter, if a residential use, the number of units, or, if a non-residential use, the gross floor area thereof;
 - (f) a temporary sales centre;
 - (g) the relocation of a built heritage structure that is listed under Section 27 of the Ontario Heritage Act or designated under Part IV or V of the Ontario Heritage Act; or
 - (h) Land, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act or any successor thereto, including mausoleums and columbariums, but excluding funeral homes; or
 - (i) Buildings or structures owned by and used for the purpose of a conservation authority, unless such buildings or structures are used primarily for, or in connection with (i) recreational purposes for which the conservation authority charges admission, or (ii) any commercial use;
- (8) Area specific development charges paid hereunder shall be maintained in a separate reserve fund or funds and shall be used only for the services specified in Schedule A;

ADMINISTRATION

Payment of Development Charges

- 3.
- (1) All development charges payable shall be paid by certified funds to the City Treasurer;

- (2) Subject to subsections 3(3), 3(4) and 3(5) of this By-Law, development charges imposed shall be calculated as of, and shall be payable on, the date a building permit is issued in respect of a building or structure on land to which a development charge applies, and no building permit shall be issued until the development charge is paid in full;
- (3) Notwithstanding subsection 3(2) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, the development charge shall be payable, subject to any applicable exemptions or reductions contained in this By-Law:
 - (a) In respect of an approval of a plan of subdivision pursuant to section 51 of the *Planning Act*, 1990 R.S.O. 1990, c.P.13, immediately upon entering into the subdivision agreement; and
 - (b) In respect of the granting of a consent pursuant to section 53 of the *Planning Act*, 1990 R.S.O. 1990, c.P.13, immediately upon entering into an agreement made as a condition of the granting of such consent;
- (4) Where the City and owner(s) of the land have entered into an agreement pursuant to section 27 of the Act in respect of the timing of the payment of a development charge or a portion thereof, the terms of such agreement shall prevail over the provisions of this By-Law, including subsections 3(2), 3(3) and 3(5) of this By-Law;
- (5) Notwithstanding subsections 3(2) and 3(3) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, developments that are eligible pursuant to sections 26.1 or 26.2 of the Act shall have development charges calculated and payable in accordance with section 26.1 and/or 26.2 of the Act and interest thereon shall be calculated and payable in accordance with the City's policy, entitled "DC Interest Policy Under Sections 26.1 and 26.2 of the Development Charges Act, 1997", as amended from time to time;
- (6) If a use of any land, building or structure that constitutes development does not require the issuing of a building permit but requires one or more of the actions listed in subsection 2(4)(a) to (g) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in subsection 2(4)(a) to (g) required, or on a date set by agreement;
- (7) Nothing in this By-Law shall prevent Council from requiring, as a condition of any approval pursuant to the *Planning Act*, 1990 R.S.O. 1990, c.P.13, that the owner(s) of land install such local services as Council may require in accordance with the City's policy in respect of local services;

Credits

4.
 - (1) Where the City permits the provision of services in lieu of the payment of all or any portion of a development charge, the City shall give a credit for an amount equal to the reasonable cost to the owner of providing the services, as determined by the City, provided such credit shall relate only to the portion of the development charge attributable to the services provided, unless otherwise agreed by the City;
 - (2) The City may by agreement permit an owner to provide services additional to or of a greater size or capacity than is required, and the City may give a credit for an amount up to the reasonable cost to the owner of providing the services as determined by the City, provided that no such credit may be given for any part of the cost of work that relates to an increase in the level of service that exceeds the average level of service described in Paragraph 4 of Subsection 5(1) of the Development Charges Act, 1997;

Semi-Annual Adjustment

5.
 - (1) The development charges established pursuant to Section 2 of this By-Law shall be adjusted semi-annually, without amendment to this By-Law, as of the 1st day of January and the 1st day of July in each year, commencing on July 1, 2021, in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (Catalogue No. 62-007 CANSIM II Table 327 – 0039);

GENERAL

Term

6.
 - (1) This By-Law shall come into force and effect on the date of enactment;
 - (2) This By-Law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent By-Law;
 - (3) Nothing in this By-Law shall be construed so as to commit or require the City to authorize or proceed with any specific capital project at any specific time;

Transitional Provisions

7.
 - (1) If before the coming into force of this By-Law an owner or previous owner has made a payment for services described in this By-Law, or provided services in lieu thereof, no payment as required under this By-Law and no credits or refunds shall apply;

Schedules

8.

- (1) Schedules A and B are attached hereto and form part of this By-Law;

Repeal

9.

- (1) By-Law 094-2018 shall be and is hereby repealed effective on the date that this By-Law comes into force and effect;

Registration

10.

- (1) A certified copy of this By-Law may be registered in the By-Law register in the York Region Land Registry Office and/or against the title to any land to which this By-Law applies;

Severability

11.

- (1) In the event that any provision of this By-Law is found by a court or tribunal of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this By-Law shall remain in full force and effect;

Headings

12.

- (1) The headings inserted in this By-Law are for convenience of reference only and shall not affect the interpretation of this By-Law;

Short Title

13.

- (1) This By-Law may be cited as the Area Specific Development Charges By-Law – VMC West – Interchange Sanitary Sewer, 2021.

Enacted by City of Vaughan Council this 8th day of June, 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. X of Report No. X
of the Committee of the Whole
Adopted by Vaughan City Council on June 8, 2021

Schedule A:

Area Specific Development Charge Calculation

Service	Net Capital Cost
VMC West – Interchange Sanitary Sewer Improvements	\$17,751,773

Rate per Singles/Semis	Rate Per Townhouses & Multiples	Rate Per Large Apt	Rate Per Small Apt	Rate Per M² Non- Residential
\$982	\$810	\$599	\$432	\$10.83

Schedule B:



Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

**TITLE: 2021 ADOPTION OF TAX RATES AND ISSUANCE OF
PROPERTY TAX NOTICES – ALL WARDS**

FROM:

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

ACTION: DECISION

Purpose

To provide the background to a By-law as required under Section 312 of the *Municipal Act, S.O. 2001*, to levy and collect property taxes for the City of Vaughan, the Regional Municipality of York and the Province of Ontario for education purposes.

Report Highlights

- The efficient and timely issuance of the final property tax levy is essential by ensuring necessary funds are levied and collected in order for the City to meet its obligations in delivering programs and services to the community. It also provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York as well as the Province of Ontario with respect to education purposes.
- The total 2021 levy requirement for the City, including the portion for the hospital, is approximately over \$220 million, net of the portion required by the Region and the Province.
- An interim billing of approximately \$104 million (net of regional and education portions) was levied in February 2021 and will be shown as a reduction on the final tax bill.

Recommendations

1. That a By-law be enacted to adopt Municipal, Regional and Education Property Tax Rates as submitted in Attachment 1; and

2. That staff be authorized to proceed with the issuance of final property tax bills for 2021.

Background

The City property tax rates, as attached, are based on the levy requirement as per the approved 2021 operating budget and calculated utilizing the 2021 assessment roll as provided by the Municipal Property Assessment Corporation (MPAC). An interim tax levy, pursuant to City of Vaughan By-law 012-2021, was levied in February 2021 and will be shown as a reduction on the final tax bill.

The Region of York has approved their By-laws (2021-12, 2021-27) which confirm the region wide tax ratios and sets the uniform tax rates across all municipalities in the Region. In addition to existing policies for property tax capping options for business properties, the Region approved and adopted the provincial legislation that will allow a property to remain at full Current Value Assessment (CVA) tax once the property achieves full CVA tax. These policies remain in effect for the tax year 2021 and, as such, all business properties in Vaughan have achieved full CVA tax.

The Province of Ontario determines education tax rates and has passed Ontario Regulation 46/21 to prescribe the tax rates for all classes for 2021. The Province announced in 2019 that the education portion of commercial/industrial vacant and excess land tax discounts would be phased out over a two-year period. 2020 was the second year of this phase out, consequently, instead of these property classes paying education taxes at a discount of 30/35% respectively, the discount no longer exists. The Region, as the upper tier, has the option to phase-out or eliminate the discount program for the municipal portion to mirror the same change. Regional staff are in the process of evaluating options with local municipal staff for future tax years.

It is expected that residential, farm, managed forest and pipeline (uncapped classes) property tax bills will be mailed in June this year, due in three monthly instalments or paid through one of the City's pre-authorized payment plans.

Due to the timing of the capping protection analysis for the commercial, industrial and multi-residential property classes for 2021, these bills will continue to be produced separately for one more year, following the residential billing. Staff expect to mail the non-residential bills in July as well, providing three instalment due dates and the opportunity to pay through one of the City's pre-authorized payment plans.

The City collects property taxes on behalf of the Region of York and the York Region school boards; therefore, instalment due dates are generally set to accommodate the legislated payment dates to these other levying bodies. However, for the convenience of the ratepayers, approximately one month between each instalment is given. Due dates are generally the same day of each month except where weekends or holidays interfere.

Previous Reports/Authority

<https://vol.vgn.cty/departments/OCC/Council%20Secretariat/ByLaw%20Library/2020/07-2020.pdf#search=2020%20Tax%20Rate%20by-law>

<https://vaughan.escribemeetings.com/layouts/escribe/pages/landing.aspx?action=report&id=1212>

Analysis and Options

The City's budgetary requirement is \$220,012,835 (\$212,923,952 + \$7,088,883 for hospital) levied on just over \$107 billion in assessment. The 2021 levy requirements for Municipal, Regional, and Educational purposes are shown below:

	2021	
City of Vaughan	\$220,012,835	24.18%
Region of York	\$376,358,186	41.36%
Education-Province of Ontario	\$313,616,360	34.46%
Total	\$909,987,381	100.00%

Tax Ratios

The Region of York has the authority to change tax ratios to offset re-assessment tax shifts among the property classes according to tax policy requirements within provincial legislation. Changing the tax ratios assists in maintaining the relative tax burden among the classes thereby providing greater taxpayer equity. For 2021, however, the Province has mandated that property assessments used for the 2020 taxation year are to remain in place for 2021. As a result, any new revenue neutral tax ratios are not available for municipalities to adopt. This being the case, York Region will maintain the same tax ratios as approved in 2020 and this will allow York Region municipalities to retain the approximately the same distribution of taxes between property classes that existed in the 2020 taxation year. This is a hybrid model in that there is no change to the ratios for Pipelines, Farm and Managed Forest as they remain at Status Quo (same as the 2020 tax year).

The 2021 property tax ratios are as follows:

Property Class	2021 Tax Ratio	Ranges of Fairness
Residential	1.000000	1.0000
Multi-Residential	1.000000	1.0 to 1.1
Commercial	1.332100	0.6 to 1.1
Industrial	1.643200	0.6 to 1.1
Pipelines	0.919000	0.6 to 0.7
Farm	0.250000	0.2500
Managed Forest	0.250000	0.2500

The tax rates shown in Attachment 1, have been established using the above noted levies, tax ratios and the final assessment roll as returned for 2021.

Vaughan Healthcare Centre Precinct Development Levy

The Government of Ontario requires local communities to support the development of hospitals in their community. In 2009, Council approved a funding option towards the Vaughan Hospital Precinct Development Plan which is to be raised through a dedicated property tax rate. Approximately \$7,088,883 will be collected on the 2021 final property tax bill excluding payment-in-lieu and supplemental payments. This contribution does not form part of the City's operations and as such will be shown separately as a Special Charge on individual property tax bills. This equates to approximately \$65 for the average home in Vaughan.

Financial Impact

The total 2021 levy requirement for the City, including the portion for the hospital, is approx. \$220,012,835 net of the portion required by the Region and Province. An interim billing of approx. \$104 million (net of regional and education portions) was levied in February 2021 and will be shown as a reduction on the final tax bill.

Broader Regional Impacts/Considerations

The City of Vaughan will be collecting approx. \$376,358,186 in property taxes on behalf of the Region of York.

Conclusion

A by-law enacted to adopt the Municipal, Regional and Provincial (education) tax rates and levies for 2021 will permit staff to proceed with the issuance of the final property tax bills. The issuance of the final property tax levy supports the strategic priorities established by the Service Excellence Strategy Map, in particular to ensure "Financial Sustainability".

For more information, please contact:

Dean Ferraro, Director of Financial Services/Deputy Treasurer at ext. 8272 or
Maureen Zabiuk, Manager, Property Tax & Assessment at ext. 8268.

Attachment

1. 2021 Property Tax Rates

Prepared by

Maureen Zabiuk, A.I.M.A., CMRP, Manager, Property Tax & Assessment, Ext. 8268.

Approved by



Michael Coroneos
Deputy City Manager, Corporate
Services, City Treasurer & Chief
Financial Officer

Reviewed by



Jim Harnum, City Manager

C I T Y O F V A U G H A N

2021 TAX RATES *with hospital*

ASSESSMENT CATEGORY	TAX CODES	TAX RATES				
		Municipal GENERAL	Municipal HOSPITAL	Regional	Education	TOTAL
Residential						
Taxable Full	RT	0.00184394	0.00006157	0.00326425	0.00153000	0.00669976
Taxable: Shared Payment-In-Lieu	RH	0.00184394	0.00006157	0.00326425	0.00153000	0.00669976
Multi Residential						
Taxable Full	MT	0.00184394	0.00006157	0.00326425	0.00153000	0.00669976
New Multi Residential						
Taxable Full	NT	0.00184394	0.00006157	0.00326425	0.00153000	0.00669976
Commercial						
Commercial Taxable Full	CT,DT,ST	0.00245632	0.00008202	0.00434831	0.00880000	0.01568665
Commercial: Taxable Shared Payment-In-Lieu	CH	0.00245632	0.00008202	0.00434831	0.00880000	0.01568665
Commercial: Taxable Excess Land	CU,DU,SU	0.00171942	0.00005742	0.00304382	0.00880000	0.01362066
Commercial: Taxable Vacant Land	CX	0.00171942	0.00005742	0.00304382	0.00880000	0.01362066
Commercial: Taxable Farmland I	C1	0.00046099	0.00001539	0.00081606	0.00038250	0.00167494
Commercial New Construction: Taxable Full	XT	0.00245632	0.00008202	0.00434831	0.00880000	0.01568665
Commercial New Construction: Taxable Excess Land	XU	0.00171942	0.00005742	0.00304382	0.00880000	0.01362066
Office Building New Construction: Taxable Full	YT	0.00245632	0.00008202	0.00434831	0.00880000	0.01568665
Office Building New Construction: Taxable Excess Land	YU	0.00171942	0.00005742	0.00304382	0.00880000	0.01362066
Shopping Centre New Construction: Taxable Full	ZT	0.00245632	0.00008202	0.00434831	0.00880000	0.01568665
Shopping Centre New Construction: Taxable Excess Land	ZU	0.00171942	0.00005742	0.00304382	0.00880000	0.01362066
Parking Lot: Taxable Full	GT	0.00245632	0.00008202	0.00434831	0.00880000	0.01568665
Industrial						
Industrial: Taxable Full	IT,LT	0.00302997	0.00010118	0.00536382	0.00880000	0.01729497
Industrial: Taxable Shared Payment-In-Lieu	IH	0.00302997	0.00010118	0.00536382	0.00880000	0.01729497
Industrial: Taxable Excess Land	IU,LU	0.00196948	0.00006577	0.00348648	0.00880000	0.01432173
Industrial: Taxable Excess Land Shared Payment-In-Lieu	IK/IJ	0.00196948	0.00006577	0.00348648	0.00880000	0.01432173
Industrial: Taxable Vacant Land	IX	0.00196948	0.00006577	0.00348648	0.00880000	0.01432173
Industrial: Taxable Farmland I	I1	0.00046099	0.00001561	0.00081606	0.00038250	0.00167516
Industrial New Construction: Taxable Full	JT	0.00302997	0.00010118	0.00536382	0.00880000	0.01729497
Industrial New Construction: Taxable Excess Land	JU	0.00196948	0.00006577	0.00348648	0.00880000	0.01432173
Industrial New Construction: Taxable Vacant Land	JX	0.00196948	0.00006577	0.00348648	0.00880000	0.01432173
Large Industrial New Construction: Taxable Full	KT	0.00302997	0.00010118	0.00536382	0.00880000	0.01729497
Large Industrial New Construction: Taxable Excess Land	KU	0.00196948	0.00006577	0.00348648	0.00880000	0.01432173
Pipeline Taxable Full	PT	0.00169459	0.00005659	0.00299985	0.00880000	0.01355103
Farm						
Taxable Full	FT	0.00046099	0.00001539	0.00081606	0.00038250	0.00167494
Managed Forest Taxable Full	TT	0.00046099	0.00001539	0.00081606	0.00038250	0.00167494

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: ALLOCATION OF ADDITIONAL CANADA COMMUNITY-BUILDING FUND IN 2021 (FORMERLY FEDERAL GAS TAX FUNDING)

FROM:

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

ACTION: DECISION

Purpose

To provide Council with a status update on the City's Federal Gas Tax Program and the proposed allocation of the top-up of Gas Tax Funding (re-named to Canada Community-Building Fund) for 2021 announced by the Federal Government, and to seek Council approval on the proposed budget amendments resulting from the allocations.

Report Highlights

- The Federal Government has announced an additional \$2.2 billion in the Canada Community-Building Fund (formerly Federal Gas Tax Fund) to help prepare communities for economic recovery from the pandemic.
- Since 2005, the City of Vaughan has benefited from \$115.8 million of Gas Tax funding to support renewal and replacement of capital assets.
- Total additional funding for the City of Vaughan is \$9.3 million for eligible capital projects under the program, bringing the total Gas Tax / Canada Community-Building Funding in 2021 to \$19.0 million.
- Five existing capital projects are recommended for allocation of the additional funding, releasing both tax and rate supported funding sources, which can be re-directed to address pressures in other capital priority areas and/or help reduce property tax pressures (tax portion only).

Recommendations

1. That Council authorize the City Treasurer to make amendments to the approved capital budget and funding sources to reflect the proposed allocation of the one-time top-up of the Canada Community-Building Fund of \$9.3 million in 2021; and
2. That inclusion of this matter on a Public Committee or Council agenda with respect to amending capital budgets, as identified in this report, be deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002, as amended.

Background

The Federal Gas Tax Fund (GTF) was first introduced in the 2005 Federal Budget to assist Canadian municipalities in maintaining public infrastructure. In 2008 the federal government announced that the GTF would be made permanent to ensure stable, long-term funding to support municipalities.

In Ontario, the GTF is administered by the Association of Municipalities of Ontario (AMO). AMO receives and distributes GTF funding to Ontario Municipalities based on population (with the exception of Toronto). For municipalities that operate under 2 tiers, 50 percent of the total funding for the entire Region / County is allocated to the upper tier municipality and 50% is allocated to the lower tier municipalities based on population.

The following is a summary of the City of Vaughan's allocations from 2015 to 2021:

2015	2016	2017	2018	2019 *	2020	2021
\$8.3M	\$8.8M	\$8.8M	\$9.2M	\$18.5M	\$9.3M	\$9.7M

* Includes top up funding of \$9.2 million announced in the 2019 Federal Budget

As of December 31, 2020, the City has received approximately \$115.8 million in GTF since 2005. The following is a summary of the GTF expended during the period 2005 to 2020. It should be noted that the categories largely reflect repair and replacement programs and not growth driven projects.

Project Category	2020 Expenditure (\$millions)	Accumulated Expenditures since 2005
Local Roads and Bridges	10.2	64.2
Community Energy Systems	2.4	12.1
Public Transit	0.0	4.8
Capacity Building	0.0	1.2
Solid Waste / Water / Wastewater	0.3	4.7
Disaster Mitigation	0.1	0.3
Sports Infrastructure	1.9	2.4
Recreation	1.6	2.6
Total	16.4	92.2

At the end of 2020, there was approximately \$27.4 million in unspent GTF with \$21 million in commitments, leaving \$6.5M uncommitted in the GTF. This uncommitted balance will partially offset the City's 2021 Gas Tax funding commitments of approximately \$16.2 million included in the 2021 Council approved capital budget (the remaining \$9.7M to be funded by 2021 Federal Gas Tax allocation).

The following table illustrates the financial summary of the City's GTF program.

<u>Financial Summary</u>	<u>\$ Millions</u>
GTF Received Since 2005	115.8
Less: Accumulated Expenditures	(92.2)
Add: Investment Income	3.8
Unspent GTF	27.4
Less: Commitments in Capital Budget (December 31, 2020)	(20.9)
Remaining Uncommitted Funds as of December 31, 2020	6.5

On March 25, 2021, Deputy Prime Minister and Minister of Finance Chrystia Freeland announced Bill C-25 which would permanently rename the GTF to the Canada Community-Building Fund (CCBF) and increase funding by \$2.2 billion in 2021 (almost doubling the allocation to approximately \$4.5 billion) to help prepare communities for economic recovery from the pandemic. The announcement was reaffirmed on April 19, 2021 when she tabled the 2021 Budget which included the additional \$2.2 billion funding under Part 2 - Creating Jobs and Growth, Chapter 6 - Strengthening the Cities and Communities We Call Home.

A total additional amount of \$648 million will be provided to Ontario (excluding Toronto) and will be distributed to recipients in accordance with the allocation formula used for gas tax payments made in 2020. **The City of Vaughan's allocation is approximately \$9.3 million, bringing total funding in 2021 to \$19 million.** Allocations of the 2021 top-up by region / county / municipality in Ontario are provided in **Attachment 1**.

Previous Reports/Authority

[Communication – Gas Tax 2019 – May 6, 2019](#)

Analysis and Options

Allocation of the One-Time Top-Up of the Canada Community-Building Fund

The CCBF top-up provides the City with an opportunity to reduce the pressure on property taxes, water and stormwater rates by replacing the funding from those sources with CCBF for eligible projects.

Staff have identified, reviewed, and approved existing capital projects that are eligible for CCBF. Projects were prioritized based on the City's asset management framework and business cases were reviewed to ensure alignment with Term of Council strategic

objectives and compliance with the CCBF/GTF guidelines. Furthermore, considerations were given to the long-term financial and economic impact of the projects.

The following table provides a summary of the proposed allocation of the additional Canada Community-Building Fund totaling \$9.3 million and the funding released:

Project Number and Description	2021 Approved Total Budget	Allocation of \$9.3M CCBF Funding			Total 2021 Budget	Change in Budget
		Additional CCBF Funding	Reduction in Debt	Reduction in Stormwater Reserve		
EN-1879-12 - Storm Water Management Facility for Gallanough Park	5.1	3.4	0.0	(1.6)	6.9	1.8
ID-2047-18 - 2020 Road Rehabilitation/ Reconstruction	9.9	3.0	(4.8)	0.0	8.1	(1.8)
ID-2060-19 - 2021 Road Rehabilitation/ Reconstruction	6.0	1.2	(1.2)	0.0	6.0	0.0
ID-2097-20 - Road Reconstruction, Watermain & Street Lighting Replacement in the Woodland Acres Area	1.3	0.2	(0.2)	0.0	1.3	0.0
DE-7176-17 - Black Creek Channel Renewal Design and Construction	17.4	1.6	(1.6)	0.0	17.4	0.0
Grand Total	39.7	9.3	(7.7)	(1.6)	39.7	0.0

The proposal will replace funding from both tax and rate supported sources with CCBF for 5 eligible projects. Approximately \$7.7 million will be relieved from debt and \$1.6 million from the Stormwater Reserve. Funding released can be re-directed to address pressures in other capital priority areas. Alternatively, debt funding released can be re-directed to help reduce property tax pressures, by avoiding a debenture issuance of \$7.7 million and associated debt servicing costs of an estimated \$0.9 million per year, assuming a borrowing rate of 3% for a 10-year debenture.

Projects recommended to receive the top-up represent key asset investments prioritized by the City's asset management plan to improve roads and traffic and replace aging watermain and stormwater infrastructure.

Asset management is the integrated, lifecycle approach to effective stewardship of assets that will maximize benefits, manage risk, and provide appropriate levels of service to the public in a sustainable and environmentally responsible manner. As the City matures, multi-faceted integration across all asset classes is needed to support long-range financial planning that ensures that future funding is available to achieve target levels of service. The below discussion highlights some of the key projects that meet these asset management objectives and would benefit from the CCBF top-up under the proposal.

Stormwater Management Facility for Gallanough Park

The Stormwater Management Facility (SWMF) in Gallanough Park is one of several recommendations that came out of previously completed Stormwater Infrastructure Funding Study. The implementation of the recommendations has and continues to be

completed in several phases. As one of the recommended solutions, the storm relief sewer on Arnold Avenue was initially planned after the completion of the SWMF. As a result of the recent funding from the Disaster Mitigation and Adaptation Fund (DMAF) program, it was decided to advance the design and construction of the storm relief sewer to be completed in conjunction with the SWMF in Gallanough Park. Incorporating the storm relief sewer scope has resulted in a gain in efficiencies in both the design and construction costs. As the design progressed, the construction cost estimate for the stormwater management improvements were refined.

It is prudent engineering and industry practice for the design process to be completed in phases. Typically, the design is developed in three or four phases, preliminary design (30% and 60% completeness) and detailed design (90% and 100% completeness). During the budget cycle for the 2021 Capital Budget, the design of the stormwater management improvements was in the preliminary phase. At that time, the best available cost estimate was provided for the capital budget request based on the preliminary design. As the design was further refined in the detailed phase, a more accurate and refined cost estimate greater than the current available budget of approximately \$1.8 million was identified.

Roads Rehabilitation / Reconstruction, Watermain and Street Lighting Replacement

The City's extensive road and traffic network is responsible for connecting communities and moving people and goods in a safe, efficient, and sustainable manner. The City's Pavement Management Program (PMP) establishes a level of service for the entire road network to develop a prioritized listing of roads for preventative maintenance, pavement preservation, road rehabilitation and reconstruction to ensure that an acceptable level of service is maintained for the safety and well-being of all citizens. The planned system of treating pavements at the optimum time to maximize their useful life results in enhanced pavement longevity at a minimized cost. Continued investment in the PMP is critical to maximize the benefit for every dollar invested in road rehabilitation, which will mitigate the risks of further deterioration of roads reduced serviceability, increased traffic congestion, and increased long-term maintenance and reconstruction costs. CCBF top-up funds are also proposed to be allocated to watermain and streetlight replacement in conjunction with road reconstruction where applicable.

Black Creek Channel Renewal Design and Construction

In May 2016, through an extensive consultation process with the development industry, a Black Creek Financial Strategy was approved. This strategy developed a complex funding model for the Black Creek and Edgeley Pond infrastructure works in the Vaughan Metropolitan Centre and involved the creation of three new Area Specific Development Charges as well as the identification of costs to be allocated to City-Wide

Development Engineering Development Charges, City-Wide Parks Development Charges, and the Stormwater Reserve.

The portion of costs from the Stormwater Reserve were identified as putting significant pressure on the reserve, as such those costs were assumed to be debenture financed in the existing capital project, to be funded from future stormwater collections.

Since that time the City has begun to undertake a subsequent update to the Black Creek Financial Strategy. Due to a more detailed Edgeley Pond and Park design and increased land costs, the allocation of costs has increased significantly across all funding sources, including the Stormwater Reserve. In order to slightly mitigate the anticipated future budgets and further increased pressure on the Stormwater Reserve, staff have determined that the removal and replacement of the debenture component of the existing capital project with CCBF funding would be prudent.

Broader Regional Impacts/Considerations

Not applicable.

Financial Impact

Overall, there is no net financial impact to the City's approved capital budget due to the allocation of the additional Canada Community-Building Fund (formerly Federal Gas Tax Funding) of \$9.3 million in 2021. The total budget of the Stormwater Management Facility for Gallanough Park project (EN-1879-12) will increase by \$1.8 million, offset by a decrease in the budget of the 2020 Road Rehabilitation / Reconstruction project (ID-2047-18). Debt funding of \$7.7 million and funding from the Stormwater Reserve of \$1.6 million will be replaced by CCBF funding of \$9.3 million for the 5 recommended eligible projects. Funding released can be re-directed to address pressures in other capital priority areas. Alternatively, debt funding released can be re-directed to help reduce property tax pressures by avoiding a debenture issuance of \$7.7 million and associated debt servicing costs of an estimated \$0.9 million per year.

Conclusion

This one-time top-up fund will provide additional support to the City to address certain infrastructure deficits to support improved productivity, economic growth, a clean environment, and help to build strong cities and communities.

The proposed amendments to the capital projects outlined in this report help position the City to better manage funding pressures and continue its pursuit of service excellence, while delivering the needed services and infrastructure to Vaughan citizens.

Attachment

1. Allocation of 2021 Canada Community-Building Fund by Municipality in Ontario.

For more information, please contact:

Michael Marchetti, Director, Financial Planning & Development Finance, Ext. 8271

Prepared by

Kenneth Quan, Manager, Corporate Financial Planning & Analysis, Ext. 8029

Lisa-Marie Russo, Manager Financial Planning & Analysis Ext. 8438

Varant Khatchadourian, Manager Financial Planning & Analysis Ext. 8338

Brianne Clace, Project Manager, Development Finance, Ext. 8284

Sean Skinkle, Finance Manager, Water, Wastewater and Stormwater Ext. 8486

Approved by



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

Reviewed by



Jim Harnum, City Manager

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Bruce, County of	\$ 2,108,772	\$ 2,027,223	\$ 4,135,995
Arran-Elderslie, Municipality of	215,758	207,414	423,173
Brockton, Municipality of	300,057	288,453	588,510
Huron-Kinloss, Township of	224,194	215,524	439,719
Kincardine, Municipality of	361,204	347,236	708,439
Northern Bruce Peninsula, Municipality of	126,829	121,924	248,753
Saugeen Shores, Town of	434,973	418,152	853,126
South Bruce Peninsula, Town of	266,915	256,593	523,507
South Bruce, Municipality of	178,842	171,926	350,767
Dufferin, County of	\$ 1,957,935	\$ 1,882,218	\$ 3,840,153
Amaranth, Township of	129,366	124,363	253,729
East Garafraxa, Township of	81,793	78,630	160,424
Grand Valley, Town of	93,750	90,125	183,875
Melancthon, Township of	95,399	91,710	187,109
Mono, Town of	273,036	262,477	535,513
Mulmur, Township of	110,305	106,040	216,345
Orangeville, Town of	916,568	881,123	1,797,691
Shelburne, Town of	257,717	247,751	505,468
Durham, Regional Municipality of	\$ 20,479,458	\$ 19,687,484	\$ 40,166,942
Ajax, Town of	3,795,574	3,648,793	7,444,368
Brock, Township of	369,228	354,949	724,177
Clarington, Municipality of	2,918,206	2,805,355	5,723,561
Oshawa, City of	5,057,235	4,861,663	9,918,898
Pickering, City of	2,910,531	2,797,976	5,708,508
Scugog, Township of	685,586	659,074	1,344,660
Uxbridge, Township of	671,600	645,628	1,317,228
Whitby, Town of	4,071,496	3,914,045	7,985,541
Elgin, County of	\$ 1,587,946	\$ 1,526,538	\$ 3,114,484
Aylmer, Town of	237,610	228,421	466,031
Bayham, Municipality of	234,565	225,494	460,060
Central Elgin, Municipality of	399,833	384,371	784,204
Dutton/Dunwich, Municipality of	122,611	117,869	240,480
Malahide, Township of	294,697	283,301	577,998
Southwold, Township of	140,213	134,790	275,003
West Elgin, Municipality of	158,417	152,291	310,708

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Essex, County of	\$ 5,757,252	\$ 5,534,610	\$ 11,291,861
Amherstburg, Town of	695,704	668,800	1,364,503
Essex, Town of	647,845	622,792	1,270,638
Kingsville, Town of	683,525	657,092	1,340,617
Lakeshore, Municipality of	1,161,123	1,116,221	2,277,344
LaSalle, Town of	957,163	920,148	1,877,312
Leamington, Municipality of	875,180	841,335	1,716,515
Tecumseh, Town of	736,711	708,221	1,444,933
Frontenac, County of	\$ 846,065	\$ 813,346	\$ 1,659,412
Central Frontenac, Township of	138,690	133,327	272,017
Frontenac Islands, Township of	55,819	53,660	109,479
North Frontenac, Township of	60,195	57,868	118,063
South Frontenac, Township of	591,361	568,492	1,159,853
Grey, County of	\$ 2,975,833	\$ 2,860,753	\$ 5,836,585
Chatsworth, Township of	210,271	202,140	412,411
Georgian Bluffs, Township of	332,343	319,491	651,834
Grey Highlands, Municipality of	310,935	298,911	609,846
Hanover, Town of	243,826	234,397	478,223
Meaford, Municipality of	348,581	335,101	683,682
Owen Sound, City of	676,833	650,659	1,327,492
Southgate, Township of	233,233	224,214	457,447
The Blue Mountains, Town of	222,799	214,183	436,982
West Grey, Municipality of	397,010	381,657	778,668
Haliburton, County of	\$ 572,839	\$ 550,686	\$ 1,123,526
Algonquin Highlands, Township of	74,562	71,679	146,241
Dysart Et Al, Municipality of	199,171	191,469	390,640
Highlands East, Municipality of	106,024	101,924	207,947
Minden Hills, Township of	193,082	185,615	378,697
Halton, Region of	\$ 17,393,700	\$ 16,721,058	\$ 34,114,758
Burlington, City of	5,813,832	5,589,001	11,402,833
Halton Hills, Town of	1,939,730	1,864,718	3,804,448
Milton, Town of	3,492,726	3,357,657	6,850,383
Oakville, Town of	6,147,412	5,909,681	12,057,093

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Hastings, County of	\$ 1,256,808	\$ 1,208,205	\$ 2,465,013
Bancroft, Town of	123,087	118,327	241,413
Carlow/Mayo, Township of	27,402	26,342	53,744
Centre Hastings, Municipality of	151,408	145,553	296,961
Deseronto, Town of	56,263	54,087	110,350
Faraday, Township of	44,433	42,715	87,148
Hastings Highlands, Municipality of	129,334	124,333	253,667
Limerick, Township of	10,973	10,549	21,523
Madoc, Township of	65,904	63,355	129,260
Marmora and Lake, Municipality of	125,370	120,522	245,892
Stirling-Rawdon, Township of	154,833	148,846	303,679
Tudor & Cashel, Township of	18,585	17,866	36,451
Tweed, Municipality of	191,686	184,274	375,960
Tyendinaga, Township of	136,280	131,010	267,290
Wollaston, Township of	21,249	20,427	41,677
Huron, County of	\$ 1,880,613	\$ 1,807,887	\$ 3,688,501
Ashfield-Colborne-Wawanosh, Township of	171,960	165,310	337,269
Bluewater, Municipality of	226,319	217,567	443,887
Central Huron, Municipality of	240,274	230,982	471,256
Goderich, Town of	241,923	232,568	474,491
Howick, Township of	122,833	118,083	240,915
Huron East, Municipality of	289,813	278,606	568,419
Morris-Turnberry, Municipality of	110,876	106,588	217,465
North Huron, Township of	156,419	150,370	306,789
South Huron, Municipality of	320,196	307,814	628,010
Lambton, County of	\$ 3,913,618	\$ 3,762,272	\$ 7,675,890
Brooke-Alvinston, Municipality of	76,465	73,508	149,973
Dawn-Euphemia, Township of	62,384	59,971	122,355
Enniskillen, Township of	88,676	85,246	173,922
Lambton Shores, Municipality of	337,164	324,125	661,289
Oil Springs, Village of	20,551	19,757	40,308
Petrolia, Town of	182,108	175,066	357,174
Plympton-Wyoming, Town of	247,220	237,659	484,879
Point Edward, Village of	64,604	62,105	126,709
Sarnia, City of	2,270,615	2,182,806	4,453,421
St. Clair, Township of	446,740	429,464	876,203
Warwick, Township of	117,092	112,564	229,657

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Lanark, County of	\$ 1,900,309	\$ 1,826,821	\$ 3,727,129
Beckwith, Township of	242,431	233,055	475,486
Carleton Place, Town of	337,576	324,521	662,098
Drummond/North Elmsley, Township of	246,522	236,988	483,510
Lanark Highlands, Township of	169,295	162,749	332,044
Mississippi Mills, Municipality of	417,467	401,322	818,789
Montague, Township of	119,281	114,668	233,949
Perth, Town of	188,071	180,798	368,869
Tay Valley, Township of	179,666	172,718	352,385
Leeds & Grenville, United Counties of	\$ 2,214,320	\$ 2,128,689	\$ 4,343,009
Athens, Township of	95,558	91,862	187,420
Augusta, Township of	233,202	224,183	457,385
Edwardsburgh/Cardinal, Township of	224,956	216,256	441,212
Elizabethtown-Kitley, Township of	312,521	300,435	612,957
Front of Yonge, Township of	82,681	79,484	162,165
Leeds and the Thousand Islands, Township of	300,184	288,575	588,759
Merrickville-Wolford, Village of	97,270	93,509	190,779
North Grenville, Municipality of	521,746	501,569	1,023,315
Rideau Lakes, Township of	327,491	314,826	642,317
Westport, Village of	18,712	17,988	36,700
Lennox & Addington, County of	\$ 1,360,200	\$ 1,307,598	\$ 2,667,798
Addington Highlands, Township of	73,674	70,825	144,499
Greater Napanee, Town of	504,017	484,526	988,543
Loyalist, Township of	538,238	517,423	1,055,661
Stone Mills, Township of	244,270	234,824	479,094
Middlesex, County of	\$ 2,269,251	\$ 2,181,495	\$ 4,450,746
Adelaide Metcalfe, Township of	94,828	91,161	185,989
Lucan Biddulph, Township of	149,061	143,297	292,358
Middlesex Centre, Municipality of	547,467	526,296	1,073,763
Newbury, Village of	14,779	14,208	28,987
North Middlesex, Municipality of	201,455	193,664	395,119
Southwest Middlesex, Municipality of	181,506	174,487	355,993
Strathroy-Caradoc, Municipality of	661,800	636,207	1,298,007
Thames Centre, Municipality of	418,355	402,176	820,531

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Muskoka, District Municipality of	\$ 1,915,310	\$ 1,841,242	\$ 3,756,552
Bracebridge, Town of	507,760	488,124	995,883
Georgian Bay, Township of	79,256	76,191	155,447
Gravenhurst, Town of	390,445	375,346	765,791
Huntsville, Town of	628,467	604,164	1,232,631
Lake of Bays, Township of	100,442	96,558	197,000
Muskoka Lakes, Township of	208,939	200,859	409,799
Niagara, Region of	\$ 14,204,837	\$ 13,655,513	\$ 27,860,349
Fort Erie, Town of	973,972	936,307	1,910,280
Grimsby, Town of	866,268	832,768	1,699,035
Lincoln, Town of	754,408	725,234	1,479,643
Niagara Falls, City of	2,793,185	2,685,168	5,478,354
Niagara-on-the-Lake, Town of	555,364	533,887	1,089,251
Pelham, Town of	542,646	521,661	1,064,308
Port Colborne, City of	580,578	558,126	1,138,703
St. Catharines, City of	4,221,699	4,058,439	8,280,138
Thorold, City of	596,277	573,218	1,169,494
Wainfleet, Township of	202,089	194,274	396,363
Welland, City of	1,658,481	1,594,344	3,252,825
West Lincoln, Township of	459,870	442,086	901,956
Northumberland, County of	\$ 2,699,055	\$ 2,594,678	\$ 5,293,733
Alnwick/Haldimand, Township of	217,851	209,427	427,278
Brighton, Municipality of	375,634	361,108	736,742
Cobourg, Town of	616,543	592,700	1,209,242
Cramahe, Township of	201,550	193,756	395,305
Hamilton, Township of	347,027	333,607	680,634
Port Hope, Municipality of	531,324	510,777	1,042,101
Trent Hills, Municipality of	409,125	393,304	802,429
Oxford, County of	\$ 3,516,005	\$ 3,380,036	\$ 6,896,041
Blandford-Blenheim, Township of	234,660	225,586	460,246
East Zorra-Tavistock, Township of	226,097	217,354	443,451
Ingersoll, Town of	404,590	388,944	793,534
Norwich, Township of	348,898	335,406	684,304
South-West Oxford, Township of	243,065	233,665	476,730
Tillsonburg, Town of	503,383	483,916	987,299
Woodstock, City of	1,297,213	1,247,048	2,544,261
Zorra, Township of	258,098	248,117	506,215

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Peel, Region of	\$ 43,822,064	\$ 42,127,394	\$ 85,949,459
Brampton, City of	18,827,320	18,099,237	36,926,558
Caledon, Town of	2,109,121	2,027,558	4,136,679
Mississauga, City of	22,885,623	22,000,599	44,886,222
Perth, County of	\$ 1,207,269	\$ 1,160,582	\$ 2,367,851
North Perth, Municipality of	416,420	400,316	816,736
Perth East, Township of	388,859	373,822	762,681
Perth South, Township of	120,835	116,162	236,997
West Perth, Municipality of	281,155	270,282	551,437
Peterborough, County of	\$ 1,769,166	\$ 1,700,750	\$ 3,469,916
Asphodel-Norwood, Township of	130,318	125,278	255,596
Cavan Monaghan, Township of	280,013	269,185	549,198
Douro-Dummer, Township of	212,777	204,549	417,325
Havelock-Belmont-Methuen, Township of	143,670	138,114	281,783
North Kawartha, Township of	78,622	75,581	154,203
Otonabee-South Monaghan, Township of	211,540	203,359	414,900
Selwyn, Township of	541,061	520,137	1,061,197
Trent Lakes, Municipality of	171,167	164,547	335,714
Prescott & Russell, United Counties of	\$ 2,833,210	\$ 2,723,645	\$ 5,556,855
Alfred and Plantagenet, Township of	307,003	295,130	602,133
Casselman, Municipality of	112,525	108,174	220,699
Champlain, Township of	276,112	265,434	541,547
Clarence-Rockland, City of	777,402	747,338	1,524,740
East Hawkesbury, Township of	104,533	100,491	205,024
Hawkesbury, Town of	325,493	312,905	638,398
Russell, Township of	523,934	503,673	1,027,607
The Nation Municipality	406,208	390,499	796,707

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Renfrew, County of	\$ 2,793,217	\$ 2,685,199	\$ 5,478,416
Admaston/Bromley, Township of	93,084	89,484	182,568
Arnprior, Town of	278,935	268,148	547,083
Bonnechere Valley, Township of	116,521	112,015	228,537
Brudenell, Lyndoch and Raglan, Township of	47,668	45,824	93,492
Deep River, Town of	130,318	125,278	255,596
Greater Madawaska, Township of	79,859	76,770	156,629
Head, Clara & Maria, United Townships of	7,865	7,561	15,427
Horton, Township of	91,562	88,021	179,582
Killaloe, Hagarty & Richards, Township of	76,751	73,783	150,533
Laurentian Hills, Town of	93,909	90,277	184,186
Laurentian Valley, Township of	297,710	286,197	583,907
Madawaska Valley, Township of	130,762	125,705	256,466
McNab/Braeside, Township of	227,651	218,848	446,499
North Algona Wilberforce, Township of	92,450	88,874	181,324
Petawawa, Town of	545,088	524,009	1,069,097
Renfrew, Town of	260,794	250,708	511,502
Whitewater Region, Township of	222,292	213,695	435,987
 Simcoe, County of	 \$ 9,689,487	 \$ 9,314,779	 \$ 19,004,265
Adjala-Tosorontio, Township of	348,074	334,613	682,687
Bradford West Gwillimbury, Town of	1,120,338	1,077,013	2,197,350
Clearview, Township of	448,801	431,445	880,246
Collingwood, Town of	691,168	664,440	1,355,608
Essa, Township of	668,651	642,793	1,311,443
Innisfil, Town of	1,159,696	1,114,849	2,274,545
Midland, Town of	534,844	514,161	1,049,005
New Tecumseth, Town of	1,085,990	1,043,993	2,129,984
Oro-Medonte, Township of	667,160	641,360	1,308,520
Penetanguishene, Town of	284,231	273,240	557,471
Ramara, Township of	300,913	289,277	590,190
Severn, Township of	427,425	410,896	838,321
Springwater, Township of	604,459	581,084	1,185,543
Tay, Township of	318,198	305,893	624,091
Tiny, Township of	373,827	359,370	733,197
Wasaga Beach, Town of	655,711	630,353	1,286,064

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Stormont, Dundas & Glengarry, United Counties of	\$ 2,072,680	\$ 1,992,527	\$ 4,065,207
North Dundas, Township of	357,684	343,851	701,535
North Glengarry, Township of	320,608	308,210	628,819
North Stormont, Township of	217,978	209,549	427,527
South Dundas, Municipality of	343,570	330,284	673,854
South Glengarry, Township of	417,054	400,926	817,980
South Stormont, Township of	415,786	399,707	815,492
 Waterloo, Region of	 \$ 16,972,491	 \$ 16,316,138	 \$ 33,288,629
Cambridge, City of	4,120,433	3,961,089	8,081,522
Kitchener, City of	7,396,672	7,110,630	14,507,302
North Dumfries, Township of	323,970	311,442	635,412
Waterloo, City of	3,329,647	3,200,884	6,530,531
Wellesley, Township of	357,113	343,303	700,415
Wilmot, Township of	651,588	626,390	1,277,978
Woolwich, Township of	793,069	762,400	1,555,469
 Wellington, County of	 \$ 2,883,922	 \$ 2,772,396	 \$ 5,656,319
Centre Wellington, Township of	894,082	859,506	1,753,588
Erin, Town of	362,790	348,760	711,550
Guelph/Eramosa, Township of	407,667	391,901	799,568
Mapleton, Township of	333,865	320,954	654,820
Minto, Town of	275,002	264,367	539,369
Puslinch, Township of	232,662	223,665	456,327
Wellington North, Township of	377,854	363,242	741,096
 York, Regional Municipality of	 \$ 35,192,657	 \$ 33,831,700	 \$ 69,024,356
Aurora, Town of	1,758,447	1,690,445	3,448,891
East Gwillimbury, Town of	760,878	731,454	1,492,332
Georgina, Town of	1,440,439	1,384,735	2,825,174
King, Township of	777,402	747,338	1,524,740
Markham, City of	10,433,207	10,029,738	20,462,945
Newmarket, Town of	2,671,177	2,567,878	5,239,055
Richmond Hill, City of	6,185,153	5,945,963	12,131,115
Vaughan, City of	9,712,227	9,336,639	19,048,866
Whitchurch-Stouffville, Town of	1,453,727	1,397,509	2,851,237

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Single-Tier Municipalities			
Alberton, Township of	\$ 61,464	\$ 59,087	\$ 120,551
Armour, Township of	89,690	86,222	175,912
Armstrong, Township of	73,960	71,100	145,059
Assignack, Township of	64,255	61,770	126,025
Atikokan, Town of	174,624	167,871	342,494
Baldwin, Township of	38,375	36,891	75,267
Barrie, City of	8,971,202	8,624,271	17,595,473
Belleville, City of	3,216,931	3,092,527	6,309,459
Billings, Township of	38,248	36,769	75,018
Black River-Matheson, Township of	154,643	148,663	303,306
Blind River, Town of	220,230	211,713	431,943
Bonfield, Township of	126,226	121,345	247,571
Brant, County of	2,328,336	2,238,296	4,566,632
Brantford, City of	6,184,201	5,945,048	12,129,249
Brethour, Township of	7,865	7,561	15,427
Brockville, City of	1,353,983	1,301,623	2,655,606
Bruce Mines, Town of	36,916	35,489	72,405
Burk's Falls, Village of	62,225	59,819	122,044
Burpee and Mills, Township of	21,757	20,915	42,672
Callander, Municipality of	245,031	235,556	480,587
Calvin, Municipality of	32,730	31,464	64,194
Carling, Township of	71,359	68,600	139,959
Casey, Township of	23,342	22,440	45,782
Central Manitoulin, Municipality of	132,189	127,077	259,266
Chamberlain, Township of	21,059	20,244	41,303
Chapleau, Township of	124,577	119,760	244,337
Chapple, Township of	40,469	38,904	79,372
Charlton and Dack, Municipality of	43,513	41,830	85,344
Chatham-Kent, Municipality of	6,447,500	6,198,165	12,645,666
Chisholm, Township of	81,889	78,722	160,610
Cobalt, Town of	71,549	68,782	140,332
Cochrane, Town of	337,513	324,461	661,973
Coleman, Township of	37,741	36,282	74,023
Conmee, Township of	51,949	49,940	101,890
Cornwall, City of	2,955,155	2,840,874	5,796,029
Dawson, Township of	29,685	28,537	58,223
Dorion, Township of	20,044	19,269	39,313
Dryden, City of	491,521	472,514	964,035
Dubreuilville, Township of	38,883	37,379	76,262

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Ear Falls, Township of	\$ 63,113	\$ 60,672	\$ 123,786
East Ferris, Municipality of	308,398	296,472	604,870
Elliot Lake, City of	681,305	654,958	1,336,263
Emo, Township of	84,553	81,283	165,835
Englehart, Town of	93,813	90,186	183,999
Espanola, Town of	320,196	307,814	628,010
Evanturel, Township of	28,480	27,379	55,859
Fauquier-Strickland, Township of	33,999	32,684	66,683
Fort Frances, Town of	490,887	471,904	962,791
French River, Municipality of	168,851	162,322	331,173
Gananoque, Separated Town of	327,237	314,582	641,819
Gauthier, Township of	8,753	8,415	17,168
Gillies, Township of	30,066	28,903	58,969
Gordon/Barrie Island, Municipality of	31,081	29,879	60,960
Gore Bay, Town of	54,994	52,867	107,861
Greater Sudbury, City of	10,245,961	9,849,733	20,095,694
Greenstone, Municipality of	294,063	282,691	576,754
Guelph, City of	8,359,734	8,036,449	16,396,183
Haldimand, County of	2,892,929	2,781,055	5,673,985
Hamilton, City of	34,056,810	32,739,778	66,796,588
Harley, Township of	34,950	33,599	68,549
Harris, Township of	34,570	33,233	67,802
Hearst, Town of	321,592	309,155	630,747
Hilliard, Township of	13,130	12,622	25,752
Hilton Beach, Village of	10,847	10,427	21,274
Hilton, Township of	19,473	18,720	38,193
Hornepayne, Township of	62,162	59,758	121,920
Hudson, Township of	31,905	30,672	62,577
Huron Shores, Municipality of	105,548	101,466	207,014
Ignace, Township of	76,243	73,295	149,538
Iroquois Falls, Town of	287,783	276,654	564,438
James, Township of	26,641	25,610	52,251
Jocelyn, Township of	19,854	19,086	38,940
Johnson, Township of	47,636	45,794	93,430
Joly, Township of	19,283	18,537	37,820
Kapuskasing, Town of	525,964	505,624	1,031,588
Kawartha Lakes, City of	4,784,104	4,599,095	9,383,199
Kearney, Town of	55,946	53,782	109,728
Kenora, City of	957,544	920,514	1,878,058
Kerns, Township of	22,708	21,830	44,538

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Killarney, Municipality of	\$ 24,484	\$ 23,537	\$ 48,021
Kingston, City of	7,852,545	7,548,874	15,401,420
Kirkland Lake, Town of	506,237	486,660	992,898
La Vallee, Township of	59,498	57,197	116,694
Laird, Township of	66,412	63,843	130,255
Lake of the Woods, Township of	14,589	14,025	28,614
Larder Lake, Township of	46,304	44,513	90,818
Latchford, Town of	19,854	19,086	38,940
London, City of	24,345,947	23,404,450	47,750,397
MacDonald, Meredith & Aberdeen Add'l, Township of	102,059	98,113	200,172
Machar, Township of	55,946	53,782	109,728
Machin, Municipality of	61,591	59,209	120,800
Magnetawan, Municipality of	88,168	84,759	172,927
Manitouwadge, Township of	122,865	118,113	240,978
Marathon, Town of	207,607	199,579	407,186
Markstay-Warren, Municipality of	168,471	161,956	330,427
Matachewan, Township of	14,272	13,720	27,992
Mattawa, Town of	126,417	121,528	247,944
Mattawan, Municipality of	10,212	9,817	20,030
Mattice - Val Côté, Township of	41,103	39,513	80,616
McDougall, Municipality of	171,389	164,761	336,150
McGarry, Township of	38,629	37,135	75,764
McKellar, Township of	70,471	67,746	138,217
McMurrich/Monteith, Township of	52,267	50,245	102,512
Moonbeam, Township of	78,083	75,063	153,146
Moosonee, Town of	93,940	90,307	184,248
Morley, Township of	30,510	29,330	59,840
Nairn & Hyman, Township of	21,693	20,854	42,547
Neebing, Municipality of	130,349	125,308	255,658
Nipigon, Township of	104,153	100,125	204,277
Nipissing, Township of	108,276	104,088	212,364
Norfolk, County of	4,062,331	3,905,234	7,967,564
North Bay, City of	3,270,023	3,143,566	6,413,588
Northeastern Manitoulin and the Islands, Town of	172,023	165,371	337,394
O'Connor, Township of	42,054	40,428	82,482
Oliver-Paipoonge, Municipality of	375,634	361,108	736,742
Opasatika, Township of	14,335	13,781	28,116
Orillia, City of	1,976,869	1,900,420	3,877,289
Ottawa, City of	59,259,320	56,967,666	116,226,986
Papineau-Cameron, Township of	64,445	61,953	126,398

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
Parry Sound, Town of	\$ 406,461	\$ 390,743	\$ 797,204
Pelee, Township of	14,906	14,330	29,236
Pembroke, City of	880,540	846,488	1,727,027
Perry, Township of	155,658	149,638	305,296
Peterborough, City of	5,139,885	4,941,117	10,081,002
Pickle Lake, Township of	24,611	23,659	48,270
Plummer Additional, Township of	41,864	40,245	82,109
Powassan, Municipality of	219,152	210,677	429,828
Prescott, Town of	267,803	257,446	525,249
Prince Edward, County of	1,568,949	1,508,275	3,077,223
Prince, Township of	64,065	61,587	125,652
Quinte West, City of	2,764,102	2,657,210	5,421,313
Rainy River, Town of	51,188	49,209	100,397
Red Lake, Municipality of	260,508	250,434	510,942
Red Rock, Township of	56,770	54,575	111,345
Ryerson, Township of	41,103	39,513	80,616
Sables-Spanish Rivers, Township of	202,216	194,396	396,612
Sault Ste. Marie, City of	4,653,755	4,473,787	9,127,541
Schreiber, Township of	67,173	64,575	131,748
Seguin, Township of	273,004	262,447	535,451
Shuniah, Municipality of	177,478	170,615	348,093
Sioux Lookout, Municipality of	334,405	321,473	655,877
Sioux Narrows-Nestor Falls, Township of	35,965	34,574	70,539
Smiths Falls, Town of	556,918	535,381	1,092,299
Smooth Rock Falls, Town of	84,362	81,100	165,462
South Algonquin, Township of	69,520	66,831	136,351
South River, Village of	70,661	67,929	138,590
Spanish, Town of	45,162	43,416	88,578
St. Charles, Municipality of	80,493	77,380	157,873
St. Joseph, Township of	78,654	75,612	154,265
St. Marys, Town of	460,821	443,000	903,822
St. Thomas, City of	2,468,010	2,372,568	4,840,578
Stratford, City of	1,995,835	1,918,652	3,914,487
Strong, Township of	91,276	87,746	179,023
Sundridge, Village of	60,957	58,599	119,556
Tarbutt, Township of	33,872	32,562	66,434
Tehkummah, Township of	27,656	26,586	54,242
Temagami, Municipality of	50,871	48,904	99,775
Temiskaming Shores, City of	629,229	604,895	1,234,124
Terrace Bay, Township of	102,186	98,235	200,421

Estimated AMO Allocations of the federal Gas Tax Fund in 2021

Municipality	Scheduled Allocation	Top-Up Allocation	Total Allocation
The Archipelago, Township of	\$ 33,681	\$ 32,379	\$ 66,060
The North Shore, Township of	31,525	30,306	61,831
Thessalon, Town of	81,571	78,417	159,988
Thornloe, Village of	7,104	6,829	13,934
Thunder Bay, City of	6,844,701	6,580,005	13,424,706
Timmins, City of	2,650,626	2,548,122	5,198,747
Val Rita-Harty, Township of	48,334	46,465	94,799
Wawa, Municipality of	184,265	177,139	361,404
West Nipissing, Municipality of	911,113	875,879	1,786,992
White River, Township of	40,913	39,330	80,243
Whitestone, Municipality of	58,102	55,855	113,957
Windsor, City of	13,776,301	13,243,550	27,019,851
Total	\$ 673,996,169	\$ 647,931,646	\$ 1,321,927,815

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: 2020 ANNUAL INVESTMENT REPORT

FROM:

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

ACTION: FOR INFORMATION

Purpose

To report to Council on the City's investment portfolio activities during the year 2020, as required by Ontario Regulation 438/97 (as amended) of the Municipal Act and the City's Investment Policy.

Report Highlights

- The City's investment portfolios generated total investment income of \$19.29 million for 2020, which represents a weighted average income return of 2.06%
- The Money Market portfolio earned interest income of \$12.92M, Bond portfolio and Alectra' promissory note earned \$4.81M, and cash balance in the bank earned interest income of \$1.56M
- The majority of the investment income was distributed to the City's reserve funds (\$10.15M) and a portion (\$5.59M) to the operating budget, which helps reduce the tax levy requirement
- All investments to December 31, 2020 were made in accordance with the City's Investment Policy and compliance with Ontario Regulation 438/97 (as amended) and the Municipal Act

Recommendation

1. That this report be received for information.

Background

The Municipal Act is the governing legislation for the investment of municipal funds. Ontario Regulation 438/97, as amended, outlines the criteria for eligible investments. The City's investment policy, approved by Council, conforms to this legislation and acts as the governing parameters in managing the City's investment portfolio.

The reporting requirements in the City's investment policy and the Municipal Act require that the Treasurer, or designate, submit an investment report to Council at minimal annually, including a management summary that provides an analysis of the status of the current investment portfolio and transactions completed over the last year.

Previous Reports/Authority

[2019 ANNUAL INVESTMENT REPORT](#)

Analysis and Options

The Financial Planning and Development Finance Department manages the investment portfolio for the City with a book value of approximately \$954.86 million (cash and investments) at December 31, 2020 (\$943.06 million in 2019), as outlined in Attachment 1. These investments consist of the cash requirements for day to day operations and funds held in reserves, reserve funds and other funds of the Corporation. The credit quality of all investments follows the City's Investment Policy and the Ontario Regulation 438/97 (as amended) of the Municipal Act.

2020 City of Vaughan Investment Portfolios

During 2020, the City's investment portfolios generated investment income in the amount of \$19.29 million, which represents a weighted average earned income return of 2.06%. As a basis of year over year comparison, the City's investment income was \$25.92 million in 2019, which represented a weighted average earned income return of 2.65%. The decrease in 2020 investment income was due to significantly lower interest yields across all income generating assets which resulted from the Bank of Canada lowering interest rates in response to the COVID-19 global pandemic. The investment income decrease was offset by effective cash management to capture higher rates when available.

The table below provides a summary of the investment breakdown by portfolios.

Portfolio Summary as at Dec 31, 2020	Book Value	Earned Income
	Mil (\$)	Mil (\$)¹
Money Market Portfolio	707.68	12.92
Bond Portfolio	82.38	1.36
Alectra Note	78.24	3.45
Subtotal Investments	\$ 868.30	\$ 17.73
Cash in Bank	86.56	1.56
Total Investments	\$ 954.86	\$ 19.29
¹ Earned Income includes interest income, realized gain/loss, other income, bond amortization, less expenses (excludes unrealized gain/loss)		

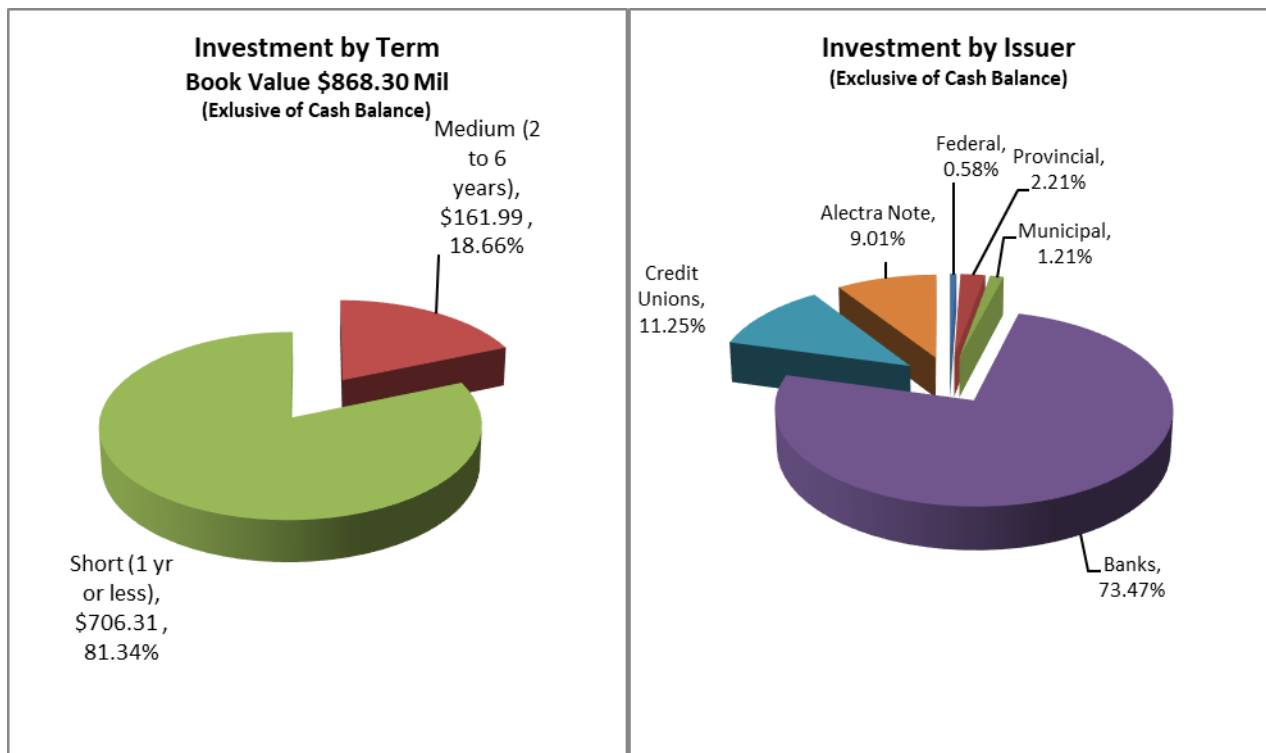
The Money Market portfolio (total holdings of \$707.68 million) averaged a rate of return of 1.86% outperforming the 90-day average T-bill rate of 0.44%. The cash balance held in the City's bank account earned an average rate of return of 1.07%, which is higher than the average one-month Banker's Acceptance Money Market instrument of 0.63%. The Bond Fund portfolio and the Alectra Note (total holdings of \$160.61 million) earned an average rate of return of 3.05%. The earned rate of return includes interest income and realized capital gains/losses.

Allocation of investment income to reserve funds is based on the Bank of Canada's (BOC) interest rate. Earned income over and above the BOC interest rate is allocated to the City's operating budget. As mentioned above, the BOC lowered interest rates in response to the global pandemic in 2020. As a result, earned income allocated to reserve funds was significantly lower than the previous year.

The City's investment program has a dual focus on providing liquidity for the day-to-day operations and long-term reserve management. This dual focus is transforming the investment portfolio to become more diversified in its holdings in both financial institutions / issuers with credit ratings that comply with the City's Investment Policy and terms of the investments. The shift to reserve management is aligned with the City's fiscal framework and long-term financial sustainability.

Summary of Holdings

The following charts provide a summary overview of the City's current holdings by both term and by issuer. The details of these holdings may be found in Attachment 1.



Outlook for 2021

Bond yields and interest rates are at historical lows. This is expected to continue in 2021 which would place pressure on investment income in 2021. All asset classes and capital markets are facing extreme market swings as the COVID-19 pandemic continues. Staff is monitoring the capital market and will focus on strategic purchases that will diversify the portfolio while at the same time potentially earn higher than expected market yields. Currently, the City's portfolio is predominately short term and is positioned to take advantage of changing market conditions.

Financial Impact

The investment income generated from the investment portfolio in 2020 totaled \$19.29 million. The majority of the income was distributed to the City's reserve funds and the remaining portion to the operating budget. The Operating Budget for 2020 Investment Income was \$2.56 million; the actual Investment Income allocated to the Operating Budget was \$5.59 million, or \$3.03 million over budget, due mainly to lower allocations to reserve funds as a result of lower BOC rates.

The City's investment portfolio includes a promissory note from Alectra but excludes the City's investment in Vaughan Holdings Inc. The dividends received from Vaughan Holdings Inc. are reported separately through the City's annual financial reports.

Broader Regional Impacts/Considerations

Not applicable

Conclusion

In 2020, the City's investment portfolio generated investment income of \$19.29 million. Investment income revenue contributes to reserves and reduces the tax levy requirement. Investments were made in compliance with the City's Investment Policy approved by Council and the Ontario Regulation 438/97 (as amended) of the Municipal Act.

For more information, please contact:

Michael Marchetti, Director of Financial Planning & Development Finance & Deputy City Treasurer, Ext. 8271.

Kenneth Quan, Manager, Corporate Financial Planning & Analysis, Ext. 8029.

Alex Ly, Senior Analyst, Investments, Ext. 8312.

Attachments

1. Listing of Securities Held as at December 31, 2020
2. Investments Held by Sector as at December 31, 2020

Prepared by

Alex Ly, Senior Analyst, Investments, Ext. 8312

Approved by



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

Reviewed by



Jim Harnum, City Manager

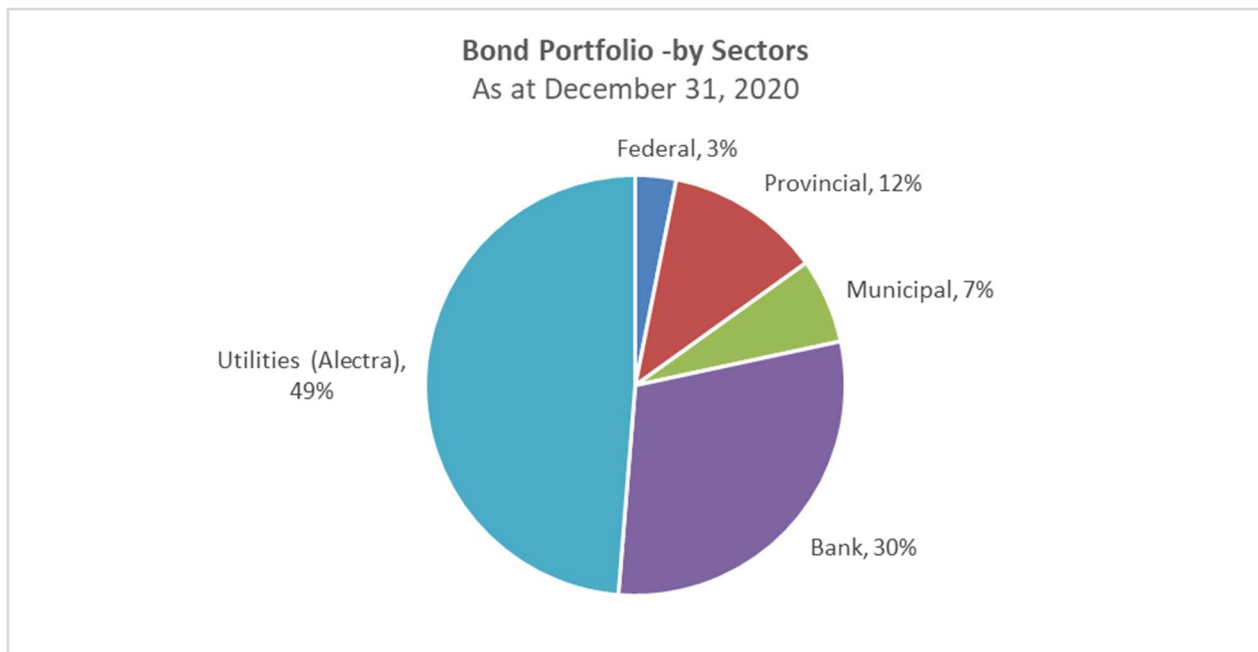
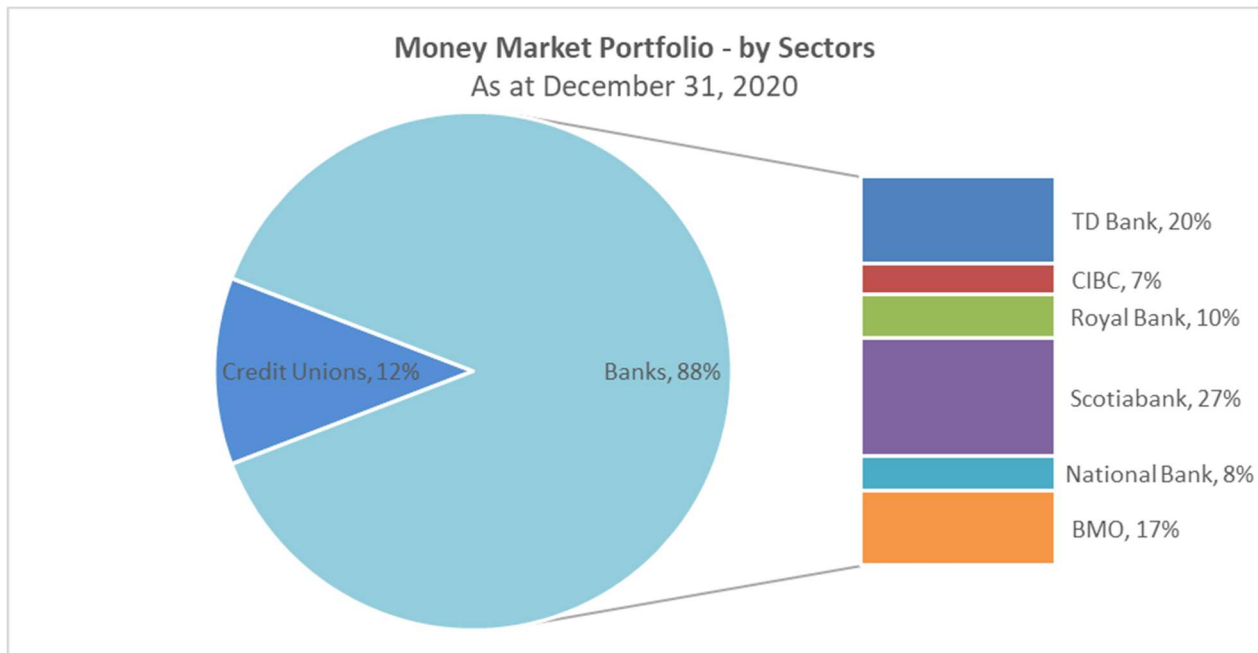
Attachment 1

City of Vaughan Investments - as at December 31, 2020				
Money Market Portfolio				
Security Description	Maturity Date	Par Value	Base Cost	Yield ¹
Scotiabank	31-Dec-21	10,000,000	10,000,000	0.95%
Scotiabank	31-Dec-21	40,000,000	40,000,000	0.95%
Scotiabank	31-Dec-21	10,000,000	10,000,000	0.95%
Scotiabank	31-Dec-21	15,000,000	15,000,000	0.95%
Scotiabank	31-Dec-21	10,000,000	10,000,000	0.95%
BNS Term Dep	23-Sep-21	15,000,000	15,000,000	2.30%
BMO GIC	22-Jan-21	10,000,000	10,000,000	2.43%
BMO GIC	16-Mar-21	15,000,000	15,000,000	1.82%
BMO GIC	16-Mar-21	15,000,000	15,000,000	1.82%
BNS Term Dep	27-Mar-21	20,000,000	20,000,000	2.02%
RBC GIC	30-Mar-21	20,000,000	20,000,000	1.93%
CIBC GIC	4-Jun-21	15,000,000	15,000,000	1.26%
BMO GIC	8-Jun-21	15,000,000	15,000,000	1.45%
Alterna Credit Union	8-Jun-21	15,000,000	15,000,000	1.75%
CIBC GIC	28-Jun-21	25,000,000	25,000,000	0.90%
Duca CU	28-Jun-21	15,000,000	15,000,000	1.20%
BNS Term Dep	15-Jan-21	15,000,000	15,000,000	1.00%
Coast Capital Savings	27-Jul-21	15,000,000	15,000,000	1.35%
BMO GIC	28-Jul-21	15,000,000	15,000,000	0.97%
G&F Credit Union	17-Aug-21	7,681,503	7,681,503	1.20%
BNS Term Dep	31-Aug-21	10,000,000	10,000,000	0.80%
BMO GIC	10-Sep-21	25,000,000	25,000,000	1.02%
BNS Term Dep	20-Sep-21	20,000,000	20,000,000	0.82%
TD Term Dep	20-Jan-21	15,000,000	15,000,000	0.83%
BNS Term Dep	22-Mar-21	10,000,000	10,000,000	0.86%
BMO GIC	27-Sep-21	25,000,000	25,000,000	0.83%
BNS Term Dep	30-Mar-21	20,000,000	20,000,000	0.86%
Laurentian GIC	30-Sep-21	10,000,000	10,000,000	0.85%
TD Term Dep	14-Jan-21	10,000,000	10,000,000	0.80%
TD Term Dep	12-Feb-21	10,000,000	10,000,000	0.81%
TD Term Dep	28-Jan-21	15,000,000	15,000,000	0.79%
BMO GIC	2-Nov-21	25,000,000	25,000,000	0.85%
Laurentian GIC	5-Nov-21	10,000,000	10,000,000	0.80%
TD Term Dep	9-Feb-21	15,000,000	15,000,000	0.79%
TD Term Dep	17-Feb-21	10,000,000	10,000,000	0.79%
Alterna Credit Union	21-Nov-22	20,000,000	20,000,000	1.15%
TD Term Dep	4-Mar-21	15,000,000	15,000,000	0.79%
BNS Term Dep	1-Jun-21	10,000,000	10,000,000	0.86%
BNS Term Dep	1-Jun-21	15,000,000	15,000,000	0.86%
TD Term Dep	1-Apr-21	20,000,000	20,000,000	0.79%
BMO GIC	7-Dec-21	25,000,000	25,000,000	0.92%
First Ontario CU	7-Dec-21	15,000,000	15,000,000	1.10%
Duca CU	12-Dec-22	10,000,000	10,000,000	1.15%
TD Term Dep	14-Apr-21	20,000,000	20,000,000	0.79%
TD Term Dep	18-Mar-21	10,000,000	10,000,000	0.78%
Money Market Portfolio			707,681,503	

Attachment 1 cont'd

City of Vaughan Investments - as at December 31, 2020				
Bond Portfolio				
Security Description	Maturity Date	Par Value	Base Cost	Yield ¹
ROYAL BANK OF CANADA 1.583%	13-Sep-21	2,000,000	1,995,673	1.90%
MUNICIPAL FINANCE AUTH OF BC 2.15%	1-Dec-22	2,880,000	2,879,235	2.16%
PROV OF ONTARIO 2.85%	2-Jun-23	2,000,000	2,043,958	1.91%
PROV OF ONTARIO 3.15%	2-Jun-22	2,500,000	2,531,714	2.22%
CANADA HOUSING TRUST NO.1 2.4%	15-Dec-22	5,000,000	5,038,823	1.99%
PROV OF BRITISH COLUMBIA 2.7%	18-Dec-22	2,000,000	2,030,297	1.90%
PROV OF ALBERTA 2.55%	15-Dec-22	2,000,000	2,022,744	1.95%
BANK OF NOVA SCOTIA 1.9%	2-Dec-21	2,000,000	1,998,938	1.96%
BANK OF NOVA SCOTIA 1.83%	27-Apr-22	2,000,000	1,993,024	2.10%
PROV OF QUEBEC 1.65%	3-Mar-22	2,000,000	1,994,177	1.90%
TORONTO ONTARIO 3.9%	29-Sep-23	3,000,000	3,119,282	2.38%
ROYAL BANK OF CANADA 2.333%	5-Dec-23	2,000,000	1,998,031	2.37%
TORONTO DOMINION BANK 1.994%	23-Mar-22	3,000,000	2,990,100	2.27%
ROYAL BANK OF CANADA 2.36%	5-Dec-22	3,000,000	2,997,309	2.41%
PROV OF ALBERTA 1.35%	1-Sep-21	2,000,000	1,989,987	2.12%
YORK ONTARIO REGL MUNICIPALITY 2.6%	15-Dec-25	3,500,000	3,508,300	2.55%
PROV OF ONTARIO 2.6%	2-Jun-25	2,000,000	2,017,721	2.39%
PROV OF MANITOBA 2.45%	2-Jun-25	2,000,000	2,009,720	2.33%
PROV OF QUEBEC 2.75%	1-Sep-25	2,500,000	2,575,500	2.06%
YORK ONTARIO REGL MUNICIPALITY 4%	30-Jun-21	1,000,000	999,880	4.02%
BANK OF MONTREAL 2.12%	16-Mar-22	2,000,000	2,002,569	2.01%
ROYAL BANK OF CANADA 1.968%	2-Mar-22	2,500,000	2,498,302	2.03%
CANADIAN IMPERIAL BANK OF COMM 1.9%	26-Apr-21	2,000,000	2,000,367	1.83%
BANK OF MONTREAL PPN	20-Dec-22	7,500,000	7,500,000	
CASH Equivalent	0-Jan-00	0	19,642,863	
Bond Portfolio			82,378,515	
Promissory Note				
Alectra Note	31-Dec-24	78,236,285	78,236,285	4.41%
TOTAL Long Term Investments			160,614,800	
¹ Yield to maturity				

City of Vaughan – Portfolios by Sectors



Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: 2020 DEVELOPMENT CHARGE RESERVE AND SPECIAL RESERVE STATEMENT

FROM:

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

ACTION: FOR INFORMATION

Purpose

To provide Council with the 2020 Development Charges Reserve Fund Statement, Special Account Statement for Increased Height and Density (Section 37) payments, and Statement for Cash-in-Lieu Parkland

Report Highlights

- The *Development Charges Act, 1997* (the DCA) and the *Planning Act* require that the Treasurer of the municipality provide to Council, annually, a statement relating to Development Charges (DC), Increased Height and Density (Section 37) and the Cash-in-Lieu of Parkland (CIL) reserve funds and a listing of DC/Lot levy credits.
- The DC reserve funds consolidated opening balance for 2020 was \$482.5 million. The City collected \$21.6 million in DC collection revenues, \$5.1 million in interest revenue and funded \$39.6 million in capital projects. The consolidated ending balance was \$469.6 million as of December 31, 2020.
- The City collected \$15.5 million in CIL parkland revenue and spent \$1.2 million in 2020. The ending balance of the CIL parkland reserve fund was \$87.6 million as of December 31, 2020.
- The City received \$2.1 million in revenues through Section 37 agreements during 2020 and did not spend anything. The closing balance as of December 31, 2020 was \$5.2 million.
- In compliance with the DCA, the City does not impose directly or indirectly a charge related to a development or a requirement to construct a service related to development except as allowed under existing legislative Acts.

Recommendations

1. That the 2020 Development Charges Reserve Fund and Special Fund Statement be received for information; and
2. That the 2020 Development Charges Reserve Fund and Special Fund Statement be made available to the public, and that a copy be forwarded to the Ministry of Municipal Affairs and Housing on request.

Background

The *Development Charges Act, 1997* (the “DCA”) section 43(1) and 43(2) requires the Treasurer of the municipality to provide Council with an annual financial statement relating to development charge by-laws and reserve funds established under the DCA. Section 12 of the Ontario Reg. 82/98 prescribed the information that must be included in the Treasurer statement under section 43 of the DCA.

The *Planning Act* Section 42 requires the treasurer of the municipality to give Council a financial statement relating to the special account set up for Cash-in-Lieu for Parkland under Section 42.

The *Planning Act* Section 37 requires the treasurer of the municipality to give Council a financial statement relating to the special account for Increased Height and Density under Section 37.

Previous Reports/Authority

[2019 DC Reserve and Special Reserve Statement](#)

Analysis and Options

The collection of development charges, payments in lieu of parkland and payments from developers pursuant to a Section 37 agreement are a major source of funding for the City’s growth-related capital works.

There are legislative requirements for the Treasurer to provide Council a financial statement relating to the establishment of these reserve funds and the receipt and disbursement of funds during the fiscal year, and to make these statements available to the public. The inclusion of this report on a public agenda, and subsequent posting of the report to the City’s website, ensures that this report is available to the public.

The required financial statements were prepared on an accrual basis for goods and services received however it does not reflect other commitments of funds.

DC Reserve Fund Statements

The DCA outlines specific reporting requirements for development charge reserves. A municipality that has passed a Development Charge by-law shall establish a separate reserve fund for each service to which the development charge relates; and the fund shall be used only to meet growth related capital costs for which the development charge was imposed. Reporting requirements include identifying all other types of funding applied to each project funded with development charges and providing a detailed summary of the activity for each development charge reserve for the year.

As of December 31, 2020, the consolidated fund balance in the City's development charge reserve funds was \$469.6 million.

The table below summarizes the Development Charges Reserve Fund activities for the period of January 1, 2020 to December 31, 2020:

Table 1: 2020 Development Charge Reserve Balance as of December 31, 2020 (\$million)

	City-Wide Development Charges	Area Specific Development Charges	Total
Opening Balance	\$473.3	\$9.2	\$482.5
Revenues	\$21.2	\$5.5	\$26.7
Expenses	-\$37.9	-\$1.7	-\$39.6
Closing Balance	\$456.5	\$13.0	\$469.5

Note 1: The Revenues and Expenses include interest accruals.

Note 2: Some numbers may not add due to rounding

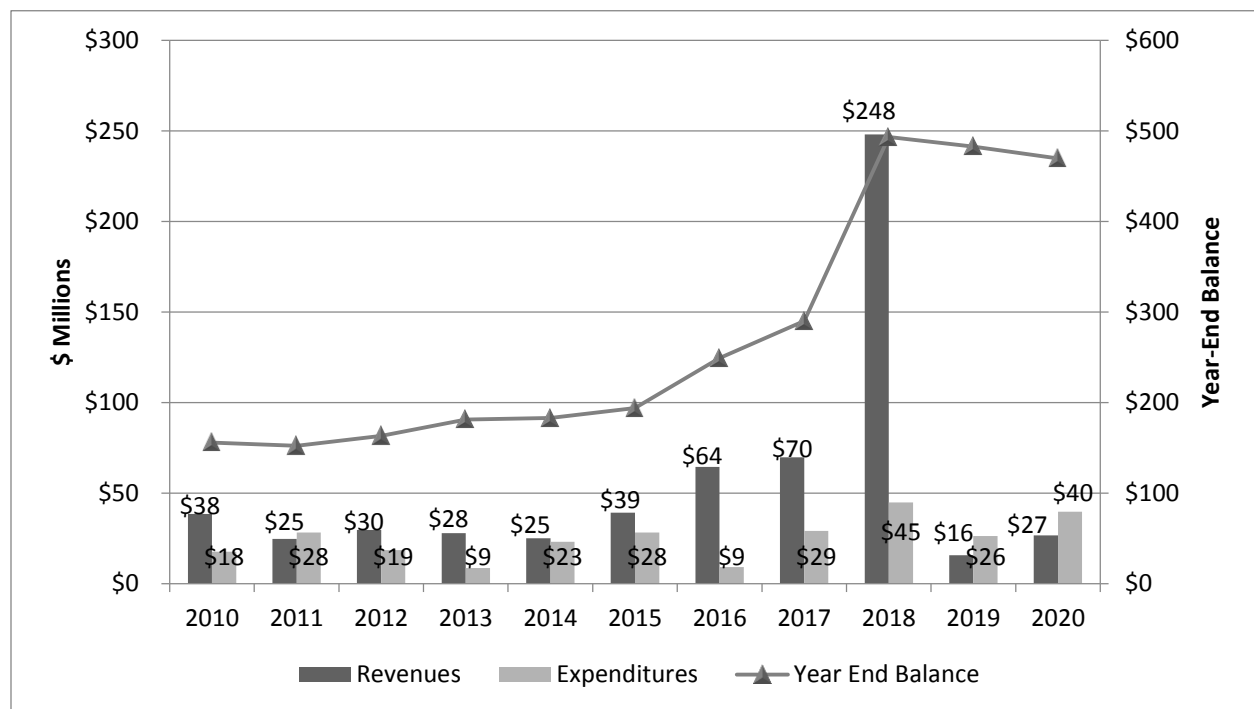
Attachment 1 summarizes the development charges reserve established under the authority of the DCA and the City's Development Charge By-laws. The summary schedule provides a breakdown of the funds collected, interest earned and capital expenditures for each reserve fund. There are detailed schedules for each reserve fund providing capital project detail of expenditures processed during 2020, indicating other non-development charge related funding sources.

Attachment 2 provides a description of each service for which the development charge reserve fund was established.

Development charge revenues in 2020 were \$26.7 million, which was approximately \$12.9 million less than 2020 expenditures of \$39.6 million.

Chart 1 illustrates the decrease in collections in comparison to previous years. In each year since 2012, the City's development charge collections have exceeded the draws from the development charge reserves, except for 2019 and 2020. As illustrated in the chart, in 2020 the DC collections were significantly reduced largely due to the significant collections in 2018 as part of the City's DC pre-payment agreements. In comparison to 2019, there has been a increase in DC collections of approximately \$11 million. DC revenues were \$26.7 million, consisting of DC collections of approximately \$21.6 million with an additional \$5.1 million in interest revenue assigned to the DC reserves. Draws from the DC reserves in 2020 continued on pace similar to previous years due to the ongoing need to fund growth related infrastructure projects. As a result of increasing expenditures above DC collections in the last two years, the balances in the development charge reserves have fallen in the last two years, leaving a consolidated reserve fund balance of \$469.5 million as of December 31, 2020.

Chart 1: 2010-2020 Development Charge Revenues and Expenditures Comparison * (\$million)



Special Fund Statement on Cash-in-Lieu Parkland and Section 37

The *Planning Act* outlines specific reporting requirements for payments received in lieu of the conveyance of parkland and payments received in consideration of increases in the height or density of proposed developments. In accordance with Sections 37 and 42 of the *Planning Act*, 1990, the following is required:

All money received by the municipality shall be paid into a separate reserve account and spent only for the acquisition of land to be used for park or other public recreational purposes (CIL Parkland) or infrastructure and services specified in the agreement (Section 37).

Reporting requirements include identifying all other types of funding applied to each project funded with CIL Parkland or Section 37 proceeds and providing a detailed summary of the activity for this special account for the year.

The following table summarizes the reserve activity for these special reserves as of December 31, 2020:

Table 2: 2020 Cash-in-Lieu Parkland and Section 37 Reserve Balance as of December 31, 2020

	(\$million)	
	Cash in Lieu Parkland	Section 37
Opening Balance	\$72.5	\$3.1
Revenues	\$16.3	\$2.2
Expenses	-\$1.2	\$0.0
Closing Balance	\$87.6	\$5.2

Note: Some numbers may not add due to rounding

Note: Include interest earned

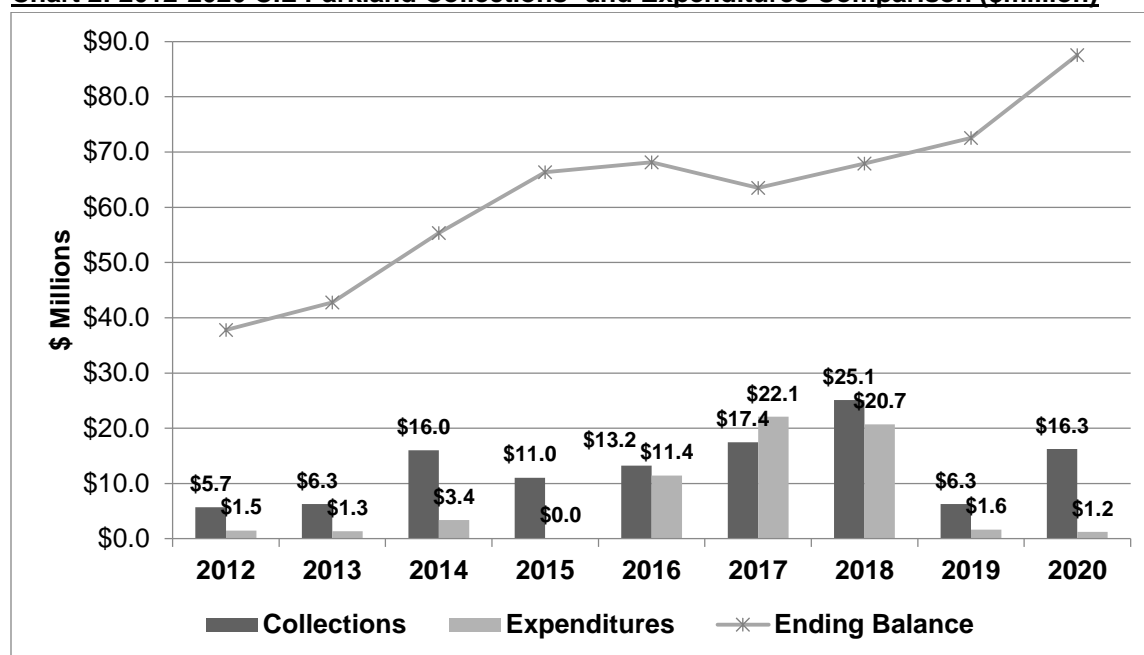
As of December 31, 2020, the Section 37 reserve balance was \$5.2 million

During 2020, \$2.2 million in revenue was received through Section 37 agreements. There were no capital expenditures for the year.

As of December 31, 2020, the CIL Parkland reserve balance was \$87.6 million

During 2020, \$15.5 million in cash in lieu payments were received and the reserve earned \$0.8 million in interest. There were \$1.2 million in capital expenditures for the year. Attachment 3 provides information of the capital expenditures that were funded from the CIL Parkland reserve fund in 2020. Following chart illustrate CIL Parkland collections and expenditures for the period of 2012-2020.

Chart 2: 2012-2020 CIL Parkland Collections* and Expenditures Comparison (\$million)



Financial Impact

Development charges are collected on a city-wide basis from developers to help fund growth related infrastructure.

Payments received in lieu of conveying parkland within a planned development, are used by the City to fund acquisition of land required for parks and other recreation purposes.

Payments received from developers pursuant to an agreement under section 37 of the Planning Act are to increase the height and/or density of a proposed development in exchange for a benefit to the community such as enhanced park service levels, streetscaping or public art in intensification areas.

Interest earned on development charges collected and held for future use is apportioned to the various development charge reserves on a proportionate basis and is not used to fund the operations of the City. There are also separate reserves for Payments in Lieu of parkland and payments received as a result of executed section 37 agreements into which these funds are allocated when received and interest is accrued. The City issued three development charge credits in the fiscal year 2020 in the amount of \$188 thousand as it relates to the Huntington Road Sewer Area Specific Development Charge.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

The 2020 Development Charges Reserve Fund and Special Account Statement are provided pursuant to the reporting requirements of the *Development Charges Act, 1997* and the *Planning Act*.

In compliance with the DCA and to the best of staff's knowledge and belief, the City does not impose directly or indirectly a charge related to a development or a requirement to construct a service related to development except as allowed under existing legislative Acts.

For more information, please contact Michael Marchetti, Director, Financial Planning and Development Finance, ext.8271.

Attachments

1. 2020 Development Charge Reserve Fund Statement
2. Description of City Wide and Area Specific Development Charge Reserves
3. 2020 Cash-in-Lieu of Parkland Reserve Fund Statement
4. 2020 Section 37 Reserve Fund Statement

Prepared by

Nelson Pereira, Manager, Development Finance Ext 8393
Brianne Clace, Project Manager, Development Finance Ext 8284

In consultation with:

Kenneth Quan, Manager, Corporate Financial Planning & Analysis Ext 8029
Maggie Chen, Senior Corporate Financial Planning Analyst Ext 8425

Approved by



Michael Coroneos, DCM of Corporate Services, CFO and City Treasurer

Reviewed by



Jim Harnum, City Manager

Attachment 1

City of Vaughan
2020 City-Wide Development Charges Reserve Fund Statement
As at December 31, 2020 (in '000s)

	Community Services	Engineering Services	Fire & Rescue Services	General Government	Library Services	Public Works	Total
Balance as of January 1, 2020	\$ 162,158	\$ 285,595	\$ 3,123	\$ 600	\$ 12,499	\$ 9,346	\$ 473,321
Revenues							
Development Charge Revenues	\$ 1,794	\$ 12,669	\$ 532	\$ 493	\$ 187	\$ 501	\$ 16,175
Development Charge Credits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earned	\$ 1,699	\$ 3,031	\$ 17	\$ (0)	\$ 133	\$ 99	\$ 4,978
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenues	\$ 3,492	\$ 15,700	\$ 549	\$ 492	\$ 320	\$ 599	\$ 21,153
Expenditures							
Transfer to Capital	\$ (13,614)	\$ (18,571)	\$ (2,828)	\$ (1,911)	\$ (633)	\$ (369)	\$ (37,927)
Development Charge Refunds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenditures	\$ (13,614)	\$ (18,571)	\$ (2,828)	\$ (1,911)	\$ (633)	\$ (369)	\$ (37,927)
Balance as of December 31, 2020	\$ 152,037	\$ 282,723	\$ 844	\$ (819)	\$ 12,185	\$ 9,576	\$ 456,546

City of Vaughan
2020 Area Specific Development Charges Reserve Fund Statement
As at December 31, 2020 (in '000s)

	D8 - Rainbow Creek	D15 - West Woodbridge	D18 - West Major Mack	D19 - East Rutherford	PD D20 - Watermain W.	D23 - Dufferin Teston	D24 - Ansley Grove
Balance as of January 1, 2020	\$ 3,887	\$ 559	\$ 8	\$ 50	\$ 2,677	\$ 91	\$ 229
Revenues							
Development Charge Revenues	67	15	-	-	12	-	-
Transfer from Capital	-	-	-	-	-	-	-
Interest Earned	42	7	1	(1)	28	1	2
Other	-	-	-	-	-	-	-
Total Revenues	\$ 108	\$ 22	\$ 1	\$ (1)	\$ 40	\$ 1	\$ 2
Expenditures							
Transfer to Capital	-	515	-	-	1,097	-	-
Development Charge Refunds	-	-	-	-	-	-	-
Interest Expense	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Total Expenditures	\$ -	\$ 515	\$ -	\$ -	\$ 1,097	\$ -	\$ -
Balance as of December 31, 2020	\$ 3,996	\$ 66	\$ 9	\$ 48	\$ 1,620	\$ 92	\$ 231

	D25 - Zenway Fogel	D27 - Huntington	D33 - Woodbridge Ave. Sewer	Black Creek Map 2	Black Creek Map 3	VMC-Interchange SWM Pond	Total
Balance as of January 1, 2020	\$ 116	\$ 531	\$ 59	\$ 746	\$ 246	\$ -	\$ 9,199
Revenues							\$ -
Development Charge Revenues	314	198	2	166	69	4,743	5,586
Transfer from Capital	-	-	-	-	-	-	-
Interest Earned	2	6	1	8	3	13	112
Other	-	(188)	-	-	-	-	(188)
Total Revenues	\$ 316	\$ 16	\$ 3	\$ 174	\$ 72	\$ 4,757	\$ 5,511
Expenditures							\$ -
Transfer to Capital	-	-	-	50	9	-	1,670
Development Charge Refunds	-	-	-	-	-	-	-
Interest Expense	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Total Expenditures	\$ -	\$ -	\$ -	\$ 50	\$ 9		\$ 1,670
Balance as of December 31, 2020	\$ 432	\$ 546	\$ 62	\$ 870	\$ 309	\$ 4,757	\$ 13,039

**Development Charges Reserve
Engineering Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditures	Engineering Services DC Funding	Other Funding Total	Other Funding Source	Amount
BU-2551-18	Long Range Fiscal Planning and Forecast	79,900	-165	80,065	City Wide DC - General Gov.	- 10,899
					Recreation Land Reserve	1,545
					Transfer from Taxation	89,419
CD-1957-18	Active Transportation Facility on Islington Avenue - Rutherford F	215,142	215,142	0		
CD-1978-18	Sidewalk on Pine Valley Drive - Strada Dr to Langstaff Rd	251,490	251,490	0		
CD-2002-16	2018 Watermain Replacement	2,250,730	187,483	2,063,247	Water Reserve	2,063,247
CD-2007-19	Sidewalk, ATF and Street Lighting on Major Mackenzie Drive by	9,314	9,314	0		
CO-0054-09	Vaughan Hospital Precinct Development	4,272,615	-3,008,535	7,281,149	Transfer from Taxation	7,128,928
					Other Recoveries	152,222
DE-7098-15	Pedestrian and Bicycle Network Implementation Program	136,296	136,296	0		
DE-7104-15	TMP Education, Promotion, Outreach and Monitoring	58,655	58,655	0		
DE-7114-16	Portage Parkway - Hwy 400 to Jane Street	818,389	818,389	0		
DE-7139-16	Storm Drainage and Storm Water Management Master Plan Up	561,443	561,443	0		
DE-7141-16	Transportation Master Plan Update	348,274	348,274	0		
DE-7142-16	Water Master Plan Update	82,005	82,005	0		
DE-7168-16	Wastewater Master Plan Update	232,175	232,175	0		
DE-7169-16	Concord GO Comprehensive Transportation Study	195,169	195,169	0		
DE-7175-17	VMC Edgeley Pond Design and Construction	363,445	102,327	261,117	ASDC - Black Creek - VMC Areas	49,307
					Draining to Edgeley Pond	
					ASDC - Black Creek -	
					Undeveloped Lands in Black	4,528
					Creek Drainage Shed	
					City Wide DC - Community	127,150
					Services	
					Federal Grant	50,117
					Provincial Grant	25,059
					Transfer from Taxation	4,957
DE-7177-17	Interim Servicing Strategy, Blocks 27, 34, 35 & 41	359,708	359,708	0		
DE-7181-17	Implementation of the Transportation Master Plan Update	10,488	10,488	0		
DE-7182-17	Implementation of the Regional Express Rail	156,329	156,329	0		
DE-7184-17	Kirby GO Station	45,793	45,793	0		
DE-7186-18	VMC Transportation Master Plan	79,492	79,492	0		
DE-7188-18	Promenade Mall Secondary Plan Comprehensive Transportat	160,054	160,054	0		
DE-7189-18	Highway 7 and Weston Road Secondary Plan Comprehensive T	278,636	278,636	0		
DE-7221-19	VMC NW Quad - Commerce Way (Hwy 7 to Applemill)	745	745	0		
DE-7229-19	Kleinburg Core Parking Study	112,937	112,937	0		
DE-7293-19	VMC NW Quad - Applewood (Portage Parkway to Highway 7)	880	880	0		
DP-9524-13	Highway 7 VMC Streetscape	0	-97,234	97,234	Municipal Contribution	97,234
DP-9527-13	VMC Black Creek Detailed Design Concept for Public Spaces a	1,463	1,463	0		
DP-9529-13	Design Review Panel Administration	2,355	-2,878	5,233	City Wide DC - General Gov.	4,723
					Transfer from Taxation	510

**Development Charges Reserve
Engineering Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditures	Engineering Services DC Funding	Other Funding Total	Other Funding Source	Amount
DP-9542-15	Islington Avenue Streetscape Phase 1	545,189	428,545	116,644	Transfer from Taxation	82,635
					Other Recoveries	34,009
DP-9543-15	Centre Street Design and Construction Phase 1	70,004	-18,944	88,949	Municipal Contribution	113,850
					Transfer from Taxation	-
DP-9544-15	Streetscape for Concord West by York Region - Highway 7 and	11,944	8,463	3,480	Transfer from Taxation	3,480
DP-9552-18	VMC Signage and Wayfinding Strategy	84,221	84,221	0		
DT-7065-11	Millway Avenue Widening & Realignment	121,302	121,302	0		
DT-7097-14	Pedestrian and Cycle Strategy	77,884	77,884	0		
DT-7112-14	Kirby Road Municipal Class EA	1,535,330	1,535,330	0		
EV-2125-18	Maplewood Booster Pumping Station Upgrade Works	651,358	186,021	465,337	Water Reserve	465,337
ID-2050-19	Kirby Road Extension - Dufferin Street to Bathurst Street	23,341	23,341	0		
ID-2051-18	Traffic Signal Installation - Edgeley Blvd and Courtland Ave	3,592	3,592	0		
ID-2052-18	Bass Pro Mills Drive Extension - Romina Dr to Jane St	640,133	640,133	0		
ID-2079-19	Canada Drive-America Avenue Bridge	47,089	47,089	0		
ID-2080-19	Clark Avenue West Cycling Facility	5,536,139	3,686,238	1,849,900	Ont. Municipal Commuter Cycling Program (OMCC)	492,374
					Municipal Contribution	1,138,287
					Gas Tax Reserve	219,240
ID-2083-19	Huntington Road Reconstruction - Langstaff Rd to Nashville Rd	283,852	283,852	0		
IM-7215-19	Shared Mobility Pilot Project	40,022	40,022	0		
IM-7217-19	CAM Strategy Update and Roadmap	130,085	45,162	84,923	Building & Facilities Infra. Reserve	17,263
					Gas Tax Reserve	-
					Parks Infra. Reserve	19,379
					Sewer Reserve	17,264
					Water Reserve	34,888
IM-7218-19	Asset Management Plan Development	128,408	36,156	92,252	Building & Facilities Infra. Reserve	34,888
					Parks Infra. Reserve	18,032
					Sewer Reserve	18,033
					Water Reserve	28,094
PK-6373-19	Vaughan Super Trail Development	911,395	152,018	759,377	City Wide DC - Park Dev.	28,094
					Transfer from Taxation	668,237
						91,140

**Development Charges Reserve
Engineering Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditures	Engineering Services DC Funding	Other Funding Total	Other Funding Source	Amount
BU-2554-20	Growth Related Financial Studies and Analysis	27,197	21,361	5,836	City Wide DC - Community Services	2,919
		0	0	0	City Wide DC - Fire	424
		0	0	0	City Wide DC - General Gov.	193
					City Wide DC - Library Buildings	214
					ASDC - Black Creek - VMC Areas Draining to Edgeley Pond	210
					ASDC - Black Creek - Undeveloped Lands in Black Creek Drainage Shed	235
		0	0	0	Transfer from Taxation	1,641
CD-1980-19	Sidewalk, Cycling and Street Lighting on Weston Road & Keele	117,681	117,681	0		
CD-2006-15	Major Mackenzie Drive Streetscape - Phase 1b City Hall Campus	23,170	6,868	16,302	Keele Valley Landfill Reserve	16,302
DE-7176-17	Black Creek Channel Renewal Design and Construction	89,194	47,497	41,697	City Wide DC - Community Services	37,090
					ASDC - Black Creek - Undeveloped Lands in Black Creek Drainage Shed	4,153
					Transfer from Taxation	454
DE-7191-18	2018 Bike Rack Program	22,292	22,292	0		
DE-7192-18	VMC NE Quad - Portage Parkway Extension (Jane St to Black C	2,623,373	2,623,373	0		
DE-7209-19	PD7 Teston Rd Watermain Extension (Blk 40/47)	3,544,973	3,544,973	0		
DE-7222-19	VMC SW Quad - Interchange Way (Edgeley Blvd. to Jane St.)	6,348	6,348	0		
DE-7223-19	VMC Master Servicing Plan Update	331,619	331,619	0		
DE-7225-19	VMC Jane Street Enhanced Streetscaping & Edgeley Pond Inte	68,083	68,083	0		
DE-7226-20	Exchange Ave. (Commerce Way to Jane St.)	2,684	2,684	0		
DE-7234-19	Barons Street Extension to Nashville	1,622,258	1,622,258	0		
DE-7240-19	VMC NW Quad - Applemill (Applewood to Edgeley Boulevard)	2,201	2,201	0		
DE-7294-19	PGM Digital Strategy	23,711	23,711	0		
DP-9525-15	Vaughan Mills Urban Design Streetscape & Open Space Master	84,597	6,103	78,494	City Wide DC - General Gov.	78,494
DP-9526-17	Yonge Street / Steeles Corridor Urban Design Streetscape & Op	69,594	5,021	64,574	City Wide DC - General Gov.	64,574
DP-9555-17	VMC - Consultation Services	20,963	10,481	10,481	City Wide DC - General Gov.	10,481
DP-9565-20	City-Wide Intensification Standards and Guidelines	21,995	21,995	0		
DP-9582-19	Update to the City-Wide Street Implementation Manual	7,754	7,754	0		
DP-9584-19	Islington Avenue Streetscape - Phase 2	11,922	11,922	0		
DT-7040-10	Ped. & Bike Master Plan Implementation Works	6,086	6,086	0		
DT-7101-13	Vaughan TDM Policy	17,971	17,971	0		
DT-7120-13	Black Creek Renewal	0	0	0		
ID-2008-20	Sidewalk and Street Lighting on Highway 27 by York Region - R	5,893	5,893	0		
ID-2056-18	Sidewalk, Cycling Facilities & Street Lighting on Jane St - Hwy 7	23,941	23,941	0		
ID-2058-20	Kleinburg-Nashville PD6 Major Mackenzie Watermain Pts 1 & 2	187,776	187,776	0		

**Development Charges Reserve
Engineering Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditures	Engineering Services DC Funding	Other Funding Total	Other Funding Source	Amount
ID-2063-20	Road Recon, WM & SAN Replac, SW, Cyc, SL & Streetscaping	104,076	70,385	33,691	Roads Infra. Reserve	12,444
					Sewer Reserve	7,082
					Water Reserve	14,165
ID-2078-19	Pre - Engineering Investigation and Study Program	30,107	15,054	15,054	Roads Infra. Reserve	15,054
ID-2085-20	Traffic Signal Installation - Midblock Pedestrian on New Westmii	11,290	11,290	0		
ID-2089-20	Sidewalk, ATF and Street Lighting on Major Mackenzie Drive by	6,478	6,478	0		
ID-2090-19	Sidewalk, Street Lighting & Watermain on Keele Street - Steeles	109,797	8,366	101,431	Water Reserve	101,431
ID-2098-20	Sidewalk and Street Lighting on Regional Road Hwy # 50 - Phas	5,953	5,953	0		
ID-2099-20	Traffic Infrastructure Improvements	226,597	164,871	61,727	Gas Tax Reserve	61,727
IM-7212-19	Bass Pro Mills Environmental Assessment Study from Weston t	309,444	309,444	0		
IM-7213-19	Teston Road Environmental Assessment Study from Pine Valle	215,561	215,561	0		
IM-7214-19	McNaughton Road West Environmental Assessment Study fron	24,151	24,151	0		
IM-7216-19	Annual Active Transportation Program	111,092	111,092	0		
RP-7133-19	Traffic Control Signals - Teston Road at Mosque Gate	206,492	206,492	0		
		32,249,525	18,571,331	13,678,194		13,678,194

**Development Charges Reserve
Fire & Rescue Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditure	Fire & Rescue Services DC Funding	Other Funding Total	Other Funding Source	Amount
FR-3564-13	New Fire Station #7-3 on Martin Grove Road	-8,199	104	-8,303	Transfer from Taxation	- 8,303
FR-3565-13	Station #73 Equipment	4,402	1,321	3,082	Transfer from Taxation	3,082
FR-3582-16	Reposition Fire Station #7-4 Kleinburg Design & Construction	199,241	176,909	22,332	Building & Facilities Infra. Reserve	2,594
					Transfer from Taxation	19,738
FR-3618-18	Station #74 Equipment for Firefighter Purchase	13,015	13,015	0		
FR-3626-18	Station #74 Furniture and Equipment	25,110	25,110	0		
FR-3652-19	Public Order Unit - VFRS	9,150	-1,960	11,110	Fire Equipment Reserve	7,215
					Other Recoveries	3,895
BU-2554-20	Growth Related Financial Studies and Analysis	27,197	424	26,773	City Wide DC - Engineering	21,361
					City Wide DC - Library Buildings	214
					City Wide DC - General Gov.	193
					City Wide DC - Community Services	2,919
					ASDC - Black Creek - VMC Areas	210
					Draining to Edgeley Pond	
					ASDC - Black Creek -Undeveloped	235
					Lands in Black Creek Drainage Shed	
					Transfer from Taxation	1,641
FR-3581-18	Purchase Land for New Station 7-11	905,512	905,512	0		
FR-3606-18	Station 76 Aerial Purchase	1,665,631	1,665,631	0		
FR-3689-20	Technical Rescue - Replacement and Growth-Related	68,147	17,037	51,110	Fire Equipment Reserve	51,110
ID-2093-20	New Fire Station 7-12	25,135	25,135	0		
		2,934,341	2,828,236	106,105		106,105

**Development Charges Reserve
Public Works
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditure	Public Works DC Funding	Other Funding Total	Other Funding Source	Amount
ID-2059-18	Dufferin Works Yard Improvements/ Renovations	147,831	75,016	72,815	City Wide DC - Park Dev.	73,565
					Transfer from Taxation	- 750
LI-4555-18	VPL Courier Van	1,070	963	107	Transfer from Taxation	107
RP-1972-17	Public Works and Parks Operations Yard Expansion and Upgrac	138,841	10,221	128,620	City Wide DC - Park Dev.	1,165
					Provincial Grant	127,454
RP-6771-18	VMC Maintenance Equipment	211,525	211,525	0		-
RP-6773-18	Dump Trailer	14,728	14,728	0		-
FL-9544-18	Animal Services Vehicles (JDE: BY-9544-18 closed)	566	509	57	Transfer from Taxation	57
FL-7220-19	PW-SW-New- Pickup Truck	62,586	56,328	6,259	Storm Water Reserve	6,259
		577,147	369,290	207,857		207,857

**Development Charges Reserve
General Government
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditure	General Government DC Funding	Other Funding Total	Other Funding Source	Amount
BS-1006-15	Zoning Bylaw Review	452,970	136,473	316,497	Transfer from Taxation	211,027
					Building Standards Reserve	105,469
BU-2551-18	Long Range Fiscal Planning and Forecast	79,900	-10,899	90,799	Transfer from Taxation	89,419
					City Wide DC - Engineering	-
					Recreation Land Reserve	1,545
DP-9529-13	Design Review Panel Administration	2,355	4,723	-2,368	Transfer from Taxation	510
					City Wide DC - Engineering	-
ES-2521-15	Community Sustainability and Environmental Master Plan Rene	13,204	12,354	850	Transfer from Taxation	850
ID-2087-19	General Design & Construction Standards for Building Infrastru	72,310	65,079	7,231	Transfer from Taxation	7,231
PL-9023-11	Weston Road and Highway 7 Secondary Plan	61,503	55,353	6,150	Transfer from Taxation	6,150
PL-9533-13	New Community Areas Secondary Plan - Block 41	45,963	41,423	4,540	Transfer from Taxation	4,540
PL-9535-13	New Community Areas Secondary Plan - Block 27	3,148	2,753	396	Transfer from Taxation	396
PL-9550-16	Official Plan Review	1,079,885	971,897	107,988	Transfer from Taxation	107,988
PL-9551-16	Concord GO Centre Secondary Plan Mobility Hub Study	62,056	55,851	6,206	Transfer from Taxation	6,206
PL-9570-18	Promenade Mall Secondary Plan	80,494	72,445	8,049	Transfer from Taxation	8,049
PL-9572-18	Greening Standards Study	51,177	21,543	29,634	Transfer from Taxation	2,394
					Federal Grant	27,240
PL-9573-19	VMC Secondary Plan Review	68,711	61,840	6,871	Transfer from Taxation	6,871
SP-0093-19	Support of a Growth Management Strategy	248,744	111,935	136,810	Transfer from Taxation	136,810
BU-2554-20	Growth Related Financial Studies and Analysis	27,197	193	27,004	City Wide DC - Engineering	21,361
					City Wide DC - Fire	424
					City Wide DC - Library Buildings	214
					City Wide DC - Community	2,919
					Services	
					ASDC - Black Creek - VMC Areas	210
					Draining to Edgeley Pond	
					ASDC - Black Creek -	
					Undeveloped Lands in Black	235
					Creek Drainage Shed	
					Transfer from Taxation	1,641
DP-9525-15	Vaughan Mills Urban Design Streetscape & Open Space Maste	84,597	70,645	13,953	Transfer from Taxation	7,849
					City Wide DC - Engineering	6,103
DP-9526-17	Yonge Street / Steeles Corridor Urban Design Streetscape & O	69,594	58,116	11,478	Transfer from Taxation	6,457
					City Wide DC - Engineering	5,021
DP-9553-17	Plan Update - Implications of Growth on Heritage Conservation	98,197	88,377	9,820	Transfer from Taxation	9,820
DP-9555-17	VMC - Consultation Services	20,963	9,433	11,529	Transfer from Taxation	1,048
					City Wide DC - Engineering	10,481
DP-9581-20	Concord West Go Station Master Plan	8,338	7,504	834	Transfer from Taxation	834
PK-6536-16	VMC-Parks Development Plan and Implementation Strategy	27,441	24,697	2,744	Transfer from Taxation	2,744
PK-6643-20	Parks & Open Space Strategic Plan (Greenspace Strategy Plar	12,765	11,489	1,277	Transfer from Taxation	1,277
PL-9027-12	The Major Transit Station Areas Evaluation	0	339	-339	Transfer from Taxation	-
SP-0093-20	Support of a Growth Management Strategy	82,459	37,106	45,352	Transfer from Taxation	45,352
		2,753,972	1,910,668	843,304		843,304

**Development Charges Reserve
Library Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditure	Library Services DC Funding	Other Funding Total	Other Funding Source	Amount
LI-4519-09	Civic Centre Resource Library-Construction	84,653	76,341	8,312	Transfer from Taxation	8,484
					Gas Tax Reserve	- 173
LI-4522-15	New Carrville Block 11 Library	97,809	88,022	9,787	Transfer from Taxation	9,787
LI-4530-14	Civic Centre Resource Library	91,763	82,587	9,176	Transfer from Taxation	9,176
LI-4539-14	Vellore Village South BL 39 - Consulting/Design/Construction	676	609	68	Transfer from Taxation	68
RE-9537-17	VMC Library, Recreation and YMCA Centre of Community	7,767,401	62,473	7,704,928	City Wide DC - Park Dev.	7,647,082
					Transfer from Taxation	57,845
BU-2554-20	Growth Related Financial Studies and Analysis	27,197	214	26,982	City Wide DC - Engineering	21,361
					City Wide DC - Fire	424
					City Wide DC - General Gov.	193
					City Wide DC - Community Services	2,919
					ASDC - Black Creek - VMC Areas	210
					Draining to Edgeley Pond	
					ASDC - Black Creek -Undeveloped	235
					Lands in Black Creek Drainage Shed	
					Transfer from Taxation	1,641
LI-4554-17	VMC Library - Resource Material, F&E, Comm/Hrdwr	262,727	236,454	26,273	Transfer from Taxation	26,273
LI-4570-19	Vaughan Hospital Library - Non-Building Capital Costs	94,104	86,763	7,341	Transfer from Taxation	7,341
		8,426,330	633,463	7,792,866		7,792,866

**Development Charges Reserve
Community Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditure	Community Services DC Funding	Other Funding Total	Other Funding Source	Amount
5961-2-03	Maple Valley Plan	9,835	8,089	1,746	Transfer from Taxation	897
					Keele Valley Landfill Reserve	849
BF-8378-15	Carrville Community Centre and District Park	1,096,715	968,176	128,539	Transfer from Taxation	128,539
DE-7175-17	VMC Edgeley Pond Design and Construction	363,445	127,150	236,294	ASDC - Black Creek - VMC Areas Draining to Edgeley Pond	49,307
					ASDC - Black Creek -Undeveloped Lands in Black Creek Drainage Shed	4,528
					City Wide DC - Engineering	102,327
					Federal Grant	50,117
					Provincial Grant	25,059
					Transfer from Taxation	4,957
ID-2059-18	Dufferin Works Yard Improvements/ Renovations	147,831	73,565	74,266	City Wide DC - Public Works	75,016
					Transfer from Taxation	-
PK-6084-08	19T-01V04 (Humberplex)-Kleinburg	402,799	362,335	40,464	Transfer from Taxation	40,464
PK-6287-18	Block 18 District Park Development (UV2-D1)	18,180	16,362	1,818	Transfer from Taxation	1,818
PK-6305-15	North Maple Regional Park Phase I Construction	9,328	7,206	2,122	Transfer from Taxation	699
					Proceeds from Sale of Land	636
					Keele Valley Landfill Reserve	787
PK-6306-11	Pedestrian & Bicycle Masterplan (Off Road System)	5,571	4,960	611	Gas Tax Reserve	611
PK-6357-15	Agostino Park - Expansion Design & Construction	773	673	99	Transfer from Taxation	99
PK-6365-14	UV1-D4 - Block 40 District Par	2,936	2,642	294	Transfer from Taxation	294
PK-6365-17	Block 40 Chatfield District Park Construction (UV1-D4)	49,435	44,491	4,943	Transfer from Taxation	4,943
PK-6373-19	Vaughan Super Trail Development	911,395	668,237	243,158	Transfer from Taxation	91,140
					City Wide DC - Engineering	152,018
PK-6395-13	Cannes Park-UV1-N27 Neighborhood Park Design and Constr	28,112	25,301	2,811	Transfer from Taxation	2,811
PK-6401-16	61W-N2 - Block 61 Neighbourhood Park Design and Constructi	4,384	3,945	438	Transfer from Taxation	438
PK-6431-14	61E-N1 - Block 61 Neighbourhood Park Design and Constructio	52,659	47,393	5,266	Transfer from Taxation	5,266
PK-6497-15	KA-S5 Block 51- Public Square- Design and Construction	1,101	991	110	Transfer from Taxation	110
PK-6521-15	MS1 Block 19 Neighbourhood Park Design and Construction	129	115	15	Transfer from Taxation	15
PK-6522-15	MS2 Block 19 Neighbourhood Park Design and Construction	65	42	22	Transfer from Taxation	22
PK-6538-16	Thornhill Green Park-Section 37 Improvements	54,143	48,728	5,414	Transfer from Taxation	5,414
PK-6548-18	Block 55 Neighbourhood Park Development (N1/P4/P5)	2,267	2,041	227	Transfer from Taxation	227
PK-6575-18	Block 61W Secord Park Development Phase 2 (61W-N1)	259,612	233,651	25,961	Transfer from Taxation	25,961
PK-6636-19	North Maple Regional Park Development	1,078,178	970,360	107,818	Transfer from Taxation	107,818
PK-6639-19	Local Off Leash Dog Area Consultation	31,449	28,304	3,145	Transfer from Taxation	3,145
RE-9537-17	VMC Library, Recreation and YMCA Centre of Community	7,767,401	7,647,082	120,319	City Wide DC - Library Buildings	62,473
					Transfer from Taxation	57,845
RP-1972-17	Public Works and Parks Operations Yard Expansion and Upgra	138,841	1,165	137,676	City Wide DC - Public Works	10,221
					Provincial Grant	127,454
RP-6774-18	PKS - Forestry Skid Steer	55,771	50,194	5,577	Transfer from Taxation	5,577

**Development Charges Reserve
Community Services
Transfer to Capital
For the Period January 1, 2020 - December 31, 2020**

Project	Project Description	Total Expenditure	Community Services DC Funding	Other Funding Total	Other Funding Source	Amount
BU-2554-20	Growth Related Financial Studies and Analysis	27,197	2,919	24,278	City Wide DC - Engineering	21,361
					City Wide DC - Fire	424
					City Wide DC - General Gov.	193
					City Wide DC - Library Buildings	214
					ASDC - Black Creek - VMC Areas Draining to Edgeley Pond	210
					ASDC - Black Creek -Undeveloped Lands in Black Creek Drainage Shed	235
					Transfer from Taxation	1,641
DE-7176-17	Black Creek Channel Renewal Design and Construction	89,194	37,090	52,104	City Wide DC - Engineering	47,497
					ASDC - Black Creek -Undeveloped Lands in Black Creek Drainage Shed	4,153
					Transfer from Taxation	454
FL-5215-19	PKS-Additional 2 ton 4x4 crew cab dump truck	105,631	95,068	10,563	Transfer from Taxation	10,563
FL-5278-19	PKS- Additional dual stream compactor refuse truck	171,970	154,773	17,197	Transfer from Taxation	17,197
FL-5453-19	PKS- Additional narrow sidewalk tractor with plow/salter/blower/	109,960	98,982	10,978	Transfer from Taxation	10,978
FL-5455-19	PKS- Additional narrow sidewalk tractor with winter attachments	97,480	87,732	9,748	Transfer from Taxation	9,748
FL-5456-19	PKS- Additional narrow sidewalk tractor with winter attachments	97,480	87,732	9,748	Transfer from Taxation	9,748
FL-5457-19	PKS- Additional narrow sidewalk tractor with winter attachments	97,480	87,732	9,748	Transfer from Taxation	9,748
FL-5458-19	PKS-Additional narrow sidewalk tractor with winter attachments	97,480	87,732	9,748	Transfer from Taxation	9,748
FL-9556-19	PKS - One 1/2-Ton Pickup Truck for Crew Serving	42,867	38,580	4,287	Transfer from Taxation	4,287
FL-9557-19	PKS - One 1-Ton Pickup Truck for Crew Serving North Maple R	93,661	84,279	9,383	Transfer from Taxation	9,383
PK-6424-17	Block 61W Neighbourhood Park and Greenway Development (1	1,545	1,390	154	Transfer from Taxation	154
PK-6430-20	Block 30 VMC SmartCentres Urban Park Phase 1 (VMC30-7)	8,987	8,088	899	Transfer from Taxation	899
PK-6452-14	UV1-LP1 - Block 40 Greenway Design and Construction	8,744	7,869	874	Transfer from Taxation	874
PK-6456-18	Algoma Park-Block 61W Neighbourhood Park Development (61	938	844	94	Transfer from Taxation	94
PK-6498-17	Block 59 District Park Construction (WVEA59-D1)-Phase 1	3,229	2,906	323	Transfer from Taxation	323
PK-6499-17	Block 11 Carrville District Centre Neighbourhood Park Developr	887,159	798,443	88,716	Transfer from Taxation	88,716
PK-6537-20	Block 23 VMC Expo City Park Development (VMC23-2)	26,961	24,265	2,696	Transfer from Taxation	2,696
PK-6567-19	Block 31 Neighbourhood Park Development (VMCSP-N2)	4,497	4,047	450	Transfer from Taxation	450
PK-6600-19	Block 50 Urban Square Development-Steeles/Kipling-(WP-15)	610,689	549,621	61,069	Transfer from Taxation	61,069
PK-6602-19	Vaughan Super Trail Development-Feasibility Study	12,134	10,921	1,213	Transfer from Taxation	1,213
		15,087,639	13,614,214	1,473,425		1,473,425

Attachment 2

Description of City-Wide Reserves:

i. City-wide – Engineering

To provide capital funds to support growth related undertake engineering services which include roads, structures, sidewalks, streetlights, intersection improvements, traffic signalization, streetscaping, growth related studies, etc. as outlined in the development charges study.

ii. City-wide – Public Works/Fleet

To provide capital funds to support growth related public works and fleet operations including land, works yards, salt domes, information systems, vehicle of nearly all City departments, etc. as outlined in the development charges study. Note: Fire and Rescue Services related fleet is excluded, which maintains a separate reserve for its own rolling stock.

iii. City-wide – Community Services

To provide capital funds to support growth related indoor recreational services including land, buildings, furnishings, equipment, etc. (e.g. indoor pools, fitness centers, ice resurfacers, etc.) as outlined in the development charges study and support growth related park development and facilities (e.g. park facilities, special facilities, pedestrian and bicycle trail systems, operation building, water parks, lighting, furniture etc.) as outlined in the development charges study. Please note land is excluded from the City-Wide Community Services Development charge as it is covered under the CIL recreation land reserve.

iv. City-wide – Library

To provide capital funds to support growth related library services including land, buildings, furnishings and resource materials as outlined in the development charges study

v. City-wide – Fire

To provide capital funds to support growth related Fire and Rescue Services including land, buildings, furnishings, equipment, vehicles, etc. as outlined in the development charges study.

vi. City-wide – Management Studies

To provide capital funds to undertake growth-related studies and other general government functions as permitted under legislation (i.e., official plan, secondary plans, development change document etc.) as outlined in the development charges study.

Description of Area Specific Development Charges:

General Purpose - Development charges collected are paid into the reserve fund for which the charge relates to specific water, wastewater, and storm drainage capital projects outlined in the Development Charge Background Study.

Reserves within this category are as follows:

- Rainbow Creek Drainage Works
- Pressure District 5 West Woodbridge Watermain

- Pressure District 7 West Teston Rd/America Ave/Canada Dr Watermain
- Zenway/Fogal Sanitary Sub Trunk Extension
- Highway 27 South Servicing Works
- Huntington Road Sanitary Sewer Improvements
- Edgeley Pond and Black Creek Channel Works
- VMC Interchange SWM Pond Retrofit
- Steeles West Sanitary Sewer Improvements
- Steels West SWM Works
- Woodbridge Ave Sanitary Sewer Improvements
- VMC West Interchange Sanitary Sewer Improvements
- VMC SE Doughton Sanitary Sewer Improvements

Attachment 3

City of Vaughan

2020 Cash-In-Lieu Parkland Reserve Fund Statement

As at December 31, 2020 (in '000s)

	Cash in Lieu of Parkland
Balance as of January 1, 2020	72,544,521
Plus:	
Payments Received	15,458,890
Interest Revenue	804,132
Other	-
Sub Total	\$16,263,022
Less:	
Expenditures	1,226,206
Interest Expense	-
Other	-
Sub Total	\$1,226,206
Balance as of December 31, 2020	<u>\$87,581,337</u>

Expenditure Detail:

Project	Project Description	Total Expenditure	Cash in Lieu	Other Funding	Other Funding Source
BU-2551-18	Long Range Fiscal Planning and Forecast	79,900	(1,545)	(78,355)	DCs - Engineering Services DCs - General Gov. Provincial Grant
RL-0005-12	Land Acquisition Fees	25,670	(25,670)		
RL-0009-13	Real Estate Acquisition Strategy	43,839	(43,839)		
PK-6637-19	Parkland Dedication Policy Development	71,832	(71,832)		
PK-6648-19	Vaughan Mills Neighbourhood Park Base Parkland Development	1,320	(1,320)		
Capital recovery of Land Acquisition/Park Development Labour		1,082,000	(1,082,000)		
		1,304,561	(1,226,206)	(78,355)	

Attachment 4

City of Vaughan
2020 Increased Density (Section 37) Reserve Fund Statement
As at December 31, 2020 (in '000s)

		Section 37
Balance as of January 1, 2020		3,055,559
Plus:		
Payments Received		-
Interest Revenue		35,631
Other		2,136,981
Sub Total		\$2,172,612
Less:		
Expenditures		-
Interest Expense		-
Other		-
Sub Total		\$0
Balance as of December 31, 2020		<u>\$5,228,171</u>

Expenditure Detail:

Project	Project Description	Total Expenditure	Section 37	Other Funding	Other Funding Source
		-	-	-	

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: OPERATING BUDGET POLICY

FROM:

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

ACTION: DECISION

Purpose

To seek approval of the City of Vaughan's Operating Budget Policy No. 12.C.11.

Report Highlights

- The purpose of the operating budget policy is to provide guiding principles and direction for the development and form of the operating budget.
- The policy allows for managing adverse and unanticipated situations through a transparent and accountable process that provides flexibility to respond to changes and risk while keeping Council and the public informed.
- The policy reflects the City's Financial Sustainability Guiding Principles and legislative requirements of the Municipal Act, 2001.

Recommendation

1. That the City of Vaughan's Operating Budget Policy No. 12.C.11 as contained in Attachment 1, be approved.

Background

Financial policies are a key element of sound fiscal administration.

Section 290 of The Municipal Act, 2001 sets out provisions for local municipalities and sets minimum requirements for budgeting.

- i. Local municipalities must adopt an operating budget annually that includes estimates of all sums required during the year for the purposes of the municipality. Council may adopt a budget in the year, or the immediately preceding year provided it is not an election year.
- ii. The budget must be balanced and set out the estimated revenues, including tax levy; estimated expenses for the year; and amounts to be paid into and out of reserves, sinking and retirement funds.

The Government Finance Officers Association (“GFOA”) recommends adopting operating budget policies aimed at achieving and maintaining a structurally balanced budget that is transparent and supports financial sustainability for multiple years into the future.

Previous Reports/Authority

Not applicable.

Analysis and Options

Operating budget policies are valuable because they outline a transparent budget process, and currently the City does not have a formal policy in place. The City of Vaughan’s (“City”) operating budget is a primary tool in the management of the City and enables the City to fulfill its commitment to service excellence in governance and fiscal responsibility.

A formalized comprehensive operating budget policy provides the governance and guidance to develop, manage, and administer the City’s operating budget. A formal policy provides for consistency, accountability, and quality control of the operating budget. The policy also serves to inform and to demonstrate to Council and residents that the City is committed to sound financial practices.

The operating budget policy provides the guiding principles and direction for developing the operating budget. It ensures budget development, management, and controls are consistent with relevant policies and promotes financial responsibility. This policy also provides the flexibility and guidance to respond to changes and unanticipated situations.

Financial Impact

There are no financial impacts directly associated with this report.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

Financial policies are central to a strategic, long-term approach to financial management. The operating budget policy is one of several basic financial policies that municipalities should consider adopting. Existing policies will continue to be reviewed and updated regularly as part of Long-Range Fiscal Planning.

For more information, please contact:

Michael Marchetti, Director Financial Planning & Development Finance, ext. 8271.

Kenneth Quan, Manager, Corp. Financial Planning & Analysis, ext. 8029.

Attachment

1. City of Vaughan Operating Budget Policy 12.C.11.

Prepared by

Kelly Sutton, Senior Financial Analyst, Financial Sustainability, ext. 8252.

Approved by



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

Reviewed by



Jim Harnum, City Manager



THE CORPORATION OF THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: OPERATING BUDGET

POLICY NO.: 12.C.11

Section:	Finance & Budgets		
Effective Date:	Click or tap to enter a date.	Date of Last Review:	Click or tap to enter a date.
Approval Authority: Council		Policy Owner: DCM, Corporate Services & CFO	

POLICY STATEMENT

The City of Vaughan's ("City") operating budget is a primary tool in the management of the City, enabling it to fulfill its commitment to service excellence in governance and fiscal responsibility.

The City's Budget and Financial Plan is consistent with the goals and objectives set in the Term of Council Strategic Plan.

Decisions made regarding the operating budget ensure that the budget plans support economic growth, maintenance of infrastructure, responds to changing needs and are fiscally responsible.

PURPOSE

The purpose of this policy is to provide guiding principles and direction for the development and form of the operating budget and plan that:

- Becomes a plan of action to enable staff and Council to make informed decisions about the financial commitments to meet the provision of programs and services for achieving Council objectives;
- Serves as a statement of priorities to guide allocation of resources through approved budgets that reflect Council priorities and Strategic Plan;
- Reflects financial policies in the framework for budget development, management, and controls that ensures consistent and responsible use of financial resources across the City;

POLICY TITLE: OPERATING BUDGET

POLICY NO.: 12.C.11

- Allows for managing adverse and unanticipated situations through a transparent and accountable process that provides flexibility to respond to changes and risk while keeping Council and the public informed; and,
- Contributes to measures of performance for programs and services against stated objectives and key results.

Guiding Principles

Financial sustainability guiding principles provide a conceptual approach to making responsible budget decisions, including:

1. Existing service levels

The City will strive to maintain existing infrastructure and services in a climate of increasing costs by leveraging efficiencies and preparing for anticipated future needs through reserves and contingencies.

2. Growth pays for growth

Infrastructure and services that support new growth should be funded, to the fullest extent possible, through new property tax assessment and growth-related revenues.

3. New initiatives to enhance the City

Investments in new initiatives should enhance service levels, improve efficiencies, mitigate risk, support service excellence, or enhance the quality of life for residents while staying within the City's financial means.

Budget Objectives

- To ensure that the City's operating revenues and tax-levy are allocated in ways which best realize the City's objectives, priorities, and approved plans;
- To ensure that municipal programs, services, and administrative units have the resources required to carry out their work effectively, subject to the constraints imposed by the flow of revenue; and,
- To provide an effective means of monitoring and controlling revenues and expenditures in accordance with the highest standards of financial management and accounting.

SCOPE

POLICY TITLE: OPERATING BUDGET

POLICY NO.: 12.C.11

This policy applies to all operating revenues and operating expenditures undertaken by the Corporation of the City of Vaughan.

LEGISLATIVE REQUIREMENTS

The Municipal Act, 2001 (“Act”) sets out provisions and minimum standards for municipal budgets. Municipalities have flexibility regarding the format and level of detail of its budgets.

Section 290 of the Act sets out provisions for local municipalities and sets minimum standards of what the budget must contain. “For each year, a local municipality shall, in the year or the immediately preceding year, prepare and adopt a budget including estimates of all sums required during the year for the purposes of the municipality”. A budget for a year immediately following a year in which a regular election is held, may only be adopted in the year to which the budget applies.

Section 291 of the Act allows (but does not mandate) multi-year budgets of two to five years. Notwithstanding the adoption of a multi-year budget, it is mandatory to review the second and every subsequent year annually.

Ontario Regulation 284/09, *Budget Matters – Expenses* (O. Reg. 284/09) was put in place to consider the Public Sector Accounting Board standards for tangible capital assets on municipal budgeting. This regulation explains that specific expenses (amortization, post-employment benefits, and solid waste landfill closure and post-closure liabilities) may be excluded from the budget if a report is produced annually that describes the future impact on the municipality.

DEFINITIONS

- 1. Accrual Basis Accounting:** An accounting method that identifies revenues and expenditures as they are earned and incurred; the basis for preparing financial statements.
- 2. Administrative Amendment:** Fiscally-neutral adjustment to the approved operating budget as reflected in the City’s budget and financial systems, to reflect organizational changes, reallocation of costs and line item transfers, for the effective financial management, reporting and monitoring of the City’s programs and services.
- 3. Annual Operating Budget:** Annual budget for the operations of City departments, including operating revenue and operating expenditures; referred to as approved upon Council adoption.
- 4. Budget:** A financial plan defined as an estimate of costs, revenues and resources over a specified period that reflect a forecast of financial conditions based upon a set of assumptions.

POLICY TITLE: OPERATING BUDGET

POLICY NO.: 12.C.11

- 5. Budget Line Item:** A budget item that reflects grouping of similar expenses by category (object code). i.e. grouping of consulting costs for various projects within a budget that represents the sum.
- 6. Budget Transfer:** A transfer of an amount initially recorded within one budget line item to a different budget line item.
- 7. Business Unit:** An organizational unit focused on a municipal program or service.
- 8. Chief Financial Officer and City Treasurer (“CFO”):** The employee appointed by Council as the City Treasurer.
- 9. City:** The Corporation of the City of Vaughan.
- 10. Consolidated Operating Budget:** Includes Revenues, Expenditures and Transfers for the Corporation of the City of Vaughan.
- 11. Cost Centre:** A detailed level of budget that identifies the grouping of line items at a Business Unit level.
- 12. Department:** Functional area within a Portfolio responsible for the delivery of municipal services.
- 13. Department Budget:** Those budget line items applicable to and to be administered by each department.
- 14. Deputy Treasurer:** The second most senior official(s) that oversees the management of the City’s financial affairs.
- 15. Emergency:** Unforeseen situation of an urgent nature, presenting an unacceptable risk to the health and safety of persons or to property, requiring an immediate expenditure of funds.
- 16. Financial Report:** Summary of financial activities and budget performance related to the operation of the City.
- 17. Fiscally Neutral Budget Adjustment:** An adjustment that has no impact to the approved net operating budget, and no impact to the current annual tax-levy or tax-funded reserves.
- 18. Modified Accrual:** The basis of budgeting used at the City that excludes certain expenses as permitted by O. Reg. 284/09.

POLICY TITLE: OPERATING BUDGET

POLICY NO.: 12.C.11

19. Public Sector Accounting Board (“PSAB”): An independent body with authority to set accounting standards for the public sector, which includes municipalities.

20. Rate-supported Budget: Revenues (a form of user fees) for cost recovery services, such as water and wastewater; rate-supported programs are not supported by property tax revenues.

21. Reserves and Reserve Funds: Designated accounts established to set aside funds for future purposes or unanticipated events. A reserve is an allocation of accumulated net revenue, whereas a reserve fund is segregated and restricted for a specific purpose.

22. Specific Purpose Revenues: Operating revenue received for a specific purpose (grants and donations are examples), also special purpose revenues.

23. Tax-Levy: The amount the City decided to raise in its budget for the year under s. 290 of the Municipal Act, 2001, also general levy.

24. User Fee: Fee or charge to an individual, business, or identifiable group for using a service provided by the City in which they directly benefit from.

POLICY

1. Requirement to Set a Budget

1.1. The Chief Financial Officer (“CFO”) is to present an annual consolidated operating budget for the upcoming year to Council.

1.2. For any year in which the budget for that year is not approved by Council before December 31st of the preceding year, Council shall adopt an interim operating budget that does not exceed 50 percent of the preceding years annual operating budget before January 1st of the budget year.

2. Basis of Budgeting

2.1. The City’s annual operating budget is developed on a modified-accrual basis, that excludes all amortization expenses, post-employment benefits expenses, solid waste landfill closure and post-closure expenses as permitted by Ontario Regulation 284/09, s.1.

3. Requirement for a Balanced Budget

3.1. The CFO is to present to Council for adoption an annual consolidated operating budget that is balanced; operating revenues and operating expenses must be equal, net of transfers to or from reserves and other funds.

3.2. Operating expenditures cannot be financed with debt, except as allowed by the Temporary Borrowing By-law.

4. Budget Development and Review Process

4.1. A best practice in financial management is to establish a budget before the start of the fiscal year to which it applies. The steps in the City's budget review process include:

- Establishing a budget timetable.
- Initiating a budget plan, supporting data and guidelines.
- Evaluating/reviewing draft budget submissions.
- Engaging public consultation.
- Compiling an overall consolidated budget document.
- Council approval of the budget, user fee and tax-levy requirements.
- Budget implementation and budgetary control.

4.2. Budget packages including baseline budgets, guidelines, budget envelopes, templates, and other supporting materials will be distributed to staff to assist with developing and preparing budget submissions according to the guiding principles framework:

- 4.2.1. "Base Budget" starting assumption for operating budget development is that services and service levels approved in the immediately preceding year are maintained wherever possible;
- 4.2.2. "Status Quo" changes are related to increasing (or decreasing) costs, including operating impacts of capital, required to maintain service levels to the community;
- 4.2.3. "Growth" related budget items are associated with maintaining existing service levels to a growing population, including operating impacts of capital; and,
- 4.2.4. "New services or enhancements" are associated with new or enhanced levels of service currently provided to the community.

5. Budget Control

5.1. The budget as approved by Council establishes the operating spending authority for the year to which the budget applies.

5.2. Amendments to the approved budget must be approved by Council unless the amendment is of an administrative nature.

POLICY TITLE: OPERATING BUDGET

POLICY NO.: 12.C.11

5.3. Delegated authority to approve or recommend administrative budget amendments are outlined in Appendix A of this policy.

6. Budget Monitoring and Reporting

6.1. Operating budgets are used to plan the City's day-to-day spending. The operating budget document serves many important purposes for Council, including:

- Policy document in the form of goals, objectives, and strategies.
- Communication tool that provides summary information that can be used by media and the public
- Operations guide that describes the organization of the City and data to provide a basis for comparison year-over-year.
- Financial plan includes projected operating expenses and revenue sources for a specific time-period.

6.2. The CFO will report bi-annually to Council on the status of actual financial performance relative to approved budgets.

ADMINISTRATION

Administered by the Office of the City Clerk.

Review Schedule:	3 Years If other, specify here	Next Review Date:	Click or tap to enter a date.
Related Policy(ies):	12.C.12 – Capital Budget, 12.C.09 – Corporate Debt, 12.C.10 – Consolidated Reserve,		
Related By-Law(s):			
Procedural Document:			
Revision History			
Date:	Description:		
Click or tap to enter a date.			
Click or tap to enter a date.			

THE CORPORATION OF THE CITY OF VAUGHAN

APPENDIX

APPENDIX TITLE: OPERATING BUDGET

APPENDIX NO.: A

APPENDIX	
Responsibility	Budget Amendment Authority
Council	Budget amendments which are not administrative in nature, must be approved by Council. These include budget amendments that are not fiscally neutral, increase the total approved complement of permanent FTEs; pertain to debt, impact reserves in accordance with the Reserve policy (FPDF-004) or changes that alter the ability to deliver Council priorities as approved in the budget.
City Manager, or delegate	Approve administrative budget restatements necessary to create and re-organize departments of the City; Administration of collective agreements, in accordance with by-law 012-2013.
Chief Financial Officer and City Treasurer, or delegate	Approve administrative budget amendments recommended for approval by the Deputy Treasurer.
Deputy City Manager, or delegate	Authorize and recommend to the Deputy Treasurer and CFO budget transfers between business units or departments.
Deputy Treasurer, or delegate	Recommend administrative budget amendment requests to the CFO for approval, and authorize changes in the budget or financial systems, as required.
Director, or delegate	Authorize and recommend to the Deputy City Manager for Approval administrative amendments within the business unit(s) or department(s) for which they are responsible.

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: BILLBOARD REVENUE UPDATE

FROM:

Jim Harnum, City Manager

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

ACTION: DECISION

Purpose

To provide an update on the Municipal Partnership Office's (MPO) digital billboard initiative; to gain authority to amend the current Billboard Sign Agreement and Lease to include exemptions and compliance with the City's Sign By-law 140-2018, as amended; and to approve the allocation of secured revenue to contribute to the MPO's payback plan for the innovation reserve.

Report Highlights

- Through a competitive procurement process, a vendor has been secured to install digital advertising billboards with a minimum annual guaranteed revenue of \$405,000 to the City in three (3) Council approved locations.
- Staff require authority to enter into a written agreement, by way of an amendment to RFP20-032, to permit the proposed installation in accordance with Section 23.1 of the City's Sign By-law due to the nature of each individual landscape.
- The Innovation Reserve investment that was used to form the MPO has been exhausted and the payback period is to commence in 2021.
- Revenues generated from digital billboards along with a portion of the sponsorship revenue will pay the reserve back on time, with the required interest, and continue to operate the partnership office which supports corporate-wide grants, revenue opportunities, and corporate-wide sponsorships.

Recommendations

1. That Council authorize use of the Billboard revenue for the purposes of operating the Municipal Partnership Office including the scheduled repayment of the Innovation Reserve with interest;
2. That Council authorize the City to enter into a written agreement in a form satisfactory to the City Solicitor, to permit the proposed installation and related conditions that will apply in accordance with Section 23.1 of the City's Sign By-law 140-2018, as amended:
 - a. Joint Operations Centre, 2800 Rutherford Road.
 - b. North Side of Highway 7, West of Keele Street.
 - c. West Side of Bathurst Street., North of Queen Filomena Avenue;
3. That Council delegate signing authority to the City Manager to execute any amendments related to the Billboard Sign Agreement and Lease, as necessary and in accordance with Section 23.1 of the City's Sign By-law 140-2018, as amended; and
4. That Council receive the changes to the Municipal Partnership Office's operating plan as outlined to generate additional revenue through corporate projects and sponsorships; assisting departments with sponsorships; and corporate wide grant coordination.

Background

The Municipal Partnership Office (MPO) plays a leading role in generating alternative revenue at a corporate level while supporting departments in an advisory capacity to create sustainable revenue streams for their programs.

Now in its fifth year, the MPO has built a successful corporate-wide grant support service, secured more than \$6,000,000 of funding through digital advertising billboards, and supported the development of programs like Grow with Vaughan.

The MPO has invested its budgeted allocation from the innovation reserve and is scheduled to begin paying back the investment with interest this year. With the secured investment from the digital advertising billboards, the MPO has a sustainable source of revenue to continue to generate additional revenue for the City of Vaughan.

MPO Timeline

2013 - a working group was established to implement a strategy for a Municipal Sponsorship Program, and an external consultant was approved by Council to initiate the Municipal Partnership Office.

2016 – the office was established by hiring one FTE at the Managerial level with a \$917,246 investment from the City’s Corporate Innovation Fund to be paid back with interest over the course of eight years (at which time the total repaid to the Innovation Fund will total \$1.01MM by 2026).

2017 – a coordinator was added to the office and the Corporate Partnerships program was developed and approved by Council. First Naming Right, Saputo Tennis Courts was sold.

2018 – corporate restructuring removed coordinator from the office and shift of focus to grant funding and digital advertising which both presented the greatest potential and highest yield for revenue generation.

2019 – Digital Billboard report brought to Council whereby it was decided that any new revenues from this program will be allocated based on the annual business planning and budget process, whereby service and infrastructure priorities shall be recommended by SLT-E and approved by Council. Also hired consultant to review the partnership program and Naming Rights strategy. Near the end of the year, COVID-19 pandemic began, and focus shifted to securing billboard revenue, grant coordination and capacity building rather than active solicitation.

2020 – Issued the Digital Billboard RFP20-032 and launched the Grow with Vaughan sponsorship program.

2021 – secured Digital Billboard revenue at \$405,000/year for 15-year term. Looking ahead towards naming rights of future assets, program partnership development with various departments and grant coordination continues.

Previous Reports/Authority

Nov. 19, 2013, [Marketing Partnerships Strategy & Implementation Plan](#)

Feb. 21, 2017, [Corporate Partnerships Update](#)

May 7, 2018, [Billboard Revenue Potential](#)

Mar. 19, 2019, [Billboard Revenue Potential Update](#)

[Sign By-law 140-2018 \(PDF\)](#) (as amended) and [Sign By-law 079-2019 \(PDF\)](#)

Analysis and Options

The MPO has identified three areas of focus based on its experience, analysis of the emerging landscape, and external consultation.

These service areas are:

- Corporate initiatives like the digital advertising billboards
- Inbound grant coordination
- Department sponsorships

1. Corporate Initiatives

In 2019, an external consultant was hired to re-evaluate the current sponsorship program, identify its strengths and weaknesses and to make recommendations for the future. It was determined that to achieve sponsorship success, the current list of assets needed to be updated to be successful to secure rare opportunities like Naming Rights. Several roadblocks to success were identified. These included: competition in the marketplace, internal readiness and barriers, and available inventory. With those findings, the MPO diversified the office's revenue streams to explore possible revenue alternatives.

Advertising emerged as a high-yield opportunity for revenue generation in the municipal marketplace. Work began on identifying land that the city owned to lease to out-of-home advertising companies to erect and operate digital billboards. After two years of coordination, an RFP was awarded, and lease was signed with a major provider in the amount of \$405,000/year plus commission for a 15-year term. This program not only provides a significant source of revenue for the city (\$6,075,000) but also sets a precedent for the partnership program at the city and the region at large.

The Billboard Revenue Project can generate more the \$6,000,000 and provide public good based on the proposed Digital Billboard Infrastructure in Attachment 1.

Given the unique characteristics of the sites approved by Council in 2019, Section 23.1 of the City's Sign By-law needs to be utilized to operationalize the billboard revenue project. This By-law enables the City to enter into an agreement to exempt the selected Proponent from certain provisions of the By-law. This agreement will stipulate the conditions of the signs and the applicability of the City's Sign By-law.

The resulting written agreement will be reviewed by relevant City staff in Building Standards, Bylaw, and Legal Services.

Corporate Initiative Summary (2017-present)

	Corporate Initiative	# of Companies Pitched	# of Confirmed Transactions	Total Value of Partnership	Term
2017	Saputo Tennis Court	1	1	\$50,000	8 years
2018	Vellore Village CC and City Playhouse Theatre	15	0	n/a	n/a
2019	VMC YMCA	3	0	n/a	n/a
2020	Grow with Vaughan	Various Ongoing	21	\$38,000	1 season
2021 YTD	Digital Billboards	1	1	\$6,075,000	15 years

- Corporate Initiatives include naming right opportunities and other city-wide revenue generation programs. These are long-term initiatives that require policy and development work to deploy.
- In 2021, the MPO will generate revenue from advertising sales of Digital Billboards to be installed on city property. An annual guaranteed payment of \$405,000/year for the next 15 years totaling \$6,075,000 is confirmed.
- One Naming Right has been secured for the Saputo Tennis Courts. This program generated \$50,000 in 2018.
- Vaughan Animal Services consultant review of funding model for new future animal shelter is underway.
- Grow with Vaughan sponsorship program is ongoing with potential for expansion across various departments.

2. Inbound Grant Coordination

The initial years of the program the grant specialist role at the city was removed and the MPO identified a gap in grant support across the organization. There was a need for centralizing inbound grants across all departments and identification, coordination and consultation became a central role of the services of the MPO.

In the first year that the MPO coordinated corporate grants, the corporation increased the number of grants applied for from 15 applications to 39. In addition, the value of those

applications increased by **826%**. In 2019 alone, the MPO supported 33 applications, of which 18 were successful, with the City receiving \$16,006,270 in capital and operational grant funding (\$4,799,944 in cash flow through the applicant department in that fiscal year). The largest increase was in the number of smaller operational grants that departments had no prior knowledge of until MPO's involvement. Seeing this success, it made strategic sense for the Corporation to have the MPO focus on grants. As we entered the COVID-19 pandemic, the need for targeted grant coordination and support was evident.

Need aside, any revenue brought into the City from both capital and operational grants does not contribute to paying back the innovation reserve for which the office is maintained as it goes directly to the applicant departments. This presents a conflict between how the innovation reserve was originally budgeted and where to focus efforts to achieve our goal of generating more revenue for the city.

Inbound Grant Activity (2017 – present)

	# of Applications Submitted	# of Applications Awarded	Value of Operational Grants Awarded *	Value of Capital Grants Awarded *
2017	15	11	\$404,704	\$21,764,377
2018	39	18	\$312,952	\$600,399
2019	33	18	\$846,144	\$16,000,000
2020	30	21	\$643,134	\$507,170
2021 YTD	8	7	\$630,769	\$10,039,028

*Reflects total awarded amount each year not reflective of actual cash flow as grants are often received over several years

- MPO manages a database of over 250 grant opportunities and centrally tracks incoming and outgoing applications.
- Role is in identification and communicating opportunities, coordinating the departments interested, assisting with application submission and tracking outcomes.
- Operating grants were looked at strategically for the first time organizationally. Where historically the City had generated between \$300k-\$400K in this area, by increasing the MPO efforts in operating grant applications, so did the outcome.
- MPO prequalified vendor pool of grant writers to address a gap in resources identified by client departments.

3. Department Sponsorships and Revenue Advisory Services

Another important function of the MPO office that is not accurately reflected in the original budget build is the consulting work that the MPO conducts on a regular basis to help the City's departments generate sponsorship revenue. Once revenue is secured, a large percentage (approximately 80%) of it is kept by the departments, leaving only 20% to support the MPO including the potential repayment of the innovation reserve account.

The current fiscal arrangement whereby the MPO supports revenue generation for other departments does not allow the Office's financials to accurately reflect the impact that the MPO has on the corporation. Further, it does not allow for the innovation reserve to be repaid in the manner outlined in the initial business case. As we enter the fifth year of the program, we've reached a critical point in the office's evolution. With guidance internally from various departments along with external consultants verifying the trends in the marketplace and reinforcing our strengths, we've identified a feasible fiscal model that pays back the reserve by 2026.

Department Sponsorships (2017- present)

	# of Qualified Prospects we've met with	#of Confirmed Sponsorships	Total Value of Sponsorships Received
2017	74	6	\$31,500
2018	62	5	\$25,000
2019	52	16	\$38,200
2020	25	14	\$54,500
2021 YTD	10	3	\$6,000

- MPO works with various other departments such as Policy Planning and Environmental Sustainability, Parks Forestry and Horticulture Operations, Recreation Services, Animal Services, and Economic and Cultural Development in developing sponsorship programs, asset valuation, solicitation, and service delivery.
- Program and Event partnerships have been the most successful in the \$2,500-\$20,000 range for various initiatives such as RecAssist, Vaughan Business Expo, Community Gardens, International Women's Day, Art Exhibitions, Activate!Vaughan, and Culture Days.

Financial Impact

The initial investment for the MPO was funded from the City's innovation reserve. This reserve is intended to provide seed funding for innovative value propositions, which require upfront investments. Eligible projects require a business case including payback and recovery metrics. This is to ensure that there is accessible funding for future innovative projects.

In its original business case, MPO required an upfront investment of \$917,246 which would be paid back with interest for a total of \$1,008,971, commencing in 2021 and ending 2026. However, with challenges in generating revenue through naming rights and shifting focus to grant coordination across the city as well as departmental sponsorships, the revenues that were to payback the reserve have trended significantly lower than the initial business case.

The success of the MPO to award an RFP for digital billboards has guaranteed the city annual revenue of \$405,000/year plus commission for a 15-year term. The forecasted, pro-rated revenue in 2021 is estimated at approximately \$151,000 assuming an August 2021 installation date; should the installation be delayed, revenues will be prorated based on the actual date of installation. The digital billboard contract award provides the MPO with an opportunity to utilize this revenue to pay back the innovation reserve, so that funding is available for future projects. Based on the financial forecast below in Table 1, it is recommended that the MPO retain 100% of the base guaranteed billboard revenues for the first 5 years of the program (2021-2025) to fund the department and commence pay back of its obligation. In 2026, 60% of the annual guaranteed billboard revenue is required to fund the MPO office and fully payback the innovation reserve. The remaining 40% is available for other city initiatives to be brought forward through the annual budget process. Utilizing the digital billboard revenue to not only payback the reserve but also fund the MPO alleviates, on average, approximately \$195,000/yr. of tax pressure and aligns with the original business case of repaying the reserve by 2026 as per Table 2.

Table 1 – Municipal Partnership Office Revenue and Expenditures (2016-2027)

Municipal Partnership Office Revenue and Expenditure (2016-2027)												
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Actual / Forecast	Actual	Actual	Actual	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Revenue												
Transfer from Innovation Reserve	176,774	211,460	183,901	175,663	138,944	-	-	-	-	-	-	-
Partnerships/Naming Rights	5,000	78,000	25,000	30,200	51,000	66,500	76,500	91,500	191,500	221,500	221,500	226,500
Transfer Sponsorship to Department/Capital	-	(68,500)	(19,000)	(17,000)	(33,260)	(54,500)	(62,500)	(74,500)	(174,500)	(204,500)	(204,500)	(204,500)
Advertising (incl. Digital Billboards)	-	-	-	-	-	151,875	405,000	405,000	405,000	405,000	405,000	405,000
Total Revenue	5,000	9,500	6,000	13,200	17,740	163,875	419,000	422,000	422,000	422,000	422,000	427,000
Expenditures												
Labour	127,543	204,805	178,765	115,818	154,244	160,046	170,251	177,854	179,401	182,541	185,735	188,985
Other Expenses												
Professional Fees	35,616	-	-	70,215	-	-	-	-	-	-	-	-
Other Administrative Costs	13,981	16,155	10,975	6,002	5,386	7,700	12,200	12,200	14,700	14,700	14,700	14,700
Transfer to Innovation Reserve	-	-	-	-	-	-	236,549	231,946	227,899	224,759	57,314	-
Total Other Expenses	49,597	16,155	10,975	76,217	5,386	7,700	248,749	244,146	242,599	239,459	72,014	14,700
Total Expenditure	177,139	220,960	189,834	192,195	160,387	167,746	419,000	422,000	422,000	422,000	257,749	203,685
Favourable/(Unfavourable) Variance	4,635	-	67	(3,332)	(3,704)	(3,871)	-	-	-	-	164,251	223,315
Surplus available for other City Initiatives											164,251	223,315

*Financial Forecast excludes digital billboard commissions as amounts are not guaranteed and variable.

Table 2 – Innovation Reserve Payback Schedule

Innovation Reserve Payback	2021	2022	2023	2024	2025	2026
Beginning Balance	30,504	30,504	267,053	498,999	726,898	951,657
(Withdraw)/Deposit to Reserve	-	236,549	231,946	227,899	224,759	57,314
Ending balance	30,504	267,053	498,999	726,898	951,657	1,008,971

In 2027 and beyond, a minimum of 50% of the guaranteed digital billboard revenue plus 100% of commissions will be allocated based on the annual business planning and budget process, whereby service and infrastructure priorities shall be recommended by SLT-E and approved by Council. During the period of 2022-2026, if billboard revenues exceed the \$405,000/yr. because of commissions earned, this additional revenue will be utilized to accelerate the payback of the innovation reserve. Accelerating payments to the reserve has the potential to free up additional funding for other City initiatives prior to 2026.

Broader Regional Impacts/Considerations

N/A

Conclusion

In summary, the efforts of the MPO in revenue generation is benefiting the organization. With the secured advertising investment, the reforecast presents an accurate picture of the revenue generated due to the MPO's efforts in sponsorship, advertising and grants in a more accurate manner, and sets realistic targets into the future assuming one FTE is focused on the identified outcomes.

With approval to allocate the digital billboard revenue to pay back the innovation reserve until 2026 and refocused approach to sponsorship and grants, we are confident in the future of the MPO and the important role it plays within the organization.

For more information please contact Raphael Costa (Raphael.costa@vaughan.ca) or Cristina Prinzo (Cristina.prinzo@vaughan.ca).

Attachment

1. Proposed Digital Billboard Infrastructure

Prepared by

Cristina Prinzo, Acting Manager, Partnerships and Sponsorship, 8187.

Lisa-Marie Russo, Manager, Financial Planning and Development Finance, 8438.

Approved by



Michael Coroneos
DCM Corporate Services, City
Treasurer & Chief Financial Officer

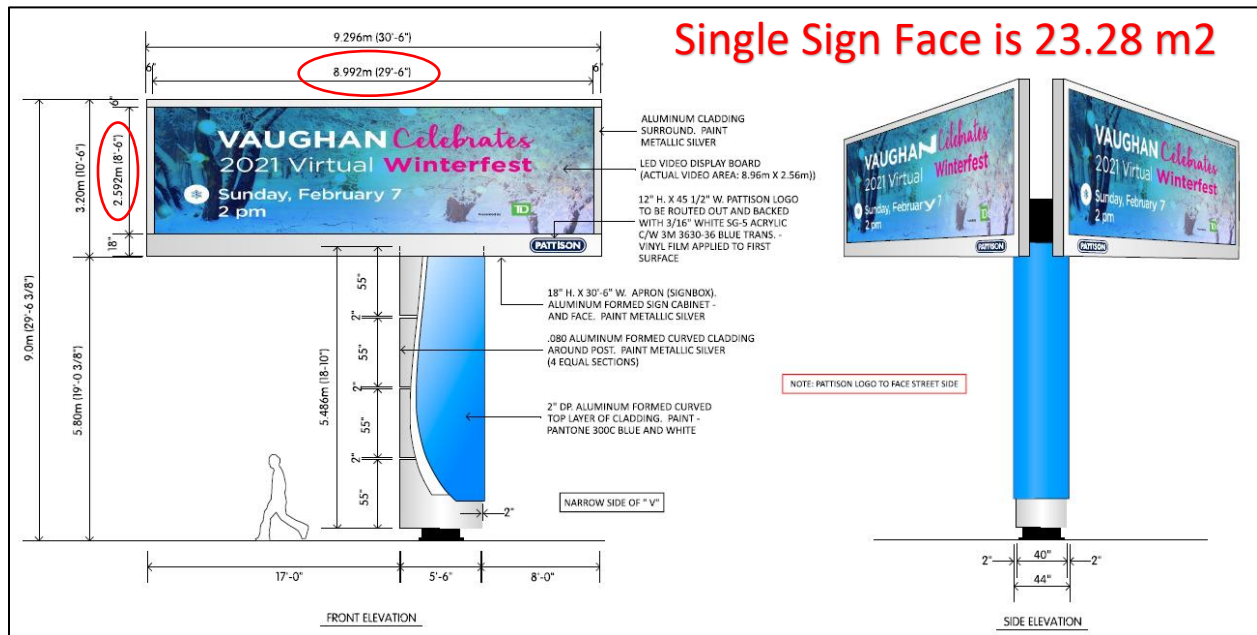
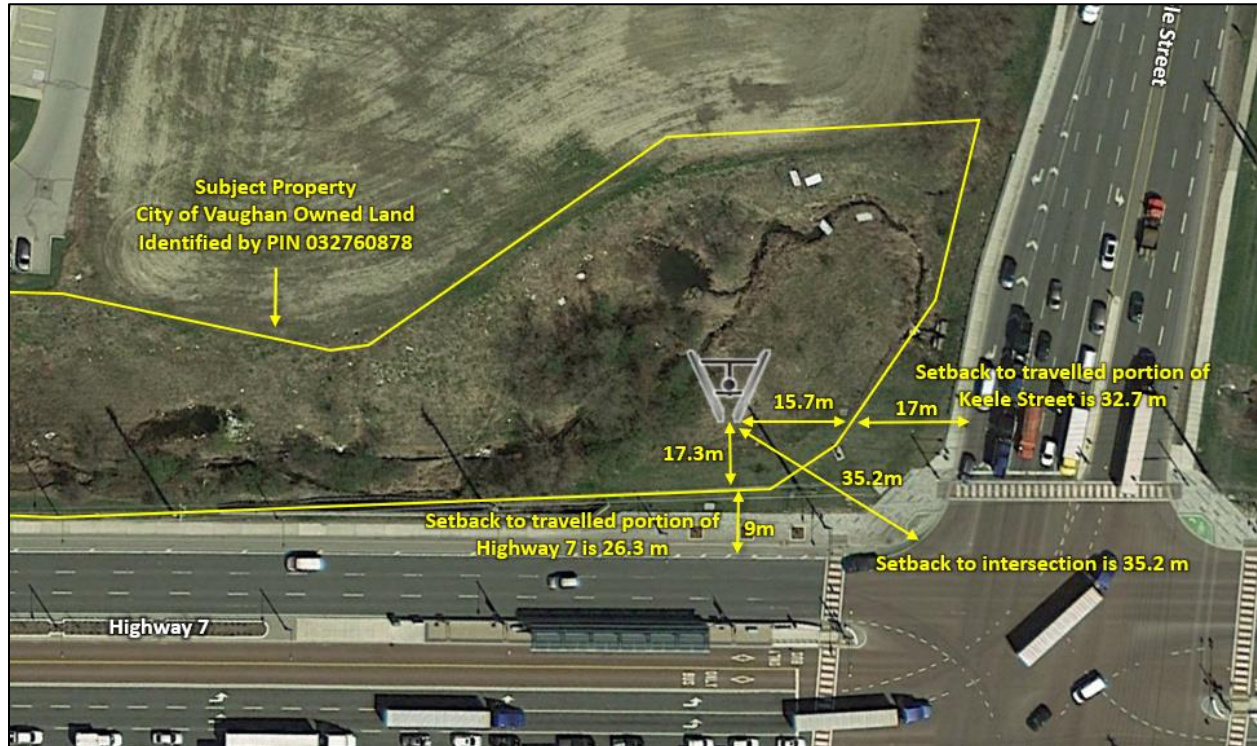
Reviewed by



Jim Harnum, City Manager

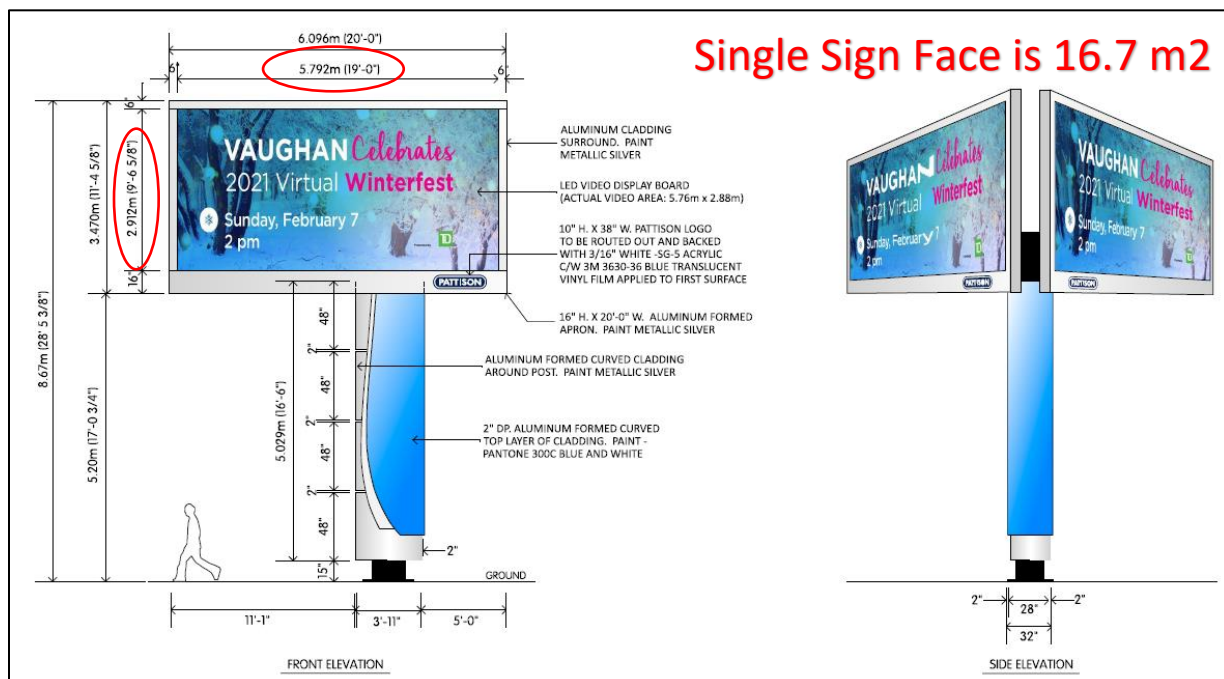
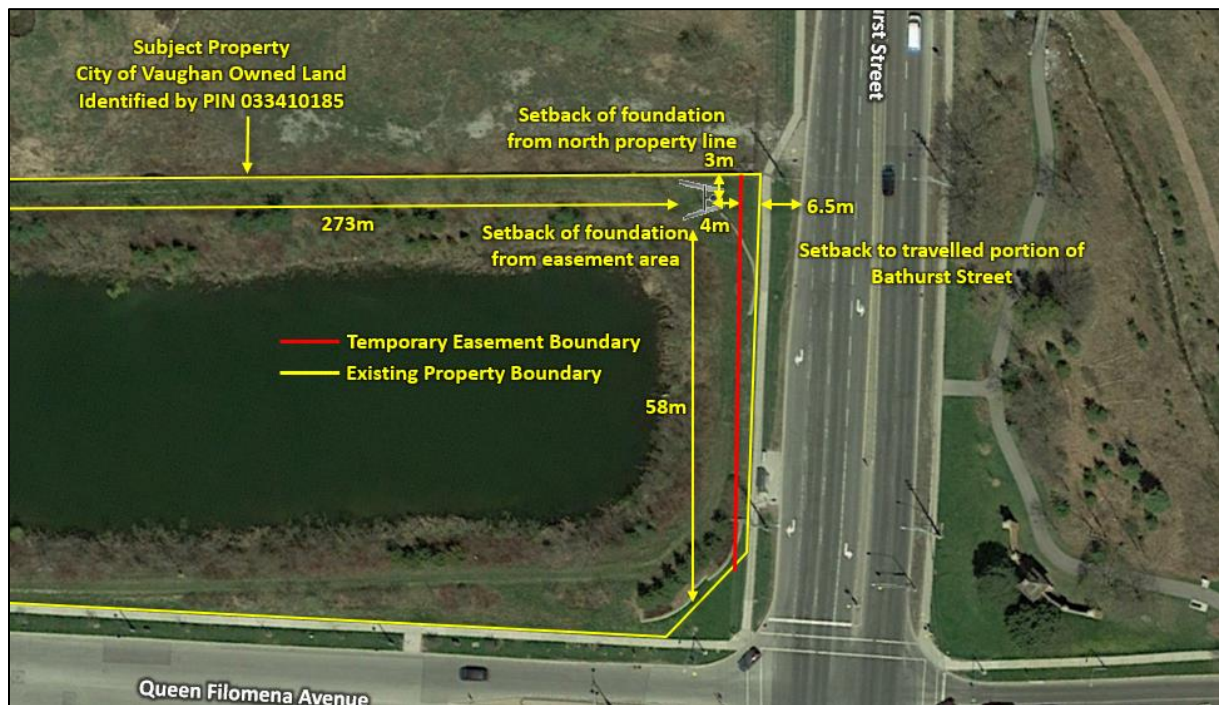
Site 2 – 2268 Highway 7 (Highway 7 and Keele Street)

1. Height: 8.0 metres permitted, 11.0 metre maximum proposed (due to change in grade of approx. 2.5 to 3.0 metres from street grade level)
2. Size: 20 m² permitted, 24 m² proposed (due to scale of property / maximizing visibility)



Site 3 – 50 Queen Filomena (Bathurst Street north of Queen Filomena Avenue)

1. Height: 8.0 metres permitted, 9.5 metre maximum proposed (due to increasing the setback to give clearance to the temporary easement area, which puts the sign in a location where the mature trees to the north and south obstruct visibility)
2. Setback to property line: 3.0 metres from the northern property line to sign foundation, and 6.0 metres from the future Bathurst Street line (with 4.0 metres setback to temporary easement area to allow for Regional construction project)



Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: CITY-WIDE COMPREHENSIVE ZONING BY-LAW
THE CORPORATION OF THE CITY OF VAUGHAN

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for the enactment of the new City-wide Comprehensive Zoning By-law (the 'CZBL') for the City of Vaughan. The CZBL provides a major update since the adoption of By-law 1-88, and will continue to regulate the use of land and establishing modern development standards to implement the policy directives of Vaughan Official Plan 2010, as amended.

Report Highlights

- The CZBL is the culmination of a 3-phase project that included an extensive public and stakeholder engagement process.
- The CZBL conforms to and implements the policies of Vaughan Official Plan 2010.
- The CZBL will delete and replace the existing Zoning By-law 1-88, with exceptions to maintain previously approved site-specific exceptions.
- The new paper and digital formats of the CZBL make it broadly accessible and easier to navigate.
- Pre-zoning will be introduced for the Vaughan Metropolitan Centre Secondary Plan area as a pilot.

Recommendations

1. THAT Vaughan Council ADOPT the City-wide Comprehensive Zoning By-law in substantially the same form as attached at its Council meeting of September 27, 2021;

2. THAT Vaughan Council authorize the Deputy City Manager of Planning and Growth Management to make such stylistic and technical changes to the City-wide Comprehensive Zoning By-law as may be required;
3. THAT the City-wide Comprehensive Zoning By-law, dated XX 2021, delete and replace zoning By-law 1-88 as amended; and
4. THAT Vaughan Council deem that no additional notice or public meeting is required prior to the enactment of the City-wide Comprehensive Zoning By-law notwithstanding that changes were made to the by-law after the holding of the statutory public meeting.

Background

The City embarks on a review of By-law 1-88

Vaughan Council ('Council') on September 7, 2010, adopted Vaughan Official Plan 2010 ('VOP 2010') as the policy document to guide municipal decision-making on a wide range of land use planning matters, including growth and development. In accordance with Section 24(1) of the *Planning Act* (the 'Act'), municipal decisions, by-laws and public works must conform to VOP 2010. A Zoning By-law is the most important statutory tool to aid in the implementation of an Official Plan.

After extensive public consultation, research, and direction from Council, the City-wide CZBL will regulate the use of land and establish modern development standards to implement the policy directives of VOP 2010 is complete.

The City's existing city-wide Zoning By-law, Zoning By-law 1-88, has not been comprehensively reviewed since 1988. Council on September 19, 1988, enacted City of Vaughan Zoning By-law 1-88 ('By-law 1-88') and the then Ontario Municipal Board (now the Local Planning Appeal Tribunal ('LPAT')) on July 17, 1989 approved the By-law. By-law 1-88 has been amended through numerous general amendments and site-specific exceptions resulting from development applications over the last 30 years, however, a comprehensive review of By-law 1-88 had not been undertaken until now. Many of the development standards in By-law 1-88 are outdated and do not reflect current Provincial legislative requirements or policy documents, the policy direction of VOP 2010, or today's best planning and development practices.

The City issues a Request for Proposals to undertake the By-law Review

Council on December 15, 2015, directed staff to issue a Request for Proposals ('RFP') to retain a qualified external consulting team to undertake a comprehensive review of By-law 1-88, and to prepare a City-wide comprehensive Zoning By-law to regulate the use of land throughout the City (as shown on Attachment 1). Council on January 24,

2017, awarded the RFP (being RFP 16-352) to WSP Canada (formerly MMM Group Limited).

The By-law Review was undertaken using a 3-phase process and included substantial public engagement

The CZBL was completed as part of a 3-phase process over the course of 4-years. The CZBL is the result of an extensive research and consultation process that was undertaken within three phases over the course of 4-years. These phases include:

Phase 1: RFP, Strategy and Community Engagement

Council in April 2018 endorsed the Zoning By-law Strategy Report (the 'Strategy') to inform the direction of the CZBL. The Strategy identified options with respect to the structure, format, and strategic recommendations in drafting the future CZBL to implement the policy framework of VOP 2010.

With respect to consultation, one City-wide and ten Ward-based, non-statutory open house meetings were held to obtain input on the Strategy for the CZBL. Both formal and informal feedback was received including inquiries from existing residents; prospective residential; commercial and employment landowners; architectural, design and planning consultants; the Building Industry and Land Development Association - York Chapter ('BILD'), and various Registered Community Ratepayer Associations ('Ratepayer Associations').

Phase 2: First and Second Drafts of the CZBL, and Statutory Public Meetings

Informed by the Strategy and the feedback received as part of Phase 1, the first draft of the CZBL was publicly released in April 2019 and was received by Council on June 4, 2019. After a review cycle of the first draft, the second draft of the CZBL was released on January 28, 2020. The second draft of the CZBL benefitted from continued engagement with stakeholders, including an additional five Ward-based open houses held between January and February of 2020.

The third draft of the CZBL was released on September 24, 2020 and was informed by the feedback received on the second draft. The third draft was presented to the public in a virtual Statutory Open House on October 14, 2020 and was considered at a virtual Council Public Meeting on October 29, 2020. The feedback received on the third draft during the statutory meetings has informed the final version of the CZBL.

As a result of comments and submissions made throughout the consultation process, a number of minor revisions are proposed to the final draft, which are intended to respond to comments received and in order to increase the clarity and useability of the new CZBL and make it user friendly.

Phase 3: Approval of the Final CZBL

This report is seeking approval of the CZBL representing the third and final phase of the CZBL process. The CZBL, accessible as Attachments 2 to 9, being recommended for approval maintains the principles established in the Strategy and has benefited from three full drafts that have evolved through an extensive consultation process with the public and stakeholders.

Each phase of the CZBL has benefited from significant stakeholder and public engagement far exceeding the requirements of the *Planning Act*. In addition to in-person and virtual consultations, the public and stakeholders were invited to provide written commentary through each phase of the process. A summary matrix of the written comments received is appended to this report as Attachment 10.

Engagement and Consultation

Outreach for the Statutory Open House and Council Public Meeting included a notice that was distributed on September 24, 2020 to all individuals requesting notice; to all the applicable agencies identified by Ontario Regulation 545/06; all City of Vaughan Ratepayer Associations; and BILD. In addition, notice was posted on the City's website at www.vaughan.ca; published in the September 24, 2020 and October 1, 2020 editions of the Vaughan Citizen and the Thornhill Liberal newspapers; distributed in the City Update eNewsletter; appeared on Vaughan's social media channels consistent with the City's campaign to promote all Council and Committee meetings; and appeared on the City's digital sign network.

Input received on the CZBL as part of the City-wide and ward-based open houses, the Statutory Open House, the Council Public Meeting and through written correspondence are represented by the following key topic areas:

Transition of Approvals from By-law 1-88 to the CZBL

Feedback was received respecting the transition of previous and on-going site-specific approvals from By-law 1-88 to the CZBL, and the status of active and future development applications, in-progress approvals and building permits. Detailed transition provisions are included in the CZBL that focus on previously approved site-specific amendments, and in-progress development applications and/or building permit applications. The transition clauses recognize previous planning approvals lawfully obtained in accordance with statutory provisions of the *Planning Act*. The intent of the transition provisions of the CZBL is to recognize site-specific approvals that have already gone through a public statutory approval process, and to minimize legal non-conformity to the greatest extent possible. Transition matters are discussed in greater detail later in this report.

Parking Rates

Feedback was provided regarding the minimum and maximum parking rates of the CZBL specifically regarding how the rates were developed, what informed the development of the rates, and why they are appropriate in Vaughan.

The parking rates of the CZBL take a different approach from the traditional parking rates in By-law 1-88. The parking rates of the CZBL are context specific, responding to different areas of Vaughan's urban structure. Minimum and maximum parking rates have been established for different areas of the City based on land uses. On that basis, parking requirements in established residential and employment areas have not changed significantly, whereas a more progressive approach to minimizing surface parking has been undertaken in main street and intensification areas. The parking rates have been informed by the City's Draft IBI Parking Study (2010), and best practices and standards in other municipalities. The parking rates of the CZBL help implement the sustainability policies of Provincial policy documents and the York Region and Vaughan Official Plans. Parking rates are discussed in greater detail later in this report.

Protection of Vaughan's Natural Heritage Network ('NHN') and Open Space Network

Stakeholders identified the need to protect Vaughan's NHN, open space network and public and private trees throughout the City. The open space zones of the CZBL have been designed to match, to the extent possible, the open space designations in VOP 2010. The Environmental Protection ('EP') Zone of the CZBL will conform to the Natural Areas land use policies of VOP 2010. It should be noted that lands within the 'EP' zone have similar zoning requirements under the existing By-law 1-88 a.a, which include a range of open space, conservation, or agricultural zones. The EP zone permits existing agricultural uses and provides for the protection of Vaughan's open space systems, and Natural Heritage Network.

The CZBL also includes schedules and suffix zones to highlight additional minimum development standards and regulations that apply to certain lands. For example, Schedule B-3: Woodbridge Special Policy Area identifies the historic floodplain limits in Woodbridge; Schedule B-4: identifies the regulation area of the Toronto and Region Conservation Authority ('TRCA'); and the Oak Ridges Moraine ('-ORM') Suffix Zone includes additional provisions for lands within the Oak Ridges Moraine ('ORM').

Applicability of the TRCA Regulated Area (Schedule B-4)

Feedback was received respecting how Schedule B-4, TRCA Regulated Area, is to be interpreted, and whether the inclusion of Schedule B-4 imposes additional regulations on the public. Schedule B-4 is a mapping tool used to identify the lands located within regulation limit boundaries as confirmed by the TRCA, and identifies the lands subject to Ontario Regulation ('O. Reg.') 166/06, and requires a Development, Interference with

Wetlands and Alterations to Shorelines and Watercourses permit from the TRCA prior to issuance of a building permit. This authority is enabled under Section 28 of the *Conservation Authorities Act, 1990*. Schedule B-4 is consistent with existing zoning practice in the City and is used for information purposes.

Amenity Area Requirements

Stakeholder input was received respecting the amenity area requirements, and whether these requirements are necessary and appropriate. The CZBL establishes amenity area requirements that are consistent with best practices in other local municipalities and with the amenity area currently being approved through development applications. The amenity area requirements represent the minimum amenity area necessary to support more dense forms of development that the City is transitioning towards. This includes recognition of private balconies, rooftop spaces, and other amenities within common areas, as well as the balance of continuous outdoor amenity space.

Protecting Established Neighbourhoods

Stakeholder input was received regarding the need to protect the City's established, mature neighbourhoods. The CZBL includes a refined set of residential zones across the City to preserve the general character of different neighbourhoods and includes an Established Neighbourhood ('-EN') Suffix Zone in specific neighbourhoods to implement Official Plan Amendment 15 (regarding the compatibility of infill development in Community Areas with a Low-Rise Residential designation). The intent of the -EN Suffix Zone is to ensure the redevelopment of residential dwellings within existing communities occurs in a manner consistent with VOP 2010 and is sensitive to community character. The -EN Suffix Zone guides the appropriate scale of development and redevelopment in established neighbourhoods; and includes additional regulations respecting the minimum front yard setback and building heights based on the existing location and height of a dwelling(s). This is discussed in greater later in this report.

New Community Areas

Stakeholder input was received respecting the status of the New Community Areas of VOP 2010. The CZBL includes a Future Development ('FD') zone which anticipates future communities being planned for under VOP 2010. The FD Zone requires a future Zoning By-law Amendment application(s) to implement the land uses and policies of the respective secondary plans/block plans. This is discussed in greater later in this report.

Temporary Sales Offices

Stakeholder input was received respecting the existing temporary sales office provisions within the first and second drafts of the CZBL. The first two versions generally mirrored the existing provisions of By-law 1-88, which imposed a 100 m locational relationship

from the lands which have received draft plan or site plan approval, and which prohibit temporary sales offices within the ORM.

In consideration of the temporary nature of sales offices, that they must meet the zone requirements – including use – on the lands where they are located, and that they are subject to an agreement with the City, the CZBL has removed the 100 m locational relationship to draft plan or site plan approved lands, and permits Temporary Sales Offices in all zones.

Enforcement of CZBL Standards

Stakeholder input was also received respecting the enforceability of the CZBL, and whether the City will sufficiently monitor the established standards. Specific examples that were mentioned include on-lot parking, front yard paving, adequate parking minimums to support businesses, and the parking of commercial and recreational vehicles. The CZBL is deemed as applicable law, and enforcement of the CZBL regulations are undertaken by the City's By-law and Compliance, Licensing and Permit Services Department. The regulations of the CZBL have been written to be clear and enforceable.

Site-specific Impacts on Individual Properties

Feedback was received with respect to existing or proposed zoning for individual parcels of land and the status of active development applications throughout the City. It is important to note that the CZBL is not a replacement for site-specific zoning by-law amendments. Site-specific questions and commentary have been addressed in Attachment 10 or have been referred to the appropriate City contact managing an active application.

On May 28, 2021, a non-statutory courtesy notice of this Committee of the Whole meeting was distributed to all individuals who made a deputation at the Public Meeting or requested notification regarding the CZBL.

Previous Reports/Authority

The following are links to previous reports relating to the CZBL:

Award of CZBL RFP

[Item 6, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2017](#)

Comprehensive Zoning By-law Review Update

[Item 6, Report No. 44, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 11, 2017](#)

Comprehensive Zoning By-law Review - Strategy

[Item 3, Report No.16, of the Committee of the Whole \(Working Session\), which was adopted without amendment by the Council of the City of Vaughan on April 11, 2018](#)

Comprehensive Zoning By-law Review (Update on 1st Draft)

[Item 19, Report No. 20, of the Committee of the Whole, which was adopted without amendment by Council of the City of Vaughan on June 12, 2019.](#)

Comprehensive Zoning By-law Review – Progress Update

[Item 5, Report No.41, Comprehensive Zoning By-law Review Progress update, adopted without amendment by Vaughan Council on December 17, 2019.](#)

Comprehensive Zoning By-law – Statutory Public Hearing

[Item 1, Report No. 50, City-wide Comprehensive Zoning By-law Review, adopted without amendment by Vaughan Council on November 17, 2020.](#)

Analysis and Options

The Planning Act requires municipalities to undertake a comprehensive review of their zoning by-law

The *Planning Act* establishes the legislative framework for which land use planning can occur within the province and enables municipalities to utilize a variety of implementation tools to regulate the use of land and the built environment. Under Section 34 of the *Planning Act*, municipalities are able to pass zoning by-laws to regulate the use of land and establish development standards to guide the form of development. Zoning by-laws help to implement the objectives and policies of an official plan; Section 26(9) of the *Planning Act* requires a municipality to update their Zoning by-laws to conform with the Official Plan within three years of the Official Plan coming into effect Official Plan.

The City is seeking to update the existing regulatory framework established by By-law 1-88 with the new, City-wide CZBL, to achieve conformity with VOP 2010.

The 2-year moratorium on amendments to the CZBL does not apply as the CZBL was not passed within three years of the VOP 2010 coming into effect; further in order to take advantage of this moratorium, the City would also have to repeal every zoning by-law in effect in the municipality which is not recommended

The *Planning Act*, under Section 34(10.0.0.1), prohibits applications to amend Zoning By-laws for a 2-year period where a municipality repeals and replaces all the zoning by-laws in effect in a municipality in compliance with subsection 26(9) of the *Planning Act* (i.e. passes a new comprehensive zoning by-law to conform to an Official Plan within three years of an Official Plan taking effect). Notwithstanding the prohibition in Section 34(10.0.0.1) of the *Planning Act*, Council can resolve to permit applications within the two year period (Section 34(10.0.0.2) of the *Planning Act*). Official Plan.

Vaughan Council adopted VOP 2010 on September 7, 2010 and referred it to York Region for approval. Prior to the Region's approval of the VOP 2010, the VOP 2010 was appealed for non-decision to the LPAT. Following the Appeal, York Region endorsed VOP 2010 with modifications on June 28, 2012. The LPAT has approved a majority of the VOP 2010 by Orders issued on August 8, 2013; December 24, 2013; February 21, 2014; October 17, 2014; and March 25, 2015. To date, the City continues to work with appellants to resolve the ongoing appeals to the VOP 2010.

Compliance with the prescribed three years in Section 26(9) of the *Planning Act* is one of two preconditions to engaging the moratorium, the other being the complete repeal of every zoning by-law in effect in the municipality. Section 26(9) of the *Planning Act* has not been met with respect to the timing of when most of VOP 2010 came into effect.

The Provincial Policy Statement, 2020 ('PPS'), directs municipalities to keep Zoning By-laws up to date with the Official Plan

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the PPS. The PPS is a policy document that provides direction on matters of provincial interest related to land use planning and development. The policies of the PPS promote the goal of enhancing the quality of life for all Ontarians and are implemented through three major policy sections: building strong, healthy communities; the wise management of resources; and protecting public health and safety. Recognizing that local context and character is important, the policies of the PPS are outcome oriented and are flexible in their implementation provided that provincial interests are upheld.

The PPS recognizes that Zoning By-laws are an important implementation tool, and directs that municipalities keep their zoning by-laws up to date with their official plans, as well as the PPS. The CZBL is consistent with the policy direction of the PPS, whereby the city-wide regulatory framework guiding land use and development standards is being updated to conform with VOP 2010.

The CZBL conforms to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 ('Growth Plan')

The Growth Plan is the province's long-term plan to provide homes and jobs, promote investment and build communities in the Greater Golden Horseshoe ('GGH'). The Growth Plan provides policy direction for municipalities to address a range of issues including: infrastructure planning and investment, demographic changes, economic development, employment trends, land use planning, and population health.

The policies of the Growth Plan must be implemented through the Official Plan of upper and lower-tier municipalities and through municipal Zoning By-laws. The regulations imposed by the CZBL are consistent with the Growth Plan policies of VOP 2010.

The CZBL conforms to the Oak Ridges Moraine Conservation Plan, 2017 ('ORMCP')

The ORMCP is an ecologically based plan that provides land use and resource management direction for the 190,000 hectares of land and water within the GGH on the Oak Ridges Moraine ('ORM'). The purpose of the ORMCP is to provide land use and resource management planning direction to provincial ministers, ministries, and agencies, municipalities, landowners, and other stakeholders on how to protect the ORM's ecological and hydrological features and functions.

The policies of the ORMCP have been incorporated in VOP 2010; additionally, ORMCP regulations are currently included in By-law 1-88. The zoning regulations related to the ORM are being carried forward in the CZBL through the use of an overlay. This overlay is consistent with amendments made to By-law 1-88, as amended, when the ORMCP came into effect.

The CZBL conforms to the Greenbelt Plan, 2017

The Greenbelt Plan, together with the Growth Plan and the ORMCP, builds on the PPS to establish a land use planning framework for the GGH that supports a thriving economy, a clean and healthy environment and social equity. The Greenbelt Plan identifies where urbanization should not occur within the GGH in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape. The policies of the Greenbelt Plan are implemented through the Official Plans of upper and lower-tier municipalities and through municipal Zoning By-laws. The regulations proposed by the CZBL conform to the Greenbelt Plan.

The CZBL will implement the policies and vision of VOP 2010. It is recognized that the Official Plans of York Region and the City of Vaughan are currently undergoing their Municipal Comprehensive Review ('MCR') and will be updated where required. The CZBL will continue to be updated over time to maintain conformity with Provincial plans, and the York Region and Vaughan Official Plans.

The CZBL conforms with the York Region Official Plan 2010 ('YROP 2010')

The YROP 2010 guides economic, environmental, and community-building decision making across York Region, and describes how York Region will accommodate future growth and development while meeting the needs of existing residents and businesses. Section 8.3.2 of the YROP 2010 requires lower-tier municipalities to adopt local Official

Plan policies and Zoning By-law provisions that conform to the YROP 2010 in a timely manner. The CZBL would update the out-of-date provisions of By-law 1-88 to conform with YROP 2010. It is recognized that York Region is presently undertaking the MCR process to review the Region's population and employment forecasts, land budget and the York Region Official Plan policies. This process will establish the framework for the required MCR process for VOP 2010, and ultimately inform future CZBL updates.

The CZBL will implement the long-term vision for the City's growth as set out in VOP 2010

VOP 2010 establishes the planning framework for development throughout the City to the year 2031, and fulfills the City's obligations to conform to Provincial policies and meet regionally imposed targets for residential and employment growth. VOP 2010 serves as the primary source of policy direction for the CZBL. VOP 2010 broadly identifies permitted uses and other expectations for development. Accordingly, the CZBL implements the land use vision of VOP 2010 by articulating permitted land uses through a broad range of zones and associated development standards including those for residential, mixed-use, open space, employment uses, etc. for individual properties throughout the City.

It is recognized that the City is undertaking the MCR process for VOP 2010 as required by Provincial legislation and will align with the Region's population and employment forecasts, land budget and Regional Official Plan policies. This process will ultimately inform future CZBL updates. The CZBL will continue to be updated, on a housekeeping and comprehensive basis, in response to the changes in Provincial legislation, as well as York Region and City official plan policy. Future policy changes could include but are not limited to: additional residential units (formerly referred to as secondary suites), source water protection, wellhead protection areas and Major Transit Station Area ('MTSA') policies.

The CZBL is designed based on guiding principles established at the outset of the project

The CZBL was developed based on a set of guiding principles outlined in the Strategy that was endorsed by Council on April 11, 2018. The CZBL has built on these guiding principles, and has achieved the following:

1. Official Plan Conformity

The CZBL conforms to and implements the vision of VOP 2010. The CZBL has created new zone categories and development standards that implement the land use implementing the land use vision of VOP 2010.

2. AODA Compliance

The CZBL conforms to Provincial and municipal accessibility standards and has been designed as an accessible and inclusive document that supports a barrier-free community. The CZBL is available in print and digital format, in a font and format that meets accessibility standards.

3. User Experience

The CZBL has been designed to be a user-friendly document that is easily applied and interpreted. For simplicity in the text, the CZBL utilizes commonly used wording in their ordinary meaning. Tables are used to quickly illustrate permitted uses and development standards. Notations and visuals in the margins of the CZBL help support the interpretation of the text and provide clarity for standards.

4. Fulsome and Meaningful Consultation

As discussed in the “Background” section of this report, a fulsome, transparent, and extensive public engagement exercise. Each phase of the CZBL review has benefited from significant public engagement. Social media directed stakeholders to the project website (www.zonevaughan.ca) where interactive GIS-based mapping provides current and proposed zoning on every property in the City. Social Media and email e-blasts were used to advertise multiple Open Houses and engagement opportunities to anyone requesting notice, keeping stakeholders informed throughout the process.

One City-wide and 20 Ward based Open House meetings were held to gather input throughout the CZBL review process. Notice of these consultation opportunities and Open Houses was provided to residents by way of advertisements in the Vaughan Citizen and Thornhill Liberal newspapers. Feedback from the public and stakeholders has resulted in three successive draft versions of the By-law and has informed the final CZBL. The statutory open house was held on October 14 and the statutory Public Hearing was held on October 29, 2020. Input received has been considered in the preparation of the final draft CZBL.

5. Structure and Administration

The CZBL updates the standards of By-law 1-88 to reflect current development and building practices and eliminates outdated and redundant standards and provisions. The CZBL implements the regulatory framework of the City while protecting the site-specific amendments that were previously approved through a statutory public process. Moving forward, the CZBL will remain current through

housekeeping amendments and will be updated to conform to future Official Plans and the evolving legislative context.

6. Design and context

The CZBL takes context into consideration and has specific standards and provisions for distinct uses and areas within the City. This includes use and design provisions for areas such as the Vaughan Metropolitan Centre ('VMC'), and distinguishing standards for vehicular and bicycle parking by use within specific zones. All these provisions help to implement the policies of VOP 2010, and support context appropriate development.

7. Best practices and common principles

The CZBL reflects current development and building practices and responds to emerging planning issues and evolving economies. Progressive approaches to zoning are being executed in areas such as the VMC, through the use of Schedule B-1: Vaughan Metropolitan Centre – Special Provisions. While provisions such as the Established Neighbourhood ('-EN') Suffix Zone will help to protect established neighbourhoods in the City. The balance between promoting emerging planning trends while creating protections for context specific areas will help to protect the vision of VOP 2010 and responds to the needs of the City.

The CZBL will repeal and replace By-law 1-88, while recognize exceptions to that repeal allowing for the effective transition of recent or on-going development approvals and permitting processes

The CZBL will repeal By-law 1-88 but will not repeal By-law 1-88 in its entirety. The effect of not repealing By-law 1-88 in its entirety helps to protect previously approved site-specific exceptions that have gone through a public process (such as Council, the Committee of Adjustment or the LPAT), and helps to transition development applications which have achieved some level of approval or standing. As noted earlier in this report, protecting site-specific exceptions that have already gone through a public process has been a guiding principle of the CZBL, and is discussed in greater detail below.

The CZBL maintains previously approved site-specific exceptions

The CZBL will carry forward previously approved exceptions to By-law 1-88 to recognize existing site-specific amendments (accessible in this report as Attachment 3) obtained through a public process. Carrying forward site-specific zoning permissions helps to prevent legal non-conforming status on a property. However, exceptions have been deleted where they comply with as-of-right permissions in the CZBL.

The CZBL recognizes planning approvals (such as consents, minor variances, and site plans) that are in-progress or approved as of January 1, 2015, subject to the transition provisions of Chapter 1.6. The transition provisions protect planning applications that have been filed with the City, or approvals that have been granted through a public process, and do not prohibit the applicants from obtaining a building permit.

The CZBL is organized into concise and distinct chapters that make it easy to navigate

The CZBL is organized into 16 concise and distinct chapters, making the navigation of applicable zoning requirements simple to follow and easy to access for all users. The chapters of the CZBL are as follows:

1. Administration

The Administration chapter includes the interpretation, transition, and administrative provisions of the CZBL. It establishes how the CZBL is to be administered and interpreted.

2. Establishment of Zones and Schedules

The Establishment of Zones and Schedules chapter describes all the zones throughout the CZBL, the purpose of the zone, the schedules to the CZBL, and some interpretation matters.

3. Definitions

The Definitions chapter establishes the definitions to be used throughout the CZBL.

4. General Provisions

The General Provisions chapter lists the regulations for uses or requirements that apply to all zone categories. The General Provisions include regulations for amenity area requirements, height exceptions, swimming pools, etc.

5. Specific Use Provisions

The Specific Use Provisions chapters lists special uses that have additional requirements beyond what is included in the zone category chapters. The Specific Use Provisions include regulations for accessory office and retail, home occupations, secondary suites, etc.

6. Parking and Loading Requirements

The Parking and Loading Requirements chapter provides regulations for vehicular, bicycle and barrier-free parking standards by use, and related requirements.

7. Residential Zones

The Residential Zones chapter lists all the permitted uses within each of the residential zones and their associated regulations.

8. Mixed-Use Zones

The Mixed-use Zones chapter lists all the permitted uses within each of the mixed-use zones and their associated regulations.

9. Commercial Zones

The Commercial Zones chapter lists all the permitted uses within each of the commercial zones and their associated regulations.

10. Vaughan Metropolitan Centre Zones

The Vaughan Metropolitan Centre Zones chapter lists all the permitted uses within each of the VMC zones and their associated regulations.

11. Employment Zones

The Employment Zones chapter lists all the permitted uses within each of the employment zones and their associated regulations.

12. Environmental Protection, Open Space and Agriculture Zones

The Environmental Protection, Open Space and Agricultural Zones chapter lists all the permitted uses within each of these zone categories and their associated regulations.

13. Institutional and Other Zones

The Institutional and Other Zones chapter lists all the permitted uses within each of these zone categories and their associated regulations.

14. Exceptions Chapter

The Exceptions chapter (accessible in the report as Attachment 3) will house all the site-specific exceptions being carried forward from By-law 1-88 and any new site-specific exceptions on a go-forward basis.

15. Enactment

The Enactment chapter is the legal implementation of the CZBL.

16. Schedules

The B-Schedules are established in Part 2 of the CZBL and as identified below:

- B-1: Vaughan Metropolitan Centre – Special Provisions
- B-2: Wellhead Protection Areas

- B-3: Woodbridge Special Policy Area
- B-4: TRCA Regulated Area
- B-5: TransCanada Pipeline and Facilities

These schedules are easily accessible through the GIS zoning map. Additionally, paper copies of each schedule will be made available to the public.

The CZBL utilizes different tools to provide greater clarity and assist with the interpretation of the text and mapping

A variety of tools are utilized by the CZBL to help users easily navigate through the provisions, understand what minimum development standards apply to certain lands, and to aid in the interpretation of the mapping. For example, margin notations and illustrations are found beside the text of the provisions to provide greater clarity and assist with interpretation. These margin notations and illustrations are provided for convenience purposes and do not form an operative part of the CZBL.

Height and density provisions are applied to the mapping on Schedule A (accessible in this report as Attachment 4) as a zone symbol where VOP 2010 has applied a height and density restriction to the property.

Suffix zones are applied as zone symbols to the mapping on Schedule A to apply additional criteria to certain lands in addition to the zone requirements. The suffix zone requirements must be applied in conjunction with the zone requirements.

Overlays are a mapping tool used in the CZBL, applied as Schedules B-1 to B-5 ('B-Schedules'), to identify additional criteria and requirements required within a specific geographic area, and must be interpreted in conjunction with all other requirements of the CZBL. The B-Schedules are used where there is a subtle difference in the zone requirements or permissions for an area and to provide additional land use permissions or development standards.

The format of the CZBL makes it broadly accessible and easy to use

The CZBL, including the text and mapping, will be accessible in print and as digital format, accessible from a computer or mobile device. The multi-platform access will make the CZBL accessible to a broad audience. Ease of use will be particularly realized through the mapping features. The CZBL includes GIS-based mapping to provide an interactive and intuitive user experience and allows users to navigate through the different zone boundaries and categories in an online format. Traditional paper-based mapping will still be available however, the GIS-based format improves the usability of the mapping, and quickly allows users to identify property boundaries, zone categories and symbols, and access the B-Schedules.

Pre-zoning is not appropriate for the whole City but will be undertaken for the Vaughan Metropolitan Centre Secondary Plan ('VMCSP') as a pilot

VOP 2010 does not require pre-zoning for any areas in the City. There is no one-size-fits-all approach to pre-zoning lands to conform with Schedule 13-Land Use of VOP 2010, as the policy context and the range of existing uses and built-form varies considerably. In addition, the appropriateness of pre-zoning is dependent on the site and area-specific context, and can be constrained by technical issues, such as servicing capacity. Pre-zoning, apart from the VMCSP, is considered to be premature, and is dependent on the completion of the MCR, on-going Secondary Plan/Block Plan processes and other related plans and studies.

Detailed VMC Zones have been established to implement the development standards of the VMCSP; these zones provide for as-of-right land use permissions and development standards consistent with the VMCSP. Mixed-use land use permissions and design-based zoning tools (including angular planes, tower separation distances, minimum proportions of ground floor active use frontages, etc.) create a contemporary set of standards to shape the build-out of this Regional Centre.

The introduction of pre-zoning in the VMC is intended to remove barriers and facilitate development in Vaughan's new "downtown" consistent with the vision of the VMCSP. The implementation of a Holding Symbol "(H)" has been applied on certain lands within the VMC where additional studies or conditions are required (for example, the completion of the Black Creek Environmental Assessment to the satisfaction of the TRCA and the City). The VMCSP is under review, which will inform the eventual update of these zones, subject to the Secondary Plan update being approved.

The Yonge Steeles Centre Secondary Plan ('YSCSP') area is identified as a "Primary Centre" by VOP 2010, and is an area of emerging importance to Vaughan's urban fabric, which is in part a result of the planned Yonge-North Subway Extension ('YNSE')

In order to help protect the City's vision for the YSCSP area, pre-zoning the YSCSP area will be considered at a later date, following a decision of the LPAT respecting the Secondary Plan. In the interim, existing land use permissions and development standards will continue to be legally permitted within the proposed zones, which will continue to rely on the existing By-law 1-88, as amended, requirements.

It is acknowledged that there are presently 14 appellants with appeals to the entirety of the YSCSP. The nature of the appeals generally pertains to the maximum permitted heights and densities of the YSCSP, office policies, and the proposed parkland and road configurations. Should future modifications the YSCSP area be required as a result of the LPAT Hearing(s), the future pre-zoning of lands within the YSCSP will be brought

forward for Council's consideration at a later date, to ensure conformity with the final in-effect YSCSP.

The Employment Commercial Mixed-use Zone has been applied to the Intensification Corridors consistent with VOP 2010

The Employment Commercial Mixed-use ('EMU') Zone is a zone category that has been specially designed to implement the Employment Commercial Mixed-Use land use designation of VOP 2010. In consideration of the unique land use permissions that are afforded through the EMU Zone, the CZBL has applied the EMU Zone consistent with VOP 2010.

New Community Areas will be zoned using a Future Development ('FD') Zone

The Secondary Plan and Block Plan processes for the New Community Areas, identified on Schedule 1-Urban Structure of VOP 2010 will establish land uses and built forms of these future communities. The CZBL includes an FD Zone designed to recognize existing legally permitted uses and will only permit new interim uses for passive recreation and conservation. The FD Zone will remain in-effect on Block 27 until such time as development proceeds through the development approval process. This approach will afford the public the benefit of public consultation throughout the development of these New Community Areas.

The Established Neighbourhood ('-EN') Suffix Zone will protect established neighbourhoods

Council on October 20, 2015, directed staff to undertake a review of VOP 2010's Low-Rise Residential designation within the Community Areas. The outcome of the review resulted in the Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods and Official Plan Amendment 15 (respecting the compatibility of infill development in Community Areas with a Low-Rise Residential designation). New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate local area is permitted, as set out in the Chapter 9 policies of VOP 2010.

The CZBL utilizes a refined set of residential zones to preserve the general character of different neighbourhoods and includes an Established Neighbourhood ('-EN') Suffix Zone in specific neighbourhoods. The -EN Suffix Zone appended to particular zone categories ensures the redevelopment of residential dwellings within existing communities occurs in a manner consistent with the VOP 2010 and is sensitive to community character. The -EN Suffix Zone achieves this by including additional regulations respecting the minimum front yard setback and building height based on the existing location and height of a dwelling. This approach protects the character of

established neighbourhoods but permits modest expansions that allow a property owner to build/re-build a dwelling based on today's construction and standards.

A progressive approach to parking standards has been utilized

A progressive approach to implementing parking standards, one that is jointly based on use in addition to geographic context, has been incorporated into the CZBL. The use and location relationship influence where moderate to progressive changes to parking rates are appropriate in the City. For example, areas characterised by lower-density development, such as residential areas, have similar parking standards which have applied under By-law 1-88. Whereas, areas planned for mixed-use development, main street development and the VMC take on a more progressive approach to minimizing surface parking and include the establishment of minimum and maximum parking rates.

Updated parking rates are necessary to achieve the vision of VOP 2010. The parking rates together with other City and Regional initiatives, such as improved public transit and the construction of bike lanes, help to transform Vaughan into an urban municipality that has a hierarchy of transportation options.

The parking rates in the CZBL have been informed by the City's Draft IBI Parking Study (2010) and best practices and standards in other municipalities. These rates have been established in consultation with WSP Canada and the City's Transportation Engineering Department.

Comments were received respecting the proposed Environmental Protection ('EP') zoning for lands designated Natural Areas by VOP 2010.

Staff reviewed these concerns and note that an 'EP' zone is only proposed for lands which are currently zoned with an open space or agricultural zone. As well, existing Agricultural uses, are permitted in the 'EP' zone, mitigating the risk of creating a legally non-conforming agricultural use. As part of the conformity exercise, the EP zone was designed to conform to the 'Natural Areas' land use designation and policies of VOP 2010. The CZBL cannot be more permissive than VOP 2010. On this basis, consideration of additional uses should be considered on a site by site basis, subject to *Planning Act* approvals.

The final Comprehensive Zoning By-law will be brought forward for enactment in September of 2021, including any minor modifications required as a result of input received.

Given the technical complexity of this undertaking, it is recommended that the By-law be enacted by Council in September of 2021. This provides ample opportunity to ensure staff are appropriately trained, providing an effective administrative transition from the existing zoning By-law 1-88 to the new CZBL. Staff will continue to review any potential

discrepancies noted, allowing for housekeeping to occur prior to the enactment of the new CZBL.

Financial Impact

Should Council approve the recommendations of this report and resolve to authorize adopt the enactment of the final CZBL at a Council meeting in September 2021, it is reasonable to expect the potential of appeals to be filed to the LPAT regarding the CZBL. These appeals will have a financial impact. The financial extent of the impact will depend on the nature and number of appeals and cannot be determined at this time. In the short term, it is expected that staff will be required to review both the existing By-law 1-88 and the new CZBL, due to the potential for LPAT appeals. As such, it is expected that additional contract staffing capacity may be required, in order to maintain existing service levels in the administration of building permits and development application review.

Broader Regional Impacts/Considerations

The preparation of the CZBL relied on broad participation from the public and a Stakeholder Advisory Group ('SAG') comprised of internal staff, members of the public, and representatives from the development industry, York Region, and the TRCA. The SAG represents different perspectives, interests, and backgrounds, which provided for broad representation on the CZBL. Comments from industry members and members of the public have been instrumental in the review and development of the CZBL and have been discussed earlier in this report. Comments are included by the individual members in Attachment 10. Feedback from agencies, including York Region and the TRCA, includes the following:

York Region

York Region has reviewed the CZBL for conformity with the YROP, respecting the policy framework for community growth, development, and land use. York Region's comments can be generally characterized as follows:

- ensuring permitted uses by the YROP, such as urban agriculture and community gardens, and structures such as wind turbines and solar panels, have been considered by the CZBL
- promoting lower minimum parking rates to reduce auto dependency and to increase the use of alternative forms of transportation, and parking standards which promote Provincial, Regional and City sustainability policies
- ensuring the CZBL conforms to the Greenbelt Plan or ORMCP with respect to agricultural uses, mineral aggregate resources, or wayside pits
- refinements to definitions

Toronto and Region Conservation Authority ('TRCA')

The TRCA has reviewed the CZBL for conformity with the PPS, the ORMCP and Greenbelt Plan, in accordance with Section 28 of the *Conservation Authorities Act*, 1990. The TRCA's comments can be generally characterized as follows:

- the CZBL should identify the lands located within the TRCA regulation area
- pre-zoning, or using an additional schedule, to identify the lands located within the NHN of VOP 2010
- ensuring hazardous lands are appropriately zoned
- restricting expansions to legal non-conforming uses in TRCA regulated areas
- incorporating definitions, such as 'Hazardous Lands' and 'Hazardous Sites', that are consistent with the PPS and VOP 2010
- incorporating the source water protection and wellhead protection area requirements

Comments from York Region and TRCA have been reviewed and changes to the CZBL have been incorporated where appropriate. For example, the TRCA's feedback has resulted in improvements to the CZBL that include Schedule B-4, to help users identify the TRCA regulation area, and the lands subject to Ontario Regulation 166/06 which require a permit from the TRCA prior to issuance of a building permit.

Some of the commentary from the Region and the TRCA above are more appropriately applied on a site-specific basis through a zoning by-law amendment or minor variance applications, where property conditions can be reviewed and evaluated on a site-specific basis.

Conclusion

Zoning By-laws are the most important statutory tool to implement the Official Plan. The minimum development standards and regulations of a Zoning By-law are the key statutory mechanism through which the policies of an Official Plan are implemented. The CZBL implements the vision for the City's growth set out in VOP 2010, as required by Provincial legislation.

The CZBL updates the zoning regime established by By-law 1-88, last reviewed on a consolidated basis in 1988, and introduces a modern approach to zoning regulation that is broadly accessible and easy to use. The CZBL provides for greater clarity and precision in the application of zoning; creates the regulatory framework to implement the vision of VOP 2010; protects existing site-specific zoning approvals obtained through a public process; and minimizes legal non-conformity to the greatest extent possible. The CZBL is instrumental in facilitating growth in Vaughan and provides the City with the

regulatory capability to implement development in support of complete communities, a healthy natural environment, and a strong economy.

For more information, please contact Brandon Correia, Manager of Special Projects, Planning and Growth Management Portfolio, ext. 8227.

Attachments

1. Comprehensive Zoning By-law (Final | XX-2021) Text
Accessible at: [Comprehensive Zoning By-law Review \(Final XX-2021\) Text.pdf \(vaughan.ca\)](https://www.v Vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20A%20-%20Mapping.pdf)
2. Comprehensive Zoning By-law (Final | XX-2021) Section 14: Zone Exceptions
Accessible at:
 - [Exceptions 1-100](#)
 - [Exceptions 101-200](#)
 - [Exceptions 201-300](#)
 - [Exceptions 301-400](#)
 - [Exceptions 401-500](#)
 - [Exceptions 501-600](#)
 - [Exceptions 601-700](#)
 - [Exceptions 701-800](#)
 - [Exceptions 801-900](#)
 - [Exceptions 901-1000](#)
 - [Exceptions 1001-1100](#)
 - [Exceptions 1101-1125](#)
3. Comprehensive Zoning By-law (Final | XX-2021) Schedule A – Accessible at:
https://www.v Vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20A%20-%20Mapping.pdf
4. Comprehensive Zoning By-law (Final | XX-2021) Schedule B-1 - Accessible at:
https://www.v Vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20B-1%20Vaughan%20Metropolitan%20Centre%20Special%20Provisions.pdf
5. Comprehensive Zoning By-law (Final | XX-2021) Schedule B-2 – Accessible at:
https://www.v Vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20B-2%20Wellhead%20Protection%20Areas.pdf

6. Comprehensive Zoning By-law (Final | XX-2021) Schedule B-3 - Accessible at:
https://www.vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20B-3%20Woodbridge%20Special%20Policy%20Area.pdf
7. Comprehensive Zoning By-law (Final | XX-2021) Schedule B-4 - Accessible at:
https://www.vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20B-4%20TRCA%20Regulated%20Area.pdf
8. Comprehensive Zoning By-law (Final | XX-2021) Schedule B-5 - Accessible at:
https://www.vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20B-5%20TransCanada%20Pipeline%20and%20Facilities.pdf
9. Comment Response Matrix – Accessible at:
https://www.vaughan.ca/services/business/zoning_services/General%20Documents/Comment%20Response%20Matrix%20-%20Final.pdf

Prepared by

Diana DiGirolamo, Senior Planner, Development Planning Department, ext. 8320
Brandon Correia, Manager of Special Projects, ext. 8227
Christina Bruce, Director of Policy Planning & Environmental Sustainability, ext. 8231
Bill Kiru, Acting Director of Development Planning, ext. 8633
Ben Pucci, Director of Building Standards, ext. 8872
Gus Michaels, Acting Deputy City Manager of Community Services, ext. 8735
Caterina Facciolo, Deputy City Solicitor, Planning and Real Estate Law, ext.8622

Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Jim Harnum,
City Manager

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD: 1

TITLE: RESPONSE TO YORK REGION'S REQUEST FOR COMMENTS
ON REGIONAL OFFICIAL PLAN AMENDMENT 7

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek Council's endorsement of staff's recommendations with respect to York Region's request for comments on the privately initiated Regional Official Plan Amendment No. 7, to amend the York Region Official Plan by redesignating lands located in the City of Vaughan, forming part of the Greenbelt Plan, from "Agricultural Area" to "Rural Area". If redesignated, these lands would provide potential opportunities for (active) parkland, trails, and other recreational uses in portions of the Greenbelt Plan area that are outside of the natural heritage features and their associated vegetative protective zones.

Report Highlights

- York Region has received a privately initiated Regional Official Plan Amendment to redesignate lands from "Agricultural Area" to "Rural Area".
- The lands are located in Blocks 27 and 41 and are surrounded by and/or adjacent to New Community Areas.
- The lands are identified as prime agricultural areas within the Provincial Agricultural System of the Growth Plan and Greenbelt Plan.
- Staff do not support the blanket redesignation of lands from "Agricultural Area" to "Rural Area" as submitted, as these lands are within the Greenbelt Plan boundary which is not intended for urban uses.
- Staff support York Region exploring an alternative designation.
- The City's Parkland Dedication Guideline Study is underway and includes an analysis of parkland considerations within the Greenbelt Area; this study will be presented for Council consideration by Q4 2021.

Recommendations

1. That York Region be advised that the City of Vaughan Council does not support Regional Official Plan Amendment No. 7 to redesignate the lands in the Greenbelt Plan area located in Blocks 27 and 41 from “Agricultural Area” to “Rural Area”;
2. That an alternative land use designation and the appropriate policies for the Greenbelt Fingers be explored by York Region in consultation with the City; and
3. That the City Clerk be directed to forward a copy of this report to York Region with respect to Regional Official Plan Amendment No. 7.

Background

The City of Vaughan received a Notice of a Request for a Regional Official Plan Amendment No. 7 (‘ROPA 7’) from the Regional Municipality of York (‘York Region’), dated March 5, 2021. The privately initiated ROPA 7 proposes to redesignate certain lands in the cities of Vaughan and Markham from “Agricultural Area” to “Rural Area”. The Subject Lands located in Blocks 27 and 41 are within the boundaries of the Greenbelt Area and are immediately adjacent to and/or surrounded by the New Community Areas as shown on Attachment 1.

The New Community Areas were brought into the Urban Area of the Regional Official Plan through ROPA 2, the Vaughan Urban Expansion Area by redesignating the lands in Blocks 27 and 41 from “Agricultural Area” to “Urban Area”. The Subject Lands also referred to as the “Greenbelt fingers” were not included in the redesignation of lands through ROPA 2.

The Subject Lands are immediately adjacent to and/or surrounded by the New Community Areas also located in Block 27 and Block 41

The individual Secondary Plan studies for both the New Community Areas were initiated in 2015 and have been completed providing specific land use designations for lands in Blocks 27 and 41. The New Community Area of Block 27 is approximately 311.71 hectares in area and comprises part of Lots 26 – 30 of Concession 4, in the City of Vaughan. The Greenbelt Area within Block 27 is approximately 50.06 hectares of which 23.09 hectares is designated “Agricultural” as shown on Schedule 13 – Land Use of VOP 2010. Policies in VOP 2010 require a 30 metre Vegetative Protective Zone (‘VPZ’) from key natural heritage and key hydrological features. Once the VPZs are provided very little tableland remains and therefore the Block 27 Secondary Plan shows the entire Greenbelt Area as Natural Areas.

The Block 27 area includes the Hamlet of Teston in the southwest quadrant of the Block, a reach of the West Don River and an additional central tributary of the West Don River which is a component of the Greenbelt Area and the City's Natural Heritage Network. The TransCanada Pipeline Canadian Mainline crosses the northern portion of the Block in an east-west direction and the GO Railway line runs north-south through the Block. The lands subject to ROPA 7 extend from Teston Road north to Kirby Road on the west side of the Block as shown on Attachment 1.

An appeal to Local Planning Appeal Tribunal (LPAT) of VOP 2010 Chapter 3 policies by the Block 27 Landowners Group remains outstanding.

The New Community Area in Block 41 is approximately 171.88 hectares in area and comprises part of Lots 26 – 30 of Concession 6, in the City of Vaughan. The Greenbelt Area within Block 41 and subject to the ROPA 7 application is approximately 150.83 hectares of which 48.47 hectares is designated "Agricultural" by VOP 2010.

The Block 41 area includes an existing large lot residential community in the northwest quadrant of the Block and the TransCanada PipeLines Ltd. Maple Compressor Station 130 is located centrally in the north half of the Block, neither of which are part of the New Community Area. The TransCanada PipeLines Ltd. Canadian Mainline traverses the Block in an east-west direction and extends north from the compressor station to Kirby Road.

A Minister's Zoning Order ('MZO') for the Block 41 Secondary Plan area, O. Reg. 644/20 was approved by the Province. The area zoned by the MZO does not include the lands subject to ROPA 7.

Staff comments on ROPA 7 were prepared in consideration of the existing Provincial, Regional and Municipal policy context and framework
Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, c.P.13 ('*Planning Act*') states that the Council of a municipality in carrying out their responsibilities shall have regard to, among other matters, matters of Provincial interest such as:

"... (a) the protection of ecological systems, including natural areas, features and functions;

(b) the protection of the agricultural resources of the Province;

(p) the appropriate location of growth and development; ..."

A privately initiated application to amend the York Region Official Plan, ROPA 7 was submitted under Section 22 of the *Planning Act* to York Region for review and consideration.

Provincial Policy Statement 2020

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario “shall be consistent” with the Provincial Policy Statement 2020 (‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development.

Policy 2.3.1 in respect to prime agricultural areas states, “*Prime agricultural areas shall be protected for long-term use for agriculture...*” Permitted uses and activities include “*...agricultural uses, agricultural-related uses and on-farm diversified uses.*”

Although not referenced in the PPS, the Provincial Plans, and related Implementation Procedures for the Agricultural System in Ontario’s Greater Golden Horseshoe Supplementary Direction to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Implementation Procedures) do establish a process for refinement of prime agricultural areas in the Greenbelt Area.

Growth Plan (2019) and the Greenbelt Plan (2017) build upon the policies provided by the PPS

A Place to Grow Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019, as amended, identifies an Agricultural System for the City of Vaughan. Section 4.6 Agricultural System of the Growth Plan (2019) provides policy direction on agricultural land base mapping and protection. This mapping applies to lands that are found within the Greenbelt Area.

Section 3.2 of the Implementation Procedures provides guidance on interpretation and the application of the agricultural land base mapping. Section 3.2 reads, “Within the Greenbelt area, the provincial agricultural land base mapping of prime agricultural areas was in effect as soon as it was issued by the Province on February 9, 2018.”

Policy 4.2.6.9 of the Growth Plan (2019) stipulates the manner in which the agricultural land base mapping can be refined. Section 4.2.6.9 reads, “Upper-and single-tier municipalities may refine provincial mapping of the agricultural land base at the time of initial implementation their official plans, based on implementation procedures issues by the Province. For upper-tier municipalities, the initial implementation of provincial mapping may be done separately for each lower tier municipality. After provincial

mapping of the agricultural land base has been implemented in official plans, further refinements may only occur through a municipal comprehensive review.

York Region is currently refining the Agricultural System mapping and policies through their Municipal Comprehensive Review (MCR). City staff are part of the MCR working group and are consulted on the development of the Agricultural System mapping and policies.

Greenbelt Plan (2017)

The lands subject to ROPA 7 within the City of Vaughan are designated Protected Countryside by the Provincial Greenbelt Plan (2017). The Protected Countryside designation is intended “to enhance the spatial extent of agriculturally and environmentally protected lands ... while at the same time improving linkages between these areas and the surrounding major lake systems and watersheds”. The Protected Countryside is made up of Agricultural System, Natural System and Settlement Areas. The Protected Countryside Agricultural and Natural Systems in the Greenbelt Plan are intended for non-urban uses.

The Protected Countryside contains an Agricultural System (Section 3.1) that provides “a continuous, productive and permanent agricultural land base and complementary agri-food network ... The agricultural land base is comprised of prime agricultural areas, specialty crop areas, and rural lands.”. Section 4.1.1.1 states that non-agricultural uses are not permitted within prime agricultural areas in the Protected Countryside, with the exception of those uses permitted in section 4.2 to 4.6 of the Greenbelt Plan (2017).

As defined in the Greenbelt Plan (2017), green infrastructure uses that promote natural and human made elements that provide ecological and hydrological functions and processes are permitted within prime agricultural areas subject to meeting policy 4.2.1.2 g) which requires an “agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken”. It is the interpretation of City staff that the subject lands can be used for natural heritage enhancements, stormwater management systems, tree plantings and permeable surface trails.

The proposed Rural designation would permit a wide range of urban uses including schools, places of worship and fire halls which are not permitted in a prime agricultural area. In addition, municipal active parkland including playing fields and tennis courts are not permitted. Also, any use requiring substantial site alteration to the landscape in the Greenbelt protected lands, would not conform to Section 4.1.1.1 of the Greenbelt Plan (2017).

York Region Official Plan (2010)

The York Region Official Plan 2010 (YROP) designates the Subject Lands as “Agricultural Area” (Map 8) and identifies overlays that also apply including; Protected Countryside (Map 1), Regional Greenlands System (Map 2), Natural Heritage System (Map 3) within the Greenbelt Plan, Provincially Significant and Provincial Plan Area Wetlands (Map 4), and Woodlands (Map 5) (this overlay applies only to the Subject Lands in Block 41).

In keeping with Provincial Policy, the YROP affords the highest level of protection to Agricultural Areas and the Holland Marsh Specialty Crop Area from incompatible land uses. Policy 6.3.2 identifies, “That within the Agricultural Area and Holland Marsh Specialty Crop Area, normal farm practices and a full range of agricultural uses, agriculture-related uses and secondary agricultural uses are supported and permitted.”

ROPA 7 proposes redesignating the Subject Lands to “Rural Area”. The YROP permits the following uses for lands through the “Rural Area” designation, “6.4.3 That existing and new agricultural uses, agriculture-related uses, normal farm practices, forestry, conservation, land extensive recreational uses, and resource-based commercial and industrial uses are permitted in the Rural Area, consistent with the policies of the Provincial Plans and local municipal official plans and zoning by-laws.”

Based on the policies of the YROP, a redesignation of the Subject Lands to “Rural Area” would permit the intended uses on the Subject Lands, provided the intended uses (specifically active parkland) are uses consistent with the policies of the Provincial Plans and local municipal official plans. Therefore, an amendment to the YROP is required.

Vaughan Official Plan 2010

The Vaughan Official Plan 2010 (VOP 2010) designates the subject lands, “Natural Areas” and “Agricultural” on VOP 2010 Schedule 13 - Land Use. Schedules 1 (not including 1B) to 8 and 10 to 13 all identify the Greenbelt Area as an overlay. The Subject Lands are situated within the “Greenbelt fingers” of the Greenbelt Area, refer to Attachment 2. The Greenbelt fingers are contained within Vaughan’s Natural Heritage Network (‘NHN’) identified in Schedule 2. The Greenbelt fingers are composed of long linear valley and stream corridors that contain both key natural heritage features (e.g. significant woodlands, significant valleylands) and key hydrological features (e.g., provincially significant wetlands) protected by the Greenbelt Plan, the VOP 2010 NHN policies and by the Toronto and Region Conservation’s Authority regulation (*O.Reg. 166/06*, as amended), where applicable.

In keeping with the Greenbelt Plan and based on policy 3.5.5.6, “Notwithstanding the above, major recreational uses are not permitted on Agricultural designated lands as identified on Schedule 13 of the Plan.” VOP 2010 includes serviced playing fields in the definition of major recreational uses.

The Province is the approval authority on changes to the Prime Agricultural Areas within the Greenbelt Area

The Ontario Ministry of Municipal Affairs and Housing (‘MMAH’) provided comment on ROPA 7 recognizing the Subject Lands are located entirely in within the Protected Countryside and are subject to the Greenbelt Plan’s Natural Heritage and Agricultural Systems. The portion of the Subject Lands which are part of the Agricultural System are also designated as prime agricultural areas on the provincial agricultural land base mapping.

In consideration of the proposed redesignation, the MMAH comments reference Section 3.3.2.3 of Implementation Procedures, “By definition, the agricultural land base includes rural lands. The rural land policies in the PPS, A Place to Grow and Greenbelt Plan apply and allow for a wider range of uses than in prime agricultural areas. [...] Identification of rural lands within the agricultural land base is left to municipal discretion, as long as the Agricultural System purpose and outcomes are met.” Furthermore, the letter recognizes, “Parkland and recreational uses are permitted within the rural areas of the protected countryside within the Greenbelt Plan Area.” Comments from MMAH do not provide any further clarity on whether active parkland is permitted in the Natural Heritage System overlay of the Greenbelt Plan.

City staff is of the opinion that the proposed redesignation of the Subject Lands to permit active parkland and other uses would not maintain the purpose and outcomes of the Agricultural System. Support for City staff’s opinion is provided in the Analysis and Options section of this report.

Pursuant to *O.Reg. 525/97*, of the *Planning Act*, the Minister of Municipal Affairs and Housing is the approval authority for official plan amendments that:

- relate to lands located within the Greater Golden Horseshoe growth plan area;
- amends or revokes the designation of a prime agricultural area, other than for the purposes of including all of the applicable land within an area of settlement; and
- Is commenced on or after May 16, 2019.

ROPA 7 seeks approval of an official plan amendment within the Greater Golden Horseshoe growth plan area, seeks the amendment/revoking of prime agricultural area designation which is not connected to inclusion in a settlement area and was initiated after May 16, 2019. As such, the MMAH is the approval authority for ROPA 7.

Previous Reports/Authority

Not applicable.

Analysis and Options

The North Leslie Ontario Municipal Board Case Decision did not permit active parkland within Protected Countryside of the Greenbelt Plan

The Ontario Municipal Board (OMB) Decision (now known as the Local Planning Appeal Tribunal – LPAT) of November 23, 2006 regarding the appeal of the Secondary Plan for the North Leslie Area in Richmond Hill (Lionheart Enterprises Ltd. v. Richmond Hill (Town) - PL020446) provides further direction specifically to the matter of parks in the Greenbelt Plan.

The issue was raised during the OMB hearings as to whether parts of the Protected Countryside, particularly outside of key natural heritage features and key hydrologic features, could be used for stormwater management ponds, active parkland, and private amenity space. The OMB accepted the evidence of the Ministry of Municipal Affairs and Housing, the local municipality, and other public agencies' positions that the intent of the Greenbelt Act "is not to permit active parkland within the Protected Countryside of the Greenbelt". The OMB Decision further notes " ...because some form of government approval (such as severance, subdivision or condominium) is required in order to permit private amenity space to be appended to a lot or condominium, this sort of use constitutes an urban use and is not permitted within the Protected Countryside of the Greenbelt".

The North Leslie Secondary Plan includes two land use designations in the Greenbelt Plan area that comprise the natural areas. The Natural Heritage System designation including key natural heritage features and key hydrologic features, and the Protected Countryside designation. The Secondary Plan policies related to the Greenbelt Plan maintain the direction in the OMB Decision of November 23, 2006.

- There are several policies directing that the Natural Heritage System lands and the Protected Countryside lands be dedicated into public ownership at no or minimal cost (see policies 9.5.2.1(j) and 9.5.2.1(k)).
- Natural Heritage System lands shall be zoned in an appropriate environmental protection zone (policy 9.8.6(c)).

- Permitted uses in the Protected Countryside shall be governed by the Greenbelt legislation (policy 9.8.6(f)).
- Protected Countryside lands shall be zoned in an appropriate environmental protection or open space zone and prohibited uses in the Protected Countryside "shall include any urban use or any use associated with, accessory to or serving, an urban use, such as schools, community centres, arenas, libraries, parks, condominiums and subdivisions" (policy 9.6.8(h)).

Policy 9.6.8(g) directs that "dedication of Protected Countryside lands or Natural Heritage System lands in fulfilment of parkland dedication requirements under the *Planning Act*" is not required but may be accepted.

The York Region review of the Provincial agricultural land base mapping through the MCR did not recommend changes in the City of Vaughan

York Region retained Planscape to review the Provincial agricultural system mapping. This involved a review of the Region's Land Evaluation and Area Review (LEAR) 2009 report with the Provincial LEAR and in consideration of the Implementation Procedures, in order to determine if there were any necessary changes needed to agricultural lands in York Region as part of the agricultural land base mapping and policy review. Planscape prepared an Agricultural Land Refinements Report (2019) and the study determined that no lands in the City of Vaughan required changes to land use designations, as per the Regional Official Plan Update Policy Direction Report (March 18, 2021). City staff understand that York Region staff are currently reviewing the long-term agricultural viability of the Greenbelt fingers in the City of Vaughan and City of Markham due to its proximity to the urban area. City staff would like to be engaged in this review in order to understand the criteria used to determine the appropriateness of redesignating lands.

City of staff are of the opinion that the "Rural Area" land use designation in YROP for lands in the Greenbelt Area would be overly permissive, as this designation would not only permit active parkland (such as sports fields, playgrounds, courts, etc.) but "...support and provide the primary locations for a range of recreational, tourism, institutional (including cemetery) and resource-based commercial/ industrial uses", as stated in the Greenbelt Plan (2017). Urban uses such as cemeteries, schools, and places of worship would significantly alter the landscape as it would be considered major development under the Greenbelt Plan (2017). Also, the Greenbelt Plan (2017) defines rural lands as those lands outside of settlement areas which are not prime agricultural areas, and which are generally designated as rural or open space within official plans. Therefore, the Subject Lands being surrounded by and/or adjacent to

settlement area (the New Community Areas in Blocks 27 and 41) does not meet the intent of the Rural Area designation, as defined above.

Situating urban uses such as cemeteries, schools, and other permitted uses in the Greenbelt Area, does not conform to the goals of the Greenbelt Plan. The proposed Rural Area designation would introduce major development in these Greenbelt fingers, resulting in significant site alteration and disturbance. Also, introducing urban uses within the Protected Countryside would set a precedent for similar proposals to redesignate Greenbelt fingers in other parts of the City of Vaughan and the Greater Golden Horseshoe.

The Implementation Procedures requires an Agricultural Impact Assessment ('AIA') to determine the viability for agricultural uses or production of lands identified as prime agricultural area and to inform a decision to redesignate the lands. To-date an AIA has not been made available for review. Should an AIA be prepared, City staff requests to be engaged as there may be implications on the future development of the existing New Community Areas.

Where an AIA reviewed and supported by the required approval authorities indicates that agricultural uses and practices are no longer viable an alternate land use designation will be required. City staff would support York Region exploring the development of a more appropriate land use designation, policies and associated permitted uses.

The Subject Lands are contemplated for natural heritage restoration and urban agriculture opportunities

The Blocks 27 and 41 Secondary Plans have identified the Greenbelt fingers for protection and restoration and do not contemplate urban uses. For instance, in Block 27, the agricultural lands within the Greenbelt fingers are contemplated for natural heritage restoration and naturalization to support and grow the NHN in Vaughan once the agricultural lands are no longer farmed. These initiatives are promoted by City's Green Directions Vaughan 2019 and VOP 2010 but also by York Region natural vegetation and tree canopy targets outlined in York Region's Forest Management Plan. There is also an opportunity within the Greenbelt fingers to transition urban agriculture opportunities such as community and allotment gardens.

In Block 41 the Greenbelt fingers potentially provide opportunities for restoration as there are natural heritage and hydrological impacts identified through the technical studies that require compensation. The expectation is that wetland, woodlands, permanent and intermittent streams, valley and stream corridors, fish habitat and

significant wildlife habitat restoration can occur in the Greenbelt fingers. If the Greenbelt fingers are no longer available for restoration and naturalization, then the proponent would need to examine alternative locations on the tableland portion of the lands.

City-Led initiative underway in consideration of parkland

The City of Vaughan is developing a Parkland Dedication Guideline document to inform current practices for the acquisition of parkland and use of future funding from the payment-in-lieu of parkland through the development application approval process. The guidelines will inform how public spaces are developed and will help the City achieve its goals with respect to establishing passive and active parkland in the City of Vaughan.

The guideline document will explore possible park typologies and programming options within the Greenbelt fingers, in conformity with the Greenbelt Plan. Through this study, the project consultant in consultation with City staff and stakeholders will consider opportunities to provide for recreational uses through the review of existing policies and municipal best practices.

Once complete, the Parkland Dedication Guidelines will inform a future Parkland By-law, assist the City in responding to the current and future needs of Vaughan's communities and provide a clear direction to address long-term parkland needs. The guidelines will also identify the types of public spaces required in the City, as recommended in Vaughan's 2018 Active Together Master Plan. The final guideline document completion is planned for the end of Q3 2021, subject to stakeholder consultation and Council approval.

City staff support York Region exploring an alternative land use designation

City staff would support York Region exploring alternative land use designations and the appropriate policies for the Greenbelt fingers that support environmental and open space protection consistent with the Greenbelt legislation. This should be done in consultation with the City, as the Parkland Dedication Guidelines can inform this process. Any land use designation and supporting policies in the Regional Official Plan should provide the local municipalities with the opportunity and flexibility to provide for and articulate such uses through the submission of the necessary supporting studies. The Regional Official Plan should allow local official plans to prescribe the nature of any supporting studies, the degree to which any of the specified land uses may be permitted, and the land use designation that maybe applied by the local official plan to provide for conformity with the Regional Official Plan.

Financial Impact

There are no financial impacts associated with this report to the City as a result of the proposed ROPA 7.

Broader Regional Impacts/Considerations

ROPA 7 proposes to redesignate lands in the York Region Official Plan from “Agricultural Area” to “Rural Area” in both Vaughan and Markham. In the City of Vaughan, the subject lands are located within Blocks 27 and 41 and are adjacent to or surrounded by the New Community Areas within those Blocks and in Markham the lands are located adjacent to or surrounded by the Future Urban Areas . A Notice of the York Region Committee of the Whole Public Meeting was provided in the Vaughan and Markham Metroland Media newspapers on Thursday March 18, 2021.

In accordance with Section 22(1) of the *Planning Act*, York Region held a public meeting to inform the public and receive comments on the proposed ROPA 7 on May 13, 2021. At the time this report was prepared Regional Council’s adoption of the recommendations contained in the report titled Information Report for Public Meeting Proposed Amendment No.7 to the York Region Official Plan was not available.

Conclusion

City staff do not support ROPA 7 to redesignate lands from “Agricultural Area” to “Rural Area” in the Greenbelt fingers for Blocks 27 and 41. The proposal does not meet the intent of the Growth Plan (2019) and the Greenbelt Plan (2017). The current YROP and VOP 2010 designations are in keeping with the intent of the applicable Provincial Plans, therefore a Regional Official Plan Amendment is required. However, City staff cannot support the extent of permissions associated with the “Rural Area” designation and the introduction of urban type uses and therefore suggest an alternative land use designations and the appropriate policies for the Greenbelt fingers be explored by York Region in consultation with the City.

For more information, please contact Tony Iacobelli, Manager of Environmental Sustainability, ext. 8630

Attachments

1. Context and Location Map New Community Areas.
2. Greenbelt Fingers Location Map.

Prepared by

Ruth Rendon, Senior Environmental Planner, ext. 8104.

Tony Iacobelli, Manager of Environmental Sustainability, ext. 8630.

Arminé Hassakourians, Acting Manager of Policy Planning, ext. 8368.

Christina Bruce, Director, Policy Planning and Environmental Sustainability, ext. 8231.

Approved by

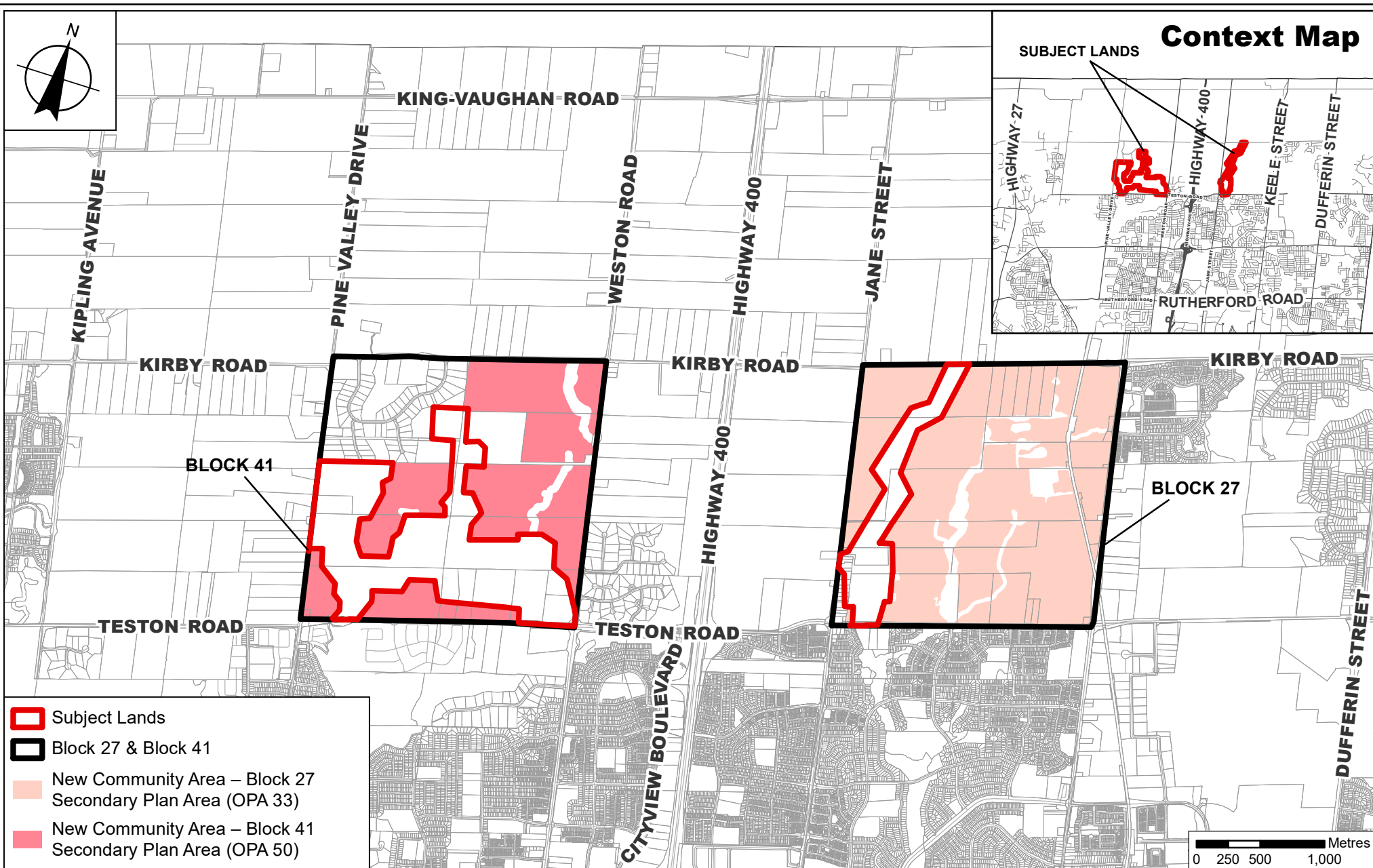
A handwritten signature in black ink, appearing to read 'Haiqing'.

Haiqing Xu, Deputy City Manager, Planning
and Growth Management

Reviewed by

A handwritten signature in black ink, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager



Context and Location Map

LOCATION:

Block 41 Part of Lots 26 – 29 Concession 6, City of Vaughan
 Block 27 Part of Lots 26 – 30 Concession 4, City of Vaughan

APPLICANT:

Block 41 Landowners Group, Vaughan; Angus Glen Landowners Group, Markham; Robinson Glen Landowners, Markham



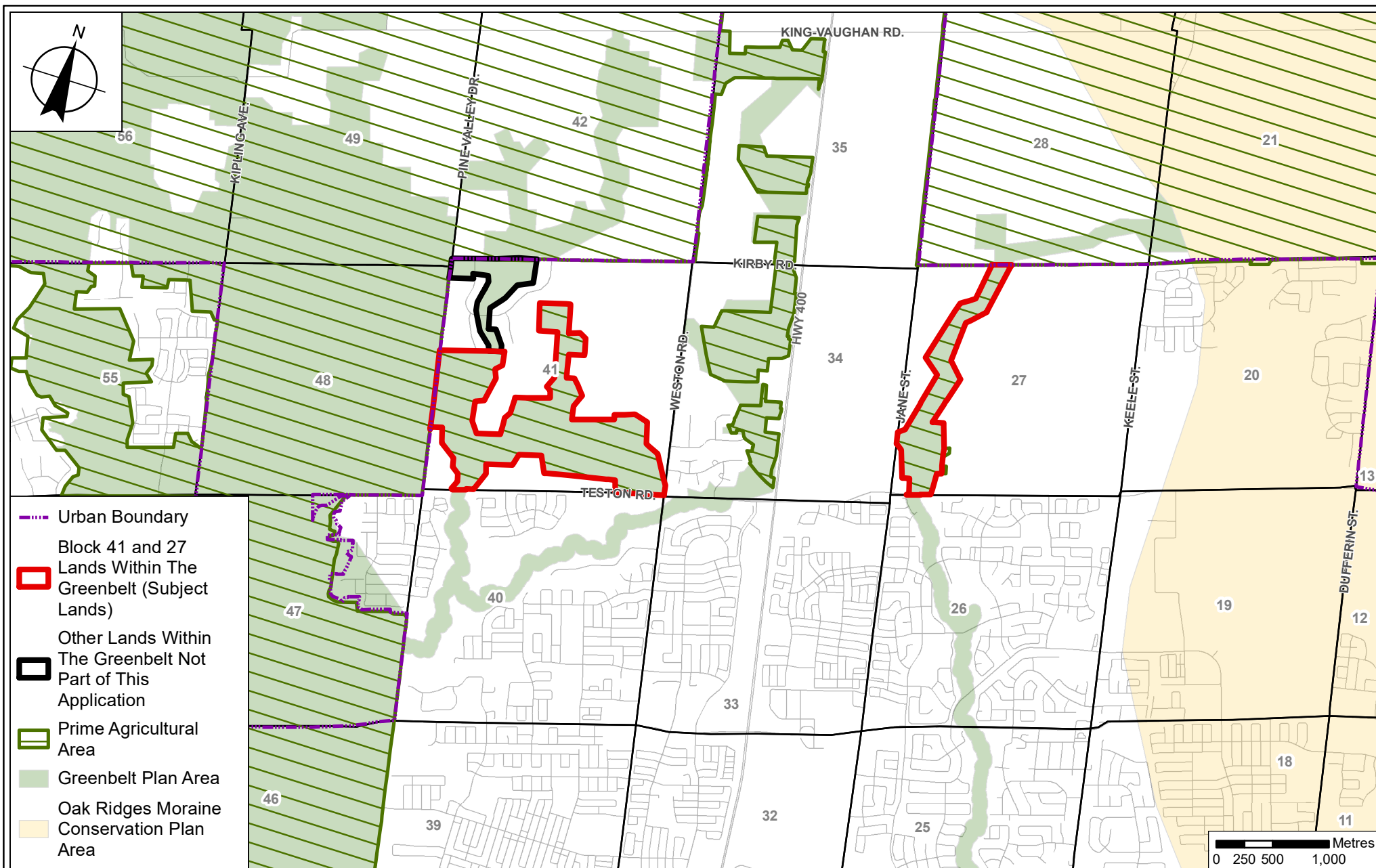
297

Attachment

FILE:
ROPA 7

DATE:
May 14, 2021

1



Greenbelt Fingers Location Map

LOCATION:

Block 41 Part of Lots 26 – 29 Concession 6, City of Vaughan
Block 27 Part of Lots 26 – 30 Concession 4, City of Vaughan

APPLICANT:

N/A



299

Attachment

FILE:
ROPA 7

DATE:
May 14, 2021

2

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: REQUEST FOR COMMENT: YORK REGION PROPOSED 2051
FORECAST AND LAND NEEDS ASSESSMENT

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To advise Council on York Region's Proposed 2051 Forecast and Land Needs Assessment. Staff have identified issues of importance to the City that should be considered through the Region's Municipal Comprehensive Review and the City's Official Plan Review.

Report Highlights

- York Region Council considered the Proposed 2051 Forecast and Land Needs Assessment at its meeting on March 18, 2021.
- Local municipal Councils have been requested by York Region to comment on the Proposed 2051 Forecast and Land Needs Assessment by July 15, 2021.
- The City of Vaughan faces tremendous growth amid elements that will impact the urban structure including: Whitebelt expansion, GTA West and employment land conversions.

Recommendations

1. That staff continue to work with York Region to address priority issues facing the City as discussed in this report, as the Region develops its first draft of the York Region Official Plan;
2. That this report be forwarded to York Region as part of the City's comments on the Proposed 2051 Forecast and Land Needs Assessment; and

3. That a Special Committee of the Whole meeting be convened in Fall 2021, to launch the City of Vaughan's Official Plan Review in compliance with Section 26 of the *Planning Act*, and to provide an opportunity for public comment on York Region's proposed forecast.

Background

York Region must plan for 2.02 million people and 990,000 jobs in the Region by 2051

The Provincial Growth Plan contains population and employment growth targets that every Greater Toronto and Hamilton Area single and upper-tier municipality, including York Region, must plan for to 2051. York Region, through its Municipal Comprehensive Review (MCR), will ensure appropriate lands are available to accommodate this growth through the allocation of population and employment to each of the local municipalities.

The Region is required by the Province to evaluate whether more land is needed for this growth by undertaking a Land Needs Assessment

The amount of land needed to accommodate this growth is determined by using a methodology called a Land Needs Assessment, at the time of the MCR. The Land Needs Assessment (LNA), at its most basic, is a series of steps that establishes how much land will be needed by the Region to meet its growth targets. It uses Provincial policy inputs like the 50% minimum intensification target in the Growth Plan, together with a number of underlying demographics, economic, and market-based assumptions to reach the amount of land required.

The LNA establishes whether there is a need for more land, and if so, how much. The location of lands is determined in accordance with criteria set out in the Growth Plan.

If the Land Needs Assessment finds that more land is required, the Region adds areas within the "Whitebelt" lands to the urban area

Whitebelt lands in the City as shown on Attachment 1 are rural areas located beyond the existing urban areas as defined in the Growth Plan and the Greenbelt Plan/Oak Ridges Moraine Conservation Plan, and not currently planned or serviced for urban development. Urban areas in Vaughan encompass roughly two thirds of the southern portion of the City.

The Growth Plan directs the highest share of growth in the GTHA to York Region

The Provincial Growth Plan assigns York Region the highest share of growth of any Greater Toronto and Hamilton Area (GTHA) single or upper-tier municipality: 22% of the projected population growth and 25% of the projected employment growth to 2051.

This represents a population of 2.02 million and 990,000 jobs to 2051 in York Region, which adds 800,000 people and 345,000 jobs over the next 30 years.

York Region staff has prepared a proposed forecast distributing growth to local municipalities, including Vaughan

York Region has prepared a growth forecast through its MCR to bring the Regional Official Plan into conformity with the updated Provincial Growth Plan. Part of this work is distributing growth across the nine local municipalities in York Region.

The aim of the forecast is to consider the path that growth may take to ensure the Region grows in a financially sustainable manner. The forecast looks at several inputs, including the result of the LNA and other strategic planning components like infrastructure planning, establishing appropriate areas for urban expansion, protection of Provincial corridors (i.e. GTA West), and Provincial policies that seek to achieve complete communities.

The results of the forecast indicate that Vaughan will accommodate a substantial portion of the Region's growth to the year 2051

Vaughan is forecast to grow to a population of 568,700 with 352,000 jobs. This accounts for almost one third (29%) of the Region's growth to 2051. Vaughan is expected to add in the next 30 years to 2051:

- 250,000 people
- 112,000 jobs

This represents a 74% increase in population and a 47% increase in jobs by 2051.

York Region Council was presented with the proposed forecast and Land Needs Assessment

On March 18, 2021, York Region Council was presented with the proposed forecast and Land Needs Assessment and passed the following resolution:

1. Council direct staff to consult on the proposed forecast and land needs assessment as outlined in this report and attachments, including preliminary urban expansion mapping in Attachment 4, as part of the Municipal Comprehensive Review.
2. To support the highest share of growth in the Greater Toronto and Hamilton Area to 2051, Council require senior levels of government to provide funding for the Yonge North Subway Extension and to expand the Region's Bus Rapid Transit and enhance Regional GO rail systems to support transit integrated communities.

3. Following consultation on this report, staff report back on phasing policies necessary to manage growth over the 2051 planning horizon as part of the draft Regional Official Plan.
4. The Regional Clerk forward this report and attachments to the Clerks of the local municipalities and the Ministry of Municipal Affairs and Housing.

Vaughan Council received a presentation regarding the proposed forecast and Land Needs Assessment

As part of the consultation mandated by York Region Council, on May 12, 2021, the Committee of the Whole received a presentation from York Region staff on the proposed forecast and LNA to give Committee members an opportunity to learn and ask questions and discuss any matters of concern associated with the Region's work to-date.

Among questions asked at this meeting was a request for information related to the forecasts expected in the City's Secondary Planning Areas. This information has been provided on Attachment 2.

The proposed forecast results in 100% of the Whitebelt lands in Vaughan being included in the urban area to accommodate the land needs requirement

Vaughan has the second-largest amount of Whitebelt lands in York Region, second to Markham. The proposed forecast adds all 1,210 hectares of Vaughan's Whitebelt lands to the urban area (Attachment 1). Including these lands will make the Whitebelt lands become part of the settlement area, also known as the Built-Up Area.

Overall, the draft allocation is proposing to add a total of 80% of all Whitebelt lands in York Region to the Built-Up Area.

Previous Reports/Authority

Previous related reports:

"York Region Presentation on Proposed 2051 Forecast and Land Needs Assessment"

[Item 8, Report No. 26, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 18, 2021](#)

Analysis and Options

The proposed forecast and LNA presents an opportunity for the City to communicate to York Region areas of risk and areas of importance that should be taken into consideration through York Region's MCR

The following analysis provides the basis for these comments built on three themes:

1. Challenges
2. Risks
3. Response

1. CHALLENGES

Vaughan faces tremendous growth amid uncertainty

Vaughan faces significant challenges due to the levels of growth, driven by:

- Expansion of the Whitebelt and the fate of the GTA West
- 19 employment land conversions
- Major Transit Station Areas

Each of these drivers presents challenges that will need to be coherently addressed to build complete communities and meet both the City's statutory and policy obligations, the City's own service standards and goals and objectives, and Council's 2018- 2022 Term of Council Service Excellence Strategic Plan.

Building complete communities requires ensuring that appropriate transportation and servicing infrastructure, and community amenities like schools, parks, and community centres are provided for in the growth areas and their surrounding areas. Provincial, Regional, and City policies also reinforce the importance of protecting employment areas to ensure successful business operation is continued.

These growth pressures each present a challenge to successfully building complete communities. The quality of the response to them will have far-reaching implications to the future of the City and York Region

Development of the Whitebelt

York Region is proposing to add all of Vaughan's remaining Whitebelt lands as urban area to accommodate population and employment growth to 2051 (1,210 hectares). The final outcome of the proposed employment lands will be affected by the fate of the GTA West. Building in these Whitebelt lands relies on the next generation of servicing, specifically the Northeast Vaughan Servicing and West Vaughan Servicing projects

The proposed expansion of Whitebelt lands will add both community and employment lands to the Built-Up Area of Vaughan (see purple and yellow areas on Attachment 1). In the northern edge of Vaughan to the east and west of highway 400, community lands are proposed. To the west of highway 400, and along the GTA West alignment further employment lands are proposed. In the west, employment lands are added that extend Vaughan's employment area further north.

The timing and final amount of land designated as community and employment in the Whitebelt are uncertain. The timing will be driven by the completion of wastewater servicing projects in the northeast and northwest of Vaughan, which ranges from the mid 2020's to early 2030's. The final amount of land designated as community and employment will be affected by the fate of the GTA West. The proposed forecast shows Whitebelt lands adjacent to the proposed GTA West alignment as employment lands. If the GTA West does not move forward, it is uncertain what the total amount of community and employment lands in Vaughan's Whitebelt would be.

Questions were asked at the Committee of the Whole meeting regarding whether the Whitebelt lands are required to meet the Region's growth targets. The final amount of land is determined through the Provinces' mandated Land Needs Assessment methodology. Elements of the Land Needs Assessment such as the minimum density target set by York Region, the variety of unit types could be examined further by York Region to ensure lands are being planned in an orderly manner.

Employment Land Conversions

19 conversions have been approved in Vaughan, which removes the protection granted by the employment designation in York Region's Official Plan to maintain employment land use permissions. Some conversion requests represent large amounts of land that are not located near existing community amenities like schools, parks, and community centres. Approximately 365 ha of employment land was removed from the employment areas in York Region's Official Plan.

Vaughan's Official Plan land use designations for these lands have not changed, and applicants that have been granted employment land conversion requests will still proceed with a development application(s) through the usual development approval process. There may be cases where the magnitude of a proposal will require a more detailed policy response, such as a secondary plan or block plan, to ensure there are appropriate land uses, community services, transportation, amenities, and buffering from adjacent employment uses.

Ministers' Zoning Orders (MZO's)

It should be noted that six Minister Zoning Orders have been approved in Vaughan since 2018. It will be critical that MZO's are considered and planned in the context of the wider area of which they are part.

Vaughan is already being planned for significant intensification in MTSAs and centres + corridors like Highway 7

Vaughan has an extraordinary number of Major Transit Station Areas (MTSAs) and centres and corridors, all of which have substantial development potential. The potential growth within the City's 23 MTSAs, based on current VOP 2010 policies, is an additional 182,000 people and jobs, for a total of 259,000 people and jobs.

Vaughan also has a number of high-density centres and corridors that are currently subject to Local Planning Appeal Tribunal (LPAT) proceedings or site-specific Official Plan reviews that will render substantial densities. For example, areas at the LPAT include Yonge-Steeles Corridor Secondary Plan and Vaughan Mills Centre Secondary Plan. Secondary plan reviews are now being undertaken by the City for the Vaughan Metropolitan Centre (VMC), Promenade Centre, Concord GO Centre, and Weston Road and Highway 7.

Past experience indicates growth will exceed what is planned

Vaughan's experience with growth over the last ten years shows that forecasted growth has the potential to be exceeded, and the City must be prepared to plan for this density. The VMC for example, is estimated to be 194% more residents and 254% more jobs than what was originally envisioned in the secondary plan.

Growth management in Vaughan will need to respond to key regional challenges over the next 30 years

York Region's Land Needs Assessment identified several key challenges that need to be considered as the City and Region update their respective growth management policies:

- York Region is becoming more unaffordable for families; most affordable units are not suitable for families
- York Region is growing slower, and it's attributed to rising unaffordability
- York Region is expecting substantial intensification in Vaughan
- York Region and the City should address the needs of families
- Policy action can be taken by the City and York Region to address these challenges

York Region's Annual Monitoring report found York Region is becoming more unaffordable for families

York Region's 2019 monitoring report advised that only 11% of new ownership housing units were affordable, 99% of which were studio or 1-bedroom condominiums and not suitable for families. The report also found that only 3% of new housing was classified as purpose built rental housing. The affordable housing threshold was \$535,169 in Vaughan in 2019. In York Region the threshold (which is also used for housing commitments and monitoring in local municipalities where the Region-wide threshold is exceeded, like Vaughan) was approximately \$484,000.

York Region's forecast assumes that there will be a shift of greater numbers of families moving into higher density structures. The shift is driven by unaffordability in ground related homes and an increasing demand for higher-density homes.

York Regions' analysis has shown a direct correlation between housing unaffordability and slow growth. York Region as a whole has a declining share of residential activity. It's the only municipality in the Greater Golden Horseshoe that has seen its growth rate slow in the last five-year period. The LNA found that York Region may have difficulty reaching its 2051 forecast without further initiatives to address affordability. The recommended actions included:

- Expanding the supply of purpose-built rental housing
- Expanding the supply affordable home ownership in the medium-density market, targeting units priced below \$650,000
- Expanding the supply of low-density home ownership options priced between \$650,000 and \$950,000 by encouraging smaller detached homes

York Region is expecting substantial intensification in Vaughan

Over one third of all units being forecast across York Region in the next three decades are apartments in the Built-Up Area (101,500 units). As mentioned above, Vaughan is already planned for substantial intensification growth. The addition of Whitebelt lands and conversions has the potential to add significant growth to the urban area.

2. RISKS

There is a risk that the City becomes underserved on several levels

The amount of potential growth that is directed at Vaughan creates a risk that many parts of the City will become underserved for parks, schools, and infrastructure.

Vaughan is expected to accommodate the second highest share of population growth in York Region (29%), with a 2051 population of 568,700. This total is based on an intensification rate of 56%.

It will be critical that infrastructure like new road networks and services are planned and paid for to ensure orderly growth in these areas that does not lead to significant decline in adjacent employment areas. Policy responses will need to be developed to ensure appropriate transition and land use compatibility will occur.

There is a risk that employment areas will be under pressure for more employment land conversions

Significant changes to land use permissions have recently been made through MZO's and employment land conversions, most frequently on the edge of employment areas. Landowners in adjacent employment lands will see a significant increase in land value as an incentive to pursue the conversion of their own employment lands to community lands in the next Municipal Comprehensive Review.

Vaughan and York Region will need to develop a strategy to ensure appropriate policy responses are made to ensure orderly development will occur. Employment land conversions may only occur during a Municipal Comprehensive Review, which can take place every five or ten years. This requires a thoughtful approach to build safe community environments while also protecting businesses that are not compatible with community uses.

3. RESPONSE

Meeting the challenge requires a coherent strategy

Lands within the city have been affected by MZOs and employment land conversions, and planned Whitebelt expansions. Ensuring the successful development of these areas into complete communities should be guided by principles identified in the City's overall growth management strategy and translated into effective policy through the Official Plan Review (OPR) and other Master Plan processes.

The Region and the City can address the need for new homes to meet the needs of all residents

In consideration of this significant growth—and the need to attract young families to maintain growth, which is connected to affordability—it is imperative that York Region and the City examine effective policy for encouraging family-sized units and amenities in the urban area. This is especially important in high-growth nodes along centres and corridors. The OPR, Master Plans, and other growth-related studies all play a role in creating the policy framework necessary to encourage family-sized units and amenities that will be vital to the success of Vaughan and York Region.

A fundamental policy direction of the York Region Official Plan is “housing diversity and affordable housing to offer Regional residents housing choices and for attracting a

diverse and skilled labour force”. York Region intends to build on this framework through the MCR.

The strategy and policy response can be achieved through the Official Plan Review, Master Plans, and other growth-related studies

The OPR updates and builds on the vision of Vaughan Official Plan 2010. That vision, informed by seven background papers that form the foundation of the Review, guides the development of the policy response to these new parts of the City’s evolving urban structure. Master Plans and other growth-related studies will work together with the OPR to create a cohesive and sustainable framework for growth.

Phasing and flexibility will be key tools in the strategy to manage growth

Managing the timing and pace of growth will ensure that communities are built with the necessary servicing and amenities to become complete communities. York Region will be developing phasing policies at this stage of the MCR, and staff will be representing the City’s issues and comments to ensure they are effectively addressed and reflected in the implementing planning documents. Through the Official Plan Review, policies such as phasing can be considered to ensure orderly development occurs.

Community building needs to be maintained in consideration of the densities the City is expected to adhere to

The Covid-19 pandemic has reinforced the importance of adequate amenities that support intensification and growth. Climate change has also reinforced the need for complete communities. The push for density, more broadly, is to mitigate the impact of urban growth on climate change by minimizing land consumption. To be successful, this cannot not be at the expense of livable communities.

A Special Committee of the Whole meeting will provide the opportunity for the public to comment on York Regions proposed forecast and formally launch the City’s Official Plan Review

The *Planning Act* requires a Special Committee of the Whole meeting to occur before amending the Official Plan. This Special Committee of the Whole meeting can coincide with the opportunity to provide a venue for the public to learn more about the connections between the City’s Official Plan Review to update its Official Plan, and York Regions’ proposed forecast, which is part of York Region’s Municipal Comprehensive Review. This will provide useful context for comments to be made from the public as well as communicate the next phases of York Region’s Municipal Comprehensive Review and Vaughan’s Official Plan Review.

Financial Impact

There is no financial impact associated with this report. Matters relating to the financing of the City's obligations to facilitate growth to 2051 will be addressed through the OPR and Growth Management Strategy update together with periodic updates of the Development Charges By-law.

Broader Regional Impacts/Considerations

The York Region Proposed 2051 Forecast and Land Needs Assessment provides for the amount of growth of people and jobs to the year 2051, and the amount of land required to accommodate the growth.

It is important to note that growth in a local municipality does not only impact the individual municipality, but York Region as a whole. Specifically, this growth will have a direct effect on neighbouring municipalities.

Conclusion

Staff recommend that a Special Committee of the Whole meeting be convened in the Fall of 2021 to meet its obligations under the *Planning Act* to launch the Official Plan Review. This will provide opportunity for Council and the public to express their views on York Region's proposed forecast in the context of work being undertaken by the City to update Vaughan's Official Plan. Staff also recommend that this report be forwarded to York Region as part of the City's comments on the Proposed 2051 Forecast and Land Needs Assessment. Staff will continue to work with Regional partners to advance this work relating to the Municipal Comprehensive Review and Official Plan Review to guide growth in the City and Region to 2051.

For more information, please contact Fausto Filipetto, Manager of Long-Range Planning at Fausto.Filipetto@vaughan.ca or at 905-832-8585, extension 8699.

Attachments

1. Map of Key Planning Areas.
2. Area Specific and Block Plan Areas (Approved and Underway) 2051 Horizon - Population and Employment.

Prepared by

Kyle Fearon, Senior Planner, Long-Range Planning, extension 8776.

Fausto Filipetto, Manager, Long-Range Planning, extension 8699.

Christina Bruce, Director, Policy Planning and Environmental Sustainability, extension 8231.

Approved by

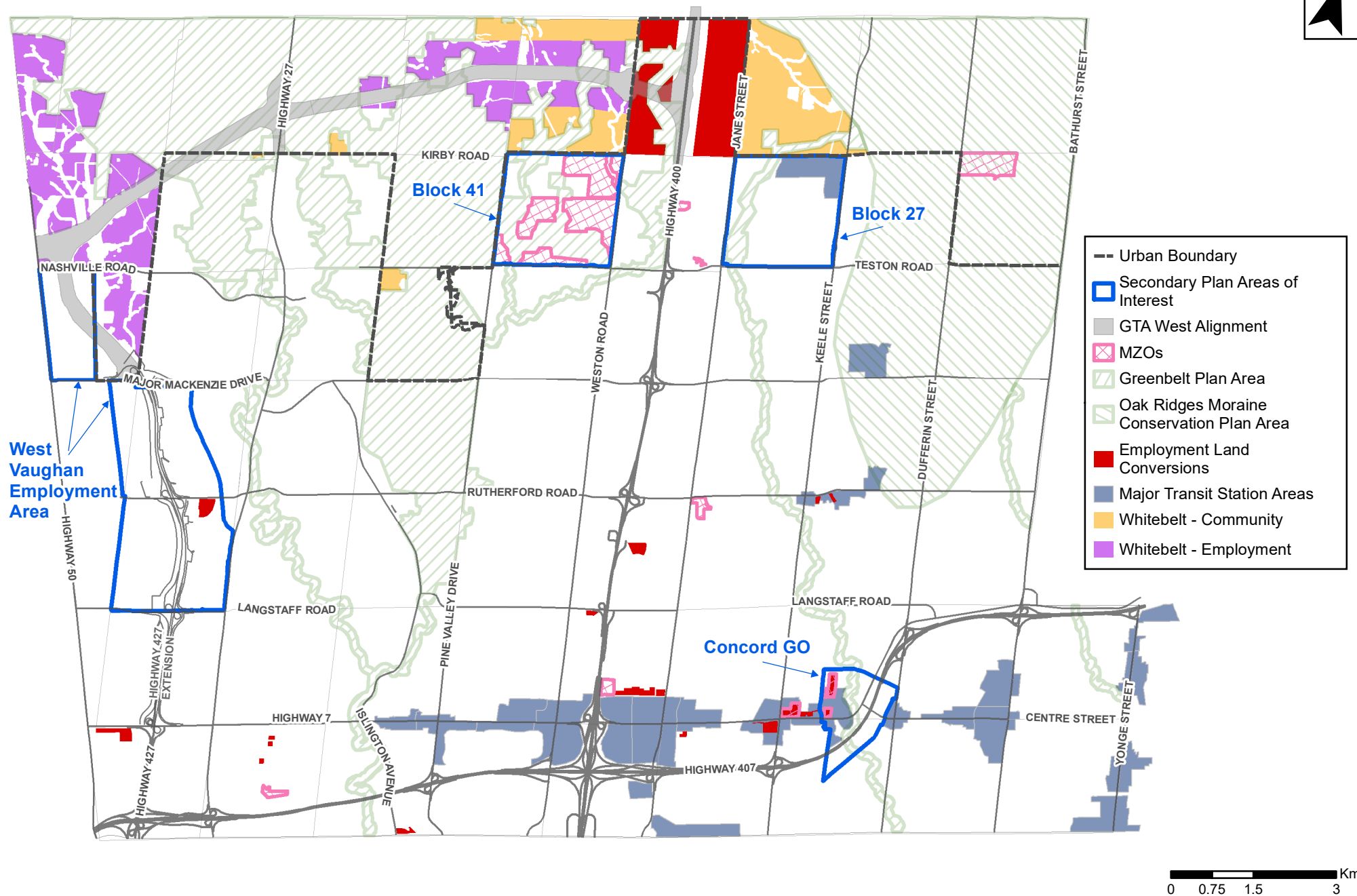
A handwritten signature in black ink, appearing to read 'Haiqing'.

Haiqing Xu, Deputy City Manager, Planning
and Growth Management

Reviewed

A handwritten signature in black ink, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager



Map of Key Planning Areas

ATTACHMENT 2

Area Specific and Block Plan Areas (Approved and Underway) 2051 Horizon - Population and Employment

Planning Area	Population (Low)	Population (High)	Employment (Low)	Employment (High)
Concord GO Centre	4,000	8,000	8,000	10,000
Carrville Centre	11,000	12,000	4,000	4,000
Hwy 400 North	-	-	17,000	17,000
Kipling Avenue / Woodbridge Centre	9,808	9,808	-	-
Maple GO Station	2,365	2,365	-	-
North Kleinburg-Nashville	3,449	3,449	-	-
Steeles West	10,000	11,000	4,000	5,000
Vaughan Mills Centre	8,778	8,778	10,970	10,970
Vaughan Metropolitan Centre	25,000	25,000	11,500	11,500
West Vaughan Employment Area	-	-	39,000	39,000
Yonge Steeles Corridor	10,780	10,780	5,300	5,300
Block 27	19,100	33,000	1,500	2,300
Block 41	13,000	13,000	600	600
Promenade Centre	8,335	14,861	3,411	2,591
WestonRoad + Hwy 7	20,590	26,320	8,589	9,355

Approved



Underway



Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD: 4

TITLE: AUTHORIZATION FOR AGENCY STATUS – CITY-OWNED LANDS

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek authorization for the City Clerk to execute the necessary documents to provide agency status in respect of a portion of Commerce Street, a City-owned right-of-way (ROW) outlined on Attachment 3, to the abutting landowner 2748355 Canada Inc. (“Quadreal”), for the purposes of submitting Planning Act applications for the development of certain abutting lands and the planned street network in accordance with the approved Vaughan Metropolitan Centre Secondary Plan (VMCSP), as shown on Attachment 2.

Report Highlights

- Commerce Street is a City-owned right-of-way that is planned to be realigned and extended as set out in the approved VMCSP.
- To achieve Council’s vision for the downtown, the City Clerk requires authorization to execute the necessary documents to provide agency status to the abutting landowner, Quadreal, in respect of a portion of Commerce Street to facilitate Quadreal’s Planning Act applications for its abutting development and to advance the planned street network.

Recommendation

1. That the City Clerk be authorized to execute any necessary documents to provide agency status to the abutting landowner, 2748355 Canada Inc. (“Quadreal”), in respect of a portion of Commerce Street being Parts 12 and 13 on Attachment 3, subject to minor adjustments if required and to the satisfaction of the Deputy City Manager of Planning, Growth and Management, for the

purposes of submitting Planning Act applications in respect of its abutting development and to advance the planned street network in accordance with the approved VMCSPP.

Background

Commerce Street is a City-owned ROW located in the Vaughan Metropolitan Centre (VMC) south of Highway 7, between Highway 400 and Interchange Way.

Attachment 1 identifies the current public street network of the VMC. Attachment 2 identifies the public street network planned for the City's downtown pursuant to the VMCSPP. Based on the VMCSPP objective to create a fine-grain grid network of streets, the existing Commerce Street must be realigned and extended south to create a north-south minor collector road connecting to Exchange Avenue and traversing east to extend the minor collector road to Creditstone Road.

Agency Status

QuadReal, a majority landowner in the southwest quadrant of the VMC, is planning to submit formal Planning Act applications in Q2 2021 to redevelop the lands around Commerce Street. To facilitate QuadReal's development and the associated realignment and extension of Commerce Street as identified in the VMCSPP, the City Clerk requires authorization to execute the necessary documents to provide agency status to QuadReal in respect of a portion of Commerce Street to facilitate QuadReal's future Planning Act applications for its abutting lands. Such authorization of agency status will allow QuadReal to submit Planning Act applications on behalf of the City for a portion of Commerce Street described as Parts 12 and 13 on the proposed draft Reference Plan shown on Attachment 3.

The eventual realignment and extension of Commerce Street will be facilitated through the Planning Act application process, at no cost of the City, and any required land conveyances to facilitate the realignment and extension shall be the subject matter of a future Council report for Council consideration. Upon the City's conveyance of Parts 12 and 13 on the proposed draft Reference Plan, agency status to QuadReal shall terminate.

Previous Reports/Authority

N/A

Financial Impact

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

Broader Regional Impacts/Considerations

N/A

Conclusion

The authorization to allow the City Clerk to execute the necessary documents to provide agency status to Quadreal for City-owned lands (a portion Commerce Street) will facilitate development and advance the planned street network in the City's downtown in accordance with Council's vision for the VMC.

For more information, please contact Jessica Kwan, VMC Senior Planner, ext. 8814.

Attachments

1. Existing Street Network
2. Planned Street Network – Schedule C of VMCS
3. Proposed Draft Reference Plan

Prepared by

Jessica Kwan, Senior Planner, VMC, ext. 8814

Amy Roots, Acting Director, VMC, ext. 8035

Approved by

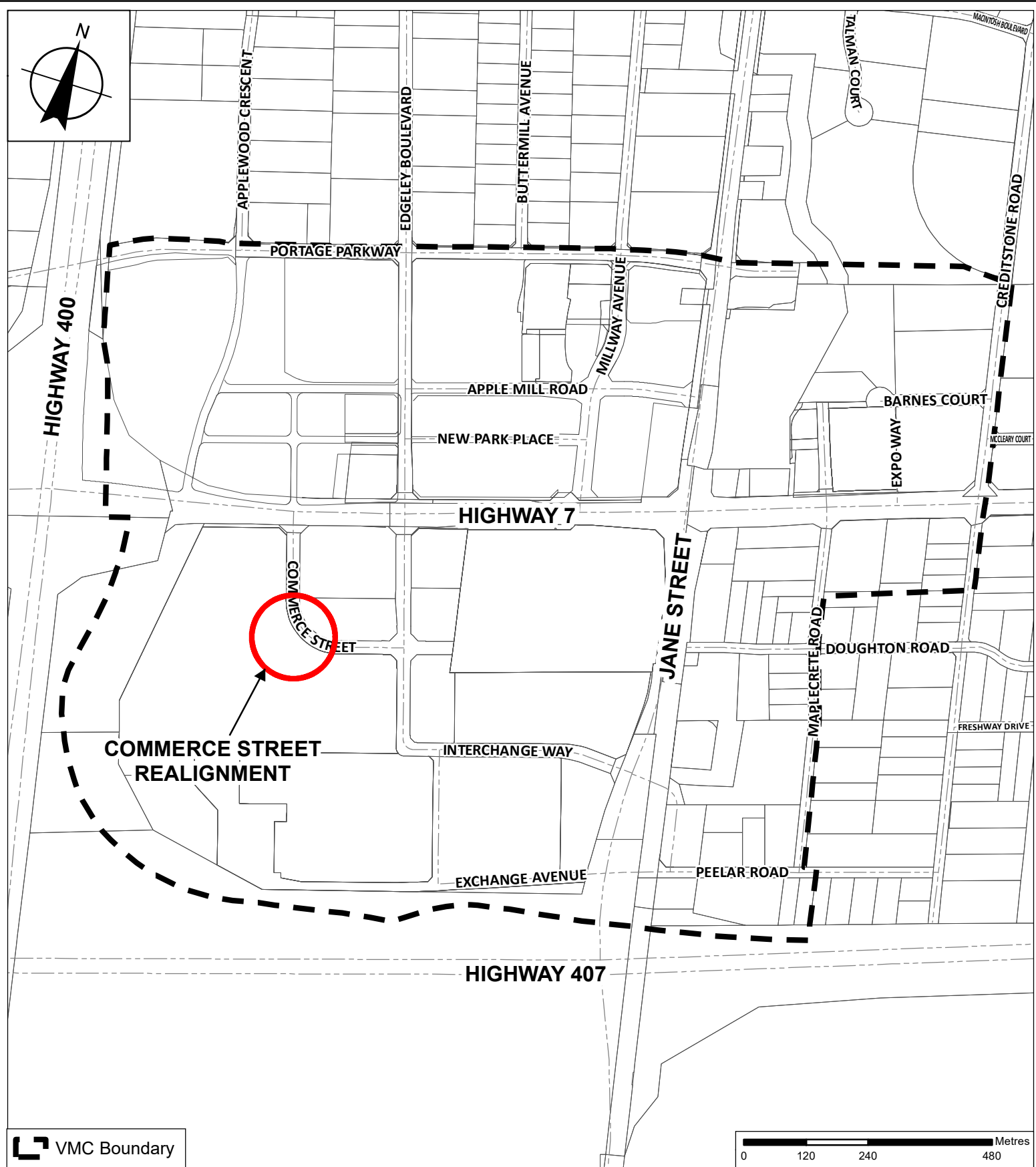


Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Jim Harnum, City Manager



Existing Street Network

LOCATION:
Part of Lot 5, Concession 5



321














Attachment

DATE:
June 8, 2021

1

SCHEDULE C > STREET NETWORK

LEGEND

- | | | | |
|---|--|---|--|
|  | arterials (width to be consistent with region of york official plan) |  | mews (15-17 m) or local streets (see Policy 4.3.16) |
|  | minor arterial (33 m) |  | colossus drive overpass corridor protection area (see policy 4.3.10) |
|  | major collectors (28-33 m) |  | major parks and open spaces |
|  | special collector (33 m) |  | see policy 4.3.2 |
|  | minor collectors (23-26 m) |  | see policy 4.3.17 |
|  | local streets (20-22 m) |  | see policy 6.3.2 |
| | |  | see policy 4.3.20 |



Planned Street Network

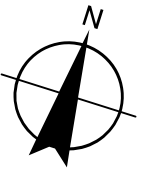
LOCATION:
Part of Lot 5, Concession 5



Attachment

DATE:
June 8, 2021

2



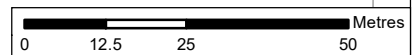
COMMERCE STREET

INTERCHANGE WAY

COMMERCE STREET



City-Owned Lands requiring
authorization for agency status



Proposed Draft Reference Plan

LOCATION:
Part of Lot 5, Concession 5



Attachment

DATE:
June 8, 2021

3

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD: 4

TITLE: COVENANT CHAPEL (THE REDEEMED CHRISTIAN CHURCH
OF GOD CANADA)
ZONING BY-LAW AMENDMENT FILE Z.18.008
SITE DEVELOPMENT FILE DA.18.014
275 DRUMLIN CIRCLE
VICINITY OF KEELE STREET AND STEELES AVENUE

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To obtain approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.18.008 and DA.18.014 for the subject lands shown on Attachment 2. The Owner proposes to permit a Place of Worship within an existing employment building with 25 parking spaces on lands zoned “EM1 - Prestige Employment Area Zone” and a portion of the required parking (259 parking spaces) to be located on abutting lands zoned “PB1S Parkway Belt Linear Facilities Zone”, as shown on Attachments 3 to 5.

Report Highlights

- The Owner proposes to permit a Place of Worship within an existing employment building.
- The Owner has received approval from the Ministry of Municipal Affairs and Housing and Hydro One to permit parking on lands within the Parkway Belt West Plan area.

Report Highlights cont'd

- The Development Planning Department supports the approval of the Zoning By-law Amendment and Site Development Application as the proposed place of worship is consistent with the Provincial Policy Statement 2020, conforms with the Growth Plan 2019, as amended, York Region Official Plan and Vaughan Official Plan 2010, and is compatible with the existing and planned uses in the surrounding area.

Recommendations

1. THAT Zoning By-law Amendment File Z.18.008 (Covenant Chapel (The Redeemed Christian Church of God Canada)) BE APPROVED, to amend Zoning By-law 1-88, to permit a Place of Worship within an existing employment building with 25 parking spaces on lands zoned "EM1 - Prestige Employment Area Zone" and a portion of the required parking (259 parking spaces) to be located on abutting lands zoned "PB1S Parkway Belt Linear Facilities Zone", as shown on Attachment 3;
2. THAT the Owner be permitted to apply for Minor Variance Application(s) to the Committee of Adjustment, if required, before the second anniversary of the day the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law; and
3. THAT Site Development File DA.18.014 (Covenant Chapel (The Redeemed Christian Church of God Canada)) as redlined BE DRAFT APPROVED, SUBJECT TO THE CONDITIONS OF APPROVAL set out in Attachment 1, for the Place of Worship in the existing building and the required parking, as shown on Attachments 3 to 5.

Background

The subject lands ('Subject Lands') are municipally known as 274 Drumlin Circle. Currently the Subject Lands contain a vacant employment building (previously occupied by De Boer's) and include lands located within an existing hydro corridor that are within the Parkway Belt West Plan, as shown on Attachment 3. The Subject Lands and surrounding land uses are shown on Attachment 2.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

The City on February 8, 2019, mailed a Public Meeting for Zoning By-law Amendment File Z.18.008 to all property owners within 150 m of the Subject Lands and anyone on file with the Office of the City Clerk. A copy of the Notice was also posted on the City's

website at www.vaughan.ca and a notice sign was installed along Drumlin Circle on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council on March 19, 2019, ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of March 5, 2019 and to forward a comprehensive technical report to a future Committee of the Whole meeting. The following deputations were received at the Public Meeting:

Deputations:

1. Kurt Franklin, Weston Consulting, representing the Owner
2. Pastor Tayo Robert-Ojajuni, representing the Place of Worship

No additional written submissions have been received by the Development Planning Department.

Previous Reports/Authority

A previous report related to the Subject Lands can be found at the following link: [Committee of the Whole \(Public Hearing\), March 5, 2019](#)

Analysis and Options

Zoning By-law Amendment and Site Development Applications have been submitted to permit the proposal

Covenant Chapel (The Redeemed Christian Church of God Canada) (the 'Owner') has submitted the following applications (the 'Applications') to permit a Place of Worship within an existing employment building zoned "EM1 - Prestige Employment Area Zone" and a portion of the required parking (259 parking spaces) is proposed to be located on abutting lands zoned "PB1S Parkway Belt Linear Facilities Zone" (the 'Proposal'), as shown on Attachments 3 to 5:

1. Zoning By-law Amendment File Z.18.008 to permit a Place of Worship and the required parking, together with the site-specific zoning exceptions identified in Tables 1 and 2 of this report.
2. Site Development File DA.18.014 for the existing building and the required parking (259 parking spaces) for the Place of Worship to be located on the adjacent lands zoned "PB1S Parkway Belt Linear Facilities Zone".

The Proposal is consistent with the Provincial Policy Statement, 2020

Section 3 of the *Planning Act* requires that all land use decisions in Ontario "shall be consistent with" the Provincial Policy Statement, 2020 (the 'PPS'). The PPS provides

policy direction on matters of provincial interest related to land use planning and development.

The Proposal is consistent with the PPS, specifically Section 1.3.1 which encourages planning authorities to promote economic development and competitiveness by: providing the appropriate mix and range of employment and institutional uses to meet long term needs; providing opportunities for a diversified economic base; and ensuring necessary infrastructure is provided to support current and projected needs. The Subject Lands are located within a “Settlement Area”, as defined by the PPS, and are serviced by existing municipal water and wastewater systems.

The Subject Lands are located within walking distance (approximately 400 m) to the intersection of Steeles Avenue and Keele Street. Both of these roads are serviced by several bus transit routes including York Region Bus Routes 3, 96 and 107 and TTC Bus Route 107 and Rapid Network 960. The York University GO Station and the York University Subway Station are also located less than 2 kms away from the Subject Lands.

The Proposal for an institutional use is compatible with the surrounding Employment Area required by Section 2.2.1.1 b) of OPA 450, the in-effect Official Plan regarding Places of Worship for the Subject Lands. The proposed Place of Worship operates primarily during non-peak times when the surrounding employment land uses are typically less active or closed.

The Proposal provides a land use within a settlement area that contributes to accommodating a range of land uses in the vicinity, efficiently uses existing resources and infrastructure, is transit-supportive and contributes to liveable and resilient communities. The Proposal is consistent with the PPS.

The Proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended, (‘Growth Plan’) guides decision making on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Subject Lands are located within a Settlement Area identified as a built-up area, located close to transit, optimize existing infrastructure, and have no impact on the surrounding uses. The Proposal conforms to the Growth Plan as an employment use within a Settlement Area where municipal water and wastewater services are available.

The Ministry of Municipal Affairs and Housing ('MMAH') has provided approval of the Parkway Belt West Plan Amendment

The "Parkway Belt West Lands" and "Infrastructure and Utilities" designation of VOP 2010 states that lands identified as Parkway Belt West are subject to the Parkway Belt West Plan ('PBWP'), as amended. Lands in the PBWP are to be used for linear facilities such as transportation, communications, and utility infrastructure, as well as a linked system of public and private open spaces.

The MMAH on April 21, 2021, approved Amendment Number 229 to the PBWP in order to permit a private parking area, subject to the following requirements:

- no permanent buildings or structures are permitted
- the private parking area shall be appropriately zoned and meet all requirements by Hydro One Networks Inc. and the City of Vaughan

The portion of the Subject Lands designated "Parkway Belt West Lands" and "Infrastructure and Utilities" will not contain any buildings or structures and will only be used for the parking associated with the Place of Worship.

The Proposal conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 ('YROP 2010') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" on Map 1 - Regional Structure and are not located in Figure 2 York Region Strategic Employment Lands. The "Urban Area" designation permits a range of residential, industrial, commercial, and institutional uses.

Steeles Avenue and Keele Street are identified as a "Regional Rapid Transit Corridor" on Map 11 "Transit Network" of the YROP. Section 7.2.33 of the YROP manages the movement of traffic to improve the safety and efficiency of all movements including pedestrians, cyclists, and transit vehicles.

The Proposal is transit supportive given the Subject Lands proximity to existing transit services provided by York Region Transit and the Toronto Transit Commission. The Proposal conforms to the Urban Area policies of the YROP.

The Proposal conforms to Vaughan Official Plan 2010 and OPA #450, the in-effect Official Plan for Places of Worship for the Subject Lands

The Subject Lands have a dual Official Plan designation, as shown on Attachment 3. The portion of the Subject Lands with the existing building are designated "General Employment" by Vaughan Official Plan 2010 ('VOP 2010'). The portion of the Subject

Lands proposed to be used for parking are designated “Parkway Belt West Lands” and “Infrastructure and Utilities” by VOP 2010.

The “General Employment” designation permits manufacturing, warehousing, processing, transportation, distribution, any of which may or may not include outdoor storage and accessory office and/or retail uses. A Place of Worship is not specifically permitted in VOP 2010 however, Policy 9.2.1.10 of VOP 2010 identifies that policies existing prior to the adoption of the Plan remain in effect as they apply to Places of Worship until such time as any new policies are approved. Accordingly, the Employment Area Management and Growth Plan (Official Plan Amendment 450 - ‘OPA 450’) provides direction of the applicable official plan policies for the Subject Lands.

A Place of Worship would be considered a permitted use if it satisfies the criteria outlined in Policy 2.2.1b of OPA 450, as follows:

- the use must be functionally compatible with those uses in the same or neighbouring designation
- the use must be physically compatible with adjacent uses and the resulting built form and land use will not conflict with the urban design or streetscape character of the area
- the operation of the use must not result in a nuisance or adverse effect on neighbouring uses by virtue of the emission or discharge or noise, dust, odour or other contaminants
- the use must be appropriate to an employment area setting and the specific structural designation. Any use which is more appropriately located in the commercial hierarchy of a residential community or in another structural designation of the Employment Area should not be permitted

The proposed Place of Worship use is functionally compatible with the surrounding uses. The proposed repurposing of the current employment building includes interior modifications only and does not propose any exterior alterations or any site works to accommodate the Place of Worship.

The Place of Worship will not contain any activities that conflict with or disrupt the operations of the existing surrounding uses. The peak operating hours of the Place of Worship would be in the evenings and on weekends when most businesses would be at limited operational capacity or closed.

The size of the Subject Lands and the existing building form is similar to the adjacent properties and buildings. The proposed parking on the Subject Lands will be located at the rear of the property and screened from the street by the existing building. In

consideration of nature of the Place of Worship use, it is unlikely to have an adverse effect on neighbouring uses. The potential for emission, noise, odour or other contaminant effects from a Place of Worship is minimal in comparison to an industrial/employment use.

Based on the above, the Proposal conforms to the Place of Worship policies of OPA 450.

Amendments to Zoning By-law 1-88 are required to permit the Proposal

The Subject Lands are zoned “EM1 - Prestige Employment Area Zone”. The abutting lands are zoned “PB1S Parkway Belt Linear Facilities Zone” by Zoning By-law 1-88, as shown on Attachment 2. The Owner is proposing site-specific exceptions identified in Table 1 and 2 to Zoning By-law 1-88 to permit the Place of Worship and associated parking.

Table 1:

	Zoning By-law 1-88 Standards	EM1 - Prestige Employment Area Zone Requirements	Proposed Exceptions to the EM1 - Prestige Employment Area Zone Requirements
a.	Permitted Uses and Definition of a “Church”	Church - Means a building used for religious worship and includes a church or synagogue hall; a church or synagogue auditorium; a religious worship school; a convent and/or a monastery	Permit a Place of Worship on the Subject Lands defined as follows - Means a building or part of a building used for religious worship and may include accessory facilities such as an assembly hall, auditorium, multi-purpose gymnasium, offices, religious worship school, and a shrine

	Zoning By-law 1-88 Standards	EM1 - Prestige Employment Area Zone Requirements	Proposed Exceptions to the EM1 - Prestige Employment Area Zone Requirements
b.	Minimum Parking Requirements	<p>Parking spaces and areas shall be provided and maintained on the lot on which the building is erected or used</p> <p>Church - 5,585 m² (including 1,048m² 2nd floor) @ 11 parking spaces per 100 m² of Gross Floor Area ('GFA') = 615 parking spaces</p>	<p>Parking spaces and areas (including but not limited to parking ramps and aisles) for a Place of Worship may be provided and maintained on the adjacent lot zoned "PS1S Parkway Belt Linear Facilities Zone"</p> <p>Place of Worship - 5,585m² @ 5.08 spaces per 100 m² GFA = 284 parking spaces (including 25 existing spaces located on EM1 - Prestige Employment Area Zone lands)</p>
c.	Minimum Width of Parking Aisle	6 m	5.9 m (existing east side)
d.	Minimum Interior Side Yard Setback for an Institutional Use	15 m	<ul style="list-style-type: none"> • 5.9 m (existing north setback) • 11.8 m (existing west setback)
e.	Minimum Front Yard Setback for an Institutional Use	15 m	8.6 m (existing building)
f.	Maximum Lot Coverage	20%	22% (existing)
g.	Minimum Parking Space Size	2.7 m by 6 m	<p>8 spaces at 2.7 x 5.86 m</p> <p>11 spaces at 2.7x 5.76 m (as shown on Attachment 3)</p>

Table 2:

	Zoning By-law 1-88 Standards	PB1S Parkway Belt Linear Facilities Zone Requirements	Proposed Exceptions to the PB1S Parkway Belt Linear Facilities Zone Requirements
a.	Parking Requirements	Parking spaces and areas are not a permitted use in the PB1S Parkway Belt Linear Facilities Zone.	Parking spaces and areas (including but not limited to parking ramps and aisles) for the Place of Worship located in the existing building zoned “EM1 - Prestige Employment Zone” may be provided and maintained on the “PS1S Parkway Belt Linear Facilities Zone” lands

The Development Planning Department supports the proposed site-specific zoning exceptions identified in Tables 1 and 2, as the proposed Place of Worship and development standards are consistent with the criteria established in OPA 450. The use will primarily operate during non-peak times (i.e. evenings and weekends), is consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010, and the proposed rezoning of the Subject Lands would facilitate a land use that is compatible with the surrounding area.

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

Section 29(2) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law comes into effect. The *Planning Act* also permits Council to pass a resolution to allow an applicant to apply for a minor variance(s) within 2 years of the passing of a bylaw.

Should Council approve Zoning By-law Amendment File Z.18.008, a Recommendation has been included to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium in order to address minor zoning deficiencies

that may arise through the finalization and construction of the Proposal.

The Development Planning Department supports the Proposal, subject to conditions

The existing building will be repurposed and includes a 250m² interior addition to the upper floor mezzanine. There are no exterior modifications proposed.

There are 25 existing vehicular parking spaces located south of the existing building on the Subject Lands. The Proposal consists of expanding the parking lot within the hydro corridor to accommodate an additional 259 parking spaces, including 8 accessible parking spaces as shown on Attachment 3.

The landscape plan includes a mix of deciduous trees and shrubs with coniferous shrubs along with perennials and grasses located at the front and the rear of the existing building.

The final site plan, landscape plan, landscape cost estimate and lighting plan must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1.

The Development Engineering Department has no objection to the Applications, subject to conditions

The Development Engineering ('DE') Department has no objections to the Applications and has provided the following comments:

Sanitary Servicing

There are existing services for the Subject Lands. The existing connection will be upsized to accommodate additional flows for the Proposal.

Water Distribution

Water servicing exists for the Subject Lands from an existing watermain located within the right-of-way of Drumlin Circle. The Owner is required to decommission the existing water service to the Subject Lands and replace it with a City Standard water service connection.

Storm Drainage

Stormwater servicing is proposed for the Proposal via internal sewers and structures complete with orifice control, super-pipe for on-site storage, catch basins, maintenance holes and internal storm sewers required to facilitate the required parking lot expansion. The proposed parking lot expansion is proposed to outlet to a storm sewer along the west side of the existing building, complete with a proposed filtration system for quality

control connecting to the existing storm control maintenance hole at the front of the building.

Existing storm control maintenance hold and service connection will require upsizing to accommodate additional stormwater flows from the proposed parking lot expansion.

Erosion and Sediment Control

Erosion and sediment control mitigation measures are to be implemented during construction to minimize silt laden runoff discharge from the Subject Lands in accordance with the “Erosion and Sediment Control Guidelines for Urban Construction Guideline” dated December 2006.

Noise and Vibration Study

The Owner shall implement the recommendations provided through the Detailed Noise Control Study and the Vibration Study prepared by SS Wilson Associates Consulting to the satisfaction of Canadian National Railway and the City.

Transportation

Development Transportation Engineering support the findings of the submitted Parking Study and Travel Demand Management Plan which shows the parking demand will be accommodated by the proposed parking supply of 284 spaces.

Prior to the execution of the Site Plan Agreement, the final site grading plan, site servicing plan, erosion and sediment control plan and noise study shall be approved to the satisfaction of the DE Department. A condition to this effect has been included in Attachment 1.

The Parks Infrastructure Planning and Development have no objection to the Proposal

The Parks Infrastructure Planning and Development Department have no objections to the Proposal and there is no parkland dedication requirement.

Canadian National Railway (‘CN’) has no objection to the Proposal, subject to conditions

The Subject Lands abut the CN rail line and as such, CN is requesting the Owner to install and maintain a 1.83 m chain link fence at the mutual property line in order to restrict the movement of people from the parking lot onto the CN right-of-way, and to prevent snow clearing operations from pushing snow onto the CN right-of-way. The Owner agrees with CNs comments and will install the fence. The site plan has been redlined to show the 1.83 m high chain link fence.

In addition, CN has requested the standard CN noise warning clause, as indicated in the noise report be included in the Site Plan Agreement as this is a sensitive public use, but not a residential use. Conditions to this effect are included in Attachment 1.

Hydro One Networks Inc. has no objection to the parking lot expansion within the Hydro Corridor subject to condition of approval

Hydro One Networks Inc. ('Hydro One') has no objections to the Proposal and the parking lot located within the Hydro Corridor provided the Owner can adhere to Hydro One's terms and conditions that are to be included in the final Site Plan Agreement. A condition to this effect is included in Attachment 1.

The Ministry of Transportation ('MTO') has no objection to the Proposal

The MTO has no concerns as the Subject Lands are located outside of the MTO Permit Control Area, and therefore an MTO Permit is not required.

The various utilities have no objections to the Proposal

Alectra Utilities, Canada Post and Enbridge Gas have no objections to the Proposal, subject to the Owner coordinating servicing, connections, easements and locates prior to the commencement of any site works.

Financial Impact

Not applicable.

Broader Regional Impacts/Considerations

York Region Community Planning and Development Services Department has no objection to the Applications. Regional Community Planning staff considers this a local matter and do not have any comments to provide.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment and Site Development Files Z.18.008 and DA.18.014 in consideration of the applicable Provincial Policies, York Region and City Official Plan policies, the comments received from City Departments, external public agencies, and the surrounding area context. The Development Planning Department is of the opinion that the Applications are consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010, and the proposed rezoning of the Subject Lands will facilitate a land use that is compatible with the surrounding area.

On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations in this report and the Conditions of Approval included in Attachment 1.

For more information, please contact Margaret Holyday, Senior Planner, Development Planning Department, ext. 8216.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Red-Lined Site Plan
4. Landscape Plan
5. Existing Building Elevations

Prepared by

Margaret Holyday, Senior Planner, ext. 8216

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

Bill Kiru, Acting Director of Development Planning, ext. 8633

Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Jim Harnum, City Manager

ATTACHMENT 1
CONDITIONS OF SITE PLAN APPROVAL
SITE DEVELOPMENT FILE DA.18.014
COVENANT CHAPEL (THE REDEEMED CHRISTIAN CHURCH OF GOD CANADA)

Conditions of Site Plan Approval:

1. THAT prior to the execution of the Site Plan Agreement:
 - a) the Development Planning Department shall approve the final red-lined site plan, landscape plan, landscape cost estimate and lighting plan; and
 - b) the Development Engineering Department shall approve the final site drainage and grading plan, site servicing plan, functional servicing report, stormwater management report and erosion and sediment control plan.
2. The following clauses shall be included in the Site Plan Agreement:
 - a) “In order to achieve a suitable indoor noise environment, windows may have to remain closed; therefore, the building has been equipped with a central air conditioning system.”
 - b) “Purchasers/tenants are advised that despite the inclusion of noise control features within this development area, sound levels from increasing rail traffic may continue to be of concern, occasionally interfering with some activities of the occupants as the sound level exceeds the Municipality’s and the Ministry of Environment, Conservation and Parks noise criteria.”
 - c) “CN Railway and its assigns and successors in interest has or have right-of-way within 300 m from the Subject Lands. There may be alternations to or expansions of the rail facilities on such right-of-way in the future, including the possibility that they or any railway company entering into an agreement with this railway company to use the right-of-way or their assigns or successors as aforesaid may expand their operations. The expansion may affect the living environment of the residents in the vicinity notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CN Railway will not be responsible for any complaints or claims arising from the use of such facilities and/or operations on, over or under the aforesaid right-of-way.”
3. The following Hydro One’s terms and conditions are to be included in the Site Plan Agreement:

1. "Specific Condition:
 - a) Light standards must be limited to a maximum height of 20.5 ft;
 - b) The transmission lines within the corridor operate at 230 kV (230,000 volts) and 500 kV (500,000 volts). The southeast centerline operates at 230 kV while the middle and northwest centerlines (bundled conductors) each operate at 500 kV;
 - c) 100 mm crush stone must be placed within the 15 m work zone. Exception: not required on asphalt paved area;
 - d) The proposed parking lots must contain all drainage within the lot and no drainage shall be directed towards Hydro One's transmission structures;
 - e) Hydro One's 6 m wide access should be along the corridor and not through the Owner's property back to the road. Showing parking spaces across Hydro One's access is acceptable; and
 - f) The 6.0 m wide Hydro One access must allow vehicles to enter the parking lot from the corridor without crossing private property. A 6.0 m wide section of mountable curb should be installed on the construction west side of the parking lot to allow vehicles from the corridor into the parking lot.
2. Parking Restrictions:
 - a) The 230 kV section of the parking lot must have 7 ft high swing-away height barriers installed at the entrance to the parking lot to restrict access to large vehicles. Furthermore, the Owner must provide a locking system on the swing-away height barriers for dual locks to allow Hydro One to install its own lock and have access during emergency situations. Signs must be installed and be clearly visible stating that only passenger vehicles are permitted within the parking lot;
 - b) The 500 kV section of the parking lot must be visibly separate from the 230 kV section (by means of flush curbs etc.) and the Owner must install a non-metallic gate + U bolt (to accommodate two locks) at the entrance of the 500 kV section for parking under the following limited conditions:
 - i) Parking to be used for OVERFLOW PARKING - 2 hours only every Sunday and during 10 special religious days of the

year to facilitate high attendance during church services. During all other times, the 500 kV parking area must remain closed and locked; and

- ii) Overnight parking under the 500 kV section is strictly prohibited;
- c) In the event of emergency work while church services are in progress, Hydro One will notify the Owner to immediately move any vehicles parked within the 15 m radius of any tower in order to carry out emergency repairs to the towers. It is critical that the Owner provide written agreement to adhere to this condition;
- d) The Owner must provide a physical barrier (e.g. bollards, guard rails etc.) installed at 3 m from the tower faces around the entire structure to protect the towers from vehicles;
- e) The construction area must be defined by the installation of temporary fencing. As well, all towers within the defined limits of construction and/or temporary working easement must be protected by installing temporary fencing. Temporary fencing must be:
 - i) A minimum 4-ft high orange nylon snow fence
 - ii) Maintained in an upright position for the duration of construction
 - iii) Installed a minimum of three (3) meters away from all Hydro One structures and equipment.
- f) All temporary fencing must be removed when construction has been completed.
- g) During construction, vehicles over a maximum height of 4.27 m (14 ft.) are prohibited from the transmission corridor.

3. Grounding Mitigation

- a) The Owner must provide asphalt paving under the base of all structures in the parking lot. Furthermore, the Owner must coordinate its construction schedule with Hydro One to ensure paving near/under the towers shall be monitored by a Hydro One staff to ensure structures are not damaged during construction.

- b) The Owner must ensure the asphalt pavement near/under the towers is always in good condition and the Owner must ensure the paving remain in good condition by carrying out on-going maintenance.
- c) In the event Hydro One needs to cut the pavement to access tower footings, the Owner will be responsible for repairs to the paving. Hydro One will not repair the pavement nor reimburse the Owner for repairs.

4. Additional Requirements

- a) The Proposal includes paving over a sanitary sewer easement held by the Regional Municipality of York. As such, it is the Owners responsibility to circulate its proposal to York Region for their review and comments.
- b) The people using the building are advised that people may experience annoying spark discharges when touching grounded objects or holding umbrellas in the areas under the 500 kV transmission lines. Also, some people may have perception or annoying sensation when touching their vehicles. The Owner should be aware that such complaints might occur as the parking lot is located under extra high voltage lines. If the Owner deems that such complaints are not acceptable, then the parking lot should be removed. Hydro One is providing a factsheet which describes micro shocks (see attached fact sheet). Please discuss micro-shocks with the congregation.
- c) Hydro One is required to provide notification from the Owner when construction of its facilities are complete to allow Hydro One's staff to carry out a site visit and 'As Constructed' field measurements to update electrical clearance database.

5. Scope of Approval

- a) This approval applies only to the plans, drawings and documents submitted by the Owner to date. Any revisions to the Proposal must be reviewed and approved by Hydro One prior to construction.

- b) Any future proposal on the Subject Land, including but not limited to, modified use of the present proposal, must be submitted to Hydro One for review and approval.
- 6. Horizontal Clearance Around Hydro One Structures
 - a) Hydro One requires 15 m of clearance on all sides around its transmission structures as measured from the tower legs in order to carry out maintenance operations. This clearance must be maintained at all times, and no storage or staging activities should occur within this area during construction.
- 7. Vertical Clearance
 - a) Construction equipment and personnel working underneath Hydro One's conductors must satisfy the Occupational Health and Safety Act (OHSA) clearance requirements.
 - b) All works proposed within the limits of the transmission corridor are subject to adequate overhead transmission line clearance from the high voltage conductors to the proposed ground elevations.
 - c) Any changes in grade greater than 0.3 m (1 ft.) must be submitted to Hydro One for review and approval.
 - d) All work must comply with the safety and clearance regulations as stated in the Occupational Health and Safety Act ('OHSA').
- 8. Corridor Condition & Hydro One's Access
 - a) No grading/excavation work shall be carried out using heavy machinery within 10 m of tower footings. Hydro One may permit grading/excavation work within 10 m of the tower footings provided this work is carried out by hand or by using a Vacuum Truck (VAC) system.
 - b) Hydro One requires a minimum 6 m wide access route through the corridor. Hydro One crews require 24/7 uninterrupted linear access to transmission line structures at all times. The access route should not have a slope greater than 10%. If the Owner fails to maintain the required access route, the Owner will be liable for any costs incurred by Hydro One to regain access to perform maintenance or repairs.
 - c) Hydro One maintenance and repair equipment includes large heavy rubber-tired road vehicles and large heavy-tracked equipment. A

safe work zone of 15.24 m (50 ft) radius outward from the outside of any steel tower legs must be maintained at the base of any structure at all times. No activity that restricts Hydro One's access to its structures will be permitted within the limits of the transmission corridor.

- d) Any topsoil/fill material removed from site must be properly disposed of at an appropriate landfill, not redistributed within the transmission corridor boundary.
- e) All proposed ground level and underground works must be designed and constructed to withstand Hydro One's construction vehicles and heavy equipment to pass over. Loading that may occur:
 - i) Moving heavy equipment - CS-300 loading according to CSA S6
 - ii) Moving mobile cranes set up for work with counterweights in place - 267 kN per tandem axle, dual wheel, 1.53 m axle spacing, 360 mm tires
- f) Hydro One will not be responsible for any damage to the Owner's ground level and underground works caused by Hydro One's construction vehicles or heavy equipment while traversing through the transmission corridor to carry out maintenance/emergency work.

9. Stormwater Management

- a) The Proposal shall not interfere with the natural drainage patterns or result in standing water anywhere on the affected stretch of transmission corridor.
- b) The Owner will be held liable for any damage to Hydro One's facilities, as a result of flooding or standing water caused by the Proposal.
- c) Any catch basins proposed within the limits of the transmission corridor must be located within a paved roadway.

10. Safety & Security

- a) It is the Owners responsibility to ensure that safe working clearances, as specified in the OHSA for workers and equipment from the lowest overhead conductors under 230 kV and 500 kV

transmission lines, are maintained at ALL times during construction activities.

- b) The Owner is responsible for maintaining security of the Subject Lands and for the safety of the people working within the transmission corridor.
- c) It should be noted that due to factors such as changing loads and ambient temperatures, the conductors can lower/rise significantly over short periods. It is the Owners responsibility to monitor/manage these changes and adjust work methods accordingly in order to adhere to the OHSA.
- d) During construction, the Owner must erect signage within the limits of Hydro One corridor clearly pointing to the overhead dangers that exist. Signs must be visible, installed upright and maintained in an upright position at all times. The raising of loaders dump boxes etc. are permitted as long as appropriate clearances are maintained at all times. Reference to OHSA section 186 should be noted on signage.
- e) Workers and equipment operating in the vicinity of energized overhead conductors may require the use of a competent designated signaller as per OHSA regulations if:
 - i) Any part of the equipment could rotate or extend closer to the conductor than the safe working clearance requires; or
 - ii) An inadvertent movement by the worker, including the length of any hand-held tools or equipment could be closer to the conductor than the safe working clearance requires.
- f) The Ministry of Labour (MOL) monitors construction site activity to ensure that safe working clearances are maintained at all times. Failure to maintain safe working clearances may result in action taken by the MOL.

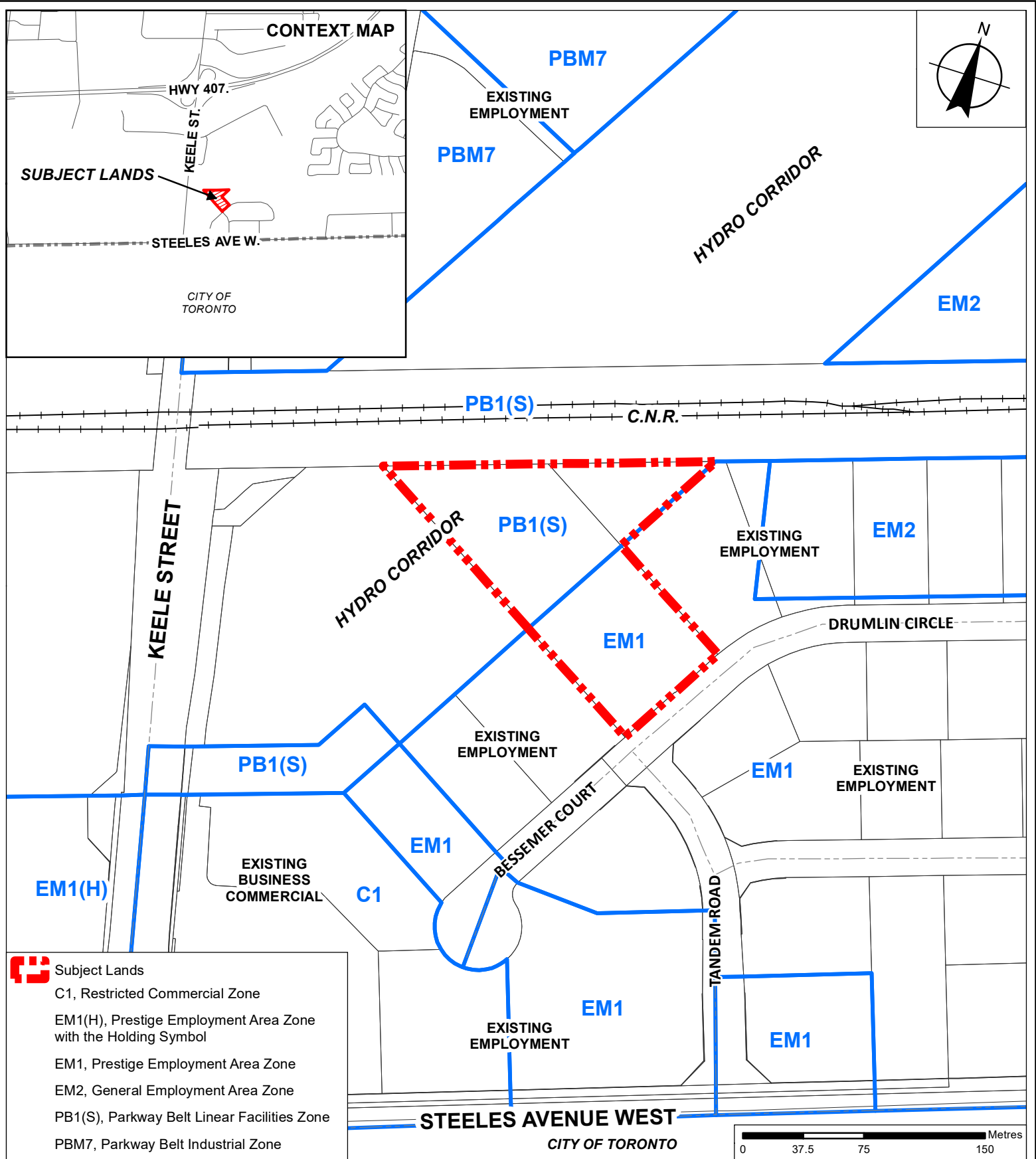
11. Responsibilities & Liabilities

- a) The Owner will assume all liability associated with this secondary land use proposal.
- b) The Owner is fully responsible for adherence to all municipal and provincial laws. In the case of Hydro One's emergency work, the Owner may be required to suspend their operations without notice until Hydro One crews have completed the emergency work.

- c) The Owner is responsible for arranging underground locates prior to digging or auguring any holes, or performing any excavation works within the limits of the transmission corridor.
- d) Any relocation, modification, or repair of Hydro One's facilities as a result of the proposal will be carried out by Hydro One at the Owners expense.
- e) Hydro One is not responsible for any damages or injuries resulting from the effect of adverse weather conditions. This would include any damages or injuries from ice falling from structures or conductors as a result of an ice storm.
- f) Hydro One may, at its sole discretion, interrupt the Owners occupation of the transmission corridor at any time during construction or post construction, to perform maintenance or emergency repairs. Hydro One will not be liable for any damages suffered by the Owner due to this interruption.

12. Prohibited Activities

- a) Buildings are not permitted within the limits of transmission corridors. This prohibition includes, but is not limited to, temporary structures such as tents, portable toilets, and construction trailers.
- b) There shall be no storage of any material within the limits of the transmission corridor without permission from Hydro One. Any debris left on the transmission corridor shall be removed on an ongoing basis.
- c) There shall be no storage or tipping of garbage dumpsters within the limits of the transmission corridor.
- d) There shall be no storage or dispensing of gasoline, or any other combustible substance, on the transmission corridor.
- e) The burning of brush or other agricultural, or construction debris is strictly prohibited within the limits of the transmission corridor.
- f) Tower bases must be kept clear of plantings, material storage or debris of any kind at all times.
- g) The stockpiling of snow within the limits of the transmission corridor is strictly prohibited."



Context and Location Map

LOCATION: Part of Lot 1, Concession 3;
275 Drumlin Circle

APPLICANT: Covenant Chapel
(The Redeemed Christian Church of God Canada)



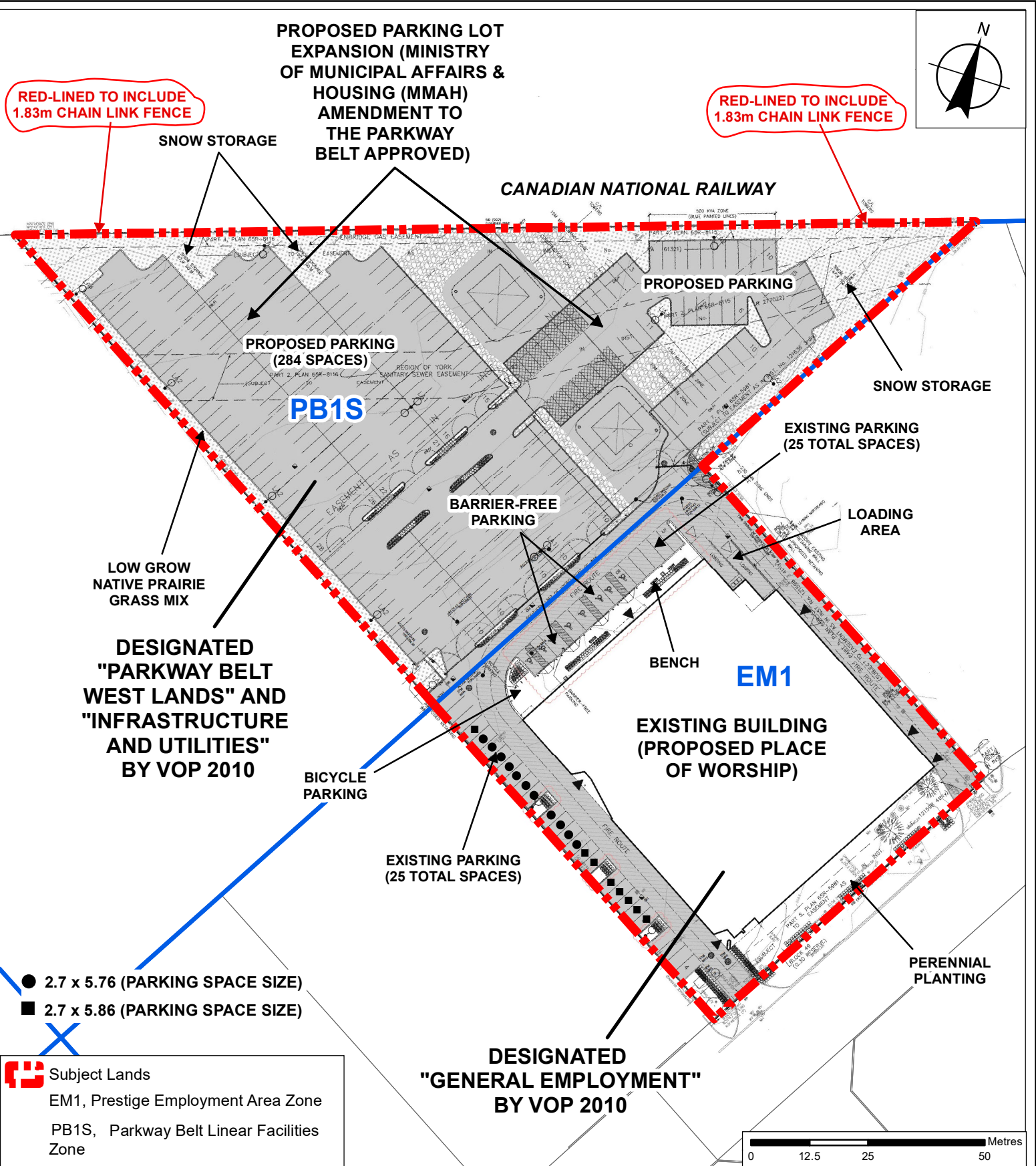
349

Attachment

FILES: Z.18.008 and
DA.18.014

DATE:
June 8, 2021

2



Red-Lined Site Plan

LOCATION: Part of Lot 1, Concession 3;
275 Drumlin Circle

APPLICANT: Covenant Chapel
(The Redeemed Christian Church of God Canada)



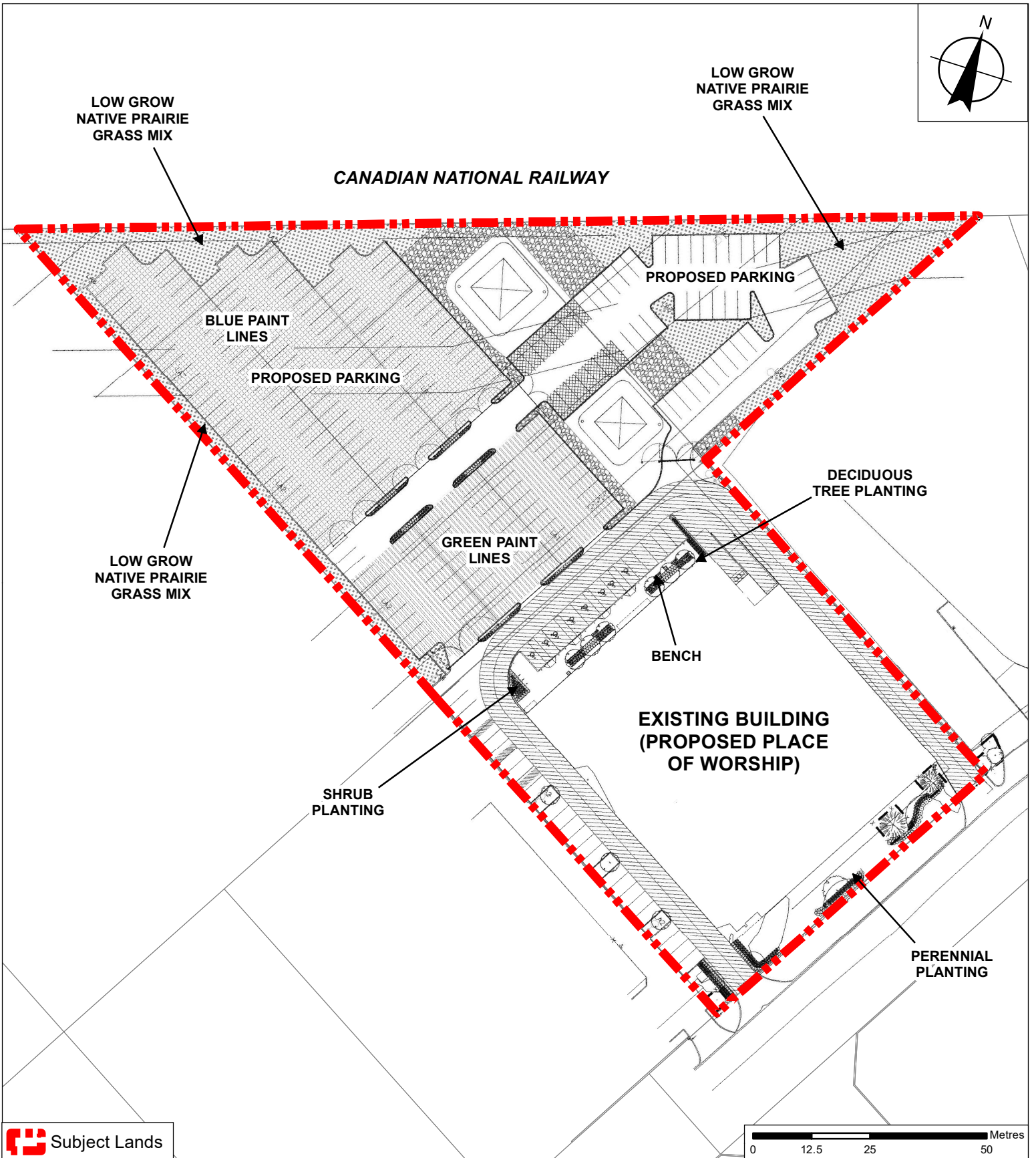
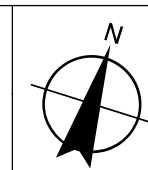
351

Attachment

FILES: Z.18.008 and
DA.18.014

DATE:
June 8, 2021

3



Landscape Plan

LOCATION: Part of Lot 1, Concession 3;
275 Drumlín Circle

APPLICANT: Covenant Chapel
(The Redeemed Christian Church of God Canada)



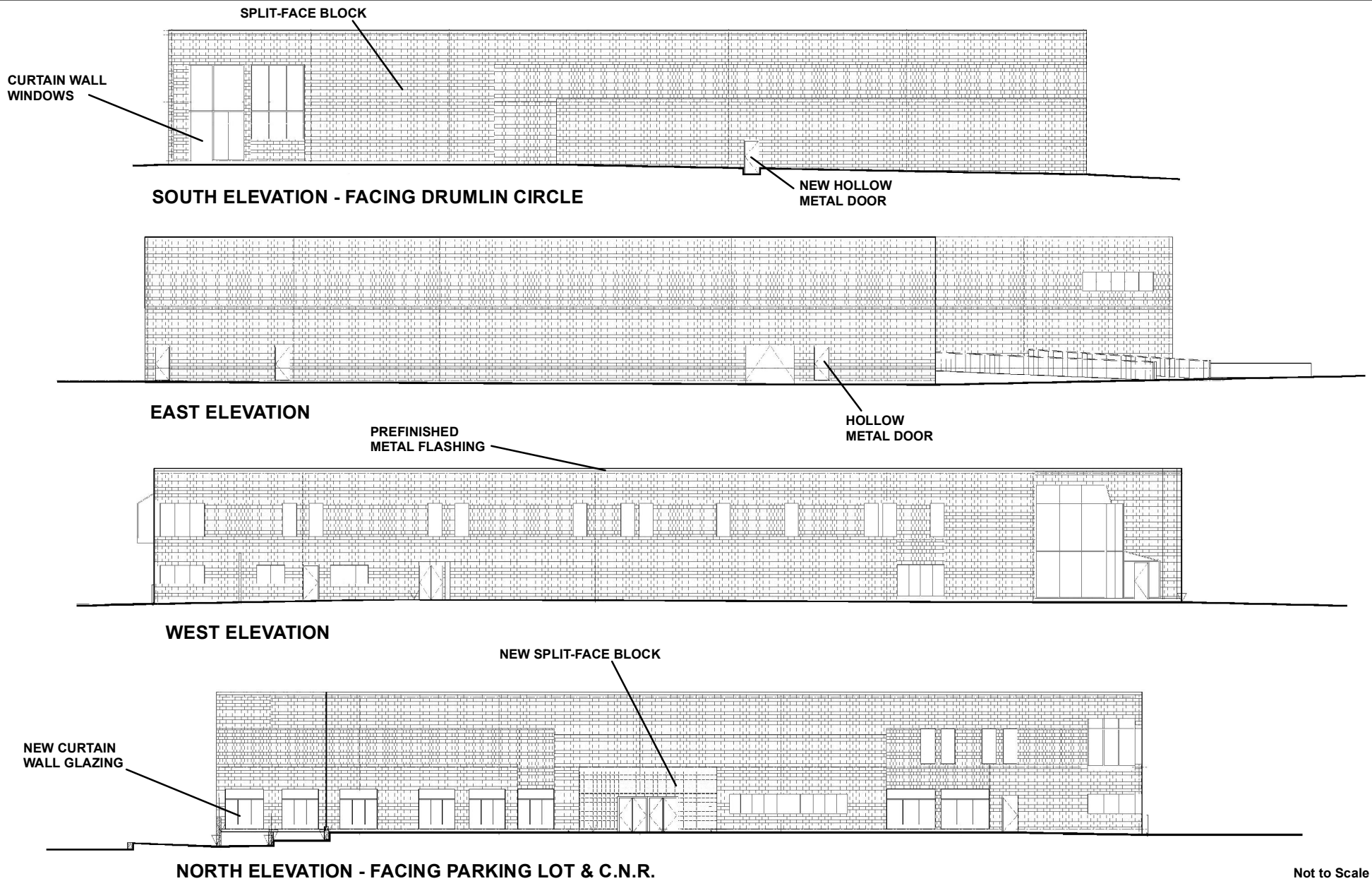
353

Attachment

FILES: Z.18.008 and
DA.18.014

DATE:
June 8, 2021

4



Not to Scale

Existing Building Elevations

LOCATION: Part of Lot 1, Concession 3;
275 Drumlin Circle

APPLICANT: Covenant Chapel
(The Redeemed Christian Church of God Canada)



355

Attachment

FILES: Z.18.008 and
DA.18.014

DATE:
June 8, 2021

5

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): 2

TITLE: CLUBHOUSE DEVELOPMENTS INC.

OFFICIAL PLAN AMENDMENT FILE OP.19.014

ZONING BY-LAW AMENDMENT FILE Z.19.038

DRAFT PLAN OF SUBDIVISION FILE 19T-19V007

VICINITY OF CLARENCE STREET & WOODBRIDGE AVENUE

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To update Council with respect to a previous resolution of Council regarding the peer review of technical studies submitted in support of development applications from Clubhouse Developments Inc. (Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Files OP.19.014, Z.19.038 and 19T-19V007).

Report Highlights

- Council on July 15, 2020 adopted a resolution directing funds be set aside from the appropriate reserve to conduct peer reviews that staff identify as necessary, in consultation with the Community Working Group, and as approved by Council
- Two Community Working Group meetings have been held, which continue to call for peer reviews of the studies and reports submitted with the Applications
- The studies submitted are under review by City staff and external agencies, and neither staff nor the review agencies have, to date, identified the need to peer review the studies and reports
- Staff are ready to initiate the process to retain the respective external expertise to peer review all the studies and reports as directed by Council, estimated to between \$120,000 to \$560,000 (depending on the number of studied to be peer reviewed) and will take 4 to 8 weeks to complete

Recommendations

1. THAT Council receive this report for information and confirm whether Staff should initiate peer reviews with respect to some reports submitted in support of the applications.

Background

The Committee of the Whole (Public Meeting) on March 3, 2020 considered a staff report regarding the development applications (the 'Applications') to redevelop the Clubhouse Developments Inc. lands ('Clubhouse lands') shown on Attachment 1. The Committee referred the report to a Committee of the Whole meeting on April 15, 2020 with a further report to be provided at the meeting. Council on March 11, 2020 ratified the March 3, 2020 Committee of the Whole (Public Meeting) motion.

Shortly thereafter, the City closed its facilities in response to the global COVID-19 pandemic. A virtual Special Committee of the Whole Meeting to consider the March 3, 2020 Motion was held on July 8, 2020. The extract from the Council Meeting of March 11, 2020 is included in Attachment 2.

Vaughan Council on July 15, 2020 adopted the following resolution:

"That Council direct funds be set aside from the appropriate reserve to conduct peer reviews that staff identify as necessary, in consultation with the Community Working Group, and as approved by Council."

The extract from the Council Meeting of July 15, 2020 is also included as Attachment 3.

Two (2) virtual Community Group meetings were held on April 8, 2021 and May 12, 2021, with the applicant, representatives from Keep Vaughan Green, the local Ratepayer Associations, and staff to address outstanding concerns and issues related to the Applications. At the meetings, there was a continued request for peer reviews to be undertaken with respect to the studies and reports submitted in support of the Applications.

Based on the discussions at the working group meetings the Transportation, Cultural Heritage, Hydrogeology and Ecology studies continued to be most often identified as the studies that resident representatives requested to be peer reviewed. To date, the Owner has submitted 16 studies/reports and a Master Environmental Servicing Plan (comprised of 12 sub-studies) in support of the Applications, which must be approved to the satisfaction of the City and/or respective public approval authority, including the reports related to the above noted four matters.

The studies and reports are under review by City staff and external agencies, including the Toronto and Region Conservation Authority. Staff from the relevant professional disciplines have not, to date, identified the need for a peer review of any of the studies.

The peer review is a process using experts working in the same field to undertake another review of a submitted study or report to help determine its quality and validity. Staff do not object to a peer review if there is a reasonable ground that questions the quality and validity of a study or report. However, peer reviews can become very costly and time consuming.

For the Clubhouse Development Inc. Applications, the cost for each peer review would likely range approximately between \$10,000 and \$20,000 per study. If all 28 reports submitted with the Applications are peer reviewed the estimated cost would range between \$280,000 to \$560,000, and the time to peer review each study would likely be between 4 to 8 weeks. However, Council could direct that, for example, only certain studies related to the four most identified topic areas (Transportation, Cultural Heritage, Hydrogeology and Ecology) be reviewed the estimated cost will range between approximately \$120,000 to \$240,000. If the estimated cost and time exceed Council's expectation, it is still possible at this point for Council to direct staff to limit the peer review to the Transportation, Cultural Heritage, Hydrogeology and Ecology studies only or any other study as Council may deem it necessary.

The Applications seek to permit a development consisting of detached dwellings, townhouses, open space blocks, parks, roads, and infrastructure uses. Below is a summary of the 3 submissions received to date:

Original Applications (received on December 23, 2019)

- 475 detached units
- 124 townhouse units
- +/- 616 apartment units in 2, 6-story buildings with a maximum 800 square meters of retail or office uses

Second Submission (received on November 23, 2020)

- 535 detached units
- 139 townhouse units
- +/- 616 apartment units in 2, 6-story buildings (with retail and office) removed

Third Submission (received on May 14, 2021)

- 533 detached units
- 139 townhouse units

The City on June 1, 2021 distributed notice of this June 8, 2021 Committee of the Whole meeting by e-mail and ordinary mail to those who requested notice.

Previous Reports/Authority

Previous reports related to the Subject Lands can be found at the following links:

[Committee of the Whole \(Public Hearing\) - March 3, 2020 Communications](#)

[Extract from Council Meeting Minutes of March 11, 2020](#)

[Council Meeting - March 11, 2020 - Communications](#)

[Special Committee of the Whole - July 8, 2020 - Communications](#)

[Extracts of July 15, 2020 Council Meeting](#)

[Council Meeting - July 15, 2020 - Communications](#)

Financial Impact

The financial impact will depend on the number of studies that will be peer reviewed. As noted above the cost for each peer review would likely range approximately between \$10,000 to \$20,000 per study. Should Council direct that, for example, certain studies related to the four most identified topic areas (Transportation, Cultural Heritage, Hydrogeology and Ecology) be reviewed the estimated cost will range between approximately \$120,000 to \$240,000. However, there are 28 studies in total submitted with the applications and should all these studies be reviewed the estimated cost would range between approximately \$280,000 to \$560,000.

Broader Regional Impacts/Considerations

York Region is reviewing the studies submitted in support of the Applications and have not identified, to date, the need for a peer review of any of the studies.

Conclusion

Staff are ready to proceed with the peer review of all the submitted studies and reports submitted in support of the Clubhouse Development Inc. Applications, as directed by Council on July 15, 2020, and based on further discussions with the working group, which will cost between \$120,000 to \$560,000 and take 4 to 8 weeks to complete, depending on the number of studies to be peer reviewed as discussed in this report.

For more information, please contact: Clement Messere, Senior Planner, ext. 8409.

Attachments

1. Context and Location Map
2. Extracts from Council Meeting of March 11, 2020
3. Extracts from Council Meeting of July 15, 2020

Prepared by

Clement Messere, Senior Planner, ext. 8409

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

Bill Kiru, Acting Director of Development Planning, ext. 8633

Approved by

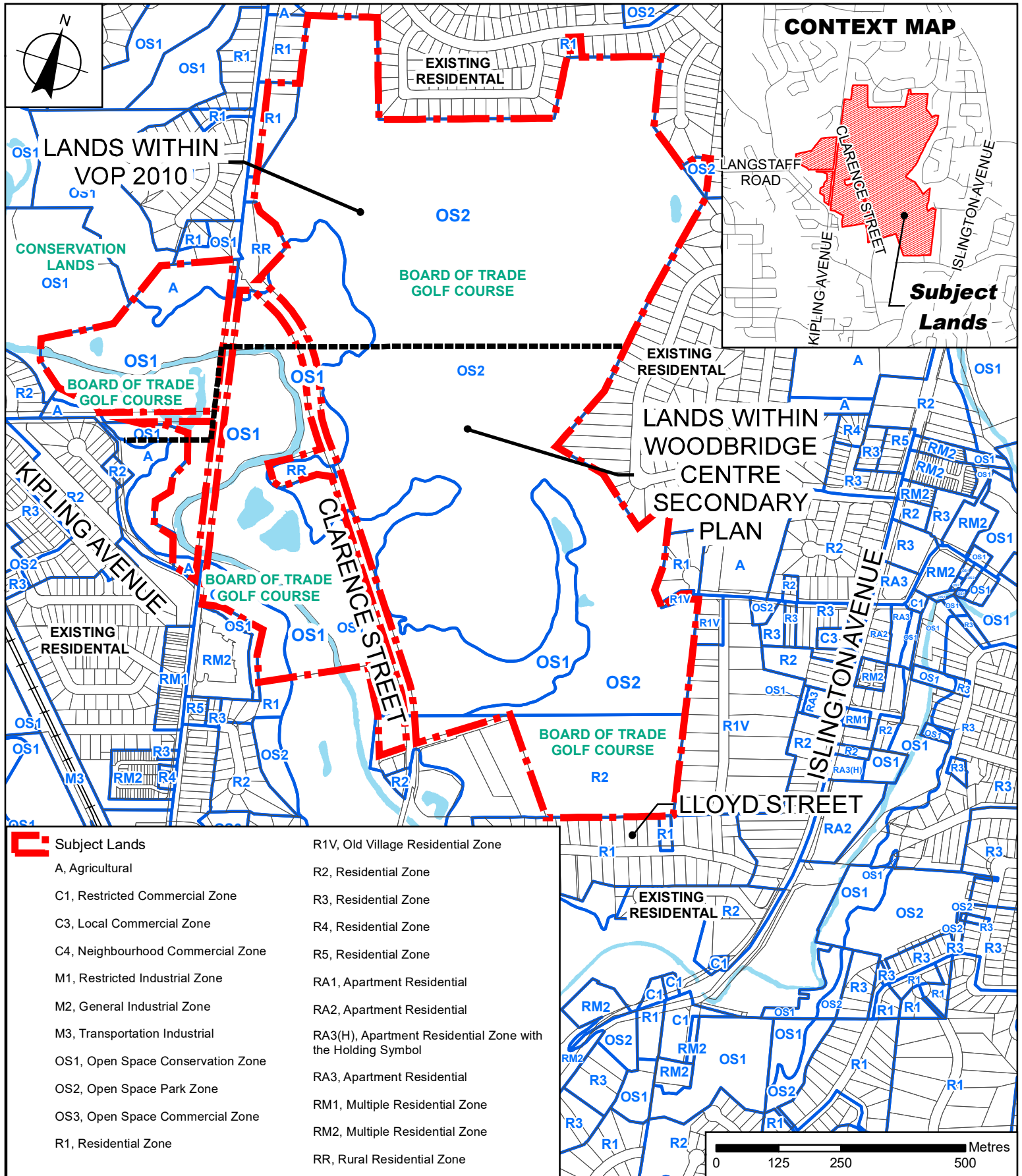


Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Jim Harnum, City Manager



Location Map

LOCATION:
Part of Lots 9, 10, 11, 12, Concessions 7, 8

APPLICANT:
Clubhouse Developments Inc.



Attachment

FILES:
OP.19.014, Z.19.038 and
19T-19V007

DATE: June 8, 2021

ATTACHMENT 2
CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, Report No. 10, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on March 11, 2020, as follows:

By receiving the following communications:

- C3 Ms. Angie Papadakis, dated March 2, 2020;***
- C4 Ms. Theresa DiMarco, Wycliffe Avenue, Woodbridge, dated February 25, 2020;***
- C5 Mr. David R. Donnelly, Donnelly Law, Carlaw Avenue, Toronto, dated February 18, 2020;***
- C6 Ms. Caroline Vecchiarelli, Gamble Street, Vaughan, dated March 3, 2020;***
- C7 Michael and Diane Stevens, Wycliffe Avenue, Woodbridge, dated March 3, 2020;***
- C8 Ms. Kimitra Karr, Colton Crescent, Woodbridge, dated March 3, 2020;***
- C9 Ted and Brenda Krawczyk, Firglen Ridge, Woodbridge, dated March 3, 2020;***
- C10 Paul and Nancy Postiglione, Davidson Drive, Woodbridge, dated March 3, 2020;***
- C11 Mr. Adamo Balducci, Highway 7, Woodbridge, dated March 3, 2020;***
- C12 Andrea Kayiatos, Vaughan Mills Road, Woodbridge, dated March 3, 2020;***
- C13 Rocco and Marisa DiFonzo, Torran Road, Woodbridge, dated February 26, 2020;***
- C14 Mr. Angelo Karr, Colton Crescent, Woodbridge, dated March 3, 2020;***
- C15 Marco and Lisa Mannella, Waymar Heights Boulevard, Woodbridge, dated March 2, 2020;***
- C16 Ms. Nadia Pulciani, dated March 2, 2020;***
- C17 Mr. Paul W. Mastenbroek, Meeting House Road, Woodbridge, dated March 2, 2020;***
- C18 Mr. & Mrs. Joe Agostino, Kiloran Avenue, Woodbridge, dated March 2, 2020;***
- C19 Mr. Darko Gagro, dated February 29, 2020;***
- C20 Mr. Andre Willi, Ampezzo Avenue, Woodbridge, dated March 27, 2020;***
- C21 Ms. Natalie Rizzo, Islington Avenue, Vaughan, dated March 2, 2020;***

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 2

- C22** *Rudy and Audrey Miller, Davidson Drive, Woodbridge, dated February 28, 2020;*
- C23** *Ms. Maria-Domenica D’Agostino, dated March 3, 2020;*
- C24** *Dr. F. Michael Cianfrone, Davidson Drive, Woodbridge, dated March 3, 2020;*
- C26** *Anna, dated March 5, 2020; and*
- C27** *Mr. Hatem Abu El-Neel, Kilmuir Gate, Vaughan, dated March 10, 2020*

**4. CLUBHOUSE DEVELOPMENTS INC. OFFICIAL PLAN AMENDMENT
FILE OP.19.014 ZONING BY-LAW AMENDMENT FILE Z.19.038 DRAFT
PLAN OF SUBDIVISION FILE 19T-19V007 VICINITY OF CLARENCE
STREET, ISLINGTON AVENUE, NORTH OF DAVIDSON DRIVE**

The Committee of the Whole (Public Hearing) recommends:

- 1) That these applications be received;**
- 2) That all comments received to date by way of verbal or written deputation, along with any additional comments received in respect of these applications prior to this matter coming before Committee of the Whole once again;**
- 3) That the report of the Acting Deputy City Manager, Planning and Growth Management, dated March 3, 2020, be referred to a Committee of the Whole meeting to be scheduled for April 15, 2020 at 7:00 p.m. and a report regarding the following matter be provided at the meeting:**
 - i. That the City of Vaughan, in good faith, enact for a period of one year an Interim Control By-Law under section 38 of the Planning Act, to be incorporated into the City-wide Zoning By-law Review and the City-wide Official Plan Review, restricting the subject lands --- known municipally as 20 Lloyd Street, 241 Wycliffe Avenue, 737 and 757 Clarence Street --- to existing uses, based on a legitimate planning rationale and in conformity with the Vaughan Official Plan (2010), York Region Official Plan and the Provincial Growth Plan, in order to ensure that the City of Vaughan and the local community have sufficient time to review key studies on the property, consider all available options, and pending the completion of, but not limited to, the following studies:**

.../3

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 3

- a. Comprehensive land use analysis of the subject lands;
 - b. Community area specific study;
 - c. Community economic impact study;
 - d. Environmental impact study;
 - e. Mental health impact assessment;
 - f. Cultural heritage landscapes strategy and implementation study of the subject land;
 - g. Archeological impact assessment;
 - h. First nations consultation;
 - i. Any other studies as may be required, including a City-wide study of open space and climate change impacts of development, consistent with Vaughan's declaration of a climate emergency;
 - ii. That the proposed Interim Control By-law prohibit otherwise permitted site alterations to the subject lands, as well as the construction, site alteration, expansion or demolition of any building, structure, or landscapes on the land, including tree removal;
 - iii. That Keep Vaughan Green and others be granted the right, after consultation with its legal team and the City of Vaughan, to select the qualified experts to conduct the aforesaid studies;
 - iv. That the studies be funded by the City of Vaughan for later reimbursement by the developer, in order to ensure such studies are conducted without bias;
 - v. That a conservation easement protecting at least 66% of the subject lands shall be executed immediately;
 - vi. That appropriate staff meet with representatives of Keep Vaughan Green, to give effect to the matters set forth above;
- 4) That the following deputations and communications be received:
- 1. Mr. Billy Tung, KLM Planning, Jardin Drive, Concord, representing the applicant;
 - 2. Mr. Umberto Ippoliti, Squire Graham Lane, Woodbridge and communications C6, dated February 6, 2020 and C60, dated February 28, 2020;

.../4

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 4

3. Mrs. Julia Ippoliti, Squire Graham Lane, Woodbridge;
4. Ms. Franca Stirpe, Wycliffe Avenue, Woodbridge and communication C57, dated February 26, 2020;
5. Mr. Ferdinando Torrieri, Kilmuir Gate, Woodbridge, and communications C63, dated February 27, 2020, and C104;
6. Mr. Bob Murray, Park Drive, Woodbridge;
7. Mr. Frank Troina, Kilmuir Gate, Woodbridge, and communications C61, dated February 27, 2020, and C105;
8. Ms. Enza Pizzola, Vaughan Mills Road, Woodbridge;
9. Mr. Robert Pizzola, Vaughan Mills Road, Woodbridge and communication C5, dated February 2, 2020;
10. Mr. Tony Lorini, Greater Woodbridge Ratepayer Association, and communications C20, dated February 4, 2020, and C106;
11. Mr. Sergio Villani, Cairnburg Place, Woodbridge and communication C19, dated February 11, 2020;
12. Ms. Letizia Agostini, Cairnburg Place, Woodbridge and communication C59, dated February 27, 2020;
13. Ms. Lucy Galante, Wycliffe Avenue, Woodbridge and communication C25, dated February 21, 2020;
14. Mr. Corrado Balducci, Vaughan Mills Road, Woodbridge and communication C88, dated March 2, 2020;
15. Mr. Andre Willi, Keep Vaughan Green, Ampezzo Avenue, Vaughan;
16. Ms. Rosanna Baldassarra, Keep Vaughan Green, Squire Graham Lane, Woodbridge and communication C8, dated February 17, 2020;
17. Mr. Anthony Vecchiarelli, Pennycross Court, Woodbridge and communication C76, dated February 29, 2020;
18. Ms. Chrystalla Balducci, Vaughan Mills Road, Woodbridge and communication C87, dated March 2, 2020;
19. Ms. Sabrina Falvo, Crofters Road, Woodbridge, and communication C107;
20. Ms. Ingrid Harris, Wycliffe Avenue, Vaughan and communications C64, dated February 27, 2020 and C108;

.../5

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 5

21. Ms. Monica Antonelli Guido, Gate House Court, Woodbridge and communications C52, dated February 27, 2020 and C109;
22. Ms. Mary Rosana Pietras, Keep Vaughan Green, Kilmuir Gate, Woodbridge and communication C7, dated February 17, 2020;
23. Mr. Hatem Abouelnile, Kilmuir Gate, Woodbridge and communication C28, dated February 12, 2020;
24. Mr. Bob Moroz, Keep Vaughan Green, Kilmuir Gate, Woodbridge and communication C75, dated March 1, 2020;
25. Ms. Josie Fedele, West Woodbridge Homeowners Association, Albany Drive, Woodbridge;
26. Mr. Richard Lorello, Treelawn Boulevard, Kleinburg;
27. Dr. Laura Federico, Keep Vaughan Green, Waymar Heights Boulevard, Woodbridge and communication C18, dated February 4, 2020;
29. Mr. Nick Pinto, West Woodbridge Homeowners Association, Mapes Avenue, Woodbridge and C110, petition;
30. Ms. Paola Maria Stefania Crocetti, Kilmuir Gate, Woodbridge and communication C12, dated February 16, 2020;
31. Ms. Jennifer Eramo, Cairnburg Place, Woodbridge and communication C43, dated February 25, 2020;
32. Mr. Frank Massara, Torran Road, Woodbridge, and communication C30, dated February 22, 2020;
33. Ms. Andrea Lutzeier, Esmond Crescent, Toronto and communication C111, dated March 2, 2020;
34. Mr. Dylan Hastie, Esmond Crescent, Toronto, and communication C112, dated March 2, 2020;
35. Mr. Hank Lutzeier, Waymar Heights Boulevard, Woodbridge and communication C113, dated March 2, 2020;
36. Mr. Paul Talluri, Kilmuir Gate, Woodbridge and communications C54, dated February 25, 2020 and C114, dated February 23, 2020;
37. Ms. Lisa Manella, Waymar Heights Boulevard, Woodbridge;
38. Mr. John Troina, Kilmuir Gate, Woodbridge;
39. Mr. Sal Giunta, Kilmuir Gate, Woodbridge and communication C67, dated March 2, 2020;

.../6

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 6

- 40. Mr. Richard Ubbens, Waymar Heights Boulevard, Woodbridge;**
- 41. Ms. Maria Verna, Village of Woodbridge Ratepayers Association and communication C115;**
- 42. Ms. Elena Tsytsak, Clarence Street, Woodbridge;**
- 43. Mr. Marco Pulciani, Keep Vaughan Green, Kilmuir Gate, Woodbridge and communications C45, dated February 25, 2020 and C116, dated March 3, 2020, and C117, petition;**
- 44. Ms. Lucia Pulciani, Kilmuir Gate, Woodbridge and communication C118, dated March 3, 2020;**
- 45. Ms. Theresa Arci, Firglen Ridge, Woodbridge;**
- 46. Ms. Nancy Antonelli, Wycliffe Avenue, Woodbridge and communication C53, dated February 27, 2020; and**
- 47. Mr. Maxim Nikulenکو, East Corner's Boulevard, Kleinburg; and**

5) That the following communications be received:

- C1 Mr. Giuseppe Macri, Kiloran Avenue, Woodbridge, dated February 20, 2020;**
- C2 Mr. Gianluca Ruggeri, Woburn Drive, Vaughan, dated February 16, 2020;**
- C3 Ms. Susan Sigrist, Vaughan Resident;**
- C4 Ms. Sabrina Sartori, Kiloran Avenue, Woodbridge, dated February 18, 2020;**
- C9 John and Lori Massullo, Carstad Crescent, dated February 21, 2020;**
- C10 Mr. Domenic Lombardi, Wycliffe Avenue, dated February 18, 2020;**
- C11 Lori Grech Vennare, dated February 20, 2020;**
- C13 Ms. Suzanne Mezzomo, Wakelin Court, Woodbridge;**
- C14 Mr. Roland Gatti, Donbay Drive, Kleinburg, dated February 17, 2020;**
- C15 Ms. Nadia Lima, Squire Graham Lane, Woodbridge, dated February 21, 2020;**
- C16 Mr. Bryan Lima, Squire Graham Lane, Woodbridge, dated February 21, 2020;**
- C17 Vito and Maria Capizzo, dated February 17, 2020;**
- C21 Anna & Emilio Pulla, Cairnburg Place, Woodbridge, dated February 21, 2020;**
- C22 Penelope and Joseph Castrodale, Cairnburg Place, Woodbridge, dated February 17, 2020;**

.../7

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 7

- C23 Diego & Judy Marin, Kilmuir Gate, Woodbridge, dated February 24, 2020;**
- C24 Ms. Angela Agostini, Wycliffe Avenue, Woodbridge, dated February 14, 2020;**
- C26 Ms. Doris Olivi, Woodstream Boulevard, Woodbridge, dated February 21, 2020;**
- C27 Loreto and Delores Eramo, dated February 25, 2020;**
- C29 Liberina and Michael Fontaine, Foreview Court, Woodbridge, dated February 22, 2020;**
- C31 Ms. Cathy Scicchitano, Cairnburg Place, Woodbridge, dated February 22, 2020;**
- C32 Mr. Sam Scicchitano, Cairnburg Place, Woodbridge, dated February 23, 2020;**
- C33 Ms. Elena Canini, Vaughan Mills Road, Woodbridge, dated February 23, 2020;**
- C34 Josie and Brian McCran, Colton Crescent, Woodbridge, dated February 23, 2020;**
- C35 Ms. Rosanna Rosa Gastaldo, on behalf of Pasquale and Giovanna Cammalleri, Wycliffe Avenue, Woodbridge, dated February 21, 2020;**
- C36 Mr. Joe Wahba, Davidson Drive, Woodbridge, dated February 23, 2020;**
- C37 Ms. Cristina Carlini, Woburn Drive, Woodbridge, dated February 24, 2020;**
- C38 Mr. Giuseppe Lombardi, Woburn Drive, Woodbridge, dated February 24, 2020;**
- C39 Mr. John Dickson, dated February 24, 2020;**
- C40 Lisa Di Prospero and Bruno Oppedisano, Cairnburg Place, Woodbridge, dated February 24, 2020;**
- C41 Inida Konomi and Che Guerrera, Torran Road, Woodbridge, dated February 24, 2020;**
- C42 Ms. Olivia Smedley, Julia Valentina Avenue, Woodbridge, dated February 26, 2020;**
- C44 Anita and Isidoro Aprea, Pennycross Court, Woodbridge, dated February 25, 2020;**
- C46 Stephen and Teresa Smedley, Julia Valentina Avenue, Woodbridge, dated February 26, 2020;**
- C47 Sergey and Olga Nikulenko, Clarence Street, Woodbridge, dated February 25, 2020;**
- C48 John and Mary Rizzo, Vaughan Mills road, Woodbridge, dated February 21, 2020;**

.../8

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 8

- C49 Mr. Claudio Saverino, Torran Road, Woodbridge, dated February 20, 2020;**
- C50 Mr. Alexander Battaglia, Wycliffe Avenue, Woodbridge, dated February 20, 2020;**
- C51 Susan and Salvatore Cucullo, Wycliffe Avenue, dated February 26, 2020;**
- C55 Filippo and Rosalee Bello, Firglen Ridge, Woodbridge, dated February 26, 2020;**
- C56 Grace Buttino, Joe Centraco, and Olivia Centraco, Davidson Drive, Woodbridge, dated February 27, 2020;**
- C58 John and Annie Massara, Waymar Heights Boulevard, Woodbridge, dated February 27, 2020;**
- C62 Ms. Andrea Torrieri, Port Royal Avenue, Kleinburg, dated February 27, 2020;**
- C65 Annalisa Moser and Mike De Bartolo, Davidson Drive, Woodbridge, dated February 28, 2020;**
- C66 The Campanaro and Bortoletto Family, dated February 28, 2020;**
- C68 Luciano and Sandra Volpe, Waymar Heights Boulevard, Woodbridge, dated February 29, 2020;**
- C69 Mr. Max Marzetti, Gidleigh Park Crescent, Woodbridge, dated March 2, 2020;**
- C70 Dr. Danny Costantini, Kilmuir Gate, Woodbridge, dated March 1, 2020;**
- C71 Mr. Sam Folino, dated February 28, 2020;**
- C72 Dr. Daniela Costantini, Kilmuir Gate, Woodbridge, dated February 29, 2020;**
- C73 Grace Buttino, Joe Centraco and Olivia Centraco, dated February 28, 2020;**
- C74 Ms. Silvana Cantalini-Moroz, dated March 1, 2020;**
- C77 Liana and Carlo Martire, dated March 1, 2020;**
- C78 Mr. Tony Alati, Carrying Place Rate Payers Association, dated March 1, 2020;**
- C79 Ms. Ettorina Lombardi, Woodbridge Avenue, Woodbridge, dated February 28, 2020;**
- C80 Ms. Vera Maniccia, dated March 1, 2020;**
- C81 Mr. Daniel Cossaro, Torran Road, Woodbridge, dated March 1, 2020;**
- C82 Ms. Joan Reid-Bicknell, dated March 2, 2020;**
- C83 Mr. Lorenzo Bonofiglio, Gate House Court, Woodbridge, dated March 1, 2020;**

.../9

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020

Item 4, CW Report 10 – Page 9

- C84 Ms. Lawra Marzetti, Gidleigh Park Crescent, Woodbridge, dated March 2, 2020;**
- C85 Mr. Ettore Naccarato, dated February 28, 2020;**
- C86 Ms. Elise Castrodale, dated March 3, 2020;**
- C89 Ms. Rosanna Rosa Gastaldo, dated February 29, 2020;**
- C90 Ms. Lucy Salvati, dated March 1, 2020;**
- C91 Ms. Anna Datri, dated March 3, 2020;**
- C92 Mr. Mario Rocca, Alpha Court, Woodbridge, dated March 3, 2020;**
- C93 Mr. Joe Nicoletto, Alpha Court, Woodbridge, dated March 3, 2020;**
- C94 Mr. Alfredo Costanzo, Alpha Court, Woodbridge, dated March 3, 2020;**
- C95 Mr. Frank Rizzo, Alpha Court, Woodbridge, dated March 3, 2020;**
- C96 Mr. Bruno Donato, Alpha Court, dated March 3, 2020;**
- C97 Mr. Mauro Vari, Alpha Court, dated March 3, 2020;**
- C98 Mr. Rachel Chiovitti, Alpha Court, dated March 3, 2020;**
- C99 Ms. Maria-Domenica D’Agostino, dated March 3, 2020;**
- C100 Roopesh Ramklass and Ameetha Garbharran, dated March 3, 2020;**
- C101 Ms. Orsola Massara, dated February 27, 2020; and**
- C119 Sergey and Olga Nikulenko, Clarence Street, Woodbridge.**

Recommendations

1. That the Public Hearing report for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Files OP.19.014, Z.19.038 and 19T-19V007 (Clubhouse Developments Inc.) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a future comprehensive report to the Committee of the Whole.

ATTACHMENT 3
CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, Report No. 33, of the Special Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 15, 2020, as follows:

By approving that recommendation 3) of the Special Committee of the Whole meeting of July 8, 2020, be amended by replacing the word “Association” with “Associations” and by adding the words “or meetings” after “a meeting”;

By approving the following:

- 1. That Council direct funds be set aside from the appropriate reserve to conduct peer reviews that staff identify as necessary, in consultation with the Community Working Group, and as approved by Council; and***

By receiving the following communications:

- C1 Ms. Monica Tate, Squire Graham Lane, dated July 7, 2020;***
- C2 Ms. Eliza Hilario, Garriock Court, Woodbridge, dated July 7, 2020;***
- C3 Mr. Karlock Leung, Garriock Court, Woodbridge, dated July 7, 2020;***
- C4 Mr. Alexander Battaglia, Wycliffe Avenue, Woodbridge, dated July 7, 2020;***
- C7 Giovanni and Annie Massara, dated June 22, 2020;***
- C8 Chona Hilario, dated July 8, 2020;***
- C9 Keep Vaughan Green, dated July 8, 2020;***
- C10 Ms. Celeste DiCosola, Wycliffe Avenue, dated July 8, 2020;***
- C11 Ms. Maria Verna, dated July 8, 2020;***
- C12 Keep Vaughan Green, dated July 8, 2020;***
- C15 Mirko and Nicole del Rosso, Kilmuir Gate, dated July 9, 2020;***
- C16 Mrs. Connie Paniccia, Wycliffe Avenue, dated June 22, 2020;***
- C17 Tony and Viviane Lecce, dated July 8, 2020;***
- C18 Ms. Maria Verna, dated July 8, 2020;***
- C19 Ms. Maria Chianelli, Wycliffe Avenue, dated July 8, 2020;***
- C20 Ms. Anna Bellicoso, Garriock Court, dated July 7, 2020;***
- C21 Ms. Joanne Romano, Rossmull Crescent, dated July 7, 2020;***
- C22 The Lutzeier Family, Waymar Heights Boulevard, dated July 7, 2020;***
- C23 Elisa Moretto-Howard and Anthony Howard, Foreview Court, dated July 7, 2020;***

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 2

- C24 Ms. Angela Di Placido, dated July 6, 2020;**
- C25 Chris and Danuta Majdanczuk & Konrad Majdanczuk, Cairnburg Place, dated July 6, 2020;**
- C26 Antonio & Antonietta Angelucci, Rossmull Crescent, dated July 6, 2020;**
- C27 Alfredo and Maria Chimenti, Wycliffe Avenue, dated July 6, 2020;**
- C28 Mr. Piero Mazza, dated July 6, 2020;**
- C30 AnnaMarie and Frank Di Meo, Rossmull Crescent, dated July 9, 2020;**
- C31 Iole & Tomasso DiGiammarino, Wycliffe Avenue, July 9, 2020.**
- C32 Dr. Danny Costantini, dated July 9, 2020;**
- C131 Mr. Kevin Atkinson, Kiloran Avenue, Woodbridge, dated July 3, 2020;**
- C132 Ms. Monica Guido, dated July 12, 2020;**
- C133 Mr. Hatem Abou El Nile, Kilmuir Gate, Vaughan, dated July 12, 2020;**
- C134 Mr. Nick Pinto, dated July 12, 2020;**
- C135 Mr. Frank Troina, Kilmuir Gate, Woodbridge, dated July 13, 2020;**
- C136 Mr. Mark Persaud, dated July 13, 2020;**
- C137 Mr. Richard Lorello, dated July 13, 2020;**
- C139 Ms. Franca Stirpe, dated July 14, 2020;**
- C140 Ms. Rosalee Bello, dated July 14, 2020;**
- C141 Keep Vaughan Green, petition; and**
- C142 Keep Vaughan Green, petition.**

Regional Councillor Ferri declared an interest with respect to this matter due to an on-going code of conduct complaint investigation on a matter related to the Clubhouse Development and did not take part in the discussion or vote on the matter.

-
- 1. CLUBHOUSE DEVELOPMENTS INC. OFFICIAL PLAN AMENDMENT
FILE OP.19.014 ZONING BY-LAW AMENDMENT FILE Z.19.038 DRAFT
PLAN OF SUBDIVISION FILE 19T-19V007 VICINITY OF CLARENCE
STREET, ISLINGTON AVENUE, NORTH OF DAVIDSON DRIVE
(REFERRED)**

The Special Committee of the Whole recommends:

.../3

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 3

- 1) That the Public Hearing report for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Files OP.19.014, Z.19.038 and 19T19V007 (Clubhouse Developments Inc.) dated March 3, 2020, BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a future comprehensive report to the Committee of the Whole;**
- 2) That the following be approved:**
 - I. That, if a request is made by Clubhouse Developments Inc. to Vaughan Council to support the Minister's making of a Minister's Zoning Order prior to a staff recommendation and a Council decision on the applications, that Council will not support any such request to the Minister of Municipal Affairs and Housing to enact a Zoning Order; and**
 - II. That this resolution be forwarded to the Minister of Municipal Affairs and Housing as a statement of Council's position on the request made by Keep Vaughan Green, and be copied to the Regional Municipality of York and the Toronto and Region Conservation Authority;**
- 3) That the Local Councillor schedule a meeting with the applicant, Keep Vaughan Green, the local Ratepayer Association and staff to address outstanding concerns and issues;**
- 4) That the following deputations and communications be received:**
 - 1. Ms. Nancy Antonelli, Wycliffe Avenue, Woodbridge, and communication C3, dated June 10, 2020;**
 - 2. Mr. Antonio Antonelli, Wycliffe Avenue, Woodbridge, and communication C3, dated June 10, 2020;**
 - 3. Ms. Monica Antonelli Guido, and communication C2, dated June 10, 2020;**
 - 4. Ms. Lucia Pulciani, Kilmuir Gate, Woodbridge;**
 - 5. Ms. Daniela Costantini, Rossmull Crescent, Woodbridge, and communication C82, dated July 7, 2020;**
 - 6. Dr. Danny Costantini, Rossmul Crescent and communication C89;**

.../4

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 4

7. Mr. Richard Lorello, Treelawn Boulevard, Kleinburg;
 8. Mr. Hatem Abu El-Neel, Kilmuir Gate, Woodbridge and communication C25, dated June 23, 2020;
 9. Ms. Rosalee Bello, Firglen Ridge, Woodbridge, and communications C5, dated June 15, 2020 and C21, dated June 23, 2020;
 10. Mr. Xianfeng Chen, Squire Graham Lane, Woodbridge;
 11. Mr. Rob Moroz, Kilmuir Gate, Woodbridge;
 12. Ms. Silvana Cantalini-Moroz, Kilmuir Gate, Woodbridge;
 13. Ms. Jennifer Eramo, Cairnburg Place, Woodbridge;
 14. Ms. Linda Villani, Cairnburg Place, Woodbridge, and communication C31, dated June 24, 2020;
 15. Mr. Andre Willi, Ampezzo Avenue, Vaughan, and communication C30, dated June 22, 2020;
 16. Mr. Sergio Villani, Cairnburg Place, Woodbridge, and communication C29, dated June 24, 2020;
 17. Dr. Laura Federico, Waymar Heights Boulevard, Woodbridge;
 18. Ms. Paola Crocetti, Kilmuir Gate, Woodbridge;
 19. Ms. Julia Ippoliti;
 20. Mr. Frank Massara, Torran Road Woodbridge, and communication C70, dated July 6, 2020;
 21. Ms. Mary Rosana Pietras, Kilmuir Gate, Woodbridge;
 22. Mr. David R. Donnelly, Barristers & Solicitors, Carlaw Ave, Toronto, and communications C6, dated June 15, 2020 and C60, dated July 3, 2020, on behalf of Keep Vaughan Green; and
 23. Mr. Mark R. Flowers, Davies Howe, Adelaide Street West, Toronto, and communication C86, dated July 7, 2020, on behalf of the applicant;
- 5) That communication C17, Memorandum from the Acting Deputy City Manager, Planning and Growth Management and the Deputy City Manager, Administrative Services and City Solicitor, dated June 30, 2020, be received; and

.../5

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 5

- 6) That the following communications be received:
- C1 Rose and Frank Troina, Kilmuir Gate, Woodbridge, date June 5, 2020;
 - C4 Joe and Paola Apollinaro, dated June 15, 2020;
 - C7 Mr. Tony Di Giuseppe, dated June 15, 2020;
 - C8 Drs. Danny and Daniela Costantini, Woodbridge, dated June 16, 2020;
 - C9 Mr. Anthony Vecchiarelli, Pennycross Court, Woodbridge, dated June 22, 2020;
 - C10 Ms. Susan Sigrist, dated June 23, 2020;
 - C11 Mr. Claudio Saverino, Torran Rd, Woodbridge, dated June 22, 2020;
 - C12 Ms. Jessica Crupi, Royal Park Way, Vaughan, dated June 23, 2020;
 - C13 Mr. Mario DeCarolus, Kilmuir Gate, Woodbridge, dated June 22, 2020;
 - C14 Mr. Umberto Ippoliti, Mrs. Julia Ippoliti, and Mr. Umberto B. Ippoliti, date June 22, 2020;
 - C15 Ms. Catherine Miljevic, Gate House Crt, Woodbridge, dated June 23, 2020;
 - C16 Rose and Frank Troina, Kilmuir Gate, Vaughan, dated June 23, 2020;
 - C18 Xianfeng Chen & Xiaoxia Wu, Squire Graham Lane, Woodbridge, dated June 23, 2020;
 - C19 Tony & Laura Di Giuseppe, Davidson Drive, Woodbridge, dated June 22, 2020;
 - C20 Ms. Fay Saber, dated June 23;
 - C22 Lisa Di Prospero and Bruno Oppedisano, Cairnburg Place Woodbridge, dated June 23, 2020;
 - C23 Penelope and Joseph Castrodale, Cainburg Place, Woodbridge, dated June 23, 2020;
 - C24 Member of Keep Vaughan Green, dated June 23, 2020;
 - C26 Dr. Mary Nadalini, dated June 23, 2020;

.../6

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 6

- C27 Robert & Enza Pizzola, Vaughan Mills Rd, Woodbridge, dated June 24, 2020;**
- C28 Ms. Maria Villani, Cairnburg Place, Woodbridge, dated June 24, 2020;**
- C32 Adriana and Michael Grimaldi, Cairnburg Place, Woodbridge, dated June 22, 2020;**
- C33 Daniel and Sue Cossaro, Torran Road, Woodbridge, dated June 22, 2020;**
- C34 Frank and Rosanna Baldassarra, Squire Graham Lane, Woodbridge, dated June 22, 2020;**
- C35 Ms. Sonia Fiorini, Appian Way, Woodbridge, dated June 25, 2020;**
- C36 Ms. Ilenia Giordano, Appian Way, Woodbridge, dated June 26, 2020;**
- C37 Sam Folino and Family, Modesto Garden, Woodbridge, dated June 26, 2020;**
- C38 Ms. Mary Belmonte, Crofters Road Woodbridge, dated June 26, 2020;**
- C39 Mr. Michael Caccamo, Clarence Street, Vaughan, dated June 28, 2020;**
- C40 Marco and Lucia Pulciani, Kilmuir Gate, Woodbridge, dated June 27, 2020;**
- C41 Ms. Lianna Basciano, Calgary Gardens, Woodbridge, dated June 27, 2020;**
- C42 Ms. Jessica Muia, Royal Pine Ave, Woodbridge, dated June 29, 2020;**
- C43 Ernie and Diana Coscone, Clarence Street, Woodbridge, dated June 26, 2020;**
- C44 Paul Talluri, Kilmuir Gate, Woodbridge, dated June 30, 2020;**
- C45 Keep Vaughan Green, dated July 2, 2020;**
- C46 Mary and Ferdinando Torrieri, Kilmuir Gate, Woodbridge, dated June 2, 2020;**
- C47 Ms. Franca Stirpe, Wycliffe Avenue, Woodbridge, dated June 22, 2020;**

.../7

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 7

- C48 Marco and Lucia Pulciani and Family, Kilmuir Gate, Woodbridge, dated July 3, 2020;**
- C49 Mr. Kevin Atkinson, Kiloran Avenue, Woodbridge, dated July 3, 2020;**
- C50 Ms. Rosanna Rosa Gastaldo, on behalf of Pasquale and Giovanna Cammalleri, Wycliffe Avenue, Woodbridge, dated July 3, 2020**
- C51 Mr. David Cammalleri, Wycliffe Avenue, Woodbridge, dated July 3, 2020;**
- C52 Mr. Jim Houvardas, Cairnburg Place, Woodbridge, dated July 3, 2020;**
- C53 Mr. & Mrs. Nicola Ierullo, Kilmuir Gate, Woodbridge, dated July 3, 2020;**
- C54 Julia & Umberto Ippoliti, Squire Graham Lane, Woodbridge, dated July 3, 2020;**
- C55 Ms. Laura Ribeiro, Cairnburg Place, Woodbridge, dated July 4, 2020;**
- C56 Mr. Daniel Cossaro, Torran Road, Woodbridge, dated July 5, 2020;**
- C57 James and Gillian Downey, Kiloran Avenue, Woodbridge, dated July 4, 2020;**
- C58 Penelope and Joseph Castrodale, Cainburg Place, Woodbridge, dated July 4, 2020;**
- C59 Lisa Di Prospero and Bruno Oppedisano Cairnburg Place, Woodbridge, dated July 5, 2020;**
- C61 Mr. Allan Ramsay, Allan Ramsay Planning, dated July 3, 2020;**
- C62 Mr. Lorenzo Bonofiglio, Gate House Court, Woodbridge, dated July 4, 2020;**
- C63 Mr. Rocco Zito, Wycliffe Avenue, Woodbridge, dated July 5, 2020;**
- C64 Peter and Ann Costantino, dated July 5, 2020;**
- C65 Peter and Ann Costantino, Wycliffe Avenue, Woodbridge, dated June 22, 2020;**

.../8

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 8

- C66 Angela and Giuseppe Agostini, Wyclife Avenue, Woodbridge, dated July 6, 2020;**
- C67 Alfredo and Maria Chimenti, Wycliffe Ave, Woodbridge, dated July 6, 2020;**
- C68 Mr. Frank Pennese, Sesame Court, Woodbridge, dated July 6, 2020;**
- C69 Ms. Theresa Di Marco, Wycliffe Avenue, Woodbridge, dated July 6, 2020;**
- C71 Ralph & Maria Ciccia, Rossmull Crescent, Woodbridge, dated July 6, 2020;**
- C72 Ms. Orsola Massara, Torran Road Woodbridge, dated July 6, 2020;**
- C73 Mr. and Mrs. G. Ciaravella, Woodbridge Avenue, Woodbridge, dated July 6, 2020;**
- C74 Guy Comtois and Maria Doganieri, Wycliffe Avenue, Woodbridge, dated July 6, 2020;**
- C75 Ms. Filomena Fiorini, Kilmuir Gate, Woodbridge, dated July 6, 2020;**
- C76 Mr.Sergey Nikulenko, Mrs.Olga Nikulenko, Clarence Street, Woodbridge, dated July 2, 2020;**
- C77 Ferdinando Torrieri, Kilmuir Gate, Woodbridge, dated July 6, 2020;**
- C78 Rose and Frank Troina, Kilmuir Gate, Woodbridge, dated July 7, 2020;**
- C79 Ingrid and Phil Harris, Wycliffe Avenue, Woodbridge, dated July 7, 2020;**
- C80 Paul and Alicia Talluri, Kilmuir Gate, Woodbridge, dated July 8, 2020;**
- C81 Vince and Loretta Marincola, Wycliffe Avenue, Woodbridge, dated July 7, 2020;**
- C83 Mr. Giuseppe Macri, Kiloran Avenue, Woodbridge, dated July 7, 2020;**
- C84 Mrs. Franca Stirpe, Wycliffe Avenue, Woodbridge, dated July 6, 2020;**

.../9

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 9

- C85 Mr. Robert Pizzola, Vaughan Mills Road, Woodbridge, dated July 7, 2020;**
- C87 Ms. E. and Ms. S. Pulciani, Kilmuir Gate, Woodbridge, dated July 6, 2020;**
- C88 Joe and Lynn Jordan, Wycliffe Avenue, Woodbridge, dated July 7, 2020;**
- C90 Joe and Norma Moretto, Firglen Ridge, Woodbridge, dated June 22, 2020;**
- C91 Mr Hiten Patel, Thornhill Woods Drive, Vaughan, dated July 7, 2020;**
- C92 The Lutzeier Family, Waymar Heights Blvd, Woodbridge, dated July 7, 2020;**
- C93 Elisa Moretto-Howard and Anthony Howard, Foreview Court, Woodbridge, dated June 30, 2020;**
- C94 Ms. Joanne Romano, Rossmull Crescent, Woodbridge, dated July 7, 2020; and**
- C95 Ms. Anna Bellicoso, Garriock Drive, Woodbridge, dated July 7, 2020.**

Regional Councillor Ferri declared an interest with respect to this matter due to an on-going code of conduct complaint investigation on a matter related to the Clubhouse Developments, and did not take part in the discussion or vote on the matter.

Recommendations

Council, at its meeting of March 11, 2020, (Committee of the Whole, Report No. 10, Item 4) adopted the following recommendations:

Recommendation of Council, March 11, 2020:

1. That communications C3 to C24, C26 and C27, be received. (Set out as Attachment 10 of this report).

Recommendation of the Committee of the Whole (Public Hearing) meeting of March 3, 2020:

- 1) That these applications be received;
- 2) That all comments received to date by way of verbal or written deputation, along with any additional comments received in respect of these applications prior to this matter coming before Committee of the Whole once again;

.../10

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 10

- 3) That the report of the Acting Deputy City Manager, Planning and Growth Management, dated March 3, 2020, be referred to a Committee of the Whole meeting to be scheduled for April 15, 2020 at 7:00 p.m. and a report regarding the following matter be provided at the meeting:
 - i. That the City of Vaughan, in good faith, enact for a period of one year an Interim Control By-Law under section 38 of the Planning Act, to be incorporated into the City-wide Zoning By-law Review and the City-wide Official Plan Review, restricting the subject lands --- known municipally as 20 Lloyd Street, 241 Wycliffe Avenue, 737 and 757 Clarence Street --- to existing uses, based on a legitimate planning rationale and in conformity with the Vaughan Official Plan (2010), York Region Official Plan and the Provincial Growth Plan, in order to ensure that the City of Vaughan and the local community have sufficient time to review key studies on the property, consider all available options, and pending the completion of, but not limited to, the following studies:
 - a. Comprehensive land use analysis of the subject lands;
 - b. Community area specific study;
 - c. Community economic impact study;
 - d. Environmental impact study;
 - e. Mental health impact assessment;
 - f. Cultural heritage landscapes strategy and implementation study of the subject land;
 - g. Archeological impact assessment;
 - h. First nations consultation;
 - ii. Any other studies as may be required, including a City-wide study of open space and climate change impacts of development, consistent with Vaughan's declaration of a climate emergency;
 - iii. That Keep Vaughan Green and others be granted the right, after consultation with its legal team and the City of Vaughan, to select the qualified experts to conduct the aforesaid studies;
 - iv. That the studies be funded by the City of Vaughan for later reimbursement by the developer, in order to ensure such studies are conducted without bias;

.../11

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 11

- v. That a conservation easement protecting at least 66% of the subject lands shall be executed immediately;
- vi. That appropriate staff meet with representatives of Keep Vaughan Green, to give effect to the matters set forth above;
- 4) That the following deputations and communications be received:
 - 1. Mr. Billy Tung, KLM Planning, Jardin Drive, Concord, representing the applicant;
 - 2. Mr. Umberto Ippoliti, Squire Graham Lane, Woodbridge and communications C6, dated February 6, 2020 and C60, dated February 28, 2020;
 - 3. Mrs. Julia Ippoliti, Squire Graham Lane, Woodbridge;
 - 4. Ms. Franca Stirpe, Wycliffe Avenue, Woodbridge and communication C57, dated February 26, 2020;
 - 5. Mr. Ferdinando Torrieri, Kilmuir Gate, Woodbridge, and communications C63, dated February 27, 2020, and C104;
 - 6. Mr. Bob Murray, Park Drive, Woodbridge;
 - 7. Mr. Frank Troina, Kilmuir Gate, Woodbridge, and communications C61, dated February 27, 2020, and C105;
 - 8. Ms. Enza Pizzola, Vaughan Mills Road, Woodbridge;
 - 9. Mr. Robert Pizzola, Vaughan Mills Road, Woodbridge and communication C5, dated February 2, 2020;
 - 10. Mr. Tony Lorini, Greater Woodbridge Ratepayer Association, and communications C20, dated February 4, 2020, and C106;
 - 11. Mr. Sergio Villani, Cairnburg Place, Woodbridge and communication C19, dated February 11, 2020;
 - 12. Ms. Letizia Agostini, Cairnburg Place, Woodbridge and communication C59, dated February 27, 2020;
 - 13. Ms. Lucy Galante, Wycliffe Avenue, Woodbridge and communication C25, dated February 21, 2020;
 - 14. Mr. Corrado Balducci, Vaughan Mills Road, Woodbridge and communication C88, dated March 2, 2020;
 - 15. Mr. Andre Willi, Keep Vaughan Green, Ampezzo Avenue, Vaughan;

.../12

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 12

16. Ms. Rosanna Baldassarra, Keep Vaughan Green, Squire Graham Lane, Woodbridge and communication C8, dated February 17, 2020;
17. Mr. Anthony Vecchiarelli, Pennycross Court, Woodbridge and communication C76, dated February 29, 2020;
18. Ms. Chrystalla Balducci, Vaughan Mills Road, Woodbridge and communication C87, dated March 2, 2020;
19. Ms. Sabrina Falvo, Crofters Road, Woodbridge, and communication C107;
20. Ms. Ingrid Harris, Wycliffe Avenue, Vaughan and communications C64, dated February 27, 2020 and C108;
21. Ms. Monica Antonelli Guido, Gate House Court, Woodbridge and communications C52, dated February 27, 2020 and C109;
22. Ms. Mary Rosana Pietras, Keep Vaughan Green, Kilmuir Gate, Woodbridge and communication C7, dated February 17, 2020;
23. Mr. Hatem Abouelnile, Kilmuir Gate, Woodbridge and communication C28, dated February 12, 2020;
24. Mr. Bob Moroz, Keep Vaughan Green, Kilmuir Gate, Woodbridge and communication C75, dated March 1, 2020;
25. Ms. Josie Fedele, West Woodbridge Homeowners Association, Albany Drive, Woodbridge;
26. Mr. Richard Lorello, Treelawn Boulevard, Kleinburg;
27. Dr. Laura Federico, Keep Vaughan Green, Waymar Heights Boulevard, Woodbridge and communication C18, dated February 4, 2020;
29. Mr. Nick Pinto, West Woodbridge Homeowners Association, Mapes Avenue, Woodbridge and C110, petition;
30. Ms. Paola Maria Stefania Crocetti, Kilmuir Gate, Woodbridge and communication C12, dated February 16, 2020;
31. Ms. Jennifer Eramo, Cairnburg Place, Woodbridge and communication C43, dated February 25, 2020;
32. Mr. Frank Massara, Torran Road, Woodbridge, and communication C30, dated February 22, 2020;

.../13

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 13

33. Ms. Andrea Lutzeier, Esmond Crescent, Toronto and communication C111, dated March 2, 2020;
 34. Mr. Dylan Hastie, Esmond Crescent, Toronto, and communication C112, dated March 2, 2020;
 35. Mr. Hank Lutzeier, Waymar Heights Boulevard, Woodbridge and communication C113, dated March 2, 2020;
 36. Mr. Paul Talluri, Kilmuir Gate, Woodbridge and communications C54, dated February 25, 2020 and C114, dated February 23, 2020;
 37. Ms. Lisa Manella, Waymar Heights Boulevard, Woodbridge;
 38. Mr. John Troina, Kilmuir Gate, Woodbridge;
 39. Mr. Sal Giunta, Kilmuir Gate, Woodbridge and communication C67, dated March 2, 2020;
 40. Mr. Richard Ubbens, Waymar Heights Boulevard, Woodbridge;
 41. Ms. Maria Verna, Village of Woodbridge Ratepayers Association and communication C115;
 42. Ms. Elena Tsytsak, Clarence Street, Woodbridge;
 43. Mr. Marco Pulciani, Keep Vaughan Green, Kilmuir Gate, Woodbridge and communications C45, dated February 25, 2020 and C116, dated March 3, 2020, and C117, petition;
 44. Ms. Lucia Pulciani, Kilmuir Gate, Woodbridge and communication C118, dated March 3, 2020;
 45. Ms. Theresia Arci, Firglen Ridge, Woodbridge;
 46. Ms. Nancy Antonelli, Wycliffe Avenue, Woodbridge and communication C53, dated February 27, 2020; and
 47. Mr. Maxim Nikulenکو, East Corner's Boulevard, Kleinburg; and
- 5) That communications C1 to C101 and C104 to C118, be received.
(Set out as Attachment 9 of this report).

Recommendation and report of the Acting Deputy City Manager, Planning & Growth Management, dated March 3, 2020:

.../14

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 1, SPCW Report 33 – Page 14

Recommendation, dated March 3, 2020:

1. That the Public Hearing report for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Files OP.19.014, Z.19.038 and 19T-19V007 (Clubhouse Developments Inc.) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a future comprehensive report to the Committee of the Whole.

Committee of the Whole (2) Report

DATE: Tuesday, June 08, 2021

WARD(S): ALL

TITLE: NORTH MAPLE REGIONAL PARK PHASE 2 DEVELOPMENT
UPDATE MAY 2021

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To provide a progress update on the planned development of North Maple Regional Park (NMRP), including the Phase 2 Enabling Works Design Build and Trail Improvements.

Report Highlights

- The first stage of NMRP Phase 2 is the Enabling Works Design Build which will grade and service (water, storm, sanitary, electrical) 130 acres of the site and restore the ecologically significant pond and wetlands.
- City staff and the Technical Advisor (Stantec Consulting Ltd.) have completed 30% design drawings and specifications to define the Enabling Works contract scope.
- A procurement to select the Enabling Works Design-Build team is underway and contract award is targeted for Q3 2021 with construction to follow.

Recommendation

1. That this report be received for information.

Background

In April 2018, Council endorsed the 900-acre vision to develop NMRP into an iconic park with national recognition as an outstanding sports and culture destination that will give back to the City of Vaughan. In September 2018, Phase 1A (artificial turf fields,

driveway, parking and pathways) was completed and the park officially opened for use. In the spring of 2019, Phase 1B (washrooms, changerooms, shade shelters and event preparations) was completed and the park hosted 18,000 visitors to celebrate Canada Day on July 1.

Advancing the vision for NMRP is a Term of Council priority project. Since the completion of Phase 1, NMRP has become a popular destination and the public is eagerly awaiting the start of Phase 2.

Previous Reports/Authority

[NORTH MAPLE REGIONAL PARK PHASE 2 DEVELOPMENT](#)

[NORTH MAPLE REGIONAL PARK PHASE 2 DEVELOPMENT UPDATE OCTOBER 2020](#)

[NORTH MAPLE REGIONAL PARK PHASE 2 DEVELOPMENT UPDATE JANUARY 2021](#)

Analysis and Options

The Phase 2 Concept Plan (appended as Attachment 1) outlines the next areas of park development works. The Phase 2 work area measures over 130 acres (53ha) in size and the plans includes many facilities that support local and regional park users. It also aligns with the Active Together Master Plan and the City's strategic plan for parks, recreation and libraries. Many more park programs and facilities are possible at NMRP as future phases of the park are implemented and additional lands are made ready for public use.

The Phase 2 Concept Plan will be used to guide the delivery of park grading, site preparation and installation of site servicing including water, sanitary, electrical, and stormwater management. Restoration and enhancement of the existing provincially significant pond and wetland area will also be completed in coordination with the Ministry of Natural Resources and Forestry (MNRF) and Toronto Region Conservation Authority (TRCA).

In September 2020 the Phase 2 Technical Advisor, Stantec Consulting Ltd. (Stantec), commenced work. The team is now finalizing the Phase 2 30% Technical Design package that will be tendered through the Enabling Works Design Build RFP in Q2 2021. Work completed since the last update report includes:

- Technical Design Submission 2 submitted on February 19, 2021
- Technical Design Submission 3 submitted on April 30, 2021
- Phase 2 Design Build Request for Prequalification Closed April 6, 2021

Work is currently on-schedule to issue an RFP in Q2 and award a Design Build contract in Q3 2021 with construction to follow.

The updated project plan is as follows:

- Step 1** Issue a Request for Proposals (RFP) to select a Technical Advisor and consultant team to support staff with the completion of 30% design and to undertake technical studies for Phase 2 site preparation, grading, servicing and the completion of Record of Site Condition studies.
(Timing: May 2020) **COMPLETE**
- Step 2** Evaluate proposals and report back to Council with a project update.
(Timing: August 2020) **COMPLETE**
- Step 3** Project initiation and implementation of 30% design and technical studies.
(Timing: August 2020 to February 2021) **COMPLETE**
- Step 4** Report back to Council with a project update.
(Timing: December 2020) **COMPLETE**
- Step 5** Issue a Request for Proposals (RFP) for a Design Build contractor for the completion of Phase 2 detailed design, site preparation, grading, servicing and related works.
(Timing: March 2021) **IN-PROGRESS**
- Step 6** Evaluate proposals and report back to Council with a project update.
(Timing: May 2021) **IN-PROGRESS**
- Step 7** Project initiation and implementation of detailed design and construction.
(Timing: June 2021)

In addition to advancing Phase 2, the NMRP Team continues to advance the Council directed park vision through the following activities:

1. Engagement with sport, culture and community organizations to explore partnerships, programs, and events that can elevate NMRP as a world-class destination
 - Continued consultation with existing stakeholder organizations
 - Investigate RFP or EOI process to identify additional opportunities related to Phase 1 and Phase 2 park development

2. Discussions to engage a community engagement and park activation advisor.
 - Consideration to retain Cam Collyer, Senior Advisor with Evergreen and Principal of People and Place Consulting Strategy & Engagement to assist NMRP staff in the planning and delivery of community engagement, park programs and activations
3. Understanding requirements, opportunities and constraints for transforming former landfill areas for park and recreational uses
 - Consultations with Ministry of the Environment, Conservation and Parks (MECP) including application for ECA amendment
 - Advancing opportunities for the former Vaughan Township Landfill Site (VTLS) to provide additional landfill cover and topsoil placement
 - Discussions with adjacent landowners regarding future development plans, pedestrian connections and potential opportunities related to NMRP
 - Procurement planning to initiate additional landfill technical studies at VTLS in 2021 to prepare for Phase 3 park development
4. Continued Environmental Site Assessment within specific areas of NMRP
 - NMRP Part B ESAs and Record of Site Condition is underway with PG Environmental
5. Leveraging Grant Opportunities for Park Initiatives
 - Application submitted to ICIP COVID-19 Resiliency funding Q4 2020 to support Trail Improvements through park wooded areas owned by TRCA and City of Vaughan
 - Plans include paving, regrading, rerouting and marking of existing footpaths to improve accessibility, connectivity and wayfinding and reduce impacts of informal side-trails
 - Notice to successful grant recipients anticipated Q2 2021
 - Improvements must be delivered in 2021 to be eligible for grant funding
 - Completion of design and approvals in process with TRCA in anticipation of tendering works in Q3 with construction to follow
6. Consultations with the Toronto Region Conservation Authority to explore areas of mutual interest and opportunity
 - Defining scope of work for expansion and rehabilitation of the existing wetland and pond areas as part of the Phase 2 Enabling Works and opportunities to leverage TRCA expertise through the design build process
 - Finalizing design of trail improvements for potential implementation in 2021 using ICIP COVID-19 Resiliency grant funding
 - Considerations for park and trail development, operations and maintenance agreements
7. Consultations with York Region on the Teston Road IEA
 - Exploring future road alignments through the 900-acre NMRP boundaries and connectivity to Highway 400 and Bathurst St.

- Considering creative transportation designs such as tunneling beneath future parkland areas
- 8. Developing terms of reference for a NMRP Heritage Working Group to promote the cultural and natural history of the park
 - Programs and education to promote the natural heritage features and significance of the various park landscapes and environmentally significant areas
 - Strategy for understanding and celebrating the cultural history of the site and local area surrounding the park including recognition of Vaughan Cares and the 20th anniversary of the closure of the Keele Valley Landfill Site in December 2022
- 9. Inter-departmental staff collaboration with:
 - Parks Operations and Facilities Management to establish levels of service for maintenance, including winter maintenance and use of the park toboggan hill area
 - Legal Service to create a property mapping database for use in agreements
 - Corporate Communications to prepare key messages and promotional material. Planning for digital display screens on the main park sign and Wi-Fi within Phase 1 is complete and installation is in progress.

Further updates and communications on these activities will be provided as the NMRP Program continues to be refined and resources are assigned to the project.

Financial Impact

Funding for the NMRP program is available in approved Capital Project PK-6636-19 to continue advancing the NMRP project, including labour recovery for staff time. Funding for Phase 2 detailed design and construction and to initiate Phase 3 technical studies is included for Council consideration as part of the 2021 Budget process. Submissions will be made through the 2022 budget process for the next stages of Phase 2 and 3 development.

Broader Regional Impacts/Considerations

Completion of the NMRP project requires continued discussion and coordination with a variety of external agencies and stakeholders including York Region, TRCA, City of Toronto, MECP and MNRF.

Conclusion

Advancing the 900-acre vision for NMRP is a Term of Council priority project. With Phase 1 of the park now open, public interest in advancing future phases continues to grow. Progress continues on-schedule with the Phase 2 TA assignment and Design

Build Enabling Works RFP. The 30% design submissions have taken place with the anticipated award of the Design Build RFP in summer of 2021 and construction to follow in 2021 and 2022.

For more information, please contact Jamie Bronsema, Director of Parks Delivery ext. 8858

Attachment

1. NMRP Phase 2 Concept Plan

Prepared by

Jamie Bronsema, Director of Parks Delivery ext. 8858

Johanna Kyte, Manager, North Maple Regional Park Program ext. 8099

Approved by

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

Nick Spensieri, Deputy City Manager
Infrastructure Development

Reviewed by

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

Jim Harnum, City Manager



Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD: 1

TITLE: KING VAUGHAN ROAD FROM PINE VALLEY DRIVE TO MILL ROAD SPEED REVIEW

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek approval to implement a speed limit reduction on King Vaughan Road between Pine Valley Drive to Mill Road to support speed limit consistency and improve traffic operations.

Report Highlights

- York Region has assumed ownership of King Vaughan Road east of Pine Valley Drive, and has reduced the speed limit to 60 km/h.
- A section of King Vaughan Road between Pine Valley Drive and Mill Road is rural in nature and has a statutory speed limit of 80km/h.
- King Vaughan Road, west of Mill Road is posted at 60 km/h.
- A speed limit of 60 km/h on King Vaughan Road between Pine Valley Drive to Mill Road is recommended for consistency in speed limits to improve traffic operations.

Recommendations

1. That Council approve the implementation of a speed limit reduction on King Vaughan Road from Pine Valley Drive to Mill Road, from 80km/h to 60 km/h;
2. That a By-law be enacted to amend Schedule “E” Part 3 of the Traffic By-law 284-94, as amended, to add a speed limit reduction from 80 km/h to 60 km/h on King Vaughan Road from Pine Valley Drive to Mill Road; and
3. That the City Clerk forward a copy of this report to the York Regional Police, Township of King and Region of York.

Background

York Region has assumed ownership of King Vaughan Road east of Pine Valley Drive and has reduced the speed limit to 60 km/h

King Vaughan Road is identified as a minor arterial road in the City's transportation network. The section of King Vaughan Road between Pine Valley Drive to Mill Road has a two-lane rural cross-section with no sidewalks, and a statutory 80 km/h speed limit (a location map presented in Attachment 1).

The Region has assumed ownership of King Vaughan Road east of Pine Valley Drive and has reduced the speed limit from Pine Valley Drive to 400 metres east of Weston Road to 60km/h in the 2021 Speed Limit Revisions report.

(<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=22024>).

King Vaughan Road, west of Mill Road to Concession Road 10 is posted at 60 km/h. The section of King Vaughan Road between Mill Road to Pine Valley Drive at 80 km/h is approximately 800m long.

Previous Reports/Authority

Traffic By-law 284-94:

[Consolidated Traffic By-Law 284-94](#)

Analysis and Options

A traffic study was conducted on King Vaughan Road to collect both the speed and volume data.

A traffic study was conducted in March 2021. Speed and volume data was collected over a three-day period on King Vaughan Road between Pine Valley Drive and Mill Road.

The following table summarizes average daily traffic volume, the average speed and the 85th percentile speed (the speed at or below which 85% of all vehicles are travelling) in both the eastbound and westbound directions.

Table 1: Traffic Volume and Speeds on King Vaughan Road Avenue (Pine Valley Drive to Mill Road)

King Vaughan Road (Pine Valley Drive to Mill Road)	Average Daily Traffic Volume	Average Speed (85th Percentile Speed) in km/h
Eastbound	462	74 (86)
Westbound	622	79 (91)
Total Volume and Weighted Average	1084	77 (89)

King Vaughan Road, between Pine Valley Drive and Mill Road is classified as a minor arterial roadway. Its function is to facilitate the movement of local and commuter traffic to and from the arterial road network. According to the Geometric Design Guide for Canadian Roads, this type of road can accommodate around 12,000 vehicles per day. The recorded traffic volume was well within this capacity.

The average speeds are in the range of 74 km/h to 79 km/h. The 85th percentile speeds range from 86 km/h to 91 km/h. The statutory speed limit on the subject road is currently 80 km/h. As a result, the 85th percentile speed range is at or over the existing limits.

An inventory of speed limits on similar roads was taken for comparison.

Similarly sized rural roads in the city include Kirby Road and King-Vaughan Road, west of Mill Road. Table 2 summarizes these roads and speed limits.

Table 2: Speeds on rural roads in the area

Road	Classification	Speed Limit (km/h)
King-Vaughan Road (west limit to Mill Road, City of Vaughan section)	Minor Arterial	60
Kirby Road (Highway 27 to Dufferin Street)	Minor Arterial	60

The comparator roads are all largely rural cross-sections with similar or greater traffic volume and are posted at 60 km/h.

The Region has reduced the speed limit on King Vaughan Road from Pine Valley Drive to 400 metres east of Weston Road to 60km/h in the 2021 Speed Limit Revisions report.

A speed limit of 60 km/h on King Vaughan Road between Pine Valley Drive to Mill Road is recommended for consistency in speed limits to improve traffic operations.

The promotion of consistency in speed limits is a very important factor for safer and efficient traffic operations. Speed limits on the same road that change frequently within short distances can result in driver confusion and low compliance with speed limits. Limiting the number of speed zone changes supports driver compliance.

A 60 km/h speed limit for both City and Region sections effectively promotes consistency for the entire length of King Vaughan Road and is consistent with similar sized minor arterial roads.

Financial Impact

There are no financial impacts to this report. York Region will manufacture the signs on King Vaughan Road as part of the Region's King Vaughan Road section of speed limit revision. The City will install the signs. The on-going estimated cost to maintain the signs is about \$100 per annum and will be incorporated in future year operating budgets through the budget process.

Broader Regional Impacts/Considerations

The proposed speed limit revision on King Vaughan Road will promote speed consistency on King Vaughan Road to improve traffic operations.

Upon approval of the recommended speed limit reduction, a copy of this report will be forwarded to York Regional Police for their consideration to develop a communication and enforcement plan.

Conclusion

To promote speed consistency on King Vaughan Road to improve traffic operations, staff recommends implementing a speed limit of 60km/h on King Vaughan Road between Pine Valley Drive and Mill Road. Pending Council approval, a bylaw amendment will be prepared for the speed revision.

For more information, please contact Peter Pilateris, P.Eng., Director of Transportation and Fleet Management Services ext. 6141 and/or Margie Chung, Manager of Traffic Services, ext. 6173.

Attachment

1. Location Map

Prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 6117

Approved by

A handwritten signature in blue ink, appearing to read 'Zoran Postic', with a stylized, looped design.

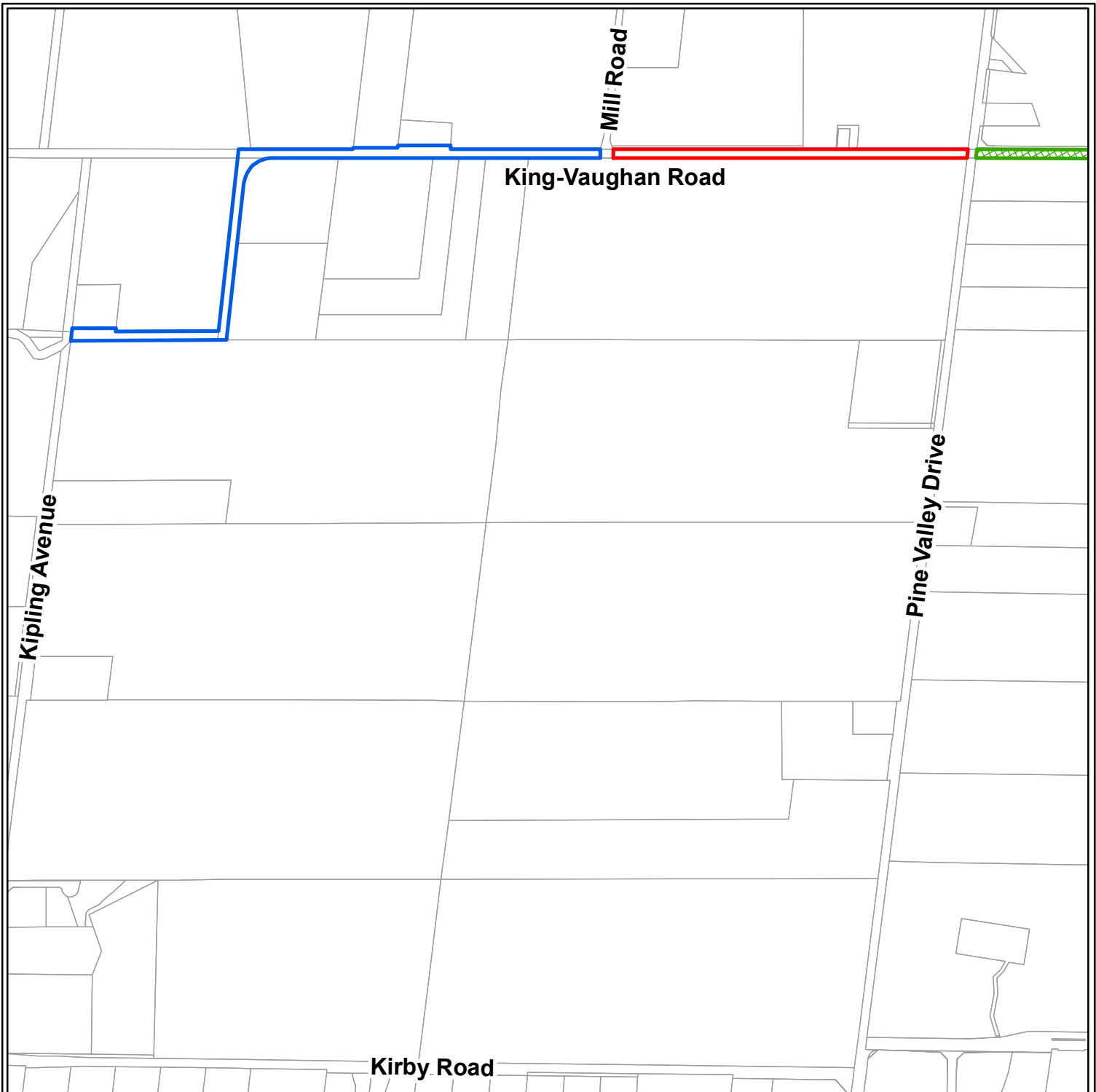
Zoran Postic,
Deputy City Manager, Public Works

Reviewed by

A handwritten signature in blue ink, appearing to read 'Jim Harnum', with a stylized, looped design.




Jim Harnum, City Manager

ATTACHMENT NO.1



KING-VAUGHAN ROAD BETWEEN PINE VALLEY DRIVE AND MILL ROAD - SPEED LIMIT

LEGEND

-  Existing 60 km/h of Speed Limit
-  Proposed 60 km/h of Speed Limit
-  York Region Proposed 60 km/h of Speed Limit



NOT TO SCALE

F:\Common\ENG\ATTACHMENTS\TRAFFIC\$_Traffic Review\KING-VAUGHAN SPEED LIMIT\KING-VAUGHAN SPEED LIMIT.PDF

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD: 1

TITLE: NAPIER STREET ROAD CLOSURE STATUS UPDATE

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: FOR INFORMATION

Purpose

To provide an update on the work progress related to the feasibility of closing part or all of Napier Street at Stegman's Mill Road.

Report Highlights

- Council, at its meeting on November 17, 2020, directed staff to conduct a feasibility study to close part or all of Napier Street at Stegman's Mill Road, and to carry out public consultation, as deemed necessary.
- A technical review that included speed and volume data collection, sightline assessment, and roadway conditions commenced in April 2021. This data will be used to determine existing conditions in comparison with historical data.
- Additional traffic data collection activities, including travel time study, origin-destination study, and intersection counts, that were planned to be conducted in May 2021, will now be done when the existing Provincial stay-at-home orders are lifted.
- A communications plan has been developed in collaboration with the Corporate and Strategic Communications Department.
- It is anticipated that a final report will be presented to Council in Q4 2021 / Q1 2022.

Recommendation

1. That this report be received for information.

Background

At the November 17, 2020 Council meeting, staff were directed to conduct a feasibility study to close part or all of Napier Street at Stegman's Mill Road and to carry out public consultation, as deemed necessary.

Napier Street is a local road with a 7.25m pavement width. The street is approximately 320m in length from Stegman's Mill Road to its northerly limit. Napier Street also intersects with Kellam Street and John Street, which in turn intersects with Islington Avenue. Attachment No. 1 shows Napier Street and the surrounding neighbourhood.

Area residents have raised concerns about Napier Street, which include:

- Non-local traffic using Napier Street to travel to and from Islington Avenue and Stegman's Mill Road;
- Speeding;
- Truck traffic;
- Noise from neighbouring commercial uses on Islington Avenue; and
- Safety concerns due to sightline issues at the intersection of Napier Street and Stegman's Mill Road.

At the November 17, 2020 Council meeting, staff were directed to conduct a feasibility study and to report back on closing part or all of Napier Street. This also included an update on the status, an associated workplan by January 2021, and a progress report by June 2021.

Previous Reports/Authority

November 10, 2020 Committee of the Whole Report No. 54, Item 9:

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=53257>

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=53258>

January 19, 2021 Committee of the Whole Report Item 6: Napier Street Road Closure Status Update:

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=57838>

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=57839>

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=57840>

Analysis and Options

Staff has commenced the technical review and initiated contacts with key stakeholders.

Staff has initiated contact with key stakeholders for input on the feasibility of closing part or all of Napier Street at Stegman's Mill Road. This consultation included the city emergency services, winter and roads operations, waste collection, school transportation, York Region, and York Region transit.

The technical study completed to date includes the following:

- Sight distance measurements collected at Napier/Stegman's Mill intersection;
- Signage inventory;
- Roadway/pavement conditions; and
- Pavement marking conditions.

Data collection activities, including speed and volume data, commenced in April 2021. This data will be used to determine existing conditions and a comparison to historical data.

With the provincial order for area-wide closures/lockdowns due to COVID 19, some of the data collection activities (travel time studies, origin-destination studies, and intersection counts) that were planned for May 2021 will now be conducted once the Provincial stay-at-home order is lifted. This will ensure the data collected is accurate and typical for the area.

A communications plan has been developed that includes a project website and notice to area residents providing information about the traffic study.

A communications plan has been developed in collaboration with the Corporate and Strategic Communications Department, to share key messages and upcoming community meetings.

A public information session is anticipated for August / September 2021, and a public survey for October 2021 to inform residents of the study and to solicit input from the community, receive comments, and develop a strategy moving forward.

The Final report is anticipated to be completed in Q4 2021/Q1 2022, and this will be dependent on the timing that the Provincial stay-at-home order is lifted.

The project workplan has been updated to reflect the impacts resulting from the Provincial stay-at-home order. The final report, with staff recommendations, is anticipated to be presented to Council in Q4 2021/Q1 2022, but will be dependent on the timing of when the Provincial stay-at-home order is lifted.

Financial Impact

There is no economic impact associated with this report.

Broader Regional Impacts/Considerations

Staff will be working in consultation with York Region staff as the study progresses and as it relates to impacts on regional roads.

Conclusion

To address the concerns raised by residents, Council directed staff to complete a feasibility study investigating the closure of part or all of Napier Street at Stegman's Mill Road. The study has commenced and the project workplan has been updated to reflect the implications of the Provincial stay-at-home order. The final report is anticipated to be completed in Q4 2021/Q1 2022, and this will be dependent on the timing that the Provincial stay-at-home order is lifted.

For more information, please contact Peter Pilateris, P.Eng., Director Transportation and Fleet Management Services, 6141.

Attachments

1. Location Map
2. Traffic Study Progress Work Plan

Prepared by

Mark Ranstoller, Senior Traffic Technologist, 6117
Margie Chung, Manager, Traffic Engineering, 6173

Approved by

A blue ink signature, appearing to be 'Zoran Postic', written in a cursive style.

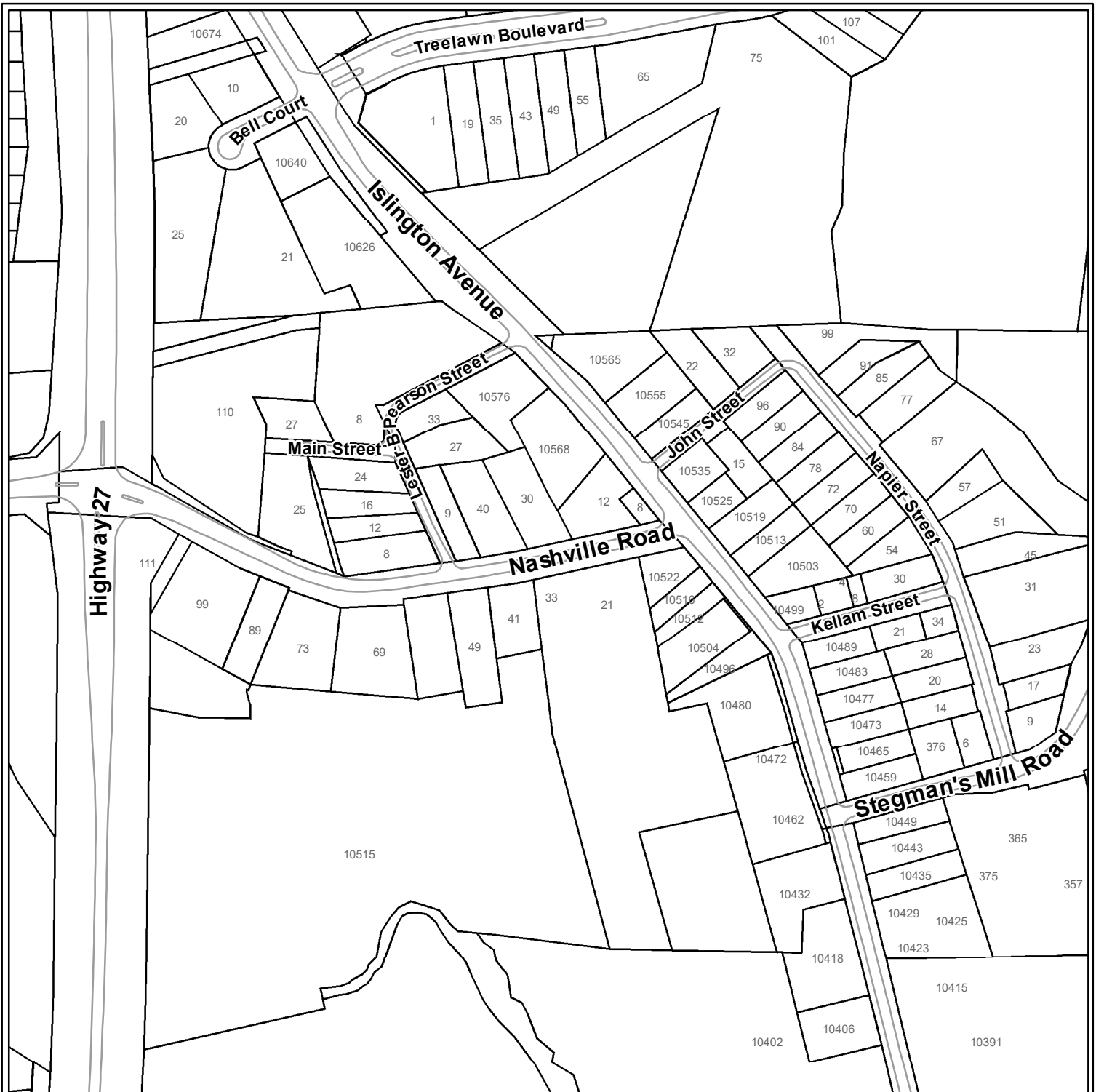
Zoran Postic, Deputy City Manager
Public Works

Reviewed by

A blue ink signature, appearing to be 'Jim Harnum', written in a cursive style.

Jim Harnum, City Manager

ATTACHMENT No. 1



NAPIER STREET ROAD CLOSURE

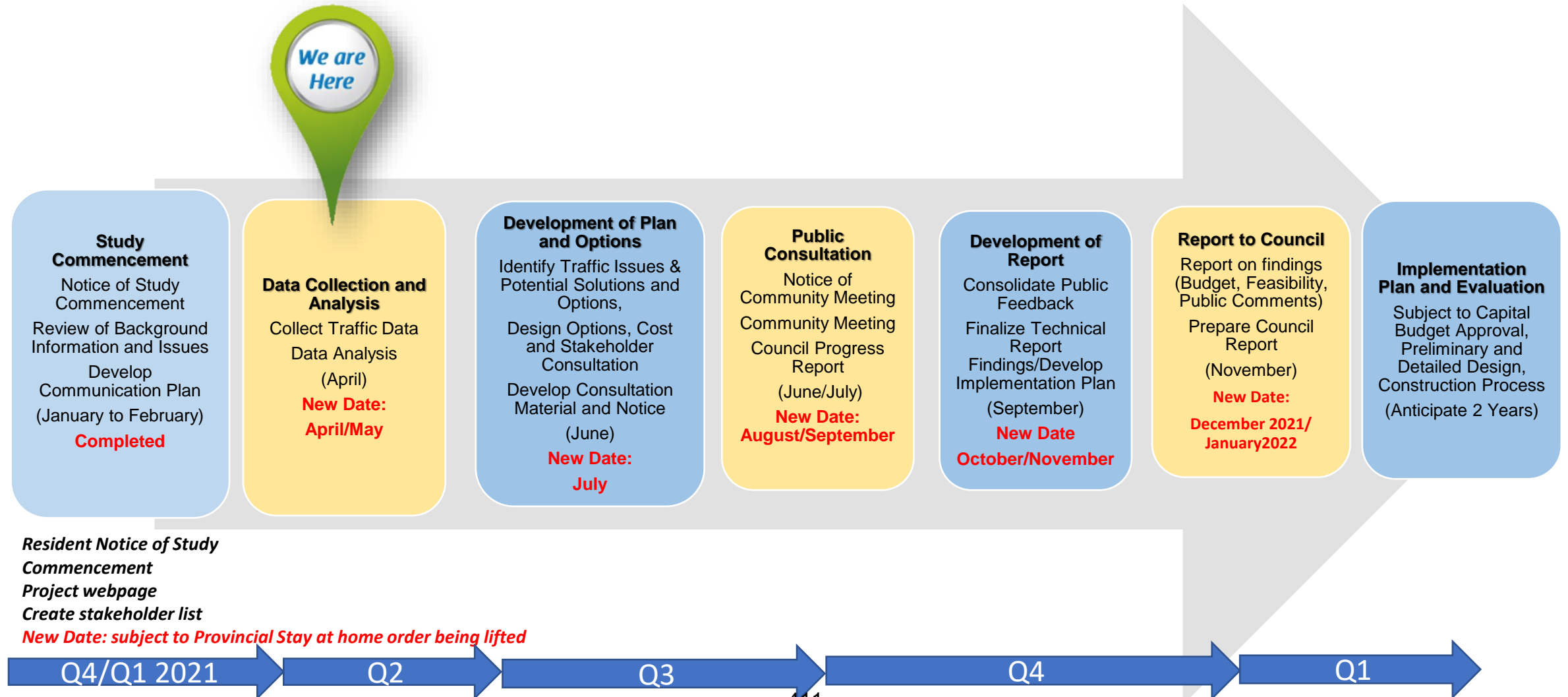


NOT TO SCALE

F:\Common\ENG\ATTACHMENTS\TRAFFIC\\$_Traffic Review\NAPIER STREET ROAD CLOSURE\NAPIER STREET ROAD CLOSURE.PDF

Attachment No. 2

Where Are We in the Traffic Study?



Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: TRAFFIC SIGNAL CABINET AND HYDRO BOX WRAPPING PROGRAM

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To provide a plan for a City-wide traffic cabinet and hydro box wrapping program and seek approval to implement a traffic signal cabinet pilot project to enhance the public realm.

Report Highlights

- At the February 17, 2021 Council meeting, staff were directed to provide information on an approach for implementing a City-wide traffic cabinet and hydro box wrap program, including potential costs.
- Council also directed staff to prepare a plan to launch a pilot program for wrapping appropriate utility boxes (up to five) in and around the Thornhill Village, with at least one of the boxes to include a rendering of the “Tangled Garden”, a painting by Group of Seven artist J.E.H. MacDonald or another painting by MacDonald or other members of the Group of Seven.
- A municipal scan of traffic cabinet initiatives was completed, including the City of Toronto, and the City of Markham.
- Alectra and the Region of York were consulted to determine the requirements for wrapping hydro boxes and Regional signal cabinets, respectively.
- Staff recommends adopting a pilot project to create original artwork designed for the traffic signal cabinets, including addressing the Society for the Preservation of Historic Thornhill (SPOHT’s) request to pay tribute to the work of JEH MacDonald and other members of the Group of Seven in the implementation.

Report Highlights continued

- A cross-disciplinary team including Economic and Cultural Development, Urban Design, Finance, and Transportation and Fleet Management Services will coordinate to develop a future multi-phased City-wide program to guide the implementation of a comprehensive City-wide traffic cabinet and hydro box wrapping program. This work will be in collaboration with the McMichael Canadian Art Collection and other members of the visual art community and will be in alignment with city planning and the guiding principles of the Vaughan City-Wide Public Art Program.

Recommendations

1. That staff be directed to develop and launch a traffic cabinet and hydro box wrapping pilot project;
2. That the Mayor and the City Clerk be authorized to execute agreements and any other documents necessary to facilitate the pilot project, in a form satisfactory to Legal Services;
3. That staff report back on the traffic cabinet and hydro box wrapping pilot project implemented in Q2 2023, with a proposed framework for a future multi-phased program to guide the implementation of a comprehensive City-wide traffic cabinet and hydro box wrapping program; and
4. That the City Clerk forward a copy of this report to the Region of York.

Background

Council has directed staff to develop a plan for a City-wide traffic cabinet and hydro box wrapping program and a pilot program, including costs and possible funding sources.

At the February 17, 2021 Council meeting, staff were directed to provide information for a City-wide program for wrapping appropriate utility boxes. The plan to focus in and around the Thornhill Village, Kleinburg, Woodbridge and Maple heritage areas was discussed. The City of Vaughan has received support from the Region of York to wrap and/or paint Regional traffic signal cabinets, at the City's own cost subject to the execution of a Memorandum of Understanding (Attachment 1).

Staff is also to provide a plan for a pilot program for wrapping appropriate utility boxes (up to five) in and around the Thornhill Village, with at least one of the boxes to include a rendering of the Group of Seven painting. As suggested by the SPOHT, one box shall include a rendering of the JEH MacDonald painting, the Tangled Garden, and additional artwork by MacDonald or other members of the Group of Seven. A project plan and

cost considerations shall be included in this program and presented to Council for consideration in June 2021.

Previous Reports/Authority

Traffic Box Wrapping Extract from Council Meeting Minutes Feb 09:

https://vaughan.escribemeetings.com/CW2_Feb09_2021/eSCRIBE/Documents/eSCRIBE_Raw_Attachments/31/Extract_6cw0209_21ex_14.pdf

Traffic Box Wrapping Resolution:

https://vaughan.escribemeetings.com/CW2_Feb09_2021/eSCRIBE/Documents/eSCRIBE_Attachments/Traffic_Box_Wrapping_Resolution.pdf

Vaughan Public Art Program:

https://www.vaughan.ca/projects/planning_growth/cultural_framework/Pages/default.aspx

Analysis and Options

A municipal scan has been completed with the City of Toronto and the City of Markham to determine best practices and approaches for a traffic signal cabinet and hydro box wrapping program to enhance the public realm.

Staff completed a municipal scan that included the City of Toronto and the City of Markham. The City of Markham has a traffic signal cabinet wrap program as part of their public realm improvement project. The City of Toronto has launched the Outside the Box program to beautify traffic signal cabinets. The following provides information about the City of Markham and the City of Toronto programs.

The City of Markham traffic signal cabinet program

The City of Markham has previously completed a traffic signal cabinet vinyl wrap design project through their Public Realm department. Based on a chosen theme, Unionville High School art students provide designs to a City of Markham selection panel. The theme is provided prior to the fall semester. Students plan out the art from September to December. The City of Markham selection panel reviews all submissions. Students have the opportunity to present the artwork. Letters of appreciation are provided to all participants. Selected artwork for the traffic signal cabinet program is completed between January and February. Supplies and services to complete the traffic signal cabinet wrapping are procured by the City of Markham. The vinyl wraps are installed

from May to June as it requires a consistent temperature of 13°C throughout the installation process. The estimated cost is about \$750 per traffic signal box.

The City of Toronto StART (Street Art Toronto) – Outside the Box Program

The City of Toronto Street Art Program consists of various public art projects throughout the City, and a call for artists is conducted annually through social media to search for different artwork. Public meetings with the community are held to receive inspiration for artwork and themes. The Toronto Advisory committee selects the artwork for the program. A letter of agreement and short-term contract with each artist including copyright considerations is signed. Expert assistant curators are available to assist in the process and artist coordinators provide on-site support and mentorship to the street artists. The wrapping is then procured and installed. The estimated cost is about \$1,000 for Artist fees and \$1,000 for the wrapping of each traffic signal box.

The Region of York and Alectra were consulted to determine the feasibility of wrapping Regional traffic cabinets and hydro boxes.

The Region of York is supportive of the traffic signal cabinet wrap program as it supports livable and healthy communities aligning with the Regional Official Plan.

A memorandum of understanding (MOU) between the Region and the City would be required, detailing the City's responsibilities for the selection, installation and ongoing maintenance.

Alectra does not encourage the practice of wrapping hydro boxes due to the operational impact of this practice. Alectra, has however, allowed this on a very limited basis in the past for cities and municipalities.

Staff recommends developing a traffic signal cabinet wrapping pilot project that aligns with the guiding framework of the Vaughan City-Wide Public Art Program.

The City has a public art framework that guides the development of Public Art and enhances the City's image and identity across its dynamic and diverse communities. Staff propose adopting a multi-phased approach for implementing a city-wide traffic signal cabinet and hydro box wrap program to be recognized under the banner of the ARTonBOXES Program, featuring original works of art commissioned for the cabinets, administered under the auspices of the Vaughan City-Wide Public Art Program. Phase I of the program would be launched through a pilot project.

PHASE I – PILOT PROJECT: ARTonBOXES Program I The Group of Seven REMIXED

Art in public places (public art) is defined as original artwork that has been selected, commissioned or acquired for location in the public domain, is physically or visually accessible, is on public or private lands, is created by or in collaboration with artists, has aesthetic qualities, is context specific and may be permanent or temporary.

Reproductions of existing artwork by other artists falls outside the purview of the definition of Public Art, and as such, are considered more as decorative enhancements or marketing elements; therefore, only original works of art, created by contemporary artists specifically for the ARTonBOXES Program will be considered.

Inspired by iconic works of art painted by members of the Group of Seven, thematically, the pilot project, entitled The Group of Seven REMIXED, proposes to invite Vaughan secondary school visual art specialty students to capture the spirit of the Canadian landscape through their own original art that re-interprets The Group of Seven paintings and resonates with them personally, and to create newly imagined works designed specifically to wrap around a series of designated traffic signal and hydro boxes in all five wards of the City.

The theme for the pilot phase, premised on re-imagining the iconic work of the Group of Seven masters is very well suited to secondary school students specializing in visual art, as it presents a meaningful alignment with the Ontario Curriculum for the Arts, as opposed to attracting more established artists through broader open competitions that are planned for subsequent phases of the ARTonBOXES Program. Therefore, the pilot phase proposes to solicit interest from St. Elizabeth Catholic High School and Westmount Collegiate Institute, Vaughan's two secondary schools offering specialty visual art programs, in collaborating with the City of Vaughan, to develop original artwork inspired by the Group of Seven, designed specifically for The Group of Seven REMIXED pilot project.

The proposed theme and implementation approach aligns with the guidelines of the City-Wide Public Art Program to feature original art by contemporary artists, at the same time as addressing the request made by Ms. Valerie Burke (SPOHT) to include a rendering of the "Tangled Garden", a painting by Group of Seven artist J.E.H. MacDonald or another painting by MacDonald or other members of The Group of Seven, given the application of straight reproductions would be deemed purely decorative and not fall within the purview of the Public Art Program. In effect, the pilot would deliver original student artwork (in a variety of two-dimensional art media), digitized for vinyl application on 10 signal boxes, depicting a range of imagery inspired by the Group of Seven in key designated locations throughout the City.

The City's Senior Art Curator and Planner will oversee the pilot project to liaise with both school boards and high schools respectively, develop the curatorial parameters for the project and work collaboratively with Traffic Engineering and other cross-departmental staff to execute The Group of Seven REMIXED pilot phase of the ARTonBOXES Program.

In the spirit of higher education, it is proposed 10 City of Vaughan Student Higher Art Education Bursaries of \$1,000 each be awarded to students for each of the 10 works of art selected for The Group of Seven REMIXED pilot project to promote Vaughan's support of post-secondary studies in the arts.

NEXT STEPS

Option 1: Proposed timeline to launch The Group of Seven REMIXED

Given the impact of COVID 19 on formal education during the global shift to remote learning, Ontario is actively exploring measures to support learning recovery. With this, it is anticipated both St. Elizabeth Catholic High School and Westmount Collegiate Institute will be pre-occupied with working on critical plans to target learning loss immediately upon return to in-class learning. Therefore, to respect educational priorities and appeal to both schools' willingness to collaborate with the City, it is most feasible to plan to launch the project in 2022 with the following anticipated schedule (Attachment 2):

- **January–March 2022** – Seek School Boards permission to approach St. Elizabeth Catholic High School and Westmount Collegiate Institute to solicit interest in participating in the ARTonBOXES pilot with a view to advance planning in fall 2022
- **September–December 2022** – Advance pilot planning with high schools
- **January–February 2023** – Student artwork adjudicated, and 10 selections finalized for The Group of Seven REMIXED pilot project
- **February–March 2023** – Public Art Awareness Campaign to promote student artwork selected for The Group of Seven REMIXED pilot project
- **May–June 2023** – Installation of Phase I Pilot, weather permitting
- **May–June 2023** – Awarding of 10 City of Vaughan Student Higher Art Education Bursaries
- **May - June 2023**- Report on Multi-Phase Framework Report for ARTonBOXES Program

PROPOSED LOCATIONS

A list of potential locations selected for the pilot project will be based around the historical district areas, locations with high pedestrian activity, and key intersections containing municipally owned traffic signal infrastructure and Regional owned traffic signal infrastructure.

The list of proposed locations includes the following locations:

- Ward 1 – Major Mackenzie Dr at Keele St, Melville Ave at Springside Rd
- Ward 2 – Woodbridge Ave at Clarence St, Woodbridge Ave at Kipling Ave
- Ward 3 – Chancellor Dr at Aberdeen Ave, Chancellor Dr at Ansley Grove Rd
- Ward 4 – Apple Mill Rd at Millway Ave, Apple Mill Rd at Edgeley Blvd
- Ward 5 – New Westminister Dr at Clark Ave, Yonge Street at Centre St

Option 2: To seek an expedited schedule from School Boards or the consideration of procuring the services of professional artists

Staff can make efforts to advance the pilot program for implementation for the Spring of 2022 by considering the following options:

- i. seeking School Board cooperation to expedite the time-line associated with the creation of the art-work; or
- ii. seeking to procure the services of professional artists. It should be noted that the thematic approach inspired by The Group of Seven paintings outlined in Option 1 was specifically designed with student artists (and the Ontario Curriculum for the Arts) in mind and would not present a proper fit for more established adult artists or the vision of our Public Art Program. As a result, soliciting the interest of adult artists for the pilot phase, would require the entire thematic approach outlined in option 1 to be revised. Another critical consideration is the alignment of the Group of Seven "rendering" to satisfy the Council resolution. The option of employing reproductions of The Group of Seven works would fall outside the purview of our Public Art Program (which is why it was not considered) as The Group of Seven REMIX pilot does not lend itself well to substituting student artists with adult artists if the schools are not able to comply with the expedited schedule.

It should be noted that the City's traffic signal Control system and field equipment upgrades, as outlined in the MoveSmart Mobility Management Strategy, will not be completed by the spring of 2022. As a result, expediting the traffic signal wrap pilot project implementation timeline for the spring of 2022 would require changes to the proposed locations with more artwork to be installed on non-City owned traffic signal

control cabinets. A public realm coordinator would be required to help facilitate the coordination of the program logistics for the pilot project implementation in the Spring of 2022.

Note: the locations are subject to detailed site assessment and an MOU will be required for installation on Regional traffic signal cabinets.

A collaborative approach between City departments and external stakeholders for the development of the multi-phased ARTonBOXES Program is required.

Collaboration between stakeholders such as secondary schools and expert curators are to be considered. A collaborative effort from the following teams will be necessary for the implementation of a multi-phased ARTonBOXES program:

- Economic and Cultural Development Department for collaboration with existing cultural, BIA and heritage programs to promote this program and establish the program framework, curatorial vision and program administration
- Urban Design and Public Realm Department for planning and selection of artwork themes
- Transportation and Fleet Management Services for roadway permits and cabinet and hydro boxes wrapping
- Stakeholder representative selection panels to be established to adjudicate art submissions

Staff will report back on the traffic cabinet and hydro box wrapping pilot project with a proposed framework for a future multi-phased program to guide the implementation of a comprehensive City-wide traffic cabinet and hydro box wrapping program.

Financial Impact

The proposed commissioning process based on implementing student artwork in the pilot phase determines the program costs. Program costs will include the fabrication and installation of implementing the vinyl wraps of digital artwork and awarding student higher art education bursaries. The life cycle of the vinyl wraps is anticipated to be five years until replacement is required – at which point, it is proposed a new artwork will be applied through subsequent implementation phases of the ARTonBOXES Program.

Based on the appropriate costs for the City of Markham and the City of Toronto programs, the City of Vaughan program is estimated to cost \$2000 per traffic signal box (\$1000 artist fee/bursary and \$1000 for the wrap).

The City of Vaughan has about 95 traffic signal cabinets on the City's road network. The Region of York has about 268 Regional traffic signal cabinets. Alectra has about 14,163 transformer box locations.

Estimated cost for Pilot Project:

Type of Infrastructure	Artist/Bursaries Cost Estimate	Installation Cost Estimate	Total Estimated Cost
City Traffic Signal Cabinets (8 locations)	\$7000	\$7000	\$14,000
Region Traffic Signal Cabinets (2 locations)	\$3000	\$3000	\$6000
Total Estimated Cost			\$20,000

To administer a multi-phased City-wide program, considering all City owned traffic signal cabinets would cost approximately \$190,000. A City-wide program to consider wrapping all Regional traffic signal cabinets and Hydro boxes would cost in the millions, therefore, a program framework needs to be developed to select appropriate locations.

To administer the ongoing execution of the multi-phased ARTonBOXES Program, and more broadly, to help implement the expanding City-wide Public Art portfolio, a contract public realm coordinator is required to help facilitate the coordination of program logistics.

Subject to detailed cost estimates, the annual budget review process, and Council budget approval, program costs would be supported by Tax-levy. Funding from the Public Art Reserve (also tax funded) may be eligible under the Public Art Program. Opportunities for cost sharing agreements will also be explored to offset any impact to tax funded operating budgets or reserves.

Broader Regional Impacts/Considerations

The Region of York will need to be consulted for the program development as it relates to any Regional traffic signal cabinets.

The School boards will need to be consulted for the program development of the Pilot Project.

Conclusion

The City has a public art framework that guides the development of public art and enhances the City's image and identity across its dynamic and diverse communities. The City is committed to fostering a creative environment in which artists of all ages can develop their artistic potential. The ARTonBOXES Program launched through The Group of Seven REMIXED pilot project can enhance the public realm and inspire young

emerging student artists to express their civic pride through a meaningful contribution. A multi-phased collaborative program framework will need to be developed for commissioning art, program administration and implementation.

For more information, please contact:

Peter Pilateris, P.Eng., Director, Transportation and Fleet Management services, ext. 6141.

Raphael Costa, Director, Economic and Cultural Development, ext. 8891.

Attachments

1. Region report – Traffic Signal Cabinet Wrap
2. Anticipated Pilot Implementation Schedule: ARTonBOXES Program I The Group of Seven REMIXED

Prepared by

Veronica Wong, Technical Coordinator, 6213

Sharon Gaum-Kuchar, Senior Art Planner/Curator, 8088

Margie Chung, Manager, Traffic Engineering, 6173

Approved by



Nadia Paladino for Zoran Postic,
Acting Deputy City Manager, Public
Works

Reviewed by



Jim Harnum, City Manager

Clause 6 in Report No. 13 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on October 19, 2017.

6

Traffic Signal Cabinet Wraps

Committee of the Whole recommends adoption of the following recommendations contained in the report dated September 20, 2017 from the Commissioner of Transportation Services:

1. Council permit interested local municipalities to wrap and/or paint Regional traffic signal cabinets at their own cost and subject to execution of a Memorandum of Understanding.
2. The Regional Clerk forward this report to local municipalities.

Report dated September 20, 2017 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. Council permit interested local municipalities to wrap and/or paint Regional traffic signal cabinets at their own cost and subject to execution of a Memorandum of Understanding.
2. The Regional Clerk forward this report to local municipalities.

2. Purpose

This report seeks approval to permit interested local municipalities to wrap and/or paint Regional traffic signal cabinets within their jurisdiction to support public realm, streetscape design enhancements and graffiti abatement.

3. Background

City of Markham wrapped traffic signal control cabinets leading up to the Pan Am/ParaPan Am games

The Regional road network is an important gateway into Markham. In December 2013, Transportation Services staff was contacted by the City's Cultural Department about a project to enhance public space within Markham leading up to the Pan Am/ParaPan Am games. Permission was sought to wrap Regional traffic signal cabinets around the Markham Pan Am Centre. Three Regional cabinets were selected and wrapped at the City of Markham's expense.

Local high school art students submitted cabinet wrap designs to a selection panel

Based on a chosen theme, Unionville High School art students provided designs to a City of Markham selection panel. Six designs were picked to wrap both municipal and Regional traffic signal cabinets. Supplies and services to complete the traffic signal cabinet wrapping were procured and tendered by the City of Markham.

In October 2016, City of Markham Council requested the Region commence a traffic signal cabinet wrap program

The City of Markham initiated a successful public realm improvement project to wrap traffic signal control cabinets in their jurisdiction. In October 2016, the City of Markham requested the Region commence a similar program to wrap traffic control cabinets on Regional roads.

The Region's graffiti removal program is reactive in nature

Since 2013, the Region has spent approximately \$4,300.00 to remove graffiti from Regional traffic signal cabinets. Removal of graffiti is reactive and generally based on observations reported from residents and/or staff.

4. Analysis and Implications

Traffic signal cabinet wraps have brought art to public spaces while counteracting the negative effects of graffiti vandalism

Traffic signal cabinet wraps provide visual art at the street level while combatting graffiti vandalism. Harnessing artistic energy can build a rich and exciting

environment; engaging the community while illustrating and celebrating local character within neighbourhoods. Graffiti artists seldom tag street art. Other jurisdictions have found graffiti has decreased in locations where street art is displayed.

In 2011, the City of Toronto created the StART (Street Art Toronto) program. In an effort to combat graffiti, the City engaged graffiti artists to create public murals and paint underpasses. In 2013, the City launched the Outside the Box program, which aimed to beautify traffic signal cabinets. Cabinets may be wrapped or painted. Painted cabinets are then coated. Toronto residents submit design applications, which are then selected by jury. Artists receive an honorarium.

There are approximately 200 painted traffic signal cabinets in Toronto. The City has advised the finished painted product's life cycle is approximately five years, while the 125 wrapped traffic signal cabinets have a life cycle of approximately ten years.

The Town of Orangeville's Economic Development department launched a traffic signal wrap program in 2016. Local artists provide submissions that reflect the Town's heritage. Submissions are reviewed by a jury and an honorarium is provided to the selected artist. The Town of Orangeville reports the program contributes to the vitality and attractiveness of the streetscape and is very popular with their residents. An increase in funding for their program is planned.

A memorandum of understanding between the local municipality and the Region would be required

As a general rule, the Region does not have a formalized wrapped cabinet initiative. However, requests could be accommodated, at the cost of the local municipality and in accordance with specific principles. Interested municipalities would identify Regional-owned traffic signal cabinet candidates. Cabinets located at an intersection bordering two local municipalities would require the agreement of both municipalities. Cabinet selection would be reviewed by Transportation Services staff for conformity to criteria to be included in a memorandum of understanding, such as no advertising, cannot be distracting, wrapped to blend into the surroundings and not within a rapidway corridor. This would ensure the integrity of the proposed cabinet is not impeded and artwork is context-sensitive.

A memorandum of understanding between the Region and local municipality would be required, detailing the local municipality's responsibilities for the installation and ongoing maintenance of any wrapped or painted Regional cabinet including removal, condition/wear, and eligible materials and in accordance with specific principles. Attachment 1 outlines the criteria and principles to be included in a memorandum of understanding. Attachment 2

provides proposed samples of completed cabinet artwork in various jurisdictions.

Initiatives that promote complete communities support Vision 2051

A traffic signal cabinet wrap program supports complete communities as outlined in Vision 2051 and the Regional Official Plan by focusing on liveable, healthy communities that recognize and promote local characteristics.

5. Financial Considerations

There are no costs associated with this report. Local municipalities would be responsible for all costs associated with wrapping and/or painting Region-owned cabinets.

6. Local Municipal Impact

Permitting local municipalities to wrap and/or paint traffic signal cabinets within their jurisdiction supports streetscape design enhancements and graffiti abatement.

7. Conclusion

Traffic signal cabinet wraps can provide local municipalities with a canvas to reflect local character, celebrate culture and history, foster community engagement, promote civic pride and beautify public spaces while reducing graffiti vandalism.

The Region continues to encourage local partnerships through contributions towards locally-initiated enhancements within the Region's right-of-way. However, funding for traffic signal cabinet wraps is not included in the Transportation Services annual operating budget.

It is recommended Council support the concept and permit interested municipalities to wrap or paint Region-owned traffic signal cabinets. All installation, maintenance and removal costs for wrapping and/or painting cabinets would be the responsibility of the requesting local municipality. Execution of a memorandum of understanding would be required.

Traffic Signal Cabinet Wraps

For more information on this report, please contact Joseph Petrungaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

The Senior Management Group has reviewed this report.

September 20, 2017

Attachments (2)

7885312

Accessible formats or communication supports are available upon request

**Criteria and Principles for Inclusion in a
Memorandum of Understanding**

Criteria	Including But Not Limited To
Design Standards	<ul style="list-style-type: none"> • Contains no representations of traffic lights, signs, signals, etc. • Contains no advertisements, promotion of any business, product or viewpoint • Images do not demean, denigrate, exploit or disparage any identifiable person or group • Does not display adverse effects on public safety or incite violence or hatred • No vulgar, profane, offensive, insensitive or illegal activity images or writing, or is of questionable taste, etc. • No breaches of intellectual property, trademarks, brands, etc. • No object of any kind attached to a cabinet
Location Selections	<ul style="list-style-type: none"> • Safely away from travelled portion of roadway • Not within a rapidway corridor
Insurance/Permits	<ul style="list-style-type: none"> • Insurance Coverage, in a form and amount satisfactory to the Region • An approved Road Occupancy permit
Eligible Materials	<ul style="list-style-type: none"> • As determined by industry standards • Painted surfaces must be adequately sealed
Surface Preparation	<ul style="list-style-type: none"> • Surface to be prepared by hand • Absolutely no power washing
Installation	<ul style="list-style-type: none"> • No covering of safety labels • Performed by a trained professional as determined by the municipality
Condition/Wear	<ul style="list-style-type: none"> • Maintain in good repair and appearance • Repair, replacement or removal of damaged artwork, i.e. a cabinet damaged as a result of a collision, vandalism, age, wear and tear, etc.
Removal	<ul style="list-style-type: none"> • As determined by industry standards • Surface returned to original condition
Applicable Laws	<ul style="list-style-type: none"> • Comply with all applicable legislation, regulations and bylaws in force in the Province of Ontario

Examples of Traffic Signal Cabinet Wraps



City of Markham

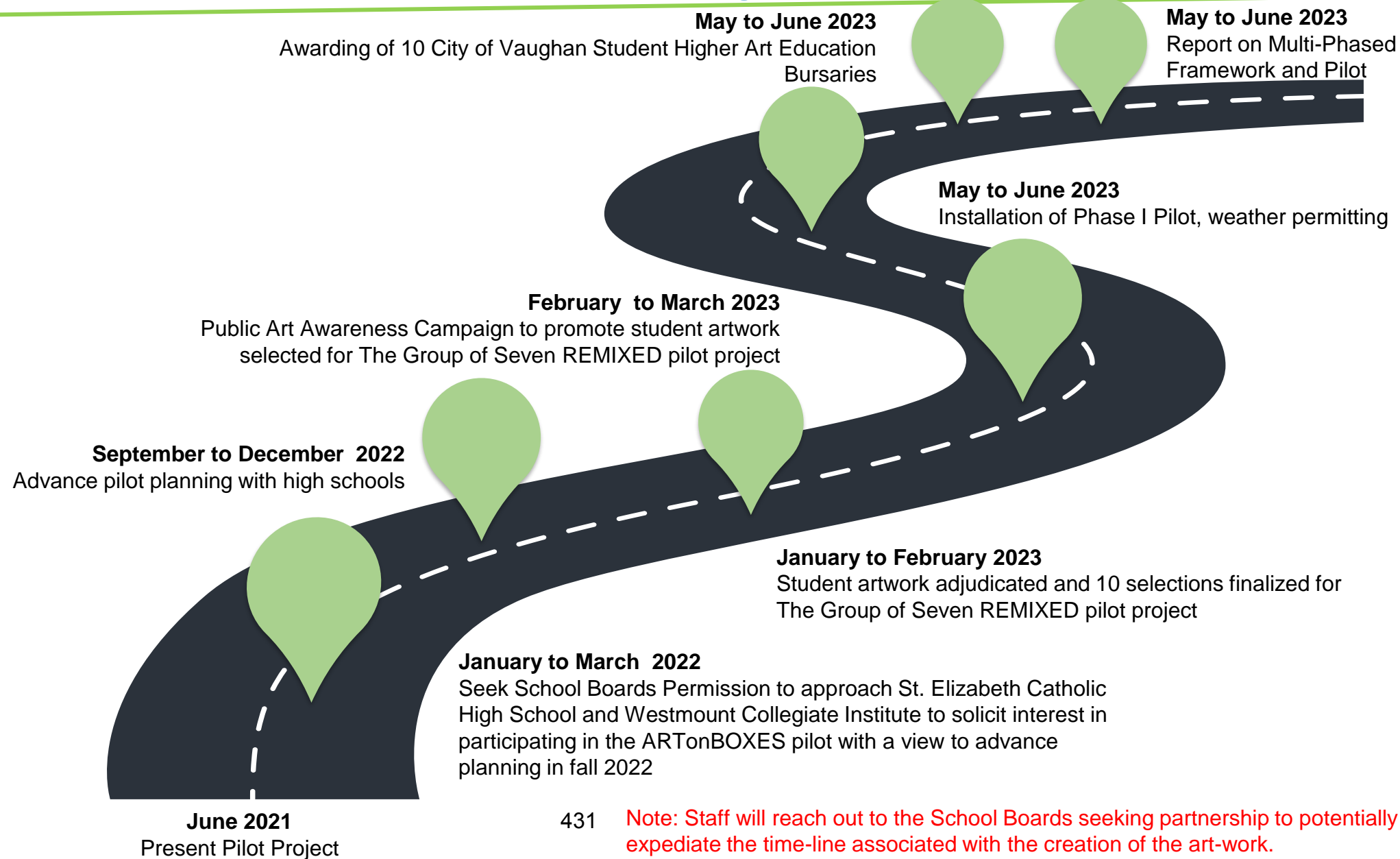


Town of Orangeville



City of Toronto

Anticipated Pilot Implementation Schedule: ARTonBOXES Program I The Group of Seven REMIXED



Committee of the Whole (1) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: ANIMAL SERVICES CONTRACT – TOWNSHIP OF KING

FROM:

Gus Michaels, Acting Deputy City Manager, Community Services

ACTION: DECISION

Purpose

In a mutually beneficial partnership for both municipalities, the City of Vaughan has been providing animal control and sheltering services to the Township of King since 2011 through a multi-year service level agreement which expired on May 1, 2021.

Report Highlights

- The current contract for the provision of animal control and sheltering services to the Township of King has expired and is due for renewal.
- The total value of the proposed new contract with the Township of King is over \$1.1M over a 5-year term.
- Vaughan Animal Services has the resources required to continue to deliver these services; no additional resources are required.

Recommendations

1. That an Animal Services Agreement with the Township of King be renewed for a further five (5) year period, retroactively beginning May 1, 2021; and
2. That the Mayor and the City Clerk be authorized to sign all necessary documents, as soon as practicable, for continuance of the Animal Services Agreement with the Township of King.

Background

Care and control of animals is a unique area of public service that contributes to current and future sustainability of the quality of life within a municipality. Currently Vaughan Animal Services, a unit within the By-law & Compliance, Licensing & Permit Services (BCLPS) department, delivers animal services including, but not limited to, public education, outreach, awareness, by-law enforcement and shelter services within the City of Vaughan and, through service level agreements, provides contracted services to the Township of King, as well as the City of Richmond Hill. Service level agreements provide a much-needed service to smaller communities who otherwise may not have the capacity to deliver such services, while providing the City of Vaughan an avenue of revenue generation to off-set costs associated with the delivery of animal services as a whole.

The Township of King has been satisfied with Vaughan Animal Services performance and has confirmed interest in renewing the service level agreement with the City of Vaughan and in maintaining the same level of service as provided during the previous contract period.

In continuing to provide animal services to the Township of King, the City's requirement was to ensure that revenue generated from the SLA renewal continued to appropriately recover all marginal costs of service delivery and assist in off-setting fixed labour and other costs of operations. As such, revenues were determined on the basis of an allocation of direct labour costs and a percentage of shelter costs based on the average number of animals coming into the shelter from the Township of King.

Council's approval is required to proceed with the recommendations specified above for the City of Vaughan to enter in to a service level agreement with the Township of King for Vaughan Animal Services to continue to provide animal services to the Township of King after May 1, 2021 and to authorize the Mayor and City Clerk to sign the necessary agreements and documents related to the above noted recommendations.

Previous Reports/Authority

[Item 19, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 17, 2016.](#)

Analysis and Options

As the revenue generated through the existing service level agreement with the Township of King assists in off-setting Vaughan Animal Services' fixed operating costs and provides a much needed service to the Township of King, staff believe that continuing to provide such services through the renewal of the service level agreement is of mutual benefit to both municipalities.

Financial Impact

The proposed five (5) year renewal service level agreement is projected to generate approximately \$220,000 in annual revenue beginning in 2021, with an annual 2.5% increase thereafter, for a potential revenue gain of approximately \$1.1 million over five years. The revenue generated through this agreement will fully recover Vaughan's marginal costs of providing animal services to the Township of King as well as assist in off-setting fixed labour and other costs of operations.

The projected \$220,000 in annual revenue represents an increase of approximately \$4,000 from the revenue generated in 2020. The contract will continue to deliver a net benefit to the City.

The costs to deliver services under this agreement and the associated revenues from the service level are accounted for within the current 2021 operating budget.

Broader Regional Impacts/Considerations

This report and the decision of Vaughan City Council will be communicated to the Township of King accordingly.

Conclusion

The current Animal Services Agreement with the Township of King expired on May 1, 2021. Services continue to be provided, on a provisional basis, until Council provides further direction.

Through discussions, the City of Vaughan and the Township of King have agreed to a five (5) year renewal.

To continue service delivery of animal services to the Township of King beyond the provisional period, City staff require the approval of City Council to authorize the Mayor & the City Clerk to sign the necessary agreements.

For more information, please contact Susan Kelly or Gus Michaels

Attachments

None

Prepared by

Susan Kelly, Manager, Animal Services, ext. 8952

Approved by

A handwritten signature in blue ink, appearing to read "Gus Michaels".

Gus Michaels,
Interim Deputy City Manager,
Community Services and
Director & Chief Licensing Officer,
By-law & Compliance,
Licensing & Permit Services

Reviewed by

A handwritten signature in black ink, appearing to read "Jim Harnum".

Jim Harnum, City Manager

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

**TITLE: 2020 YEAR IN REVIEW – ECONOMIC AND CULTURAL
DEVELOPMENT AND TOURISM VAUGHAN**

FROM:

Jim Harnum, City Manager

ACTION: FOR INFORMATION

Purpose

To provide a summary of the Economic and Cultural Development department (ECD), inclusive of the Tourism Vaughan Corporation (TVC / Tourism Vaughan), programs and initiatives, as well as key City-led initiatives and policies that have contributed to supporting businesses in 2020. These highlights make up the foundation of the “2020 Year in Review – Economic and Cultural Development and Tourism Vaughan” publication [Attachment 1], which showcases the 2020 themes of resilience, community building, and the continuation of City-building in the City of Vaughan.

Report Highlights

- Despite the COVID-19 global pandemic, Vaughan is a city in demand with outstanding, decade-long economic growth and an anticipated strong post-pandemic recovery.
- As of 2020, Vaughan is home to nearly 19,000 businesses employing more than 213,000 people with real GDP at \$22.61 billion — the largest economy in York Region.
- Business community resilience was bolstered by initiatives and policies across the City, such as the Vaughan Business Action Plan and the 2021 budget zero per cent tax increase — just a few of the many steps taken to support businesses in the City of Vaughan by ECD, inclusive of TVC.
- City-building continued and was marked by the substantial completion of the Cortellucci Vaughan Hospital, the development of the Vaughan Destination Master Plan and notable investments, such as from Amazon and Walmart.
- In accordance with the Memorandum of Agreement (MOA) between the Corporation of the City of Vaughan and the TVC, the TVC shall submit an annual report to Council as its sole voting member.

Recommendations

1. That the '2020 Year in Review – Economic and Cultural Development and Tourism Vaughan', as contained in Attachment 1 to this report, be received; and
2. That a copy of this report, along with related Attachments be distributed to Mayor and Members of Council, Members of Parliament, Members of Provincial Parliament, local and regional partners, and all other relevant organizations / individuals.

Background

As one the key deliverables of the council-approved, Economic and Cultural Development Department Strategic Business Plan 2020-2023, as well as upholding with strategic priorities of good governance and economic prosperity, outlined in the 2018-2022 Term of Council Service Excellence Strategic Plan, the Economic and Cultural Development department and Tourism Vaughan is publishing this year's annual report. The purpose of this publication is to: (1) highlight the department's programs and initiatives and key City-led initiatives and policies that have contributed to supporting businesses during the COVID-19 global pandemic in 2020; and (2) report on results of the TVC's 2020 operations, in compliance with the Memorandum of Agreement (MOA) between the Corporation of the City of Vaughan and the TVC, that the TVC shall submit an annual report to Council as its sole voting member.

The Economic and Cultural Development (ECD) department works to make Vaughan a place where entrepreneurship, business, tourism, art and culture prosper and grow. The department's objectives, as detailed in in the 2020-2023 Strategic Business Plan, are to:

- Enable a climate for businesses to grow, prosper and create jobs;
- Advance economic opportunities and attract new investment;
- Enrich Vaughan's communities and economy through public art and cultural development; and
- Effectively pursue service excellence.

Launched on January 1, 2020, Tourism Vaughan is the official destination marketing organization (DMO) for the City of Vaughan, with the mission to market and develop Vaughan as a destination for tourists and business travelers. A City-owned corporation, Tourism Vaughan is supported through the City of Vaughan's ECD department and supports the 2020-2023 Strategic Business Plan through the Tourism Vaughan Business Plan 2020—focused on supporting Vaughan's tourism industry.

Previous Reports/Authority

[2018-2022 Term of Council Service Excellence Strategic Plan](#)

[Economic and Cultural Development Department Strategic Business Plan 2020-2023](#)

[Tourism Vaughan Corporation Inaugural Business Plan 2020](#)

[Tourism Vaughan Corporation Business Plan 2021](#)

Analysis and Options

The COVID-19 global pandemic brought about unprecedented new changes and challenges that have tested the Vaughan business community, and the Economic and Cultural Development (ECD) department and Tourism Vaughan. Thanks in part to the incredible talent demonstrated across the City, Vaughan's economy, businesses and its people remain resilient and strong.

This year's Year in Review publication is a showcase of the resilience and innovation of Vaughan's business community and the efforts made by the City, the ECD department and Tourism Vaughan in its decisions, policies, projects and programs to maintain Vaughan's economic prosperity and support the capture new growth opportunities by businesses in a post-pandemic world.

Economic Snapshot [for further details, please see Attachment 2]

Despite the COVID-19 global pandemic, the City of Vaughan continues to be a city in demand.

ECD and Tourism Vaughan

Playing a critical role in supporting businesses through the global pandemic, ECD and Tourism Vaughan assisted 165 businesses to start or grow; delivered 1,223 consultations; answered 4,340 inquiries; and provided 207 webinars to 5,332 participants.

Real Gross Domestic Product (GDP)

With exceptional pre-pandemic economic growth (4.2 per cent average annual growth rate [AAGR], 2010-2019), the Conference Board of Canada's estimates are indicating a strong recovery to GDP, with performance returning to pre-pandemic levels in 2021.

In 2020, real GDP (chained in 2012 CAD) was \$22.61 billion with an AAGR of 3.18 per cent (2010-2020). The City continues to be York Region's largest economy, accounting for 37 per cent of York Region's total GDP. While GDP AAGR declined from the impacts of COVID-19, Vaughan's pre-pandemic growth rate was nearly double the provincial and national rates (2010-2019).

Total Employment

Vaughan's highly educated and skilled workforce (70 per cent post-secondary educated, from ages 25 to 64 [5% higher than the national average]) is expected to rebound in 2021 and surpass pre-pandemic employment levels in 2022 — as forecasted by the Conference Board. In 2020, total employment in Vaughan was estimated to be at 213,500 with an unemployment rate of 9.1 per cent, better than both provincial and national rates. Employment AAGR still remains strong at 2.74 per cent (2010-2020), more than double both the provincial and national rates, with forecasted employment growth anticipated to rebound in 2021/2022.

Business Counts

Business counts and sector diversity remain relatively stable through 2020, the business [location] count for Vaughan in 2020 was 18,955, down by 0.9%. Small business continues to drive Vaughan's economy accounting for 87% of businesses (no significant change from 2019). Overall, Vaughan's diversified economy is an important factor for economic stability and post-pandemic recovery.

Value of Building Permits

In 2020, City-building continued with Vaughan issuing \$1.15 billion worth of building permits, driven by strong industrial and residential development throughout the year. Vaughan also continued to be an industrial powerhouse in 2020, as the 4th largest industrial market in the GTA (by total inventory). Since 2010, Vaughan has issued a total of \$13.3 billion worth of building permits—an average annual rate of \$1.2 billion permits valued each year.

Population

Since 2010, Vaughan continues to be one of the fastest growing cities among Canada's top 25 largest cities with population growth rates higher than both provincial and national rates (Population AAGR: 1.56 per cent, 2010-2020). As of 2020, Vaughan's population is estimated to be at 331,600 with a 97 per cent citizen satisfaction rate.

All sources in the Economic Snapshot are detailed in the "2020 Year in Review – Economic and Cultural Development and Tourism Vaughan" publication.

Resilience: Working Together to Emerge Stronger

Ready, Resilient and Resourceful defined the City of Vaughan in 2020. With the announcement of the Vaughan Business Action Plan, the ECD department transitioned to provide services virtually which played a pivotal role in maintain service excellence and providing critical support to businesses. The launch of vaughanbusiness.ca, the development of the COVID-19 online resource page and the creation of the

department's 4 eNewsletter channels helped strengthen communication with businesses by providing timely, relevant and accurate information. Furthermore, the suspension of the Municipal Accommodation Tax (MAT), deferral of business license renewals, and the relaxing of several municipal by-laws also provided additional support in an unprecedented time. With the establishment of the Ready, Resilient and Resourceful Committee, the introduction of temporary patio expansions, and the deferral of property taxes and the zero per cent 2021 Budget increase, the City demonstrated its unwavering commitment to support Vaughan's businesses and citizens during the pandemic.

The ECD department continued this momentum of support by launching the Digital Boost: Vaughan Small Business Resiliency Program which helped more than 300 participants, as well awarded \$5,000 in regional and provincial grant funding to 18 local small businesses. During the first wave of the pandemic, the ECD department brought together Supply Chain Canada, York Region, and the Cities of Markham, Richmond Hill and Vaughan to study the impact of COVID-19 on manufacturing supply chains and gather best practices to prepare for the future. As of March 2021, the study will be complete and provide actionable recommendations to businesses via a toolkit. Capitalizing on the opportunity to support businesses in new and creative ways, the second season of the award-winning, Vaughan Rising Podcast highlighted the bold and innovative ways that Vaughan's business community demonstrated resilience during COVID-19. The new Vaughan Rising Blog also provided practical resources to help Vaughan businesses adapt in a post-pandemic economy.

Celebrating Vaughan's manufacturing sector in contributing to the COVID-19 response effort, several Vaughan-based manufacturers received funding to expand their capacity and support the province during the pandemic. More notably, RONCO received \$1.4 million and Sterling Industries \$1 million to expand production and increase PPE manufacturing capacity.

At the onset of the COVID-19 pandemic, Tourism Vaughan worked diligently to support tourism-based businesses, having provide critical support services and programming, such as:

- TVC's Safe Travels Stamp and Toolkit: Tourism Vaughan adopted the Safe Travels Stamp to support local businesses to rebuild consumer confidence to travel again. A Safe Travels Toolkit was created and freely distributed to Vaughan-based tourism businesses.
- Regional Relief and Recovery Fund (RRRF): Tourism Vaughan successfully attained a \$426,625 grant from FedDev Ontario to support local industry through the pandemic and prepare to drive visitors back into the community when ready.

- VisitVaughan.ca: The city's first visitor-focused webpage featuring all there is to see and do in Vaughan.
- It's Our Treat Accommodation Incentives Program: A new incentive program designed to drive overnight stays to Vaughan accommodations.
- Familiarization Tour: Hosted Vaughan's first tourism familiarization tour virtually in partnership with local attractions and hotels for meeting and event planners to showcase Vaughan as the host city for future events.
- Corporate Meetings and Events Recovery Strategy: A strategy designed to attract meetings and events to Vaughan and build partnerships between Tourism Vaughan and Industry Associations, as well as Vaughan's tourism stakeholders and partners.

Community Building: Bringing Vaughan's Business Community Together

During the pandemic, the ECD department continued to focus on promoting collaboration, partnerships and opportunities in Vaughan to support unity across the business community- the 18th Annual Vaughan Business Expo, Activate!Vaughan Health Innovation Challenge, Industry Collaboration Roundtables and the virtual Vaughan Business Café were some of the key initiatives.

Shaping Vaughan's future talent was an important part of community building in 2020. Partnerships, such as those between ventureLAB and the ECD department, as well as programs, such as Summer Company 2020, were important in nurturing local talent and supporting innovation and entrepreneurship.

Marketing Vaughan as a city and destination had the ECD department and Tourism Vaughan uniting fronts to promote the city in new and exciting ways. A new brand and website, aimed to ignite economic prosperity in Vaughan, was launched in May, which saw the ECD department transition to the new microsite: vaughanbusiness.ca. This new, Council-approved brand also extended to the VMC, where it brought new life to a number of VMC brand awareness initiatives, such as the myVMC.ca website refresh, the updated 360-Degree Tour, and digital and publication advertisements. With Tourism Vaughan having launched in January, their new brand launched in tandem the ECD department. As the new destination marketing organization (DMO) for the City, Tourism Vaughan partnered with Central Counties Tourism to establish a temporary new visitor webpage: visitvaughan.ca. With website in hand, Tourism Vaughan worked to establish its social media presence and launched its first social media contest in December.

For foreign direct investment (FDI), with COVID-19 establishing new trends for virtual engagements, promotional initiatives followed suite and went digital with the ECD

department's involvement in the Ontario Innovation Ecosystem and the 2020 Smart China Expo.

2020 also marked a number of exciting firsts for the ECD department, and in extension the City:

- Metropolis in Motion, the first public art installation in the VMC.
- Culture Days going virtual for the first time in its 11-year run at the City.
- Curated art galleries going digital with five galleries having been made available for the first time online via Flickr.
- Virtual Real Estate Conference: a partnership between the ECD department and the Vaughan Chamber of Commerce, was a first-ever, two-day online real estate conference.
- Grow with Vaughan Horticulture Sponsorship Program: a new partnership program between the ECD and the Parks, Forestry and Horticulture Operations department that aims to beautify the city through the sponsorship of city flower beds.

City Building: Despite COVID-19, City Building Continues

While the global COVID-19 pandemic made its mark on the Canadian economy, city-building continued in Vaughan. With the City bringing in new investment and major development projects staying the course, investor's confidence has proven Vaughan was and still is in demand.

September 2020 was the substantial completion of the nearly \$2 billion Cortellucci Vaughan Hospital, Vaughan's first hospital and Canada's first smart hospital. In tandem, the Vaughan Healthcare Precinct Feasibility Study carried forward, bringing together the City, York University, Mackenzie Health and ventureLAB to identify transformational opportunities to maximize the best use of lands surrounding the site of the Hospital.

Tourism Vaughan also began the process of developing the Vaughan Destination Master Plan, alongside consultant CBRE Ltd., to create a strong strategic foundation to power the City and Tourism Vaughan forward.

To support continuing development in Vaughan, the ECD department launched a new digital and interactive Vacant Employment Land Directory to make it more efficient for external stakeholders to identify development opportunities in Vaughan's employment areas.

Even in the pandemic, Vaughan continued to be a city in demand, with a number of notable investments through the year:

- Sobeys launched their new 250,000 sq. ft. distribution centre that would be foundation for Voilà by Sobeys.
- Amazon Canada announced the opening of two (2) delivery stations in Vaughan.
- Walmart Canada is set to open a 550,000 sq. ft. distribution centre.
- Avid Hotel Vaughan is set to open a 119-room hotel by 2022.
- Vision Profile Extrusions received \$2.3 million to adopt leading-edge robotics and automation processes.
- PwC Canada opened its first Digital Resilience Centre in Vaughan.

Financial Impact

The costs associated with the “2020 Year in Review – Economic and Cultural Development and Tourism Vaughan” are included in the current approved budget — there are no new financial implications associated with this report.

Broader Regional Impacts/Considerations

As a key promotional publication that celebrates Vaughan as an ideal city for investment and economic opportunities, a copy of the publication will be uploaded on vaughanbusiness.ca and distributed to key local/regional partners and stakeholders, such as York Region Economic Development, Vaughan Chamber of Commerce, foreign Chambers of Commerce, consuls in the Ontario and Canadian marketplaces, ministries, local and regional stakeholders, etc.

Conclusion

Despite the COVID-19 global pandemic, the City of Vaughan continues to be a City in demand for both residents and businesses to invest in and grow. The accompanying “2020 Year in Review – Economic and Cultural Development and Tourism Vaughan” publication showcases the 2020 themes of resilience, community building, and the continuation of City-building in the City of Vaughan—how these themes together have played an important role in Vaughan’s continuing resiliency and anticipated post-pandemic economic recovery.

2021 Highlights for Economic and Cultural Development and Tourism Vaughan

With 2020 being defined as a year for readiness, resilience and resourcefulness, 2021 is a new chapter for the City of Vaughan, the Economic and Culture Development department and Tourism Vaughan to build on these principles and support Vaughan’s continuing innovation and growth.

In addition to providing ongoing programming and services to clients and partners, the ECD department has a number of standout projects and initiatives slated for 2021:

- Vaughan Healthcare Centre Precinct Partnership
- Activate!Vaughan Smart City Challenge
- Vaughan Rising Podcast: Season 3
- International Virtual Trade Programs
- Vaughan Metropolitan Centre (VMC) Awareness Building
- Great Taste of Ontario Roadtrip
- hostinvaughan.ca meeting planner attraction website
- Travel incentive packages
- Destination Master Plan completion
- City-wide Public Art Projects
- on the SLATE Art Exhibitions: builtFORM | the art of placemaking
- Cultural and Heritage Celebrations 2021

For more information, please contact Raphael Costa, Director, Economic and Cultural Development, ext. 8891.

Attachments

1. 2020 Year in Review – Economic and Cultural Development and Tourism
Vaughan
2. COVID-19 Impact Analysis – 2020 Business Counts for the City of Vaughan
Memo

Prepared by

Stephan Schmied, Economic Development Coordinator, ext. 8095
Raphael Costa, Director, Economic and Cultural Development, ext. 8891

Approved by



Jim Harnum, City Manager

Reviewed by



Jim Harnum, City Manager



2020 Year in Review

ECONOMIC AND CULTURAL DEVELOPMENT
AND TOURISM VAUGHAN CORPORATION

TOURISM
vaughan

vaughan
ECONOMIC & CULTURAL
DEVELOPMENT

MESSAGE FROM THE **MAYOR**



The City of Vaughan is an economic leader in the Greater Toronto Area and beyond. Small business is the backbone of Vaughan's thriving economy – representing more than 85 per cent of all local job creators. Located in Canada's largest industrial market, our city is rich with talent and has the resources, networks and transportation connections to help businesses of all sizes grow.

Vaughan is home to more than 19,000 businesses that employ more than 227,000 people. While we have experienced a significant shift in how business is being done due to the global pandemic, the City of Vaughan remains committed to supporting our small business community because we understand that our strength lies in their success. Creating the right environment to help professionals unleash their full potential is a top priority.

The City offers invaluable planning advice, access to industry experts, and workshops to help aspiring entrepreneurs and existing business owners through the Economic and Cultural Development department. Since the onset of the pandemic, we innovated, pivoted and transformed service offerings to provide virtual access to business information, resources, training and hands-on assistance to start or grow a business.

In March 2020, I announced the creation of the Vaughan Business Action Plan as part of the City's swift and immediate response to support businesses. It includes a series of measures to safeguard the local economy and protect companies, consumers and citizens. The Vaughan Business Resiliency Plan was launched in June 2020 as an immediate and long-term strategy to help Vaughan's business community build capacity to adapt to the post-pandemic world. I encourage business owners to sign up to be included in the City's Open for Business online directory and visit vaughanbusiness.ca to learn more about how we can support them during these unprecedented times.

Annual events such as the Vaughan Business Expo, Activate!Vaughan Innovation Challenge and the Vaughan Chamber of Commerce Mayor's Luncheon are continuing virtually to encourage collaboration among industry leaders, stakeholders and investors. These networking opportunities remain critical as we continue the important task of city-building while working to reduce the impacts of COVID-19 on our city.

This year marks a decade of growth for the Vaughan Metropolitan Centre (VMC), which continues to be the largest and most ambitious project in the City's history. The heart of our emerging downtown is now home to several transformational transit projects, including the VMC Subway, seven high-rise towers that are now fully occupied, two new commercial office buildings, immersive public art projects, vibrant community event spaces, and many other exciting developments.

Despite the universal challenges presented by COVID-19, Vaughan remains a city of choice.

Our economy is showing signs of resilience. Since 2015, the VMC has attracted more than \$9 billion in economic activity, which is a testament to our ongoing efforts to exceed growth targets in our city's core. A high standard of living, accessible location, exceptional amenities, development opportunities, a subway connection, and so much more position the VMC as one of the best places to live, work and play. Building on this momentum, Vaughan's vision for the future is quickly becoming a reality.

I want to express my warmest and sincerest gratitude and appreciation to our small businesses, which have made significant sacrifices throughout the pandemic to ensure our community's safety and well-being. The Vaughan spirit is ready, resilient and resourceful. We remain focused on the path forward. I am confident that if we continue working together and supporting each other, we will emerge stronger.

Yours sincerely,



Hon. Maurizio Bevilacqua, P.C.
Mayor

2018-2022 CITY OF VAUGHAN Members of Council



First row, left to right: Linda D. Jackson, Regional Councillor; Gino Rosati, Regional Councillor; Hon. Maurizio Bevilacqua, P.C., Mayor; Mario Ferri, Regional Councillor, Deputy Mayor.

Second row, left to right: Alan Shefman, Ward 5 Councillor; Sandra Yeung Racco, Ward 4 Councillor; Rosanna DeFrancesca, Ward 3 Councillor; Tony Carella, Ward 2 Councillor; Marilyn Iafrate, Ward 1 Councillor.

MESSAGE FROM THE CITY MANAGER



As COVID-19 continues to evolve, the City remains committed to working with all levels of government to stand up for entrepreneurs and small business owners, with a focus on maintaining the competitiveness of the local economy.

Through the [Vaughan Business Resilience Plan](#) (PDF), the City's Economic and Cultural Development department is helping businesses build resilience in strategic sectors like healthcare, supply chain and manufacturing, and tourism. The plan will also guide the City's efforts to share Vaughan's newly-transformed public spaces while following public health guidelines and inviting the community to experience Vaughan's vibrant culture and arts offerings.

Launched in April 2020 by Mayor Maurizio Bevilacqua, the #ShopVaughanLocal, and, later #DineVaughanLocal, initiatives are two of the many measures introduced by the City to provide relief to the business community and help ease the financial burden caused by COVID-19. These campaigns encourage citizens to show their local love by dining safely at or ordering takeout or delivery from local restaurants, shopping online from local businesses, using #ShopVaughanLocal or #DineVaughanLocal on social media and buying gift cards from local businesses.

The City's Economic and Cultural Development team continues to offer advisory consultations via tele- or video-conference, email and phone. The department also continues to partner with community organizations and stakeholders to host new and educational virtual webinars. Additional information, resources and consultation booking services have been easily accessible for all citizens with the May 2020 launch of [vaughanbusiness.ca](#). The new website was created to ignite economic prosperity by connecting with current and potential business audiences through a platform that is user-friendly, dynamic and accessible for all.

As part of the Economic and Cultural Development team, the City's official destination marketing organization, Tourism Vaughan, launched in 2020. In its inaugural year, Tourism Vaughan established a business plan focused on developing a strong strategic foundation

to establish Vaughan as a destination for travellers. Despite challenges presented by COVID-19, this report outlines the many ways in which Tourism Vaughan persevered to deliver its mandate and support the local tourism industry through the pandemic.

From the month-long virtual series of Culture Days activities to small business programs and services like the Activate!Vaughan series and Digital Boost Resiliency Program, the Economic and Cultural Development team has led a series of innovative initiatives and temporary measures that offer ongoing business support to safeguard the local economy and protect businesses, consumers and citizens.

The Economic Developers Council of Ontario (EDCO) has recently recognized the department for their award-winning Vaughan Rising Podcast in the urban Investment Attraction category. The EDCO also acknowledged the Economic and Cultural Development team and the Vaughan Metropolitan Centre Program team for being a finalist in the urban Building Initiatives category for the Public Art Placemaking: A Gateway Landmark Leading into the Vaughan Metropolitan Centre initiative.

These projects are just some examples of the City's continuous work to support businesses and entrepreneurs while showcasing the vibrancy of Vaughan's neighbourhoods. These initiatives also serve as a proof point of the City's commitment to economic prosperity, investment and social capital – a key priority of the [2018-2022 Term of Council Service Excellence Strategic Plan](#).

Since the start of the pandemic, this team has not missed a beat. For their ongoing efforts to provide Service Excellence, the entire Senior Leadership Team – Executive would like to congratulate the Economic and Cultural Development department for their progress and achievements in 2020.

I invite citizens to learn more about Economic and Cultural Development programs and services by visiting [vaughanbusiness.ca](#) or [sign up](#) to receive updates from the City's Economic and Cultural Development department.

Jim Harnum
City Manager, City of Vaughan

TABLE OF CONTENTS

06	ECONOMIC SNAPSHOT
10	WHO WE ARE
12	RESILIENCE: WORKING TOGETHER TO EMERGE STRONGER
18	COMMUNITY BUILDING: BRINGING VAUGHAN'S BUSINESS COMMUNITY TOGETHER
28	CITY BUILDING: DESPITE COVID-19, CITY-BUILDING CONTINUES
32	2021 HIGHLIGHTS: ECONOMIC AND CULTURAL DEVELOPMENT AND TOURISM VAUGHAN CORPORATION



ECONOMIC SNAPSHOT

Despite the COVID-19 global pandemic, the City of Vaughan continues to be a city in demand. With outstanding economic performance and population growth prior to the pandemic, the City's resilient business community and diverse economy are anticipated to rebound and continue the decade-long momentum of strong economic growth and prosperity.

ECONOMIC AND CULTURAL DEVELOPMENT AND TOURISM VAUGHAN

The Economic and Cultural Development (ECD) department and Tourism Vaughan played a critical role in supporting businesses through the COVID-19 global pandemic.

In 2020, the ECD department and Tourism Vaughan:

ASSISTED
165
businesses
to **start**
or **grow**

DELIVERED
1,223
CONSULTATIONS

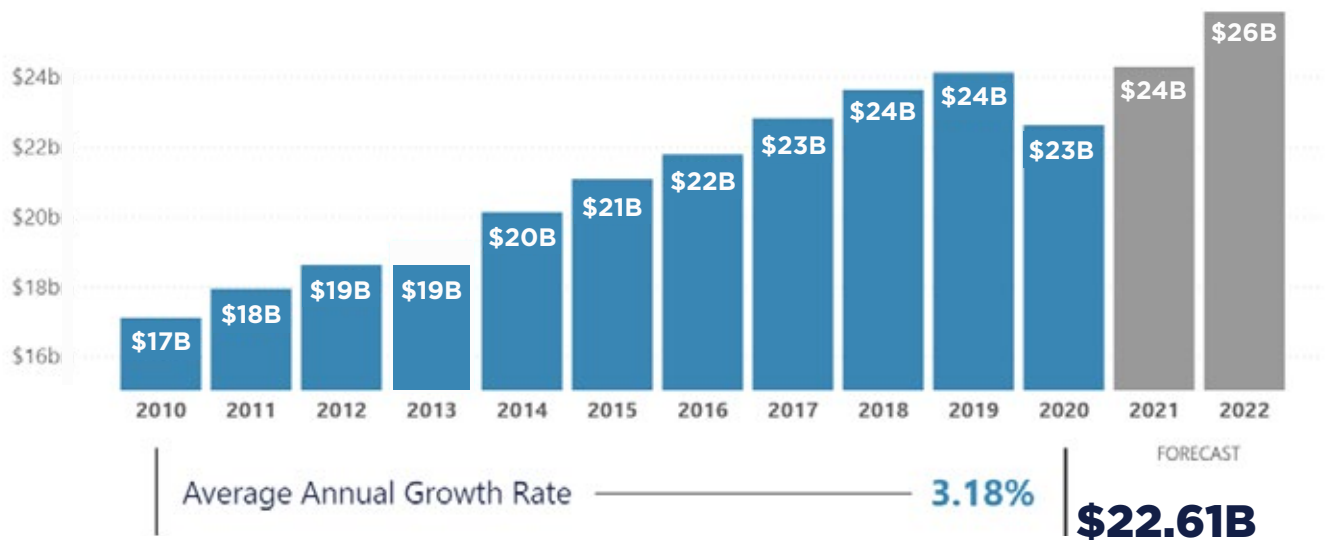
ANSWERED
4,340
inquiries

PROVIDED
207
seminars
to **5,332**
PARTICIPANTS

*City of Vaughan, Economic and Cultural Development, 2021.
Economic and Cultural Development and Tourism Vaughan data, 2020.*

REAL GROSS DOMESTIC PRODUCT

With exceptional economic growth pre-pandemic, **Vaughan is anticipated to make a strong recovery.**



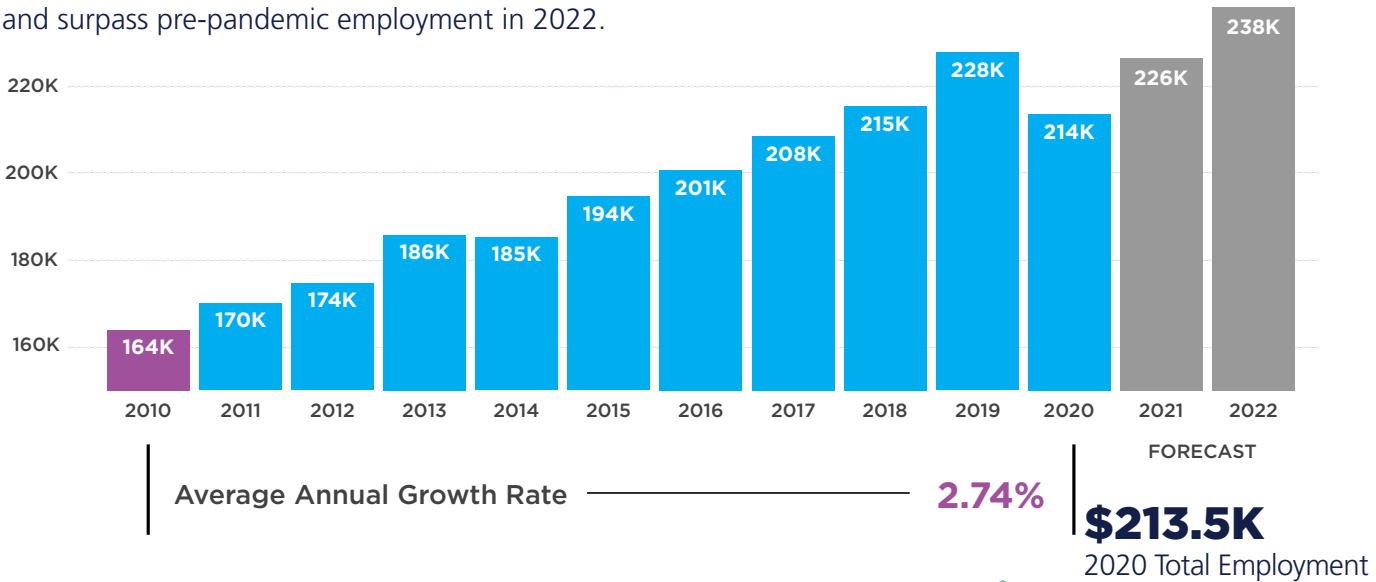
GDP growth rate **nearly double** the provincial and national rates (2010-2019)

YORK REGION'S LARGEST ECONOMY:
Vaughan accounts for **37%** of York Region's total GDP.

*The Conference Board of Canada. 2021. Regional Municipality of York Economic Forecast, 2009-2020.
Statistics Canada. 2021. Gross domestic product (GDP) [chained 2012 dollars], 2009 to 2019.*

TOTAL EMPLOYMENT

Vaughan's highly educated and skilled workforce to rebound in 2021 and surpass pre-pandemic employment in 2022.



Employment growth rate more than double the provincial and national rates

2020 UNEMPLOYMENT RATE: 9.1%—better than the provincial and national rates



HIGHLY EDUCATED WORKFORCE: 70% post-secondary educated, ages 25 to 64

The Conference Board of Canada. 2021. Regional Municipality of York Economic Forecast, 2009-2020.

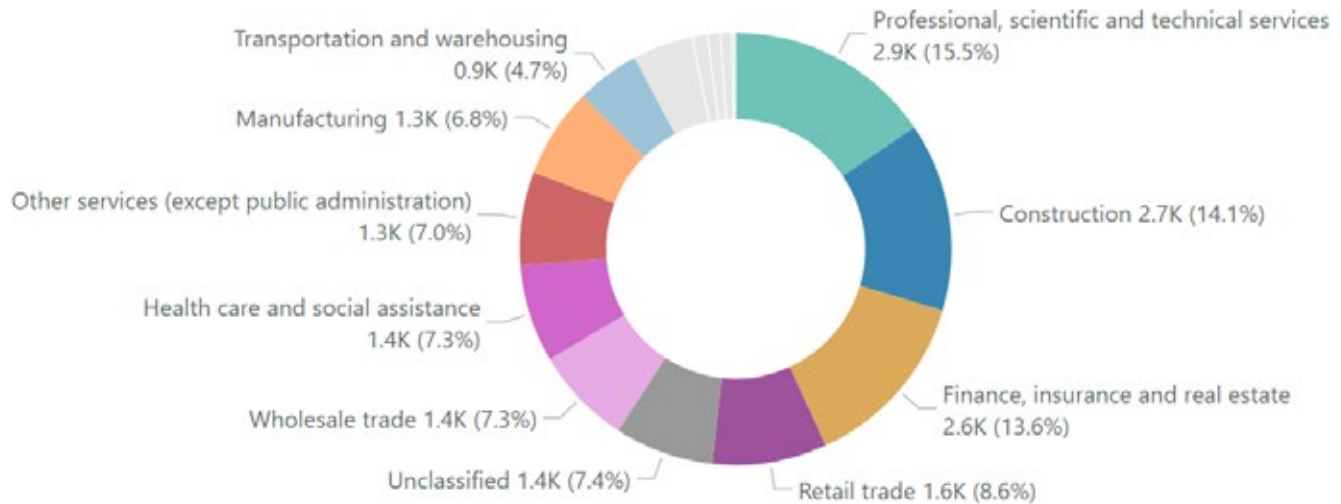
Statistics Canada. 2017. Vaughan, CY and Canada. Census, 2016.

Statistics Canada. 2021. Labour force characteristics, 2009-2020.



BUSINESS COUNTS - INDUSTRY SECTOR

Vaughan's diverse economy key to stability and post-pandemic recovery



2020 Business Count (with employees): **18,955**

2020 BUSINESS COUNT: EMPLOYMENT RANGE:

- Small Business (1-19): 87%
- Medium (20-99): 11%
- Large (100-499): 2%
- Very Large (500+): 0.16%

**SMALL BUSINESSES
DRIVE**

Vaughan's economy

Statistics Canada, 2021. Canadian Business Counts, December 2020.

POPULATION

A fast-growing population with a **97% citizen satisfaction rate**



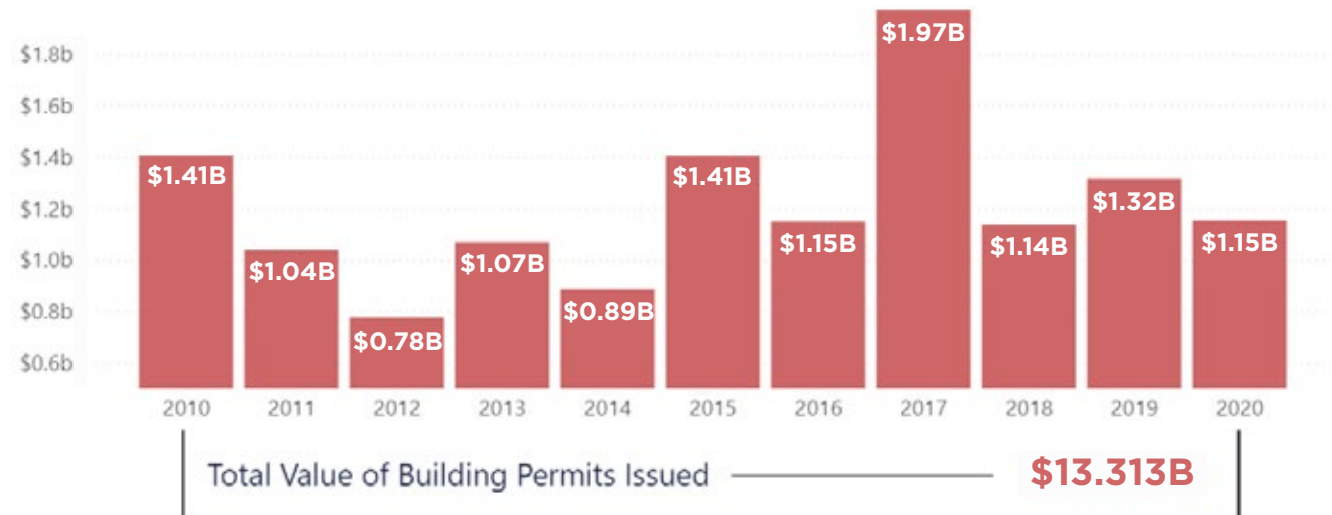
Population growth higher than the provincial and national rates

2020 Population: **331.6K**

Statistics Canada, 2020. Annual Demographic Estimates, July 2009-2020.

VALUE OF BUILDING PERMITS

City-building continues: Strong industrial and residential demand drove development throughout 2020



2020 Value of Build Permits Issued: **\$1.15B**

AN INDUSTRIAL POWERHOUSE: The **4th largest** industrial market in the GTA by total inventory

Average annual average of building permits issued: **\$1.21B**

City of Vaughan, Building Standards, 2021. Construction Activity, 2020.
Colliers International, 2021. Greater Toronto Area Industrial Market Report, Q4 2020.



WHO WE ARE



The Economic and Cultural Development (ECD) department works to make Vaughan a place where entrepreneurship, business, tourism, art and culture can prosper and grow.

ECD's objectives, as detailed in our 2020-2023 Strategic Business Plan, are to:

- enable a climate for businesses to grow, prosper and create jobs.
- advance economic opportunities and attract new investment.
- enrich Vaughan's communities and economy through public art and cultural development.
- effectively pursue service excellence.

A NEW ECD BRAND FOR AN EVOLVING CITY

In 2020, Economic and Cultural Development launched a family of identity marks. The prominent 'V' icon has three angular blocks representing Vaughan's small, medium and large businesses; enviable transit and roadways; and landmark towers announcing our rapid urbanization. The Vaughan Metropolitan Centre and Vaughan Enterprise Zone are represented by the same icon but in distinct colours. Tourism Vaughan has a complementary but unique icon.

MAKING VAUGHAN A GREAT PLACE TO **LIVE, WORK AND VISIT**

Launched on Jan. 1, 2020, Tourism Vaughan is the official destination marketing organization (DMO) for the city of Vaughan with the mission to market and develop Vaughan as a destination for tourists and business travellers.

SUPPORTING VAUGHAN'S ECONOMY TOGETHER

A City-owned corporation, Tourism Vaughan is supported through the City of Vaughan's Economic and Cultural Development (ECD) department and supports the 2020-2023 ECD Strategic Business Plan through the Tourism Vaughan 2020 Business Plan - focused on supporting Vaughan's tourism industry.

A TOURISM BRAND FULL OF VIBRANT ENERGY

Tourism Vaughan revealed its first identity mark in 2020. It is part of the same family as the Economic and Cultural Development visual identity, but has a unique "V" icon. Tourism Vaughan's icon has two angular blocks with a diamond in the center. The diamond represents the high quality of the city while the blocks evoke a spotlight. Together, they look like a person celebrating with their arms up.





RESILIENCE

WORKING TOGETHER TO EMERGE STRONGER

Ready, Resilient and Resourceful defined the City of Vaughan in 2020. During the global COVID-19 pandemic, the City of Vaughan, through the Economic and Cultural Development department and Tourism Vaughan, mobilized to provide critical and timely support services to help build resilience into Vaughan's business community.

VAUGHAN BUSINESS ACTION PLAN

In response to the COVID-19 pandemic, the City launched the [Vaughan Business Action Plan](#), which introduced a series of temporary measures to support and protect the local economy.

VIRTUAL CONSULTATIONS: MAINTAINING SMALL BUSINESS AND ENTREPRENEURSHIP SERVICES

In the face of COVID-19, the Economic and Cultural Development department quickly pivoted to offer advisory consultations via tele- or video-conference, email and phone. The department also hosted and partnered in new and educational webinars. Through these new virtual channels, service quality and capacity were maintained, which proved crucial to helping local businesses navigate new regulations and access government assistance and support programs.

982
CONSULTATIONS
3,981
BUSINESS INQUIRIES

COVID-19 ONLINE RESOURCES

An online resource was created on [vaughanbusiness.ca](#) to collect, curate and showcase COVID-19-related business information programs and grants. The [resource page](#) made it easy for local businesses and organizations to find the critical support and information they needed. The new vaughanbusiness.ca website, launched in May 2020, features user-friendly access to programs, services, research products and marketing messages. It provides information and resources for businesses within and surrounding Vaughan and the diverse community of entrepreneurs, prospective investors, site selectors, realtors and potential residents.



THE COVID-19 RESOURCES PAGE WAS THE MOST VISITED PAGE OF 2020 ON VAUGHANBUSINESS.CA WITH

3,811
PAGE VIEWS

314
EMAILS SENT
25%
AVERAGE OPEN RATE

CONNECTING BETTER WITH OUR BUSINESSES: FOUR NEW ENEWSLETTERS

Four [eNewsletters](#) were launched to help the business community stay informed. The Vaughan Business, Vaughan Entrepreneurs, Tourism Vaughan B2B, and Vaughan Arts and Culture newsletters highlighted COVID-19 and industry-specific news, events, programs and more.

MUNICIPAL ACCOMMODATION TAX SUSPENSION

The Municipal Accommodation Tax (MAT) was suspended to support the travel and tourism industry during COVID-19, with endorsement from Tourism Vaughan. From mid-March 2020 to the beginning of September 2020, all accommodation providers in Vaughan were not required to charge the MAT to guests.

BUSINESS LICENSE RENEWAL DEFERRAL

The City established a 90-day grace period for business licence renewals to support existing local businesses.

SUPPORTING THE RESTOCKING OF SHELVES, ENHANCING THE MOVEMENT OF GOODS AND IMPROVING BUSINESS GROUND TRANSPORTATION

Several municipal by-laws were suspended to help retailers and businesses during the pandemic by allowing the prompt flow of goods and services into and across Vaughan.

CITY OF VAUGHAN: READY, RESILIENT AND RESOURCEFUL

MAYOR BEVILACQUA ESTABLISHES THE READY, RESILIENT AND RESOURCEFUL COMMITTEE

June 2020 marked the first meeting of the [Ready, Resilient and Resourceful \(RRR\) Committee](#) of Council. Chaired by Mayor Maurizio Bevilacqua, the committee's mandate is to report on issues related to the City's ongoing response efforts to the COVID-19 pandemic. The committee works closely with members of City administration to identify immediate and long-term impacts of the pandemic on City business and plan for continued success.

PATIO EXPANSION

In June 2020, Mayor Bevilacqua issued the first directive under the City's Emergency Measures By-law to allow local eating establishments and banquet halls to apply for a permit to [temporarily expand or establish additional patios](#) while maintaining physical distancing.



115
LICENCES ISSUED



PROPERTY TAX DEFERRAL, THE 2021 BUDGET AND THE ZERO PER CENT TAX INCREASE FOR 2021

In the first wave of the pandemic, the City provided an additional 30 days of relief on interim property tax bills and a 30-day extension on final instalments for property owners. Later in the year, as the pandemic continued, Mayor Bevilacqua and Members of Council approved the City's [2021 Budget and 2022 Financial Plan](#), which included a zero per cent increase to the property tax rate.

DIGITAL BOOST: VAUGHAN SMALL BUSINESS RESILIENCY PROGRAM

The Economic and Cultural Development department launched the [Digital Boost: Vaughan Small Business Resiliency Program](#) to help brick-and-mortar small businesses find new opportunities during COVID-19 by developing digital marketing skills and strengthening their online presence. General Assembly, an internationally recognized provider of award-winning education specializing in today's most in-demand skills, was among other partners, including the Province of Ontario, York Region, the Vaughan Chamber of Commerce and The Hub.

The program provided volunteer training and instruction to help participants reach their business goals and offer mentorship opportunities to bring their new digital marketing strategies to life.

TWO COHORTS,
300+
PARTICIPANTS,
\$5,000
IN PROVINCIAL AND
REGIONAL GRANT
FUNDING AWARDED TO
18 LOCAL SMALL
BUSINESSES

REGIONAL SUPPLY CHAIN PARTNERSHIP

During the first wave of the pandemic, the Economic and Cultural Development department brought together Supply Chain Canada, York Region, and the Cities of Markham, Richmond Hill and Vaughan to study the impact of COVID-19 on manufacturing supply chains and gather best practices to prepare for future supply chain disruptions. Upon completion in March 2021, the study will provide actionable recommendations in the form of a toolkit for businesses.

All aspects of this program were vital to the digital boost needed for my company. It helped me plan and forecast during the pandemic and to create realistic benchmarks, and also plan strategically while gaining more knowledge in areas like digital marketing. Virtual networking sessions introduced me to business owners in the community and also products created locally... The team in charge of this program was very helpful and resourceful and helped me every step of the way in answering questions and providing directions on next steps.

Sandra Awuku, SA Collective Inc.

ONTARIO TOGETHER: VAUGHAN'S MANUFACTURING SECTOR CONTRIBUTES TO THE COVID-19 RESPONSE

Through the [Ontario Together Fund](#), several Vaughan-based businesses received funds to expand their capacity and contribute to COVID-19 efforts. More notably, RONCO received more than \$1.4 million to establish production capacity to manufacture surgical masks and respirators, and Sterling Industries received more than \$1 million to increase capacity to make personal protective equipment.

VAUGHAN RISING BLOG AND PODCAST: SEASON 2

Building on the momentum of the [Vaughan Rising Podcast's](#) award-winning first season, Season 2 highlighted the bold and innovative ways that the Vaughan business community is demonstrating resilience during COVID-19. The new [Vaughan Rising Blog](#) expanded on this content by providing practical resources to help Vaughan businesses adapt to a post-COVID economy.



VAUGHAN RISING PODCAST: SEASON 1

WON A

2020 AWARD OF EXCELLENCE

FROM THE ECONOMIC
DEVELOPERS COUNCIL
OF ONTARIO

2,158

PAGE VIEWS

1,431

DOWNLOADS





OVER 40 LOCAL BUSINESSES RECEIVED THE STAMP

- ✓ Restaurants
- ✓ Event venues
- ✓ Retail shops
- ✓ Festival and events
- ✓ Attractions
- ✓ Hotels

SAFE TRAVELS STAMP & TOOLKIT

Working with the Tourism Industry Association of Ontario (TIAO), Tourism Vaughan adopted the Safe Travels Stamp to support local tourism businesses to rebuild confidence among consumers to travel again. The stamp is an international symbol designed by the World Travel and Tourism Council to help travellers recognize businesses around the world that have adopted globally standardized health and hygiene protocols –

so visitors can experience ‘Safe Travels.’ A Vaughan Business Safe Travels Toolkit was created and distributed free of charge to Vaughan-based tourism businesses with digital and print assets to share the stamp with consumers.

REGIONAL RELIEF AND RECOVERY FUND

In 2020, Tourism Vaughan successfully applied for the Regional Relief and Recovery Fund, granted by the Tourism Industry Association of Ontario (TIAO) through FedDev Ontario in the amount of \$426,625. The fund helped Tourism Vaughan support the local industry through the pandemic and prepare to drive visitors back into the community when ready. Supported initiatives include developing an Interim Tourism Business Meetings and Events Recovery Strategy, the It’s Our Treat accommodations incentive program, a meeting and event planner website, hosting a virtual familiarization tour and more!

IT’S OUR TREAT ACCOMMODATIONS INCENTIVE PROGRAM

It’s Our Treat was a new incentive program designed to drive overnight stays to Vaughan accommodations. From December 2020 to February 2021, any two-night minimum stay received a \$100 rebate, courtesy of Tourism Vaughan. With safety as a top priority, guests received a Play Safe Vaughan itinerary with things to safely see and do during their stay.

CORPORATE MEETINGS AND EVENTS RECOVERY STRATEGY

This strategy was designed to attract meetings and events to Vaughan and build strategic partnerships between Tourism Vaughan, industry associations and Vaughan’s tourism stakeholders and partners. The strategy outlines marketing, lead generation initiatives and tools, including a customer relationship management (CRM) system, bid templates, and a meeting and event planner website.

COMMUNITY BUILDING

BRINGING VAUGHAN'S BUSINESS COMMUNITY TOGETHER

Community building is at the heart of what the Economic and Cultural Development department helps bring to the ever-growing City of Vaughan. The steps the department has taken, including new branding and websites and bringing Vaughan's future talent and businesses together, have helped redefine how residents, visitors and investors alike come to see Vaughan as a city of choice in the face of economic uncertainties from the global pandemic.

ECONOMIC PROSPERITY AND SMART CITY TASK FORCES

The City continued to leverage community expertise through Council-led task forces to address specific matters of public importance. The Economic and Cultural Development department is working closely with the Economic Prosperity and Smart City Task Forces to address city-building and smart city initiatives in Vaughan.

The [Economic Prosperity Task Force](#) leverages industry knowledge to support sustainable economic growth, leading to more jobs, higher incomes, less poverty, higher living standards and a healthier municipality. Its mandate is to advise how the City can best deliver on commitments made in the Council-approved [Economic and Cultural Development department's Strategic Business Plan, 2020-2023](#).

The [Smart City Task Force](#)'s mandate is to advance a culture of knowledge, pursuing continuous improvement; provide advice to Council and City administration; include high-level political and community perspectives into developing a Smart City initiative; and endorse Smart City technologies. Discussion topics to date include the task force's vision, mission and core values, goals and objectives, and data and privacy considerations.



115
EXHIBITOR
BOOTHS
WITH NEARLY
400
IN-PERSON
ATTENDEES
(PRE-COVID)

PROMOTING COLLABORATION, PARTNERSHIPS AND OPPORTUNITIES IN VAUGHAN

18TH ANNUAL VAUGHAN BUSINESS EXPO

The Vaughan Business Expo is the Economic and Cultural Development department's premier annual business event, bringing together the local business community to exhibit, network and discover new opportunities. The February 2020 Expo featured targeted zones for Innovators, York Region Food Movers, Makers and Shakers, Culture Creators and Business Builders.



ACTIVATE!VAUGHAN HEALTH INNOVATION CHALLENGE

This market-driven innovation program connected start-ups and scale-ups with large corporate enterprises and industry leaders. In partnership with presenting sponsors the Province of Ontario and Sterling Industries, and program partners Mackenzie Health, the Mackenzie Innovation Institute (Mi2), SE Health, ventureLAB, York Region and The Hub, the program presented problem-based innovation challenges and offered validation, collaboration and co-development opportunities to support the commercialization of emerging technologies.

78
COMPANIES PARTICIPATED,
\$45,000
IN PROVINCIAL GRANTS
AWARDED ACROSS
EIGHT WINNERS

*The City of Vaughan and the Activate!Vaughan program provided our team at Rekammend with an amazing platform to share the stories of individuals living with speech and language disorders. Through the **Healthcare Innovation Challenge** we connected with several entrepreneurs, technologists, and healthcare professionals who are passionate about developing health-tech solutions where patients are at the centre of care. The program provided us the opportunity to develop our sales plan for our software communication platform with mentors from ventureLAB. We are incredibly grateful for the support we've received from the City of Vaughan and are excited to continue collaborating with local talent.*

Abi and Hannah, co-founders of Rekammend

INDUSTRY COLLABORATION ROUNDTABLES

The Economic and Cultural Development department hosted industry collaboration roundtables in partnership with ventureLAB and Ontario Centres of Innovation (OCI) to foster collaboration and partnership among local businesses in key sectors, such as manufacturing, health tech and smart city technology. The roundtables spurred businesses to collaborate and share best practices related to COVID-19 resilience and recovery.

THREE ROUNDTABLES
HOSTED, MORE THAN

45 PARTICIPATING
COMPANIES

BUSINESS CAFÉ: NETWORKING MADE EASY

390
MEMBERS with
1,573
INTRODUCTIONS MADE

SHAPING VAUGHAN'S FUTURE TALENT

NIAGARA UNIVERSITY

This year, along with the Government of Ontario's Ministry of Economic Development, Job Creation and Trade, the City's Economic and Cultural Development department has partnered with Niagara University (NU) to deliver Summer Company program virtual training and mentorship to 11 participating students. NU is offering workshops and experience-based learning opportunities focused on marketing, sales, leadership, time management, product development and customer service to help students develop future-proof skills. Participants will receive a certificate of completion from NU.

VENTURELAB AND VAUGHAN ECONOMIC AND CULTURAL DEVELOPMENT PARTNERSHIP

First announced at Small Business Week 2019, the City of Vaughan and ventureLAB launched a new partnership agreement to support local innovation and entrepreneurship – this agreement follows the successful pilot with ventureLAB earlier in 2019.

To further establish Vaughan as a hub for entrepreneurship, talent and innovation, ventureLAB and Economic and Cultural Development's partnership includes the continuation of ventureLAB's business advisory services for technology entrepreneurs in Vaughan; the delivery of Activate!Vaughan innovation pitch challenges; the engagement of Vaughan-based technology-driven companies and the development of the Vaughan Mackenzie Health precinct as a catalyst for economic development.


A NEW ECONOMIC DEVELOPMENT BRAND AND VAUGHANBUSINESS.CA

The new [website](#) and brand aim to ignite economic prosperity in Vaughan by communicating business propositions more clearly with current and potential businesses. Launched in May 2020, the new website – incorporating the new brand – was designed to be an appealing and robust platform, highlighting the department's programs, services, research and products, and marketing messages in a more user-friendly and engaging way.



SUMMER COMPANY 2020

Vaughan's Summer Company program, managed by the Small Business and Entrepreneurship team in Economic and Cultural Development, provides young students with the tools to start their own companies, coaching from local business leaders and a provincial grant of up to \$3,000 toward startup expenses and operating costs.

 **58**
APPLICATIONS;
23
INTERVIEWED;
FOUR
STUDENTS ACCEPTED

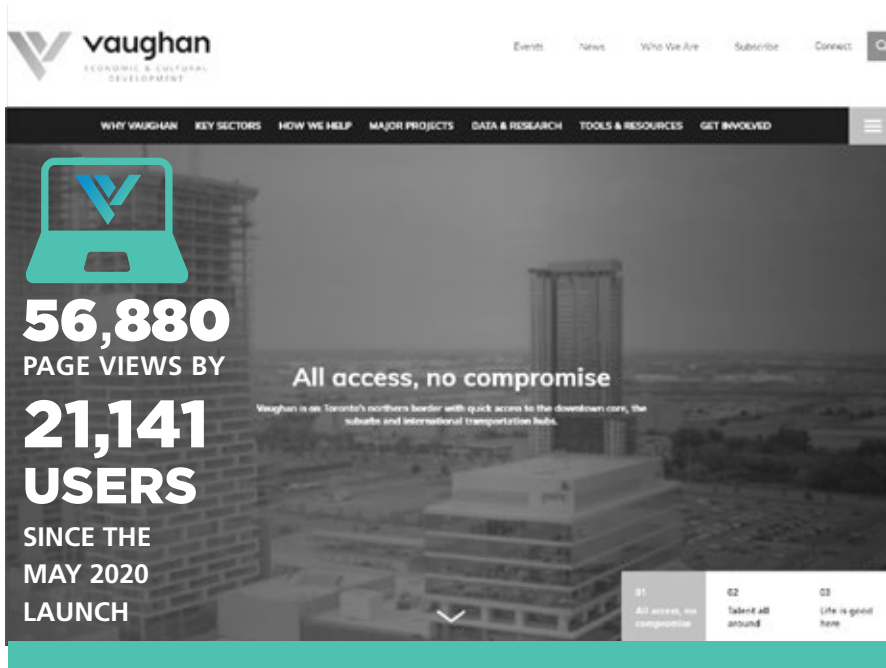
This past summer, I had the wonderful opportunity to participate in the Vaughan Summer Company program to bring my venture into fruition. I was provided with extensive resources and connected to many wonderful mentors who provided me with excellent advice in regards to marketing and selling my product.

Thanks to the program, I have also been invited to speak at several panels and events, and it has opened up a variety of opportunities for me. I definitely recommend that all teenagers with an entrepreneurial spirit apply for the Summer Company program. It has truly helped me achieve the impossible and I wouldn't have learned what I know today without the incredible support from the program and my mentors.

Ananya Vishwanath, founder and CEO of VQueues



MARKETING VAUGHAN AS A CITY AND DESTINATION



A NEW ECONOMIC DEVELOPMENT BRAND AND VAUGHANBUSINESS.CA

The new [website](#) and brand aim to ignite economic prosperity in Vaughan by communicating business propositions more clearly with current and potential businesses. Launched in May 2020, the new website – incorporating the new brand – was designed to be an appealing and robust platform, highlighting the department's programs, services, research and products, and marketing messages in a more user-friendly and engaging way.

TOURISM VAUGHAN: GETTING SOCIAL

In December 2020, Tourism Vaughan launched its [Instagram](#) page to focus on supporting local businesses during the pandemic. Along with #ShopVaughanLocal messaging, the account also features campaigns on all that make Vaughan a great place to visit and explore and other ways to support the local community.

 **400**
INSTAGRAM FOLLOWERS


FIRST SOCIAL MEDIA CONTEST
GARNERED MORE THAN
16,000 IMPRESSIONS,
7,500 UNIQUE USERS AND
150 PROFILE VIEWS

TOURISM VAUGHAN'S BRAND AND THE LAUNCH OF VISITVAUGHAN.CA: EXPLORE ONLINE NOW, VISIT LATER

Tourism Vaughan's brand embodies the "vibrant, energetic and diverse destination offering year-round, family-friendly attractions, accommodations and experiences." With brand in hand, Tourism Vaughan partnered with Central Counties Tourism to launch a new [visitor website](#) that offers an exploration of all there is to see and do in Vaughan from the safety and comfort of home during the COVID-19 pandemic. The explore online now, visit later platform featured virtual, interactive content ensuring locals and visitors do not miss a thing while enjoying the city from home.

360-DEGREE TOUR AND MYVMC.CA REFRESH

The department updated and re-launched the Vaughan Metropolitan Centre (VMC) [360-degree Virtual Tour](#) and the [myVMC.ca](#) website. These projects were substantially updated to align with the VMC's new brand and incorporate the latest developments in Vaughan's emerging downtown.


549 VIEWS
OF THE VMC
360-DEGREE TOUR

ULI WEBINAR - 'VAUGHAN RISING: VAUGHAN METROPOLITAN CENTRE, SUBURBAN INTENSIFICATION'

The Economic and Cultural Development department partnered with Urban Land Institute (ULI) Toronto to host the webinar 'Vaughan Rising: Vaughan Metropolitan Centre, Suburban Intensification' featuring Mayor Bevilacqua and other key

140
WEBINAR ATTENDEES
PLUS EARNED MEDIA COVERAGE
IN THE TORONTO SUN AND
HAMILTON SPECTATOR

9,766
PAGE VIEWS BY
3,643 USERS
SINCE THE
MYVMC.CA REFRESH

speakers. ULI Toronto reported such strong engagement that they launched a series of similar webinars with other GTA Mayors.

VAUGHAN METROPOLITAN CENTRE (VMC) AWARENESS BUILDING

Continued awareness of the VMC among business and commercial real estate audiences via a robust program of events, advertising and content development was a priority in 2020. The VMC was prominently featured at the NAIOP REX Awards, UN-Habitat Urban Economy Forum, ULI Webinar, CoreNet REMmy Awards Presidents of Enterprising Organizations conference and in publications, including the Invest in Ontario Report, the Real Estate News Exchange and Urban Toronto.

436,864
PEOPLE REACHED
ACROSS ALL CHANNELS

FOREIGN DIRECT INVESTMENT (FDI) PROMOTIONS

Despite COVID-19, FDI attraction activities continued digitally. In partnership with the Province of Ontario, the Economic and Cultural Development department delivered a virtual tour of Vaughan in the Ontario Innovation Ecosystem session, highlighting its innovative business ecosystem to international delegates. Later in the year, Vaughan showcased its innovation ecosystem at the Canada pavilion for the virtual 2020 Smart China Expo.

To support future ability to attract, retain and expand FDI in Vaughan, the department was awarded grant funding through the 2020 CanExport Community Investment Fund to research Vaughan's current investment appeal and identify new and pursuable leads.

2,915
PEOPLE REACHED
ACROSS BOTH EVENTS

\$11,500
IN GRANT FUNDING RECEIVED

FIRST PUBLIC ART INSTALLATION IN THE VAUGHAN METROPOLITAN CENTRE (VMC)

In collaboration with Menkes Developments Ltd. and QuadReal Property Group, the City unveiled a temporary [public art installation](#) prominently situated along Highway 7, leading into the heart of what will soon become Vaughan's cultural and entertainment hub – VMC. Entitled "[Metropolis in Motion](#)," this City-curated, lenticular public art installation

features the graphic design of established Vaughan-based artist Frank Mazzuca and stands at 63-feet wide and 10-feet tall. This is the City's first installed work of public art in the VMC and will serve as the gateway to the South VMC.

MORE THAN
28 MILLION
ANTICIPATED ANNUAL CAR AND
PEDESTRIAN ENGAGEMENTS



2020 AWARDS OF EXCELLENCE
FINALIST
FROM THE ECONOMIC
DEVELOPERS COUNCIL
OF ONTARIO

BUILDING INITIATIVES -
URBAN OVER
100,000
POPULATION



Frank Mazzuca, Metropolis in Motion, 2020.



CULTURE DAYS GOES VIRTUAL

For the 11th year of [Culture Days](#) and the first year going virtual, Vaughan was chosen as the featured municipality for Ontario. As a national and provincial event celebrating arts, culture and heritage across Canada, the event had an incredible four-week run, from Sept. 25 to Oct. 25, with more than 50 virtual events and more than 65,000 social media *impressions for the entire month across the City of Vaughan's social media channels.

**Impressions are the number of times your content is displayed, regardless of whether it was clicked on or not. An impression means that content was delivered to someone's feed.*

CURATED ART GALLERIES JOIN THE DIGITAL FRONTIER

In keeping with new tech trends to enhance public art appreciation, as well as promoting responsible social distancing, the department pivoted from installing exhibitions for in-person art viewing at Vaughan City Hall to leveraging digital channels. Five curated [virtual art galleries](#) were brought online and made accessible on Flickr, including [Art Integration Collection](#), [Symbolic Expressionism](#), [Reflections on Jewish Heritage](#), [Waterscapes](#), [Treescapes and Earthscapes](#).

1,225

GALLERY PAGE VIEWS

VIRTUAL REAL ESTATE CONFERENCE 2020

In partnership with the Vaughan Chamber of Commerce, the City hosted the first-ever, two-day online [real estate conference](#) in November for realtors, developers, planners and local business owners in Vaughan. Attendees had the opportunity to tune in and engage in meaningful discussions about the impact of COVID-19 on Vaughan's real estate market.

MORE THAN

300

ATTENDEES FROM
ACROSS THE GTA

TOURISM VAUGHAN FAM TOUR

Tourism Vaughan held its first familiarization (FAM) tour in November. Together with six local industry partners, twenty meeting and event planners attended a 1.5-hour-long virtual session about why they should choose Vaughan to host their next meeting or event. Educational trivia games and prizes were included. The goal was to familiarize clients with what Vaughan has to offer for meetings and events, connecting attendees and partners. Vaughan's accommodations partners also donated room night stays for the attendees.



GROW WITH VAUGHAN HORTICULTURE SPONSORSHIP PROGRAM

A new partnership program developed by Vaughan's Economic and Cultural Development and Parks, Forestry and Horticulture Operations departments, [Grow with Vaughan](#) aims to beautify the city through engaging the business community in low-dollar value sponsorships on City flower beds.



21 FLOWER BED
SPONSORSHIPS TALLING
\$38,000



CITY BUILDING

DESPITE COVID-19, CITY BUILDING CONTINUES

While the global COVID-19 pandemic made its mark on the Canadian economy, city-building continued in Vaughan. With the City bringing in new investment and major development projects staying the course, investor's confidence has proven Vaughan was and still is in demand. From 2010 to 2020, the City of Vaughan issued more than \$13 billion in building permits, with 2020 being no exception pulling in \$1 billion.

CORTELLUCCI VAUGHAN HOSPITAL: BUILDING A FUTURE HEALTH AND WELLNESS INNOVATION DISTRICT

CORTELLUCCI VAUGHAN HOSPITAL REACHES SUBSTANTIAL COMPLETION

Cortellucci Vaughan Hospital reached substantial completion in August 2020. It opened in February 2021 as a pandemic response hospital with an exclusive focus on creating ICU and acute care capacity to help address the surge in COVID-19 cases in Ontario. Once the surge in COVID-19 cases has stabilized, it will open as a full-service hospital, as originally planned, with an emergency department, surgical services and operating

rooms, technologically advanced diagnostic imaging and specialized programs. The new \$1.7-billion [Cortellucci Vaughan Hospital](#) marks Vaughan's first hospital and Canada's first smart hospital. Generating more than 1,800 jobs in the community, the 1.2-million-square-foot facility has capacity for up to 350 beds.

EXCITING OPPORTUNITIES: HEALTHCARE PRECINCT FEASIBILITY STUDY

In a first-of-its-kind initiative in Vaughan, the City is leading a collaboration to transform an 82-acre parcel of land at Jane Street and Major Mackenzie Drive into the [Vaughan Healthcare Centre Precinct](#).

A memorandum of understanding (MOU) was

signed between the City, York University, Mackenzie Health and ventureLAB to identify transformational opportunities to maximize the best use of lands surrounding the site of the Cortellucci Vaughan Hospital through a feasibility study. The study will determine how best to create a centre of healthcare excellence and explore various options, including expanding ventureLAB to create another regional innovation hub in Vaughan. The feasibility study connects to additional activities occurring, such as Mackenzie Health collaborating with York University on academic health sciences.



TOURISM VAUGHAN'S DESTINATION MASTER PLAN

Tourism Vaughan is in the process of developing the [Vaughan Destination Master Plan](#), alongside consultant CBRE Ltd. brought on board in November. The plan will focus on developing a strong strategic foundation to power the city and Tourism Vaughan forward, charting out the tourism industry's recovery in the short- and long-term. The goal is to guide industry and municipal investment in developing Vaughan as a destination over the next five years.

ONLINE VACANT EMPLOYMENT LAND DIRECTORY

To support development in Vaughan, the Economic and Cultural Development department launched a new digital and interactive [Vacant Employment Land Directory](#) in October. With this launch, the department continues its momentum of digitizing products and services to promote Vaughan. The directory's interactive nature makes it more efficient for external stakeholders to identify development opportunities in Vaughan's employment areas, spurring new job creation and improving overall economic prosperity in Vaughan.

NOTABLE INVESTMENTS

VAUGHAN'S E-COMMERCE GROCERY FACILITY A FIRST IN NORTH AMERICA

September marked the launch of [Sobeys' new 250,000-square-foot distribution centre](#), a state-of-the-art automated customer fulfilment centre in Vaughan. Powered by Ocado's industry-leading technology, Voilà by Sobeys president, and CEO of Sobeys' parent Empire Company Ltd, Michael Medline has a "vision for the future of online grocery retail in Canada." At capacity, Voilà by Sobeys will bring about 1,500 jobs to the area.





WALMART CANADA TO BUILD A NEXT-GENERATION DISTRIBUTION CENTRE

Set to open in 2024, [Walmart Canada](#) and Condor Properties broke ground on a state-of-the-art, 550,000-square-foot distribution centre at 11110 Jane St. – anticipated to create hundreds of jobs in Vaughan.

AMAZON CANADA TO LAUNCH DELIVERY STATION IN 2021

[Amazon](#) is opening two delivery stations in Vaughan. The 209,000-square-foot station at 600 Tesma Way recently opened and a 193,000-square-foot facility at Keyes Court will open in 2021.

PwC DIGITAL RESILIENCE CENTRE

PwC Canada has opened its first [Digital Resilience Centre](#) in Vaughan, Canada. The Centre helps organizations unify their defences against digital threats by bringing together thought leadership and capabilities across cybersecurity, privacy, anti-fraud, anti-money laundering, physical security and safety.

AVID HOTEL VAUGHAN BREAKS GROUND

Expected to open by spring 2022 as an investment by InterContinental Hotels Group – one of the world's leading hotel companies – the new [Avid](#) hotel in Vaughan will offer 119 rooms across six floors.

VISION PROFILE EXTRUSIONS RECEIVES FUNDING TO INTEGRATE LEADING-EDGE ROBOTICS AND AUTOMATION

[Vision Profile Extrusions](#)

has received a \$2.3-million repayable contribution from FedDev Ontario to adopt leading-edge robotics and automation processes – creating 36 skilled jobs and maintaining 30 others.

2021 HIGHLIGHTS:

ECONOMIC AND CULTURAL DEVELOPMENT

With 2020 being defined as a year for readiness, resilience and resourcefulness, 2021 is a new chapter for the City of Vaughan and the Economic and Culture Development department to build on these principles and support Vaughan's continuing innovation and growth. With 2021 comes exciting new projects that help define Vaughan as a city in demand and a city people want to live, grow and succeed. Here is just some of what the Economic and Cultural Development department has in store for 2021.

ACTIVATE!VAUGHAN SMART CITY CHALLENGE

The [Activate!Vaughan Smart City Challenge](#) is a call to start-ups and scale-ups to propose innovative solutions that leverage smart city technology to enhance quality of life in Vaughan. The City, in partnership with the province of Ontario, York Region, The HUB, Alectra Utilities, Mackenzie Health, Mackenzie Innovation Institute (Mi2), ventureLAB and Vaughan Public Libraries, is calling on entrepreneurs to pitch smart city solutions in four challenge areas: Electric Mobility, Municipal Services Route Optimization, Age-friendly Communities and Intelligent Placemaking.

With \$25,000 in provincial grant funding available, [Activate!Vaughan](#) will provide mentorship, validation and co-development opportunities with the City and other corporate partners to support the commercialization of new smart city solutions. The challenge runs from February to August 2021.

Four challenge areas:

- Electric Mobility
- Route Optimization
- Age-Friendly Communities
- Intelligent Placemaking

VAUGHAN HEALTHCARE CENTRE PRECINCT PARTNERSHIP

To be completed in 2021, with the implementation or recommendations to follow, the Vaughan Healthcare Centre Precinct Feasibility Study will assess the economic development and transformational opportunities to maximize the best use of lands surrounding the site of the Cortellucci Vaughan Hospital.

The City of Vaughan, York University, Mackenzie Health and ventureLAB are working together to bring healthcare, innovation and jobs to this site, which has the potential to become an epicentre of healthcare excellence in the city.

VAUGHAN RISING PODCAST: SEASON 3

The third season of the Vaughan Rising Podcast will look ahead to the major initiatives that will shape Vaughan's next decade. This includes City-led projects like the Vaughan Healthcare Precinct and Vaughan Metropolitan Centre Cultural Arts Centre, regional and provincial initiatives like the Yonge subway extension and private sector developments.

INTERNATIONAL VIRTUAL TRADE PROGRAMS

As the global COVID-19 pandemic shifted the landscape of inbound and outbound delegations, the department has pivoted its effort to deliver trade programs by working virtually with foreign chambers of commerce and foreign trade and investment agencies. We continue to support Vaughan-based and international businesses with market intelligence and serve international trade and Foreign Direct Investment opportunities.

DOING BUSINESS TOGETHER: OPPORTUNITIES FOR ISRAELI COMPANIES IN VAUGHAN

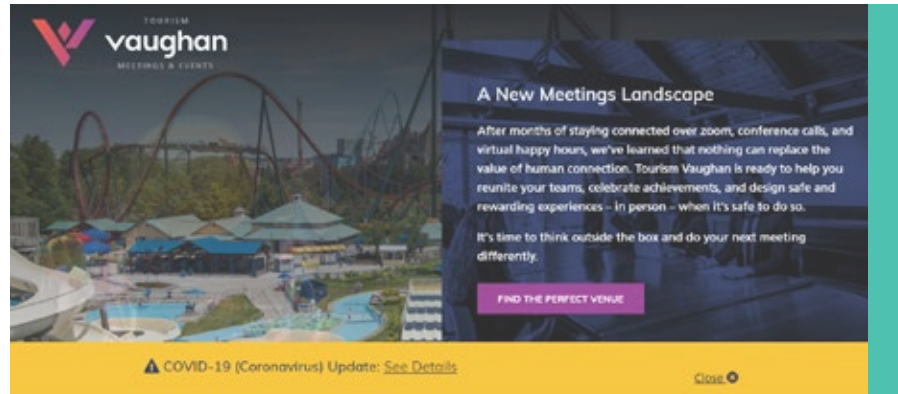
Continuing the success of the 2019 business mission to Israel, the City of Vaughan is partnering with the Israel-Canada Chamber of Commerce and the Canada Israel Chamber of Commerce via webinar to highlight Vaughan as a premier destination for Israeli business expansions.

VAUGHAN METROPOLITAN CENTRE AWARENESS BUILDING

The pandemic has created uncertainty about the future of office space, but experts are optimistic about transit-oriented suburban nodes like the Vaughan Metropolitan Centre (VMC). To ensure that the VMC is top-of-mind for business leaders and commercial realtors, the City will continue building awareness through targeted events, advertising and content development.

GREAT TASTE OF ONTARIO ROADTRIP

In partnership with the Culinary Tourism Alliance (CTA), Tourism Vaughan is participating in the Great Taste of Ontario Roadtrip to showcase some of the best in food and beverage in Vaughan. To create the ultimate culinary experience, Tourism Vaughan will create a passport of local food and beverage businesses as part of several itineraries to eat and explore local. The program will run throughout 2021.



HOSTINVAUGHAN.CA

Launching in early 2021, HostInVaughan.ca is a meeting and event planner website that provides planners with easy-to-use tools to host their next event in Vaughan. The website features a handy venue finder that is sortable by venue type, capacity and more; RFP inquiry booking; familiarization tour registration and a compelling case for why Vaughan is the best place to host any meeting or event.

CITY-WIDE PUBLIC ART PROJECTS

The City is liaising with the development community to advance 11 City-wide public art projects, with most projects sited at the Vaughan Metropolitan Centre and several others slated for Thornhill, Concord and Woodbridge. Later this year, the City will launch an expansive 20-metre-tall, suspended glass curtain wall for the digital light gallery on the south façade of Transit City Tower 3 infrastructure to exhibit a curated, rotating digital art collection that is activated at night. It is anticipated to be the public art highlight of 2021.

on the SLATE ART EXHIBITIONS: builtFORM | the art of placemaking

In keeping with the Vaughan Metropolitan Centre's transformational vision, a collective of accomplished artists were commissioned to explore the dynamic relationship between builtFORM and placemaking in an urban context. The artists selected for this exhibition bring diverse creative backgrounds into the interpretive mix, representing architecture, urban design, painting, photography, sculpture, digital media, industrial design, engineering and interior design. on the SLATE atrium gallery will be located at Vaughan City Hall, Level 1.

CULTURAL AND HERITAGE CELEBRATIONS 2021

BLACK HISTORY MONTH: FEB. 1

To celebrate Black History Month, the City's 2021 Virtual Observance Event featured Honourable Jean Augustine, who spoke about cultural advances and developments with the Ontario Black community and the importance of paving the way for future support and success.

INTERNATIONAL WOMEN'S DAY: MARCH 8

This virtual event featured a panel of women leaders representing various sectors in the City of Vaughan, such as business, diversity, inclusion and education,

speaking to their efforts on forging ahead through COVID-19 and what they've learned through this unprecedented and challenging time.

INDIGENOUS HERITAGE MONTH: JUNE 1

In June, Canadians celebrate National Indigenous History Month to honour the history, heritage and diversity of Indigenous peoples in Canada. The month is a time for learning about, appreciating and acknowledging how First Nations, Inuit and Métis peoples have helped shape Canada.

CANADA MULTICULTURALISM DAY: JUNE 27

Canada Multiculturalism Day is a national event celebrated by the City with activities from various cultures that bring Canadian society and cities to life.

CULTURE DAYS: SEPT. 24 TO OCT. 24

As a proud annual participant of [Culture Days](#), a free national event celebrating arts, culture, creativity and inspiration, the City's 12th year will be another full month of free, virtual city-wide activities.



facingNORTH: art | symbol | story exhibition, on the SLATE, 2020.



CONNECT WITH US

The City of Vaughan's Economic and Cultural Development (ECD) department works to make Vaughan a place where entrepreneurship, business, tourism, arts and culture can prosper and grow.

To connect with us or learn about our services, programs and more, please visit:

VAUGHAN ECONOMIC AND CULTURAL DEVELOPMENT

vaughanbusiness.ca | ecd@vaughan.ca

Sponsorships and Partnership:

vaughan.ca/CorporatePartnerships

Arts and Culture: vaughan.ca/ArtsandCulture

Vaughan Metropolitan Centre (VMC): myVMC.ca

Vaughan Smart City: smartcity.vaughan.ca



TOURISM VAUGHAN CORPORATION:
visitvaughan.ca | tourism@vaughan.ca
hostinvaughan.ca

memorandum

DATE: May 7, 2021

TO: Hon. Mayor Bevilacqua and Members of Council

FROM: Raphael Costa, Director, Economic and Cultural Development
cc: Jim Harnum, City Manager
cc: Senior Leadership Team - Executive
cc: Michael Genova, Director, Corporate and Strategic Communications
cc: Economic and Cultural Development
cc: Stephan Schmied, Economic Development Coordinator

RE: COVID-19 Impact Analysis – 2020 Business Counts for the City of Vaughan

The following is the Economic and Cultural Development (ECD) department's analysis of the Canadian Business Counts (CBC), from 2019 to 2020. The purpose of this analysis is to identify any notable changes to Vaughan's business count (i.e. business closures) during the COVID-19 global pandemic.

With limited data sources available at this time to fully gauge the economic/business impact of COVID-19 at the census subdivision (city) level, the Canadian Business Counts play an important role in providing some insights to what is happening at the city-level. As new data sets and sources are being published by Statistics Canada, and other reputable organizations, these points will be incorporated with those of the CBC to provide a more holistic picture of Vaughan's local economy.

HIGHLIGHTS

- 2020 City of Vaughan Business Count (Total, with employees): 18,955, down -0.88% from 2019—overall, a relatively minimal decline that is line with the province and country.
- 2020 Small Business (1 to 19 employees) accounted for 87% of the total business count, remaining nearly unchanged from 2019.
- While Vaughan saw a small decline in business counts, a decrease in 168 counts (-0.88%), overall, the City's counts and location quotients (defined below) remain stable—there have been no major changes to Vaughan's business sector composition and concentration.
- Notable growth in the Professional, Scientific and Technical Services, and Transportation and Warehousing sectors; however, this could still change as the pandemic continues.
- Real Estate and Rental and Leasing, and Manufacturing sectors saw the greatest declines to business counts. The Manufacturing sector experienced global (and national) demand slowdowns in 2019 and into early 2020 before the pandemic, which likely impacted counts for Q2 2020. Real Estate and Rental and Leasing saw a large hit to small business counts in the Real Estate subsector; the Real Estate subsector had seen growth in preceding years.

- ECD expects to see additional declines in the overall business counts in 2021, primarily due to Statistics Canada’s Business Register playing “catch-up,” as well as from previous Statistics Canada surveys indicating continued operational risks from respondents. The declines anticipated in 2021 will likely reflect the true 2020 impact of the COVID-19 pandemic on Vaughan.
- Had the events of the pandemic never happened, given historic performance, as well as the growth seen in Q2 2020, Vaughan likely would have continued on its trajectory and realized continued business count growth for 2020.
- More detail on the full impact of the pandemic on Vaughan’s business count will come from the upcoming publication of Q2 and Q4 2021 Canadian Business Counts—at present, it is still too early to accurately assess the full impact of the pandemic.

SUMMARY

Overall, it is still too early to assess the full impact of the COVID-19 pandemic on Vaughan’s business count. Until vaccines have been disseminated, restrictions lifted, and a post-pandemic recovery point officially recognized by economists, the upcoming data could still see new changes that negate initial assessments—therefore, this analysis should be considered more of a snapshot. Given the methodology of the Canadian Business Counts (detailed below), as well as sentiments from the surveys conducted by Statistics Canada (also detailed below), it will likely not be until the Q2/Q4 2021 publications that one will begin to see the true impacts of the pandemic on Vaughan’s business counts. Furthermore, as the Business Counts are delayed in reflecting closures, post-pandemic growth in employment estimates, sector sales, GDP, etc. will likely be more noticeable before the CBC catches up.

Thus far, from 2019 to 2020, Vaughan’s business count remains nearly unchanged, with relatively small growths and contractions happening across sectors. The City of Vaughan’s business count growth is also performing on average with that of the province and nation. In addition, Vaughan’s sector LQs saw only minute changes, indicating a strong degree of economic stability so far. Ultimately, the business counts alone do not provide enough context to identify new priority areas for business supports—as more data is made available and other supplemental data sets incorporated this could change.

BACKGROUND

Canadian Business Counts

The Canadian Business Counts (CBC) is a Statistics Canada data product produced semi-annually for each June and December. The counts can be used to compare numbers of businesses across industries, provinces, census metropolitan areas, and census subdivisions (cities), as well as employment size categories. Businesses are usually counted on the basis of the statistical concept of “location” where each operating location is counted separately, including cases where one business comprises multiple locations. The CBC is based on the Business Register, a database maintained internally by Statistics

Canada, which is compiled primarily from Canadian Revenue Agency (CRA) tax records. The business counts employed for this analysis are by statistical location.

The limitations

In action, the Canadian Business Counts (CBC) measures only businesses that are “active.” Businesses will only have a status change to “inactive” once tax accounts are formally closed or become dormant over an extended period. What this means is that there can be an inherent delay in the Business Register reflecting businesses beginning and/or undertaking the process of closure. As a result, this knowledge of methodology is important in interpreting the data for this report: **it may take time before the CBC reflects the full impact of the pandemic on the City of Vaughan’s business counts.**

Statistics Canada also advises cautious interpretation of period-to-period changes in the counts, because they can be affected by administrative and/or methodology changes with Business Register. To ensure the validity of this analysis, it has been previously confirmed with representatives at Statistics Canada that there were **no significant changes to methodology between 2019 to 2020**, therefore one can assert a higher degree of confidence that the data is appropriate for the analysis.

Lastly, the data in the CBC are simply counts categorized by industry and employment size range, as such **the counts are devoid of contextual information**, such as if businesses opted to close, if they divested and moved, or even if they downsized and became classified as a small business again, etc.

ANALYSIS

This analysis focuses on reviewing CBC data on the census subdivision (City of Vaughan), and provincial (Ontario) and national levels for the purposes of identifying major changes to Vaughan’s business count, as a result of the COVID-19 global pandemic. The reference period, from Dec. 2018 to Dec. 2020, encompasses five (5) publication periods and is the foundation for effectively reviewing 2019 and 2020, where the methodology remains consistent and analysis feasible.

In addition, this analysis will primarily focus on the CBC Total, with employees and provide basic insights for small businesses (1 to 19 employees). The reason for this choice is based on two (2) factors:

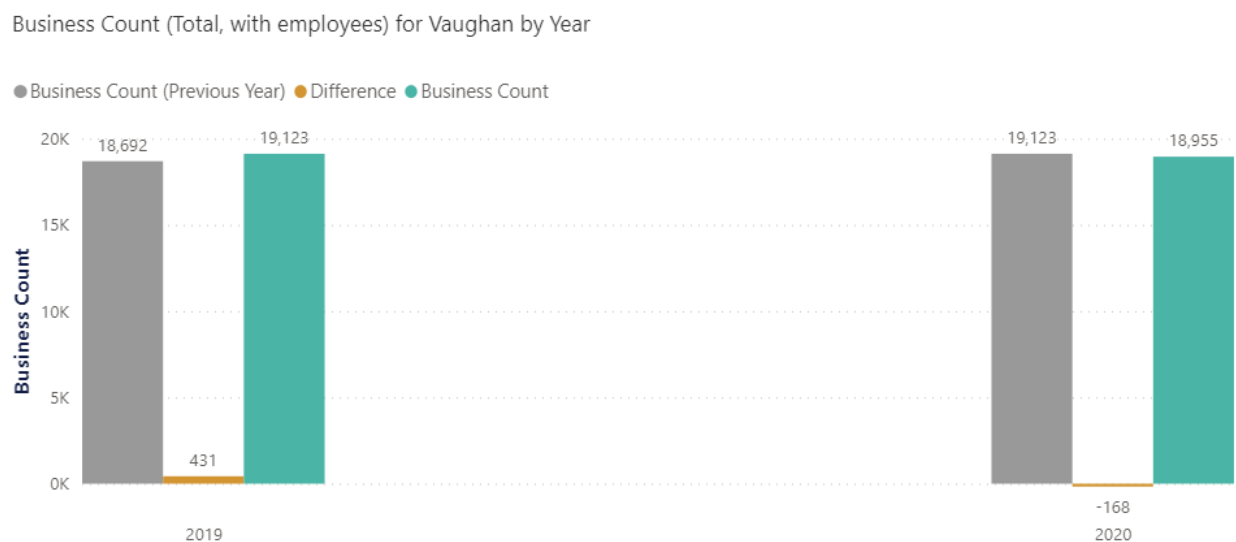
1. “Total, with employees” captures those businesses that are contributing to Vaughan’s job growth. The “Total, without employees” can include those self-employed, but it also can contain holding companies, shell companies, etc.—businesses that may have no employees—there is no way to accurately identify that ratio. In terms of guiding policy, the focus on “Total, with employees” is more than sufficient to provide context.
2. When it comes to analyzing employment size ranges within the CBC, especially those for small business (1 to 19 employees), the CBC data set does not provide sufficient detail to identify

business starts, closures and other such events. Changes to these types of counts could be due to closure or that the business has downsized and/or grew, thus shifting counts between ranges and “falsely” flagging growth or decline. It is for this reason that detailed analysis of business counts by employment size ranges can be incredibly misleading, especially under a time series analysis— therefore only a basic analysis will be undertaken in this area.

Total Business Count Analysis

As illustrated in Figure 1 below, on Dec. 2019, Vaughan’s business [location] count (Total, with employees) was 19,123, an increase of 431 counts (2.31%) from 2018. By the end of Dec. 2020, during the “second wave,” business counts declined to 18,955, a decrease of 168 counts (-0.88%) from 2019.

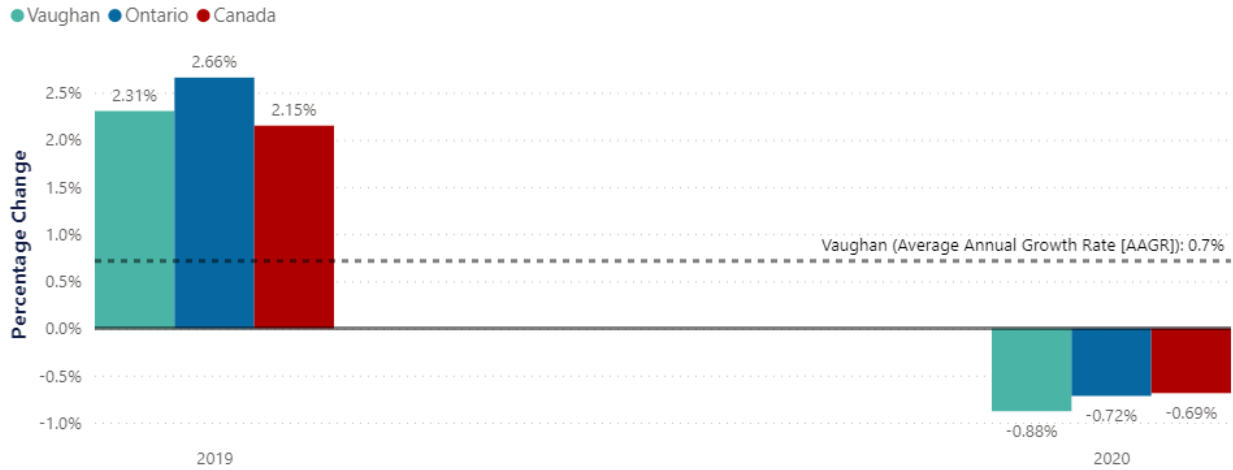
Figure 1. Canadian Business Counts (Total, with employees) for Vaughan by Year.



When it came to small businesses (employing between 1 to 19 individuals), on Dec. 2019, Vaughan’s small business count was 16,629, accounting for 86.96% of Vaughan’s total business count. By then end of Dec. 2020, the small business count declined by 89 counts (-0.54%) to 16,540, with small businesses now comprising 87.26% of the total. When comparing percentage change (2019-2020) for small business counts at the provincial and national levels, -0.54% and -0.6% respectively, Vaughan’s small business decline remains consistent with the broader economy’s performance.

Figure 2. Canadian Business Count (Total, with employees) Year-Over-Year Percentage Change for Vaughan, Ontario and Canada by Year.

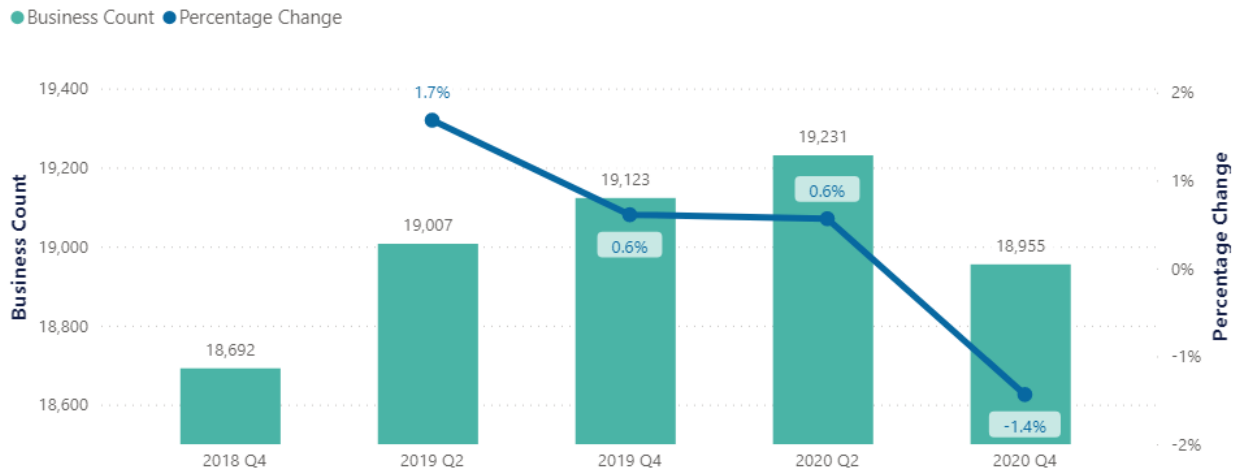
Business Count (Total, with employees) Year-Over-Year Percentage Change for Vaughan, Ontario and Canada by Year



Referencing Figure 2 above, when comparing Vaughan's year-over-year percentage change in business count with those of the province and nation, Vaughan is performing in line at the provincial and national levels.

Figure 3. Canadian Business Count (Total, with employees) and Percentage Change by Year-Quarter.

Business Count (Total, with employees) and Period-to-Period Percentage Change by Year-Quarter



When comparing Vaughan's business counts period-to-period (Q2 to Q4), referenced in Figure 3 above, instead of year-over-year (2019-2020) as referenced in Figure 1, business count growth continued into Q2 2020 before declining in Q4 2020. The growth seen in Q2 2020 is predominately due to economic growth from 2019 carrying over into early 2020, where the Canadian economy was realizing growth in January and February 2020, before the economic impacts of COVID-19 took root in March 2020 onward. The Q2 2020 business counts better reflect the early growth in Q1 2020 carrying over from 2019 and

less so from the changes brought on by the pandemic beginning in March. It is not until Q4 2020 that the counts begin to reflect the impact of COVID-19, as the Business Register is likely beginning to pick up business closures—one of the CBC limitations mentioned earlier. While business count growth from 2019 to 2020 declined by -0.88%, Q2 2020 saw a growth of 0.6%, where the counts peaked, before declining by -1.4% in Q4 2020.

Had the events of the global pandemic never transpired, given historic performance and the growth seen in Q2 2020, Vaughan likely would have continued on its trajectory and realized continued business count growth for 2020.

Even with the relatively small decline in business count growth from 2019 to 2020, it is anticipated business counts in 2021 will likely continue to decline—a catch-up from 2020, as new data is reflected in the Business Register. This assumption is not made simply because of the CBC’s limitations, but also indicated in surveys previously undertaken by Statistics Canada. In reviewing the May 2020, Q3 2020 and Q1 2021 surveys for **Canadian Survey on Business Conditions (CSBC)**, conducted by **Statistics Canada**, York Region respondents were asked to estimate the length of time their operations could continue before considering staffing actions, closure or bankruptcy:

- In the May 2020 survey (sample size = 61), 42.5% of respondents indicated seeing operations impacted somewhere within less than 1 month to 12 months or more, 31.2% were unknown.
- In the Q3 2020 survey (sample size = 91), 34.3% of respondents indicated seeing operations impacted somewhere within less than 1 month to 12 months or more, 31.7% were unknown.
- Most recently, in the Q1 2021 survey (sample size = 105), 47.3% of respondents indicated seeing operations *closed* somewhere within 3 months to 12 months or more, 52.7% were unknown.

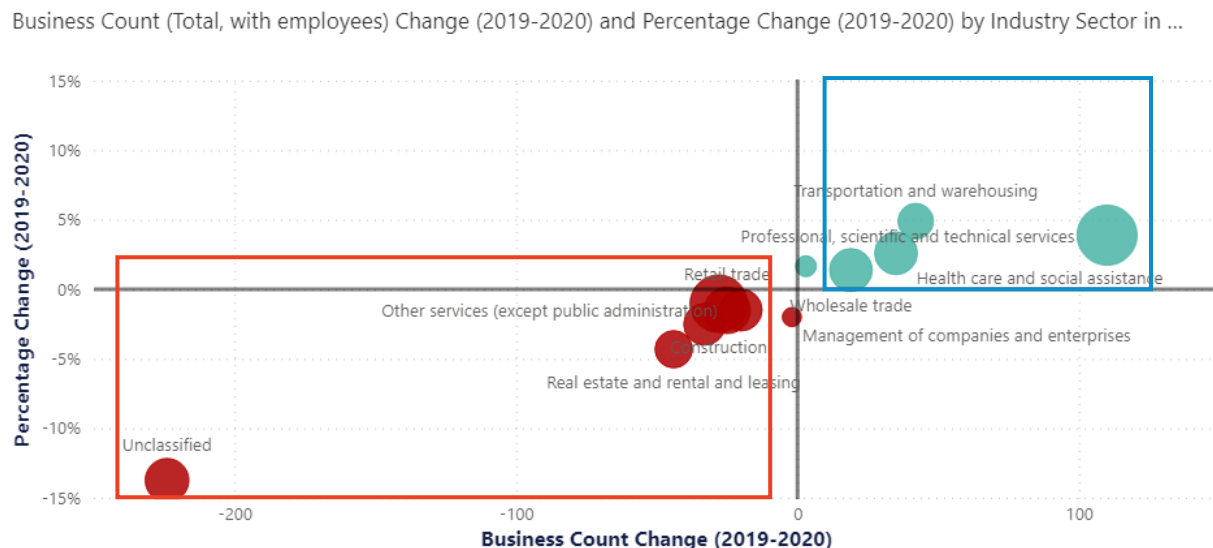
While the survey sample size is relatively small, especially in relation to the size of York Region’s economy, it does still convey a degree of uncertainty being experienced by the Region’s business community. Furthermore, while Q1 2021 respondents indicating somewhat improved economic prospects, businesses continue to identify operational risks as a result of the pandemic. While nothing can be guaranteed, given business sentiment and the CBC’s methodology, there is a strong likelihood that Vaughan’s business counts will continue to see declines in 2021.

Sector Business Count Analysis

When analyzing the changes in Vaughan’s sector business count for 2020, as categorized at the 2-digit NAICS (North American Industry Classification System) code level: 9 out of 20 sectors saw positive growth to their business counts; 2 sectors remained unchanged; and the remaining 9 out of 20 sectors saw a decline in their counts. In contrast, for both Ontario and Canada: 12 out of 20 sectors saw declines with growth in only 8 sectors. While Figure 2 illustrated a decline in Vaughan’s *total* business count, the City’s sectors counts were not all uniformly impacted, as seen below in Figure 4.

Figure 4. Canadian Business Counts (Total, with employees) Change (2019-2020) and Percentage Change (2019-2020) by Industry Sector in 2020.

Filtered: Business count above 50, and percentage change $\geq 1\%$ or $\leq -1\%$.



The purpose of Figure 4 is to compare each sector's percentage change (2019-2020) in relation to its business count change (2019-2020) to identify outlier sectors most impacted by the pandemic, positive or negative. For simplicity, especially as the pandemic has not been concluded, those sectors that saw no or minimal changes (less than $\pm 1\%$) have been omitted. Also not included in Figure 4 are Vaughan's Public Administration and Primary and Utilities sectors, which combined make up approximately 0.3% of Vaughan's total business count in 2020. While it is impossible to ensure these sectors will continue to remain static in the future, this analysis will focus on those sectors that have seen major changes thus far.

While Figure 1 and 2 identified a decline from 2019 to 2020, Figure 4 illustrates more nuanced changes, with Vaughan's sector counts seeing a mix of growth (plotted in teal) and decline (plotted in red). From Figure 4, the following sectors were identified as outliers, those sectors that saw the greatest change (thus far) during the pandemic.

Of the 9 sectors that grew (plotted as **teal** in Figure 4 and outlined in **blue**), between 2019 to 2020:

- **Transportation and Warehousing** increased by 42 counts, up 4.90% from 2019;
- **Professional, Scientific and Technical Services** increased by 110 counts, up 3.89%;
- **Health Care and Social Assistance** increased by 35 counts, up 2.59%; and
- **Wholesale Trade** increased by 19 counts, up 1.38%.

Of the 9 sectors that declined (plotted as **red** in Figure 4 and outlined **red**), between 2019 to 2020:

- **Real Estate and Rental and Leasing** decreased by -44 counts, down 4.31% from 2019;
- **Manufacturing** decreased by -33 counts, down 2.51%;

- **Retail Trade** decreased by -25 counts, down 1.52%;
- **Other Services (except Public Administration)** decreased by -20 counts, down 1.49%; and
- **Construction** decreased by -28 counts, down 1.04%.

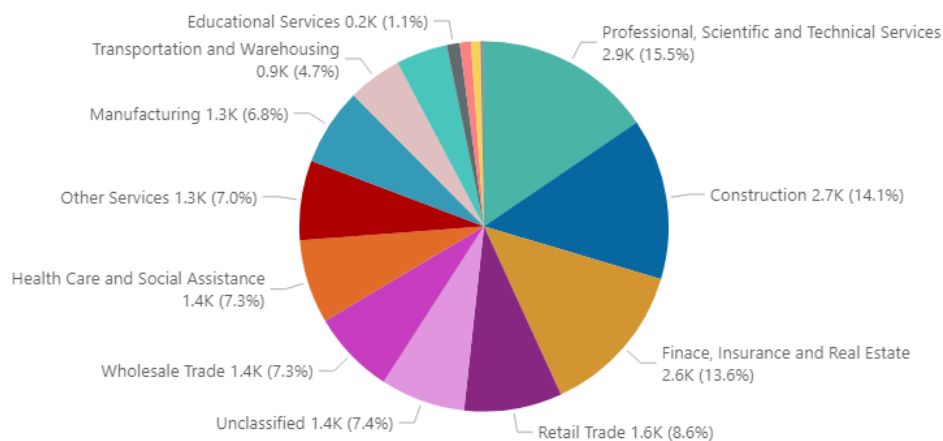
Unclassified, while not an actual sector, is used when the Business Register cannot categorize a business. Unclassified decreased by -244 counts, down -13.74% from 2019, this decrease *should* be considered as a decline across all of Vaughan's sectors; however, the exact ratios cannot be determined. In addition, while Unclassified is an unsorted category, there is always a possibility that part of those counts could be tied to businesses being correctly classified in 2020 (i.e. removed from Unclassified) and cannot be ruled out. For the purposes of this analysis, Unclassified will be recognized; however, its implications are difficult to quantify and analyze.

While both the above lists highlight outlier sectors in 2020, sectors that saw growth or decline, these sectors are not static and can change with the inclusion of Q2 and Q4 2021 data. To provide context to these fluctuations, 2018 to 2019 saw business counts for sectors increase by an average of 21 counts per sector, while 2019 to 2020 saw an average of -8 counts per sectors. While sectors such as Manufacturing, and Real Estate and Rental and Leasing saw more notable declines than other outlier sectors, a large portion of sectors, outliers or otherwise, did not see substantial changes to their counts in 2020.

For the Real Estate and Rental and Leasing sector, there was a large hit to small business counts in the Real Estate subsector for 2020; the Real Estate subsector had seen growth in preceding years. For Manufacturing, Vaughan's largest sector by GDP and employment, this sector had been experiencing global and national slowdowns in 2019 due to declines in demand. This major change to market conditions carried over into Q1 2020, which likely played a factor in the decline seen in 2020 overall.

Figure 5. Canadian Business Count (Total, with employees) Industry Sector Composition by Business Count in 2020.

Business Count (Total, with employees) by Industry Sector in 2020



From 2019 to 2020, even with the fluctuations in industry sector counts noted previously, there were no significantly noteworthy changes to sector composition (by business count)—Vaughan’s economic diversity remains stable, a key factor for a strong post-pandemic recovery. In 2020, as illustrated in Figure 5, Vaughan’s “Top 5” sectors by business count continue to be:

1. Professional, Scientific and Technical Services, 15.5% of total
2. Construction, 14.1%
3. Finance, Insurance and Real Estate*, 13.6%
4. Retail Trade, 8.6%
5. Wholesale Trade, 7.4%

**The Finance, Insurance and Real Estate sector (or FIRE) are four (4) sectors commonly aggregated: Finance and Insurance; Real Estate and Rental and Leasing; Management of Companies and Enterprises; and Administrative and Support, Waste Management and Remediation Services.*

NEXT STEPS

The ECD department will continue to monitor the Canadian Business Counts, as well as all other relevant data sets, to advise and comment on the state of Vaughan’s local economy. With the recent acquisition of the Conference Board of Canada’s 2021 economic forecasts, a follow-up analysis will be conducted, and an accompanying memo distributed city-wide.

For more information regarding this analysis, please contact:

Raphael Costa

Director, Economic and Cultural Development

raphael.costa@vaughan.ca

Stephan Schmied

Economic Development Coordinator

stephan.schmied@vaughan.ca

Sources

Statistics Canada. 2021. *Canadian business counts* [Statistical location], with employees, Canada [Country], Ontario [Province] and Vaughan, City [Census subdivision], June 2018 to December 2020. Community Data Program (Distributor).

Statistics Canada. 2021. *Canadian Survey on Business Conditions*, York, Regional Municipality [Census division], May 2020 to March 2021.

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

**TITLE: AMENDMENTS TO THE ALECTRA UNANIMOUS
SHAREHOLDERS' AGREEMENT**

FROM:

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor
Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief
Financial Officer

ACTION: DECISION

Purpose

To seek Council's approval of changes to the Alectra Unanimous Shareholders' Agreement, as proposed by Alectra.

Report Highlights

- Alectra has proposed changes to the Unanimous Shareholders' Agreement to align with their Strategy 2.0, make changes to certain delegation of authority to the corporation and administrative amendments to update the agreement.
- In order to implement those changes, Alectra must obtain all the shareholders and the principals' approval. VHI is a shareholder of Alectra, while the City is one of the principals.

Recommendations

1. That the Mayor and the City Clerk be authorized to execute an Amended and Restated Shareholder Agreement with Alectra Inc. and other shareholders and principals, to amend the Unanimous Shareholder Agreement (the "USA") dated January 1, 2019, as reflected in this report, and such other documentation as may be required, in a form satisfactory to Legal Services; and
2. That the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer and the Deputy City Manager, Administrative Services and City

Solicitor be authorized to approve such further non-material revisions to the Amended and Restated Unanimous Shareholders' Agreement as they consider advisable, in the final form of agreement to be executed by the Mayor and the City Clerk.

Background

Similar to other corporations, a Unanimous Shareholders Agreement governs the relationship between Alectra and its shareholders. The USA was first effective as of January 31, 2017 as a result of the merger that created Alectra. It was subsequently amended with minor amendments effective as of January 1, 2019.

VHI has 20.49% equity ownership of Alectra. The City is a Principal to Alectra.

Previous Reports/Authority

N/A

Analysis and Options

The Board of Directors of Alectra is requesting amendments to the Alectra's USA. These amendments are intended to provide greater flexibility to Alectra in pursuing investments and merger and acquisition transactions, increase alignment with its 2.0 strategy, and to remove restrictions related to subsidiaries. There are also other administrative amendments to update the agreement to reflect the current times.

Main changes to the agreement are:

1. The board shall review the terms and conditions of the USA every three (3) years and make recommendations to all shareholders and principals on any changes that may be advisable or desirable in order to align with their then current strategic plan.
2. Remove restrictions related to subsidiaries which in effect will authorize the Alectra Board (rather than unanimous shareholders' approval) to make decisions with respect to their subsidiaries (e.g. changes to articles and bylaws, steps to wind-up, dissolve corporation).
3. Clarifies that subsidiaries cannot do what Alectra's board is not authorized to do without 66.66% shareholders' approval (i.e. same approval limits).

4. Increase delegation of authority to Alectra's board for investments and M&A transactions, and making of loans or advances or giving of security while including an aggregate cap on investments on a three-year rolling basis.
5. Provides that no shareholder capital contribution may be required without 66.66% shareholders' approval.

Alectra has forwarded these changes to all principals and shareholders for their approval. It is our understanding that all principals and shareholders are considering these changes at their respective council and board meetings sometime between now and the end of June. These changes are reviewed by Vaughan Holdings Inc. at its meeting on May 28, 2021.

Financial Impact

There is no direct financial impact to approving these changes to the Unanimous Shareholders' Agreement. Investments and M&A activities will not require capital calls from existing shareholder, but they could have an impact on the overall business performance of Alectra. The VHI Board and Officers will continue to receive updates on investments and M&A transactions as they occur with key performance updates provided through formal communications and presentations from the Alectra Board and Senior Management.

Broader Regional Impacts/Considerations

In order to amend the Unanimous Shareholders' Agreement, agreement from each and every one of the shareholders and principals are required. It is our understanding that each shareholder and principal are taking this matter to their respective board and councils for review and approval. Given that there are a number of parties involved in the approval process, minor non-material changes may be required to put the principles of the amendments into effect. As such, it is recommended that staff be delegated the authority to approve such minor, non-material changes, in the final form of the agreement to be executed by the Mayor and the Clerk.

Conclusion

Alectra's Board of Directors has requested each shareholder and principal to approve amendments to the USA. As a principal to Alectra, Council's approval is required before any changes can be made. These changes to the USA are intended to provide Alectra with greater flexibility in executing their Strategy 2.0 and managing their investment portfolio.

For more information, please contact:

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

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

Attachments

N/A

Prepared by

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

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

Approved by



Wendy Law

Deputy City Manager, Administrative Services and City Solicitor

Reviewed by



Jim Harnum, City Manager



Michael Coroneos

Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

Committee of the Whole (2) Report

DATE: Tuesday, June 8, 2021

WARD(S): ALL

TITLE: 2020 WARD BOUNDARY REVIEW FINAL REPORT

FROM:

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

ACTION: DECISION

Purpose

To provide Council with a final report on the completion of the 2020 Ward Boundary Review, containing options for Council's consideration, including redividing the existing five wards into new configurations, or maintaining the five wards in their current configuration.

Report Highlights

- 687 participants fully completed the surveys released during the two rounds of public consultation, and the project site received 6,899 visitors between December 2020 and March 2021.
- 52 members of the public participated in eight virtual open houses, four in each of the two rounds of public consultation.
- The City of Vaughan has retained Watson and Associates Economists Ltd., ICA Associates and Dr. Robert J. Williams and Dr. Zachary Spicer to conduct a comprehensive and independent Ward Boundary Review.

Recommendation

1. That Council provide direction with respect to redividing the existing ward boundaries or maintaining the current ward boundary configuration.

Background

At its meeting of May 27, 2020, Council approved the recommendation of the Committee of the Whole (Working Session) that staff be directed to undertake a Ward Boundary Review. Council received the presentation from the City Clerk on the subject of Ward Boundary and Council Composition Review, and determined that a review should take place, but that its focus should be on a ward boundary review only, and not

a council composition review that may consider changes to the size, composition or organization of Council, including adding or reducing the number of wards (and by association, the number of local councillors), or attaching local and regional councillors to wards.

The City of Vaughan retained Watson and Associates Economists Ltd. in association with ICA Associates, and Dr. Robert J. Williams and Dr. Zachary Spicer to serve as the consultant team for the purposes of conducting an independent and comprehensive Ward Boundary Review.

At its meeting of May 18, 2021, Council approved the recommendation of the Committee of the Whole (Working Session) to receive the report of the DCM, Administrative Services and City Solicitor and the presentation by the consultant team, respecting the 2020 Ward Boundary Review Interim Report, detailing the first round of consultation and engagement, and detailing the preliminary ward boundary options. Council had the opportunity to provide additional feedback to the consultant team based on the options presented, and to ask the consultant team clarifying questions about their evaluation and design of the preliminary options.

Previous Reports/Authority

[Direction for Ward Boundary and Council Composition Review, CW\(WS\) May 27, 2020](#)

[2020 Ward Boundary Review Interim Report, CW\(WS\) May 18, 2021](#)

Analysis and Options

The second phase of the 2020 Ward Boundary Review involved a second round of stakeholder consultation based on the preliminary ward boundary options developed by the consultant team. The Mayor and Members of Council, municipal staff and the public were invited to review the three (3) preliminary options and provide feedback to help inform the final options presented by the consultant team at Attachment 1. The public participation and responses from the public consultation is detailed in the appendices at Attachment 1.

Based on the feedback received during the second round of public engagement, the consultant team refined the preliminary options, to produce two final options for Council's consideration. The details of this engagement and evaluation process, as well as the final options, are outlined in the consultant report included in Attachment 1. Council is asked to provide a final decision at this meeting, including whether to redivide the existing ward boundaries according to one of the two options prepared by the consultant team, or to retain the current boundaries as established by order of the Ontario Municipal Board in 2009.

Financial Impact

There is no financial implication associated with this report.

Broader Regional Impacts/Considerations

There are no regional impacts associated with this report. School boards were engaged by the consultant team as part of the stakeholder consultation process and will be notified if the existing ward boundaries are redivided as a result of Council direction.

Conclusion

Following an extensive process of evaluation and public engagement, the consultant team from Watson and Associates Economists Ltd. in association with ICA Associates, Dr. Robert J. Williams and Dr. Zachary Spicer, have developed two final options for ward boundary configurations, based on Council's direction to retain the existing number of wards and local councillors. Today, Council will be asked to decide whether to adopt one of these new configurations, or to retain the existing 2009 OMB approved boundaries as are currently in effect.

For more information, please contact Evan Read, Manager, Elections and Special Projects, ext. 8241.

Attachment

1. 2020 Ward Boundary Review – Final Report, Watson & Associates Economists Ltd. in association with: ICA Associates, Dr. Robert J. Williams, Dr. Zachary Spicer, May 19, 2021.

Prepared by

Evan Read, Manager, Elections and Special Projects, ext. 8241.
Todd Coles, City Clerk, ext. 8281.

Approved by



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

Reviewed by



Jim Harnum, City Manager



2020/21 Ward Boundary Review

City of Vaughan

Final Report

May, 2021

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

In association with: Dr. Robert J. Williams,
Dr. Zachary Spicer, and ICA Associates

Table of Contents

	Page
1. Introduction and Study Objectives	1
2. Context	1
3. Project Structure and Timeline.....	3
4. The Preliminary Options Report.....	3
5. Population and Growth Trends	4
5.1 Historical and Existing Population.....	4
5.2 Population Forecast, 2021 to 2030	6
6. Public Engagement	7
6.1 Communications and Outreach	8
6.1.1 Website.....	8
6.1.2 Outreach and Advertising.....	8
6.1.3 Creative Use of Social Media.....	9
6.2 Engagement	9
6.2.1 Online Surveys.....	10
6.2.2 Virtual Town Hall Meetings	11
6.2.3 Video Interviews.....	13
7. Principles	13
8. Vaughan's Existing Ward Structure.....	14
9. Recommended Options	16
9.1 Final Option 1	17
9.2 Final Option 2	20
10. Next Steps and Council Decisions.....	23
Appendix A Public Engagement Summary.....	A-1
Appendix B Record of Public Communications	B-1



Table of Contents (Cont'd)

	Page
Appendix C Virtual Town Hall Sessions.....	C-1
Appendix D Public Engagement Survey Results	D-1



1. Introduction and Study Objectives

In the spring of 2020, the City of Vaughan retained Watson & Associates Economists Ltd. (Watson), in association with Dr. Robert J. Williams, Dr. Zachary Spicer and ICA Associates Inc., hereinafter referred to as the Consultant Team, to conduct a comprehensive review of the City's ward boundaries before the 2022 municipal election.

The primary purpose of the Ward Boundary Review (W.B.R.) is to prepare Vaughan Council to make decisions about whether to maintain the existing ward structure or to adopt an alternative arrangement. The project has a number of key objectives in accordance with the project terms of reference, as follows:

- Develop a clear understanding of the present ward system, including its origins and operations as a system of representation;
- Evaluate the strengths and weaknesses of the present ward system on the basis of identified guiding principles;
- Conduct an appropriate consultation process to ensure community support for the review and its outcome;
- Identify plausible modifications to the present ward structure; and
- Deliver a report that will set out recommended alternative ward boundaries to ensure effective and equitable electoral arrangements for Vaughan, based on the principles identified.

This phase of the study provides Council with a final report and alternative ward boundary structures considering the existing 5-ward structure, for their consideration, as presented herein.

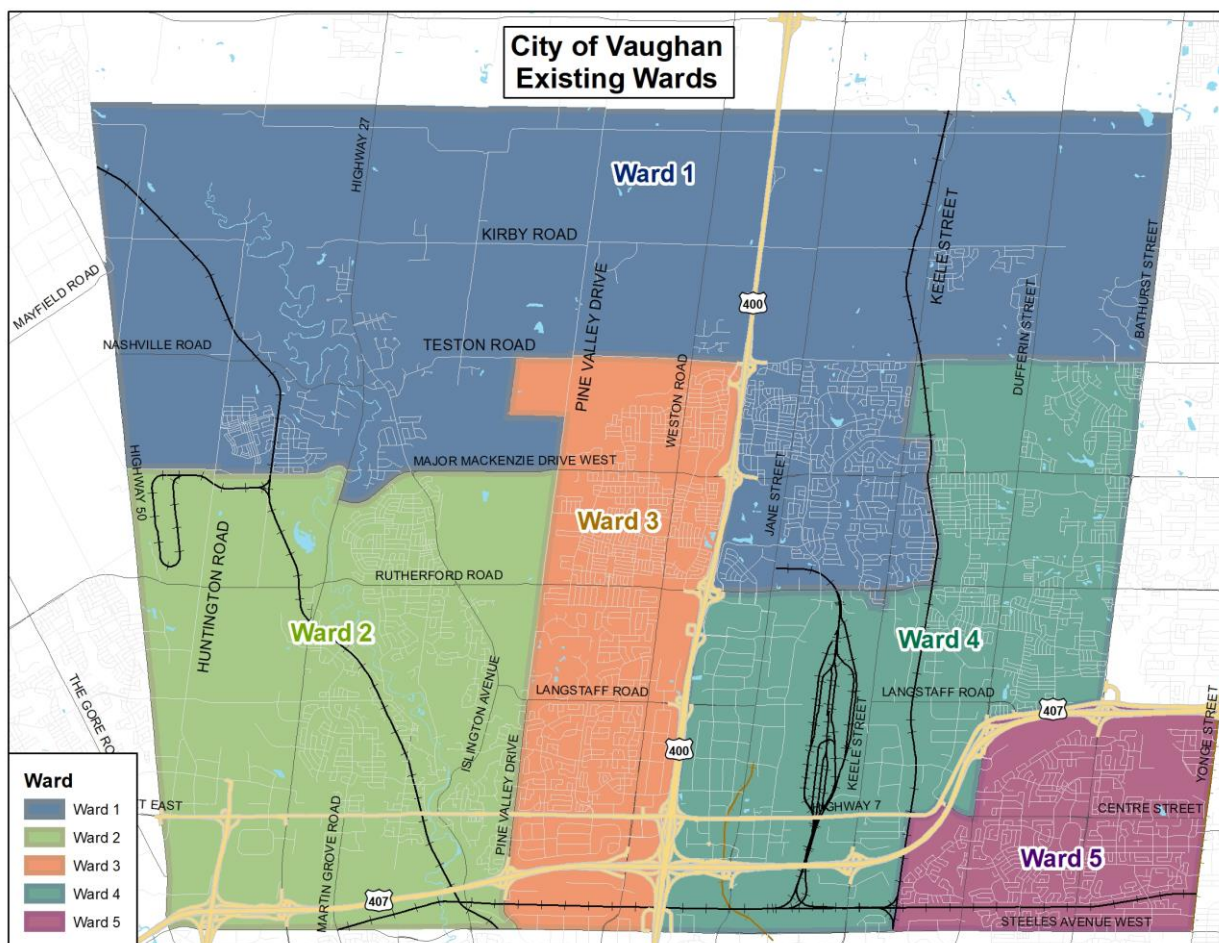
2. Context

The basic requirement for any electoral system in a representative democracy is to establish measures to determine the people who will constitute the governmental body that makes decisions on behalf of electors. Representation in Canada is organized around geographic areas, units referred to as constituencies in the federal and provincial parliaments and typically as wards at the municipal level, as is the case in the City of Vaughan.



At present, Council is comprised of nine members, consisting of a Mayor, who is elected at-large, three Local and Regional Councillors elected at-large and five Local Councillors elected in wards. Vaughan's Mayor and the three Local and Regional Councillors sit on both the Regional Municipal of York and Vaughan Councils. In 2020, York Regional Council approved the addition of a fourth Local and Regional Councillor from the City of Vaughan. This change would come into effect for the 2022 municipal election. The existing ward structure is presented in Figure 2-1.

Figure 2-1: Vaughan Current Ward Structure



Councillors in Vaughan were originally all elected at-large until a ward system was established in 1985. An order from the Ontario Municipal Board (O.M.B.) reconfigured the ward system in 1994, which shifted from a three-ward system that elected a total of five Councillors to five wards each electing one Councillor. A by-law following a staff-



run W.B.R. was appealed to the O.M.B. in 2009. The current boundaries date from the 2009 Board order.

3. Project Structure and Timeline

The W.B.R. commenced in the fall of 2020 and is anticipated to be completed by June 2021.

Work completed to date includes:

- Research and data compilation;
- Interviews with councillors, the Mayor and key municipal staff;
- Population and growth forecasting and data modelling 2021 to 2030;
- Development of three preliminary ward boundary alternatives;
- Public consultation on existing ward structure and preliminary alternatives;
- Development of final options and recommendations, and preparation of a Final Report (this document constitutes the Final Report); and
- Presentation to Council (May 5, 2021).

4. The Preliminary Options Report

A Preliminary Options report was released in March 2021, which provided preliminary alternative ward options that were developed by the Consultant Team. That report is available, along with the earlier Discussion Paper and other assorted materials associated with this review, can be found on the City of Vaughan's website here:

https://www.vaughan.ca/projects/city_government/boundary_review/Pages/default.aspx

The Discussion Paper and Preliminary Options Report serves as a platform for the Final Report since it includes:

- An explanation of the terms of reference and objectives for the W.B.R.;
- An outline of the format and timeline for the project;
- The context and background for the W.B.R.;
- A detailed discussion and explanation of the guiding principles that frame the study;



- An analysis of the distribution of the present municipal population and a forecast of population growth over the 2021 to 2030 period;
- An analysis and preliminary evaluation of the present wards within the context of the guiding principles; and
- Three preliminary ward boundary options.

The Final Report does not explore the topics discussed in the Preliminary Options Report in detail, except in summary form to provide context, and assumes that those interested in the recommendations included herein have access to the document.

5. Population and Growth Trends

One of the basic premises of representative democracy in Canada is the belief that the geographic areas used to elect a representative should be reasonably balanced with one another in terms of population. In order to evaluate the existing ward structure and subsequent alternatives in terms of representation by population in the existing year (based on early-2021 population figures), the Consultant Team developed a detailed population estimate for the City and its respective wards and communities.

The City of Vaughan is forecast to experience significant population growth over the next decade and beyond. For this reason, it is important that this study assess representation by population for both existing and future year populations. In accordance with the study terms of reference, the analysis considered representation of population over the next three municipal elections through to 2030. A population and housing forecast for the City for the 2021 to 2030 period was determined, and the results of this analysis are discussed below.

5.1 Historical and Existing Population

Vaughan has been one of the fastest growing communities in Canada over the past several years. Since the City's existing wards were established in 2009, the population



has increased from 270,000 to 330,100 by early-2021 (excluding the net Census Undercount),^[1] a growth of over 22%.

An early-2021 population estimate was derived by utilizing the 2016 Census and a review of building permit activity from 2016 through mid-2020, with an assumed six-month lag from issuance to occupancy. Vaughan's 2021 population is estimated at 330,100 excluding undercount and 340,000 including the Census Undercount.^[2] Population presented in this section and hereinafter in the report includes the net Census Undercount. The City's 2021 population by existing ward is presented in Table 5-1. As shown, Ward 1 accounts for approximately 23% of the total population where Ward 2 only accounts for 17%, a total population difference of over 21,200 between the two wards. Wards 3, 4 and 5 all fall within 20%-21% with just over a 2,000-person difference between the smallest (Ward 4) and the largest (Ward 3).

Table 5-1: City of Vaughan

Ward	2021 Population	Population Share
Ward 1	77,420	23%
Ward 2	56,200	17%
Ward 3	69,910	21%
Ward 4	67,850	20%
Ward 5	68,660	20%
City-wide	340,000	100%
Ward Average	68,010	-

Note: Numbers have been rounded.

Source: Watson & Associates Economists Ltd. 2021.

The 2021 base population was developed at a sub-municipal level, allowing the Consultant Team to aggregate these blocks to determine populations for existing and alternative ward options. As discussed throughout the Discussion Paper and the Preliminary Options Report, the existing wards fall within the 25% acceptable range of

^[1] The Net Census Undercount is an adjustment to the population to account for the net number of persons who are missed (i.e. over-coverage less under-coverage) during enumeration and is estimated at approximately 3% within the City of Vaughan.

^[2] Reflects an early-2021 population estimate and includes Census undercount of approximately 3.0%.



one another, however there is a population range of over a 21,200 people from the smallest to the largest ward, and as growth continues to develop, these wards will continue to grow further out of parity.

5.2 Population Forecast, 2021 to 2030

Provided herein is a summary of the population and housing growth allocations prepared by Watson for the City of Vaughan W.B.R. in late 2020. These population and housing forecasts were prepared using a combination of approved local and regional forecasts, including the 2031 population target of 416,000, regional population targets provided through the York Regional Preferred Growth Scenario (2015) of 412,000 by 2031, and a review of the 2018 Development Charge Background Study, and adapted to small geographic units (S.G.U.). These population figures were utilized to provide ward level population figures for the existing (2021) and projected (2030) populations for the existing ward structure and all additional alternatives prepared by the consultant team.

Community level growth allocations were guided by a comprehensive review of opportunities to accommodate future residential growth through plans of subdivision (registered unbuilt, draft approved, and proposed), site plan applications, secondary plans and discussions with municipal planning staff. Approximately 25,300 units are anticipated to develop over the next decade, with a large share of the forecasted high-density units to be accommodated through the quickly developing Vaughan Metropolitan Centre (V.M.C.) located north of the 407 and east of the 400. Additional large-scale growth in Vaughan is allocated in north Vaughan within the designated greenfield areas north of Major Mackenzie Drive.

The significant population growth in the City of Vaughan over the past decade is forecast to continue. By 2030, Vaughan's population is anticipated to grow by approximately 68,860, bringing the total population (including undercount) to approximately 408,890, an increase of 20%, as shown in Table 5-2.

Almost 50% of the city's growth is expected to occur within the existing Ward 1, with a growth of just under 33,000 people over the next decade. Ward 4 will also see significant growth with the developing V.M.C. located in the heart of the ward.



Table 5-2: City of Vaughan Population Growth, 2021 to 2030

Ward	2021 Population	2030 Population	2021-2030 Population Growth	2021-2030 Population Growth Share
Ward 1	77,420	110,300	32,880	48%
Ward 2	56,200	61,570	5,370	8%
Ward 3	69,910	77,860	7,950	12%
Ward 4	67,850	88,220	20,370	30%
Ward 5	68,660	70,950	2,290	3%
City-wide	340,000	408,900	68,900	100%
Ward Average	68,010	81,780	-	-

Note: Numbers have been rounded.

Source: Watson & Associates Economists Ltd. 2021.

6. Public Engagement

The W.B.R. employed a comprehensive public engagement strategy, in which the Consultant Team solicited feedback from staff, Council, and citizens of the City of Vaughan through a variety of methods:

- Extensive communication and outreach using social media, video, interactive tools and quizzes, all pointing to a public-facing website;
- Online virtual open houses for each round of consultation;
- Surveys to gather public input and insights, and
- Interviews with members of Council, the Mayor, key members of staff, and direct outreach to citizen-run and municipal organizations.

Information on the W.B.R. process was communicated through the website, as well as through social media posts on Facebook and Twitter, and additional notices were provided through local news media. A full list of the communication efforts can be found in Appendix A with additional materials in Appendices B to D.

The feedback and comments received through the consultation process are reflected in the analysis and have been essential to inform the findings and recommendations. While public input from consultation provides valuable insight into the review, it is not



relied on exclusively. Public consultations were not a poll or referendum, but a valuable source of additional insights. To develop the recommendations contained in this report the Consultant Team utilized the public input in conjunction with its professional expertise and experience with W.B.R.s, along with knowledge of best practices in the field.

6.1 Communications and Outreach

The City of Vaughan had enough in-house capacity and expertise and resources to conduct most of the communications and outreach for the project with input and assistance from the Consultant Team. ICA Associates facilitated a planning session in November 2020 to help the City's related people to outline how they intended to approach the project so a communications and outreach plan could be used for the rest of the project.

6.1.1 Website

The City created two of its own web pages for public engagement under the "special projects" part of the City's website and labeled it as www.vaughan.ca/wardboundary. The landing page provided a project overview and links to resources. A subsequent page under a "get involved" link was the place where visitors could focus on reviewing reports and maps, watching recorded events and explainer videos, registering for the online town hall meetings, and adding their insights through a survey residing in a third-party application (SurveyMonkey.com). The pages were recreated for each round of consultation and included explanations, lists of related links, and large buttons to click as calls to action. In December 2020, City communications staff also created a whiteboard style of animated explainer video that was also posted on the webpage. It distilled some key information from the Consultant Team about the W.B.R. process and presented it in an accessible modern format.

In total, there were 6,899 website visits. Further details about website engagement metrics are included in the City's communications metrics in Appendix B.

6.1.2 Outreach and Advertising

City staff created print ads, graphics for the landing pages, media products (PSAs), social media posts, council packages and City Updates, paid social media ads/posts



and made use of existing digital signage in 10 different city-owned locations. They monitored media for articles in the local and regional news and engaged people over the City's social media channels. In total there were thousands of points of contact. Further summary notes are also in Appendix B.

6.1.3 Creative Use of Social Media

Social media proved an effective platform for disseminating information about the W.B.R. to the public, particularly at the outset in round one (December-January). To amplify and animate discussion, Watson created a short brain-teaser survey entitled "How Well Do You Know Vaughan?" and the City circulated it through its social media channels. Respondents were quizzed on their knowledge of their municipality. It was intended to be a fun and easy method for informing the public, which would hopefully generate interest in the W.B.R., and also directed participants to the survey. City staff created an explainer whiteboard video that was also promoted using social media and similarly provided visually stimulating content to share. It is still viewable on the City's YouTube channel at https://www.youtube.com/watch?v=8zqat5h_aaY.

The second round of consultations did not include any new quizzes or explainer videos however it did contain video recordings of informative presentations the Consultant Team created an interactive mapping tool. Visitors to the website could visually compare the three preliminary options to one another. Interestingly, the people who played with the mapping tool seemed to prefer option 2 while the people who did not play with it preferred option 1.

In total, the City had 144 social media posts engaged 6,380 people. To boost awareness further they paid for social media posts four times in each of the two phases of the project, engaging 7,292 people.

While mass emailing was not part of the campaign, there were nine e-newsletters that contained promotions of the project and notices were included in Council packages so that individual councillors could spread the word through their networks too.

6.2 Engagement

Due to the COVID-19 pandemic, it was required that all encounters with the public be socially distanced in order to comply with public health requirements and guidelines.



This entire project, therefore, relied almost exclusively on the use of online engagement of the public. In-person meetings were forbidden as unsafe. The City's website was elevated in importance to a project hub or home base. Surveys became the primary form of gathering input. Presentations typically shared at town hall meetings were delivered through video a conferencing platform, Microsoft Teams. All of it worked and the volume of input and involvement was very high, perhaps higher than if the team relied upon in-person events alone.

Engagement with Vaughan's W.B.R. website was surprisingly high during the first round of consultations which led to more than 900 surveys being initiated (585 answered the key questions), but substantially lower during the second round when only 144 people took the survey (102 answered most of the key questions). Note that survey response numbers vary and do not always add up because questions were not mandatory, and some people skipped questions.

6.2.1 Online Surveys

The Consultant Team created two short surveys containing both closed-ended and open-ended questions relevant to each phase of the project. People were not simply asked for their preferences they were also asked why they held those opinions and they were asked for specific suggestions. None of the questions was forced or mandatory except location identifiers to be able to filter out people who neither lived nor worked in Vaughan. In the absence of in-person meetings, these surveys became essential part of the engagement process.

Surveying was done at two different stages of the public consultation process:

1. In December 2020 and January 2021 people were asked about the strengths and weaknesses of the existing ward structure then to rank in order of importance a given set of guiding principles governing ward boundary creation.
2. In February-March of 2021 people were invited to assess a set of preliminary ward boundary options, indicate which they prefer and why, and to make further suggestions for improvement.

As documented in the Phase One Report, people did not seem too concerned about the current ward system though they did identify some obvious areas for investigation such as the large size of Ward 1, the impact of highways on ward boundaries, and concern



that a rapidly growing population might lead to unequal representation. They were clear about their priorities when it comes to the guiding principles: Population parity (32.5%) and future population parity (31.3%) were most important to them. Communities of interest (22.7%) and natural/physical boundaries (13.5%) were less important considerations. This was echoed in their comments about the importance of fairness and equality and a concern that putting too much emphasis on communities of interest might help with a local sense of identity but lead to disunity in the city as a whole, making decisions harder to reach. This was vital for the Consultant Team to understand in order to create preliminary options.

In the second round of consultations the results were a little less definitive:

- 30% preferred option 1;
- 33% preferred option 2;
- 26% preferred option 3; and
- 10% had no preference.

All three options were intended to be viable, so this balanced response may validate that effort; however, it does not make the selection of one option easy. The Consultant Team was concerned that a disproportionate number of respondents were from Ward 1, but looking at their responses alone revealed a similarly tight race: 34%, 30%, 25% and 11% for options 1, 2, 3, and no preference. This was particularly interesting since one of the big differences among the options was: keeping Ward 1 geographically wide and rural versus splitting it in two and joining the two parts with wards to the south. While 34% would like to keep Ward 1 largely intact, 55% prefer to break it up with either option 2 or 3.

Full survey results are reported in Appendix D.

6.2.2 Virtual Town Hall Meetings

During each round of consultation, the Consultant Team hosted a series of four town hall meetings with Vaughan residents. The purpose was three-fold:

- to inform and educate people so they can participate more confidently;
- to promote visits to the engagement website and survey; and
- to engage with people directly so consultants become as clear as possible about the interests of the community.



All three meeting objectives were attained.

The virtual town hall meetings were scheduled at different times of the day and week to accommodate as much personal availability as possible. People were encouraged to register ahead of time on the city's website in order to receive the meeting coordinates and avoid the "zoom-bombing" that happens if sign-in links are posted on a public website. The meetings used Microsoft Teams as a platform and included presentations followed by question-and-answer sessions. During the presentations, participants were encouraged to write their questions and comments into the chat. After the presentations, the chat questions were read aloud and answered by the Consultant Team members, then participants were invited to turn on their mic and camera to have an open conversation. The meetings were booked for 90 minutes but ended earlier or later depending on the questions and conversations. All the questions and comments were documented, and a recording of the presentation was shared on the project web page. Summary notes of these virtual town hall meetings can be found in Appendix C.

While the conversations with residents in the virtual town hall meetings may not have generated hugely different insights than were gathered through the surveys, engaging with people and their ideas ensured that the Consultant Team understood the interests of community members. Therefore, these meetings were important ways to inform the recommendations provided in this report.

It should be noted that, while these public consultation sessions had to be held virtually due to COVID-19, the four sessions in January attracted 31 participants and the four sessions in March attracted 21 participants. Those numbers are similar participation rates as one might find during in-person sessions that would have occurred under normal circumstances for a typical ward boundary review. Thus, while social gathering restrictions may have posed some barriers to public engagement, the results are not to be ignored. The City's communications staff were able to promote the virtual town hall meetings on social media and that promotion generated greater awareness of the project and the survey as a result.

The Consultant Team's slides presented in the virtual town hall sessions are included for the record in Appendix C of this document and may still be on the City's website at https://www.vaughan.ca/projects/city_government/boundary_review/General%20Documents/Vaughan_Phase2_Posterboards.pdf.



6.2.3 Video Interviews

In addition to the public engagement, it was crucial for the Consultant Team to benefit from the perspectives of professionals in government throughout the City. At the outset of the project a series of interviews was conducted with the Mayor and members of Council, as well as their senior staff. These interviews help to understand the overall context of the project.

7. Principles

The City of Vaughan established the following core principles for this ward boundary review:

- Representation by population;
- Consideration of current and future population trends;
- Consideration of physical and natural boundaries;
- Consideration of communities of interest; and
- Effective Representation.

These principles are discussed at length in section 3.3 of the Discussion Paper so they will not be addressed again in this Final Report. The Consultant Team has given a thorough consideration of the importance of each principle and a considered evaluation of which of the principles is most important for determining an appropriate system of representation for the 2022 municipal election in Vaughan.

The principles contribute to a system that provides for equitable on-going access between elected officials and residents, but they may occasionally conflict with one another. Accordingly, it is expected that the overriding principle of effective representation will be used to arbitrate conflicts between principles. Any deviation from the specific principles must be justified by other principles in a manner that is more supportive of effective representation.

The priority attached to certain principles makes some designs more desirable in the eyes of different observers. Ultimately, the ward design adopted by Vaughan's Council should be the one that best fulfills as many of the guiding principles as possible.



8. Vaughan's Existing Ward Structure

A preliminary evaluation of the existing ward structure in Vaughan is found in Chapter 3 of the Preliminary Options Report. That discussion and our evaluation of the existing wards are found in Table 8-1 below.

Table 8-1: Existing Vaughan Ward Configuration Evaluation Summary

Principle	Does the Current Ward Structure Meet the Respective Principle?*	Comment
Representation by Population	Somewhat successful	All wards are within the acceptable range of variation, although the difference between the largest and smallest is significant.
Current and Future Population Trends	Largely unsuccessful	Four wards are in the acceptable range (i.e. 25% variation) but only one is optimal (i.e. 5% variation). Ward 1 is well above the acceptable range resulting in a large disparity between Ward 1 and Ward 2 (2030 difference of almost 50,000). Additionally, the population disparity between wards (Ward 1 and 2) will likely increase.
Consideration of Physical Features as Natural Boundaries	Somewhat successful	Most markers used as boundaries of the wards are straightforward, although Highway 400 bisects Ward 1.
Consideration of Communities of Interest	No	Current ward boundaries do not comfortably contain single, identifiable communities of interest.
Effective Representation	Largely unsuccessful	Accelerating population imbalances, the mix of communities within the wards and the extreme range of population disparity hinder effective representation.

* Note: The degree to which each guiding principle is satisfied is ranked as “**Yes**” (fully satisfied), “**Largely successful**,” “**Somewhat successful**,” “**Partially successful**,” “**Largely unsuccessful**,” or “**No**” (not satisfied).



The existing ward boundaries confront two main challenges: providing for existing population parity between wards and accommodating future population trends.

The objective of population parity (every councillor generally representing an equal number of constituents within his or her respective ward) is the primary goal of an electoral redistribution with some degree of variation acceptable in light of population densities and demographic factors across the City. The indicator of success in a ward design is the extent to which all the individual wards approach an “optimal” size.

Optimal size can be understood as a mid-point on a scale where the term “optimal” (O) describes a ward with a population within 5% on either side of the calculated average size. The classification “below/above optimal” (O + or O -) is applied to a ward with a population between 6% and 25% on either side of the optimal size. A ward that is labelled “outside the range” (OR + or OR -) indicates that its population is greater than 25% above or below the optimal ward size. The adoption of a 25% maximum variation is based on federal redistribution legislation and is widely applied in municipalities like Vaughan that include both urban and rural areas.

Based on the municipal population estimates for 2021 of approximately 340,000 the optimal population size for a local ward in a five-ward system in Vaughan would be 68,010.^[3] This optimal ward population size increases to 81,780 by 2030 when the population is projected to increase to approximately 408,900 (Table 8-2).

Table 8-2: Population by Existing Ward, 2021 and 2030

Symbol	Description	Variance	2021 Population Range	2030 Population Range
OR+	Outside Range - High	25%	85,013	102,225
O+	Above Optimal	5%	71,411	85,869
O	Optimal Population Range	-	68,010	81,780
O-	Below Optimal	-5%	64,610	77,691
OR-	Outside Range - Low	-25%	51,008	61,335

Note: Population estimates have been rounded.

Source: Watson & Associates Economists Ltd., 2021.

^[3] Population and growth trends for Vaughan are included in the Preliminary Options Report.



While all wards are currently within the acceptable population range, large disparities do exist. These trends will intensify over time. Population data suggests that four of the five wards will be outside of an optimal range by 2030, with the disparity between wards 1 and 2 being the largest. Vaughan is expecting significant population growth throughout this period, much of it concentrated in communities such as Maple and the V.M.C. As such, this growth will be unevenly distributed throughout the City.

In the present configuration, the wards do not wholly respect identifiable communities of interest within Vaughan. Some communities with little connection share the same ward, such as Kleinburg and Maple in Ward 1 and are physically separated by Highway 400 which bisects the municipality. Overall, it would be difficult to say that the current ward system fully respects all identifiable communities of interest in the individual wards, either by keeping them intact or by combining them in plausible groupings.

The combination of accelerating population imbalances, the mix of neighbourhoods and communities within the wards, and the extreme range of population disparity between Ward 1 and the remaining wards in the southern portion of the City suggests that the present wards in Vaughan do not contribute to effective representation.

9. Recommended Options

As mentioned in the Preliminary Options Report, Vaughan - like many municipalities in Ontario - provides a unique challenge when finding a suitable ward boundary system. Vaughan is a community with large and growing population centres. The municipality has experienced some of the highest growth rates in the country throughout its recent history. Significant growth is expected to occur in several areas of the City, albeit concentrated in certain communities, such as Maple and the V.M.C. As mentioned above, and in both the Discussion Paper and Preliminary Options Report, Vaughan is home to a number of identifiable communities of interest. In the first round of consultation communities of interest were given a low priority, but several of the subsequent comments suggest some affinity with the identifiable former towns and villages. Therefore, the Consultant Team's mapping efforts tried hard to protect and enhance communities but kept running up against a wall of achieving fair population parity. Through consultation, the public has indicated that the preservation of these communities is a priority throughout the W.B.R. process.



Ultimately, the choice of ward system is a decision for Council. Taking the guiding principles of the review into consideration, along with feedback from residents and the expertise and experience of the Consultant Team, two options have been prepared for Council to consider. One option provides minimal changes to the existing ward boundary map. As indicated above, the existing system has several strengths but falls short of achieving effective representation now and into the future. This option attempts to correct the existing deficiencies with minimal disruption. The second option provides a more fundamental re-design of the ward boundary system, achieving population parity and the preservation of communities of interest.

The Consultant Team created a total of three preliminary options to garner feedback during the consultation process. One option presented minimal changes to the existing ward map, while the other two provided different configurations of a five-ward map that was a much more significant departure from the existing map. These three options can be viewed in the Preliminary Options Report. Through public consultation, the Consultant Team refined both sets of options into the two presented in this report.

9.1 Final Option 1

The first final option was initially presented in the Preliminary Options Report as Preliminary Option 2 and has been revised based upon feedback received during the consultation process. This option provides a way to align the wards in a manner that meets the representation by population principle for the 2022 municipal election and the two subsequent elections.

Final Option 1 provides a large departure from the existing ward boundary map. The largest change is seen in the north of the City, where the present large Ward 1, which spanned the entire municipality, has been replaced with two wards separated by Highway 400. The first ward runs from the western boundary of Vaughan, along the northern boundary of the municipality towards Highway 400 and down to Rutherford Road. The border travels north along Pine Valley Drive, to Major Mackenzie Drive towards the western boundary of the municipality. This ward contains the communities of Kleinburg and Vellore. The proposed Ward 2 contains much of Woodbridge and runs from Major Mackenzie Drive in the north, down to Rutherford Road via Pine Valley Drive and towards Highway 400 in the east. The western and southern borders of Vaughan provide boundaries to Ward 2. The proposed Ward 3 contains much of Concord and



the V.M.C., comfortably encapsulating an area with significant anticipated growth. The ward follows Highway 400 as a western boundary, runs to the east along Rutherford Road and north along the rail lines to Major Mackenzie Drive. The eastern and southern municipal boundaries of Vaughan, along with Highway 400 provide the remaining borders for the ward. The proposed Ward 4 contains Maple, which will bring significant future population growth to the ward. Highway 400, along with the northern and eastern boundaries of Vaughan serve as the boundaries for the ward. The southern boundary runs from Highway 400 along Rutherford Road, north along the rail lines and eastward towards the border with Richmond Hill. Finally, the proposed Ward 5 contains Thornhill and retains most of the present boundaries, using railway lines as a western boundary and running along the 407 to the north.

As mentioned above, this option was originally presented in the Preliminary Options Report as Preliminary Option 2. Based upon feedback received during the consultation process, adjustments were made to better align this option with the guiding principles for the review. When originally presented, the boundary between Wards 3 and 4 ran from Highway 400 along Major Mackenzie Drive, south along Dufferin and then east along Rutherford Road towards the eastern municipal boundary. Using these boundaries, the proposed Ward 3 had a population of 69,480 in 2021 and a forecast population of 89,070 in 2030. Proposed Ward 4 had a population of 59,410 and a forecast population of 70,620. This placed Ward 3 in the optional range in 2021 and above optimal in 2030, while Ward 4 was below the optimal range in 2021 and 2030. In the revised option, the boundary between the proposed Wards 3 and 4 runs along Rutherford Road, north along the rail lines towards Major Mackenzie Drive and east towards the municipal boundary. This change brings Wards 3 and 4 closer to parity in 2030 and better defines communities in both wards.



Figure 9-1: Final Option 1

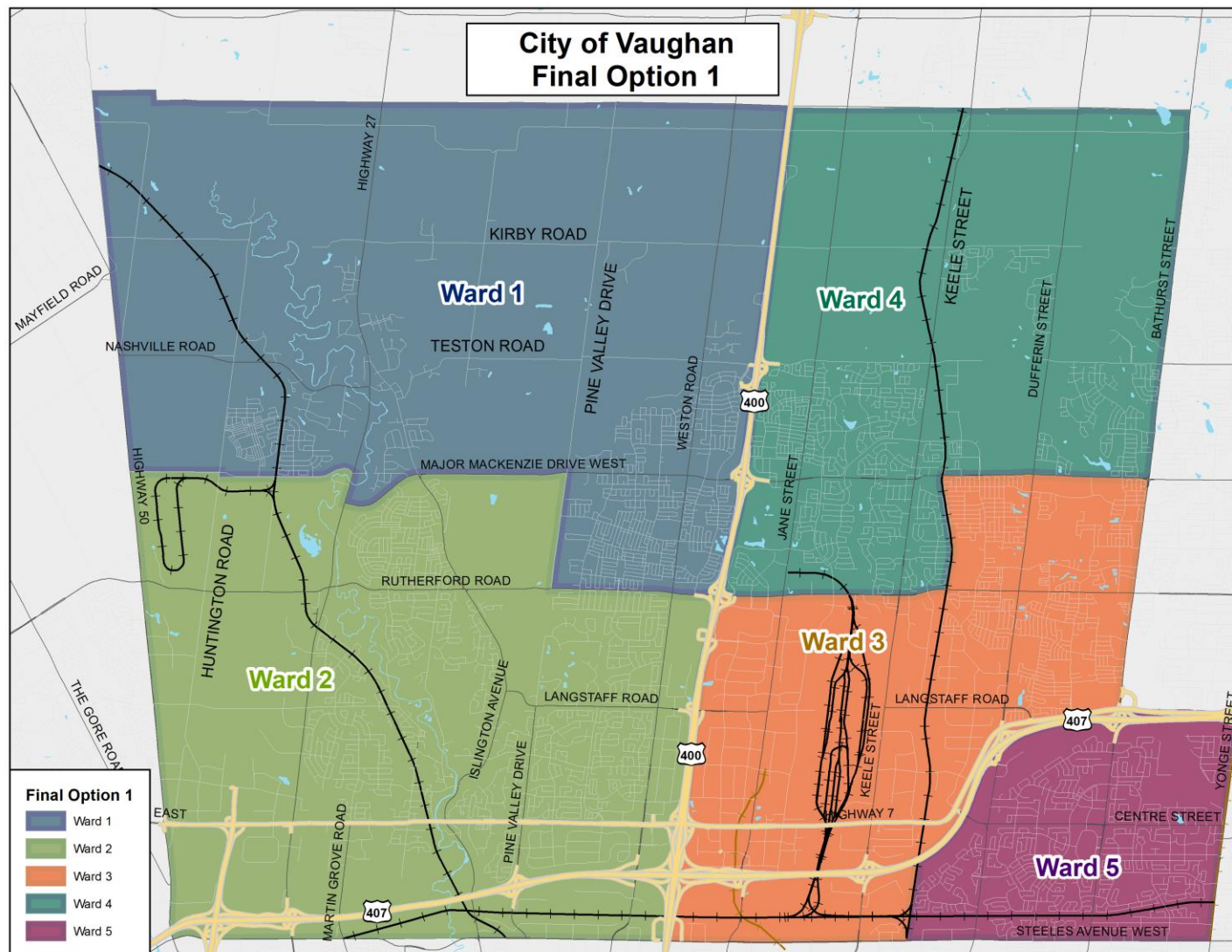




Figure 9-2: Final Option 1 – Population Distribution

Ward	2021 Total Population	2021 Population Variance	Optimal Range	2030 Total Population	2030 Population Variance	Optimal Range
Ward 1	62,140	0.91	O-	91,590	1.12	O+
Ward 2	80,340	1.18	O+	86,670	1.06	O+
Ward 3	56,520	0.83	O	75,940	0.93	O+
Ward 4	72,380	1.06	O-	83,750	1.02	O-
Ward 5	68,660	1.01	O	70,950	0.87	O-
City-wide	340,040	-	-	408,900	-	-
Ward Average	68,006	-	-	81,780	-	-

Note: Numbers have been rounded.

Source: Watson & Associates Economists Ltd. 2021.

This option is a significant departure from the current ward boundary map but provides for a ward system that balances population well and protects significant communities of interest. All wards are well within the acceptable range, providing for a well-balanced distribution of population. As indicated, significant growth is expected in certain areas of the municipality. This option allows for population parity now and into the future, while preserving significant communities of interest. None of the wards are bisected by major physical boundaries, such as Highway 400. All the boundaries are clear and recognizable. As a result of these significant strengths, this option provides for effective representation for the City of Vaughan over the next three election cycles.

9.2 Final Option 2

The second option was originally presented as Preliminary Option 1. This option provides for minimal changes to the existing ward boundary map, while compensating for certain current deficiencies. The large, northern Ward 1 is left intact in this option, stretching from the western to eastern boundaries of the municipality, using Major Mackenzie Drive and Teston Road as a southern boundary. Wards 2 and 3 remain largely intact, with the exception of Pine Valley Drive now being used as the western boundary of Ward 3. Ward 4 stretches from Highway 400 up to Major Mackenzie Drive in the north and to the eastern boundary of the municipality. Ward 5 has very similar borders as the existing system but takes in the Thornhill Woods community north of the 407, which the Consultant Team heard from residents was part of the core Thornhill community. The boundaries for this ward now stretch from Dufferin Street, up Rutherford Road and towards the eastern boundary of the municipality.



Figure 9-3: Final Option 2

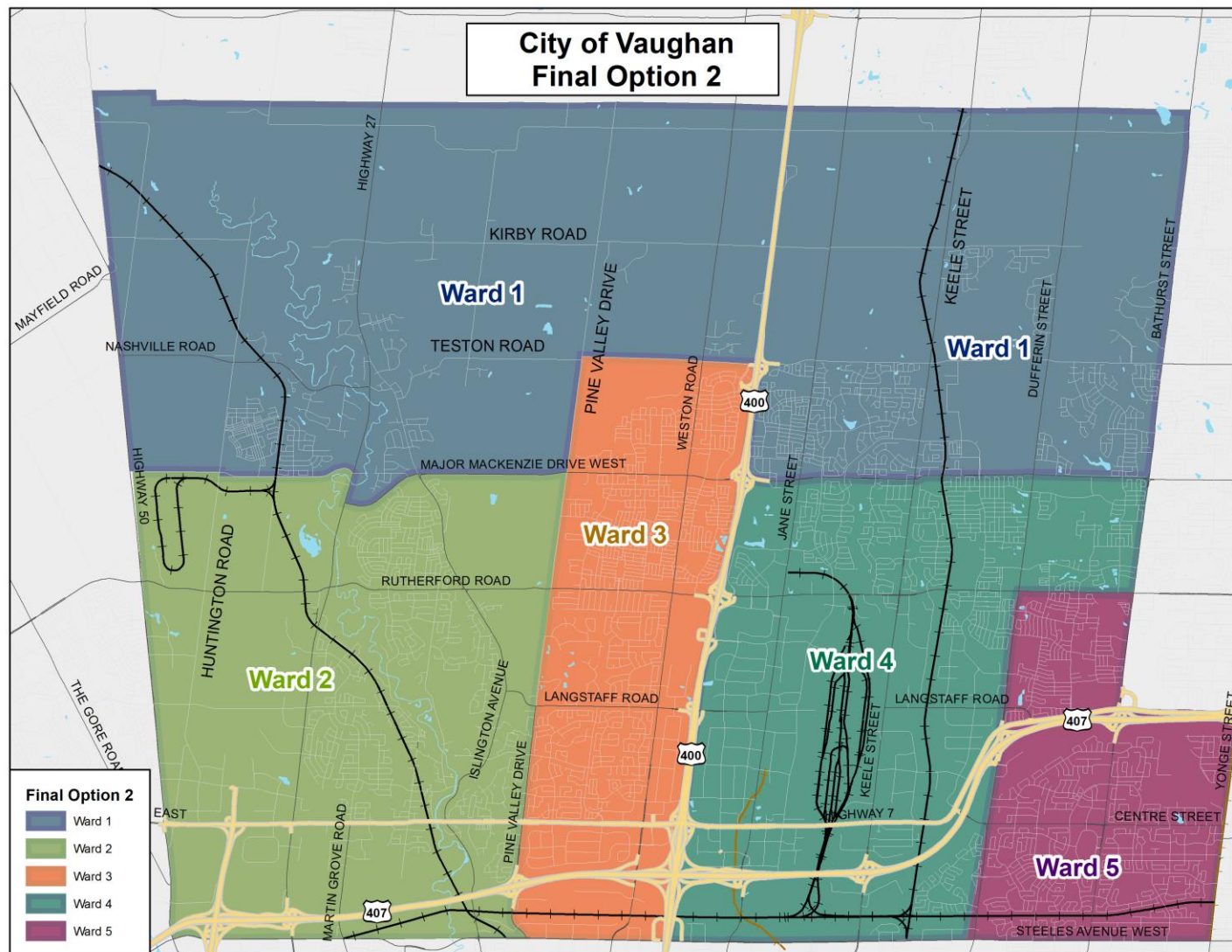




Figure 9-4: Final Option 2 – Population Distribution

Ward	2021 Total Population	2021 Population Variance	Optimal Range	2030 Total Population	2030 Population Variance	Optimal Range
Ward 1	65,470	0.96	O-	101,250	1.24	O+
Ward 2	56,200	0.83	O+	61,570	0.75	O+
Ward 3	69,740	1.03	O	75,160	0.92	O+
Ward 4	67,340	0.99	O-	87,130	1.07	O-
Ward 5	81,280	1.20	O	83,770	1.02	O-
City-wide	340,040	-	-	408,900	-	-
Ward Average	68,006	-	-	81,780	-	-

Note: Numbers have been rounded.

Source: Watson & Associates Economists Ltd., 2021.

This option presents a minor departure from the current ward system. Much like the current system, however, it does not provide for population parity as the municipality reaches the 2030 election. In this configuration, Ward 1 has 40,000 more residents than Ward 2, a significant disparity. This option also uses Major Mackenzie Drive as the boundary between the proposed Wards 1 and 4, effectively dividing the community of Maple.

While this option appears as it did in the Preliminary Options Report, the Consultant Team did take considerable care to explore all possible configurations to balance the guiding principles in this option. One such configuration included keeping the entirety of the Maple community in Ward 1. However, maintaining the existing southern boundary of Ward 1 at Rutherford Road pushes the population of Ward 1 to 163,850, intensifying the already large disparity between Ward 1 and the rest of the municipality. Maintaining a boundary for Ward 1 at Rutherford Road. This could create a disparity of over 120,000 residents between Ward 1 and the least populated ward (in this case the proposed Ward 4) by 2030. A disparity in population of this size between wards is nearly impossible to justify, given that it would significantly dilute the voice of residents in this ward on council and substantially add to the workload of the local councillor. The Consultant Team tried various configurations to ensure that Maple was contained in a single ward, none of which ultimately proved viable.

Members of the public expressed concern about the large size of the current Ward 1 during the consultation stage of the W.B.R. While many believed the issues across the north were similar, the sheer size of the ward, coupled with projected rapid population



growth in certain areas, led many to express concern about the maintenance of such a large, expansive ward. Additionally, when prompted to identify which of the guiding principles of the W.B.R they thought most important, most prioritized population parity now (32.5%) and in the future (31.3%). It is safe to assume, then, that retaining a ward that not only maintains the current population disparity, but also adds to it, would likely not be palatable to community or to LPAT, in the event a bylaw to implement it is appealed.

10. Next Steps and Council Decisions

This report will be presented to Council at a meeting scheduled for June 8, 2021. During their deliberation, Council has a series of choices to make. As outlined in this report, along with the Discussion Paper and Preliminary Options Report, the current ward boundaries no longer provide for effective representation for the residents of Vaughan. The municipality has and will experience significant growth. Finding a ward boundary system that provides for effective representation now and into the future is important for the community.

The Consultant Team has presented two options for consideration, both using the five-ward parameters as outlined in the terms of reference for this project. The first provides a departure from the current map, splitting the large Ward 1 along the top of the municipality into two, and providing three wards to the east of Highway 400 and two to the west. While this option looks much different than the ward system that is currently in place, it does provide for relative parity among the wards now and into the future while maintaining existing communities of interest. The second option provides minimal disruption to the current map, keeping many of the same ward configurations intact, but adjusting for population growth. While this option looks familiar, it does not keep some communities of interest (namely Maple) intact and does not maintain population parity as Vaughan nears the 2030 municipal election. Different configurations were designed to keep Maple together as one community in this option, but the population disparity between this ward and others became far too great. These options have been constructed and revised based upon the feedback the Consultant Team received from the public during two rounds of consultation.

One final course of action for Council is to take no action at all. Council may view the current ward system as adequate and implicitly endorse it by not selecting one of these alternative options. In doing so, they must clearly understand that such a decision



sends a clear message to the City's residents that it believes retaining the present ward system still serves Vaughan well. The Consultant Team has reached a different conclusion.

Throughout the public consultations for the WBR, the Consultant Team heard that there is a desire to add an additional local councillor and that considerable confusion over the roles and responsibilities of Local and Regional Councillors remains among some segments of the community. As the community grows, it is natural for Vaughan council to want to address these issues, potentially exploring adding an additional local councillor or clarifying either the scope of responsibilities of Local and Regional Councillors or their accountability relationship with the community. Selecting either of the final options contained in this report does not preclude council from making decisions in the future around the composition of council or the role of Local and Regional Councillors. Council has the ability to proactively address the growing disparity between wards now, while making decisions about the composition of council in the future.

Within this report, the Consultant Team has highlighted some deficiencies in the current ward boundary system in relation to the guiding principles. These deficiencies have led the Consultant Team to conclude that the current ward boundary system no longer serves the residents of Vaughan well and ought to be changed. The public engagement efforts throughout this review have been largely consistent with this view.

Depending on Council's decision related to the Final Options contained in this report, ratification of a by-law to implement a preferred option is expected to occur shortly after the June 8, 2021 meeting.



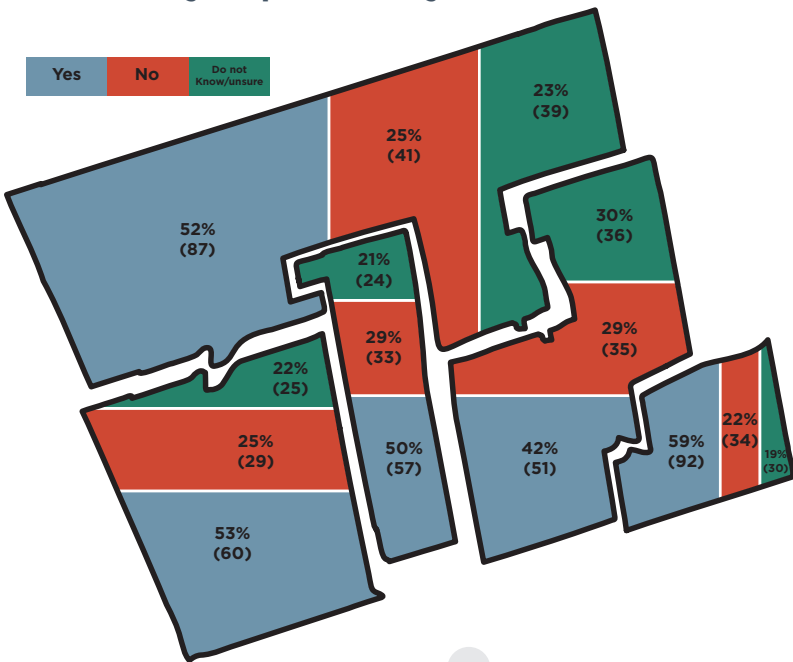
Appendix A

Public Engagement Summary

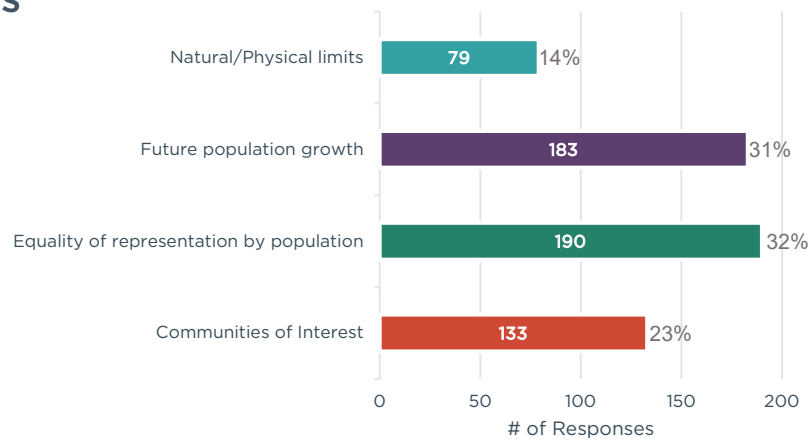
744 People Engaged

6,900 Unique webpage visitors

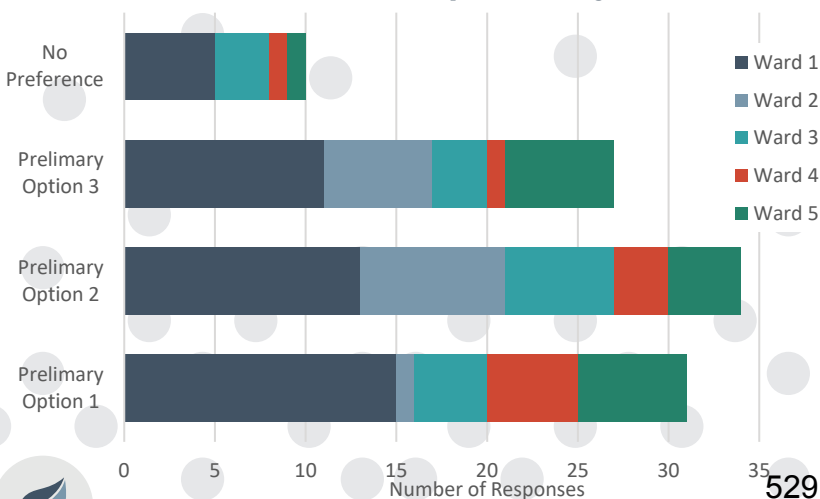
Do you feel the current ward boundaries accurately represent you?



Which principle should be given the highest priority



Preferred Option by Ward



What we heard





Figure A-1: List of Public Engagement Tools

Tool	Description
Vaughan W.B.R. Webpage	<p>6,899 people visited a dedicated engagement web page developed for the Ward Boundary Review (W.B.R.) study at https://www.vaughan.ca/wardboundary. The webpage included an informative whiteboard video, links to public engagement session registrations and surveys, and up-to-date messaging to inform the public of the status of the W.B.R. Further, the review was featured on the front page of the City's website.</p> <p>See Appendix B for a record of public communications.</p>
Public Open Houses	<p>52 people participated in eight virtual town hall events, four per round of public consultations:</p> <ul style="list-style-type: none"> • Tuesday, January 12, 2021 at 7:00 p.m. • Wednesday, January 13, 2021 at 2:00 p.m. • Thursday, January 14, 2021 at 10:00 a.m. • Thursday, January 14, 2021 at 7:00 p.m. • Saturday, March 6, 2021 at 1:30 p.m. • Tuesday, March 9, 2021 at 1:30 p.m. • Tuesday, March 9, 2021 at 7:00 p.m. • Thursday, March 11, 2021 at 7:00 p.m. <p>See Appendix C for questions and answers.</p>
Public Engagement Surveys	<p>Two surveys were posted on the W.B.R. webpage, one for each round of consultation. The first intended to discern which guiding principles were prioritized by the community, and the second to discern which preliminary option was preferred.</p> <p>See Appendix D for the results.</p>



Tool	Description
Interviews with members of Council	Each member of Council was invited to participate in a one-hour discussion with the consultant to understand the larger context of the review. The interviews were private, not recorded.
Communications and outreach	The City promoted the project using: digital signage at ten locations, print ads in two newspapers, banner ads on the City's main website, nine PSAs, twelve paid social media ads, nine notices in City Updates and the Council packages and e-newsletters, and 144 social media posts on the City's accounts.



Appendix B

Record of Public Communications



This summary of communications and outreach efforts by the City of Vaughan throughout the ward boundary review is provided by City staff.

SIGNAGE

Digital signs - we have ten digital sign locations across the City, outlined below, throughout the course of the promotions:

- Al Palladini Community Centre
- Dufferin Clark Community Centre
- Fire Station 7-5 (Weston+7)
- Fire Station 7-7 (MM+400)
- Joint Operations Centre
- North Thornhill District Park
- Rosemount Community Centre
- Sonoma Heights District Park
- Vellore Village Community Centre
- Woodbridge Pool and Memorial Arena

PRINT ADS

- Vaughan Citizen and Thornhill Liberal (attached)

ADDITIONAL GRAPHICS & TACTICS

- Banner on the homepage of vaughan.ca multiple times throughout the process promoting each survey and virtual public open house
- Custom voice message recording through the City's contact centre, Access Vaughan

MEDIA AND SOCIAL MEDIA

- Media products issued (PSA's): 9
- Media coverage: 7 articles monitored = 1,212,000 total reach:
 - <https://www.yorkregion.com/news-story/10309786-is-the-right-time-to-review-vaughan-s-electoral-wards-during-the-pandemic/>
 - <https://www.thestar.com/local-vaughan/news/2021/01/18/is-the-right-time-to-review-vaughan-s-electoral-wards-during-the-pandemic.html>



- [https://www.insidehalton.com/news-story/10309786-is-the-right-time-to-review-vaughan-s-electoral-wards-during-the-pandemic-/](https://www.insidehalton.com/news-story/10309786-is-the-right-time-to-review-vaughan-s-electoral-wards-during-the-pandemic/)
- <https://www.yorkregion.com/community-story/10304684-in-pursuit-of-equal-representation-vaughan-seeks-input-for-ward-boundary-review/>
- <https://www.yorkregion.com/news-story/10284943-are-vaughan-s-5-wards-boundaries-equitable-effective-/>
- <https://www.toronto.com/news-story/10284943-are-vaughan-s-5-wards-boundaries-equitable-effective-/>
- <https://www.northbaynipissing.com/news-story/10284943-are-vaughan-s-5-wards-boundaries-equitable-effective-/>
- City Updates: 9
- Council Packages/eNewsletters: 9
- Social posts: 144
 - Total engagements: 6,380
- Paid social posts: x4 campaigns = 12 posts total
 - Total engagements: 7,292

WEBSITE VISITS

December 1, 2020 to end of March 2021 – **6,899** to be exact. NOTE: The bounce rate is high because the survey is an external link (i.e. site visitors are actually encouraged to leave the page to take the survey).



Appendix C

Virtual Town Hall Sessions



The following are excerpts from eight online public townhall meetings held as a component of the public engagement for the City of Vaughan's Ward Boundary Review in 2020 – 2021. The questions and comments were separated to enable each question to have answers logged below it. The questions were rephrased for clarity and were selected if they highlighted recurrent themes in the consultation sessions, or if they were particularly pertinent to the issues addressed throughout the review. The answers are paraphrased from verbal comments made by the Consultant Team. The agenda for the 90-minute events was simple, as participants typed their questions and comments into the chat feature throughout the presentations, which were followed by Q&A sessions, during which open discussion was encouraged:

1. Introduction;
2. An overview of the W.B.R. process (pre-recorded);
3. Presentation and explanations of the preliminary options (live; Phase 2 only);
4. Answer the Questions from the chat;
5. Q&A session with encouraged open discussion;
6. Next steps and how to engage (on the city's project website).



Session 1 - January 12, 2021

(11 Participants)

Key Questions and Comments:

Are the 3 elected councillors accessible to the constituents or is it just the "ward" councillors?

- All councillors are accessible to you.
- A local councillor is usually more involved in local issues and regional councillors with regional ones.

Would adding regional councillors help with addressing access, i.e. could it be an option to leave the wards as is, and increase councillors?

- If you want to make sure you have access to someone from your ward, then a local councillor is needed.
- The issue really has to do with how much an individual councillor can manage. It may be that it is hard to reach everyone in the city for a regional councillor elected at large.
- In theory, having more councillors creates more access points for a resident, but there are other factors to weigh as well.

Are there provisions to prevent gerrymandering?

- This is an important question and is exactly the reason why municipalities hire a third party to generate the recommendations.
- You hear this term more in the United States. Gerrymandering is when the politicians themselves draw the boundaries in order to favour themselves. One common way you hear it described is: Politicians picking their voters instead of voters picking their politician.
- A ward boundary review is the opposite of gerrymandering as the review is "at arm's length" from council.
- Councillors do get interviewed by the Consultant Team to provide background information and context but not to tell consultants what to do.
- Councillors get the same report as everyone else.
- The community will comment on the options developed by the Consultant Team before the council meets to discuss them.



- The rationale for ward boundaries is based on a set of guiding principles that were the result of a supreme court challenge and they all point us towards “effective representation.” None of the guiding principles has anything to do with the electoral chances of any politician.
- If there is a belief that something has gone wrong in the redrawing of the wards, then there is an opportunity to appeal the council’s decision to the LPAT. This happens frequently.
- Therefore, we ensure the survey results and community input is actually used in making our recommendations.

Does it make sense to consider increasing the number of councillors in the future, rather follow the current model of Toronto, which is 9-10 times the population of Vaughan and yet represented by 25 councillors. The math leads to a Vaughan council of 3 only. What is your comment?

- There is always a trade-off. On the surface, fewer councillors costs less and might make decisions faster... on the surface.
- These councillors have a lot of work to do with their constituents, not just reading reports and voting. It can be exhausting and demanding work.
- So fewer councillors may be harder for citizens to reach and they may need more staff support.
- The municipal act requires a minimum of 1 mayor and 4 councillors, so 3 councillors would probably contravene the Act.
- Council size is not something we have been tasked to review.
- The city of Toronto had a 44-member council and was recommended to increase to 47 based on an extensive analysis and consultation and it was challenged and approved at the OMB. The province changed it without consultation and now the city has taken the province to the supreme court.
- The city of Toronto councillors are full time politicians paid \$110,000 a year.
- It could very well be a false economy to shrink the council and have fewer people discussing and deciding the issues, but in the end it’s about what fits the local community.



Session 2 – January 13, 2021

(7 Participants)

Key Questions and Comments:

Why are there only 5 wards in Vaughan. Considering we are city, why does each councillor have so many constituents. How does Vaughan compare to other cities in Ontario for constituents to be represented?

- There are no rules other than 5: 1 mayor and 4 councillors. It is wide open to the municipality to decide. Vaughan has had the number 5 in place for a long time.
- A council composition review was explicitly NOT what we were asked to study.
- That said, if a lot of people are saying the city needs more than 5, we can report this to council as something we heard.
- There is no list or formula or even a rule of thumb that we have come across that might help a municipality know if their council is too big or too small.
- In a 2-tier municipality is it fair to say Vaughan has a 5-member council or is it more accurate to say it is a 9-member council?
- There is also the consideration of workload, tensions, trade-offs, between how many councillors and are they part-time or full time and do they have enough staff support to reach their constituents?

We have not had representation from some parts of Vaughan at the regional table for 32 years. There is need for a better model than the at-large elections because the representatives who get elected are not from different parts of the city. We do not have the ability to ensure that the issues reflected at the regional council reflect local concerns. Without some sort of fair distribution of the regional seats voices are not heard. One recommendation is the “junior” and “senior” representatives. Plus, matching ward boundaries to federal and provincial ridings might enable alignment and communication/conversations at all three levels of government (as it is in Toronto now). That would create three wards. Perhaps we could elect a mayor and deputy mayor across the city and then elect regional councillors from three wards aligned with the ridings. Regional council has influence over more funds than the local council.

- Regarding the Toronto example, it was the Province that put the Toronto wards in place. This week that decision is at the Supreme Court, so the topic is actually timely.



- The provincially decided ward boundaries were not locally derived – there was no real citizen involvement in that decision.
- Having fewer councillors did not reduce cost because they need more staff to serve their constituents.
- In Vaughan there would be mismatches between the city limits and the riding boundaries; the ridings are not contained inside the city of Vaughan.
- The boundaries of ridings are based on out-of-date population figures so they are out of date before implemented. That would jeopardize the acceptability of the ward boundaries because we are legally required to apply a set of guiding principles that includes population projections.
- There is an argument that regional councillors cannot be elected from wards, but it has been tried. For example, the city of Oshawa designed 5 wards for regional councillors. Is there appetite for the principle of a geographic focus for regional councillors?
- When assigning federal and provincial ridings, they are not required to consider municipal ward boundaries.
- How are the provincial and federal ridings created? There is an “electoral quota” set and three people work their way through all the ridings in the province using population figures from the past census.
- Whereas municipal wards involve a lot of local insight and input, not just old census data. We are asked to consider growth and get ahead of population changes. The federal boundaries are only trying to catch up to the last census.



Session 3 – January 14, 2021

(8 Participants)

Key Questions and Comments

Can the Region of York (re)determine the physical boundaries of Vaughan?

- Not really. Changing the municipality's boundaries is a provincial government decision.
- Annexation is hard to negotiate but not able to be done by one municipality working alone.
- In the past, the creation of regional governments for example, has been a purely provincial initiative.

Large portions of the city of Vaughan are considered protected land, forest, etc. and cannot be developed. Is this information available in Phase 1?

- This is the kind of information we will be looking at, but we rely on existing materials that we can find that influence patterns of growth.
- We are tasked to look at population parity, which is the current population and we are also required to look at population growth so the ward boundaries will be good for three election cycles.

Would you say that there is one guiding principle that is more important than another?

- Some people think that representation by population is the only concern, but that does not necessarily achieve the goal of effective representation.
- Populations are not distributed evenly. There are some identifiable areas and nodes that could be a community that should be grouped into one ward.
- It's the same with barriers. Does the highway 400 form an obvious barrier? It is massive and it does create a physical barrier but we have heard the argument that the interests of people on both sides of the highway might be similar.
- Sometimes the differences in population density are so large (urban and rural) that compromises need to be made.
- There is no one principle that drives all the decisions but a combination and a balancing act among all the principles.
- If you only used one principle the map would look odd and would not generate balanced, fair representation.



Session 4 – January 14, 2021

(5 Participants)

Key Questions and Comments:

I'm concerned about abandoning the ward system for a strictly At-Large system. As far as I'm concerned about At-Large, if all councillors are responsible, then none are responsible. Any councillor can dodge any issue that they don't want to deal with by making an excuse and point the constituent to the others. That doesn't guarantee that any councillor will take ownership. Of course, in a Ward system the councillor could also shirk responsibility, but that can be addressed in elections.

- The municipality can divide and redivide the municipality into wards or not.
- An at-large model is probably not workable in Vaughan for a few reasons.
- No municipality with a population over 100,000 people uses an at-large system. It is probably more useful in a small community.
- Larger communities are more complex and might benefit from wards. In an at-large system there could be a very long list of candidates – too many for all the voters to comprehend. And the other thing that happens is they could come from the same neighbourhood.

The 400 and 407 definitely divide communities. So do the railways. The railway that runs parallel to Steeles divides us in ways we actively work to overcome.

- The different guiding principles include one that has to do with the physical boundaries like highways and railways. All the principles are in play and we need to do a balancing act in a way that reflects the community.
- We can't use the physical boundaries as the ONLY guiding principle, but clearly it plays a role.
- Comments like yours are exactly the kind of insight that helps the Consultant Team understand what might be meaningful for Vaughan.



Session 5 – March 6, 2021

(6 Participants)

Key Questions and Comments:

If we kept the boundaries as it is, do we have the proposed outlook?

- Yes, the current situation is thoroughly examined and included in the materials / presentation. In short, it's acceptable right now but it won't last, and will fall out of population parity. Even though the deviation from the norm is within acceptable range in terms of percentages, the difference in population between the largest and smallest wards is very significant.

Is there any consideration of ignoring highway 400 and focus more on Weston road?

It's more commercial. Rutherford Weston all the way to Steeles. I can see it pulled into ward 4. Keep Weston road west in ward 2.

- Yes, there was some consideration of that.
- Some feedback has suggested that highway 400 is a bigger consideration in the south than the north.
- Thank you for the feedback; it will be considered in our Preliminary Option designs



Session 6 – March 9, 2021

(4 Participants)

Key Questions and Comments:

Has any consideration been given to the distribution of public schools and catholic schools within each proposed boundary?

- Yes, we invited their input and we have good relationships with school boards.

Do the consultants have a preference or ranking of the three options?

- Absolutely not. We need you to tell us about your preferences. Which has the most potential?
- In the end it is up to Council to decide which options they will adopt. We can only put the options in front of them that make the most sense.

How does this compare to the previous review that did not result in any changes?

- The previous review limited its population variance to 10%.
- We use a 25% variance from the optimal number because it allows us (wiggle room) to capture what Vaughan really is as a city, a blend of guiding principles other than population parity alone.



Session 7 – March 9, 2021

(5 Participants)

Key Questions and Comments:

Where do these projections come from?

- We start with what exists as a baseline based on census populations.
- There are a lot of projects in development with plans being approved and under review and the city can share these data with us.
- All projected populations are derived from housing supply data, and careful analysis of population yields from future developments currently in the approvals process.

How does this affect school board trustees?

- Most municipalities use the wards to elect trustees as well.
- However, it has nothing to do with individual school catchment areas.



Session 8 – March 11, 2021

(6 Participants)

Key Questions and Comments:

Could implementing wards that run north-south, therefore spanning both rural and urban areas give each councillor an understanding of urban and rural issues, which could bring a more balanced perspective to council?

- It's a good question and a reasonable assumption but from our experience, it's not a strong correlation. It is probably better for the wards to capture a sense of coherent "community," but even that is not absolute. As a general principle (not pre-judging Vaughan) it is more likely that some wards will reflect some community and others diversity.



Appendix D

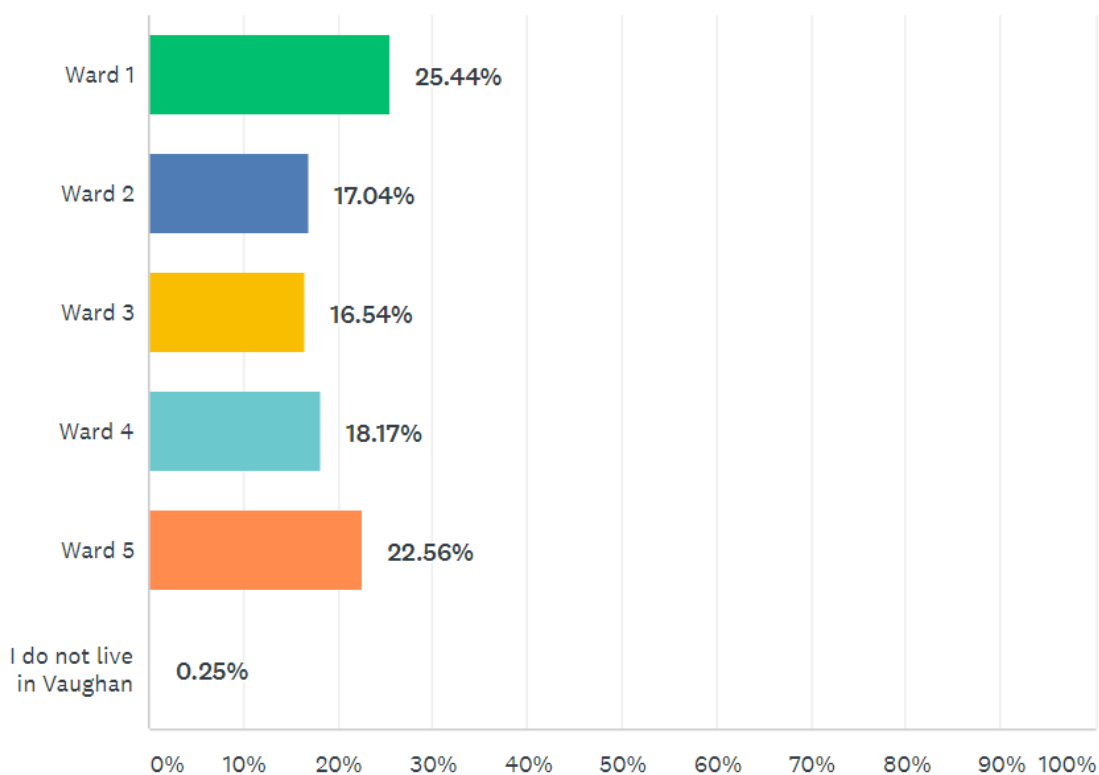
Public Engagement Survey Results



City of Vaughan Public Engagement Survey – Phase 1

Figure D-1
Which ward do you live in?

Answered: 798 Skipped: 115



ANSWER CHOICES	RESPONSES	
▼ Ward 1	25.44%	203
▼ Ward 2	17.04%	136
▼ Ward 3	16.54%	132
▼ Ward 4	18.17%	145
▼ Ward 5	22.56%	180
▼ I do not live in Vaughan	0.25%	2
TOTAL		798



Figure D-2
In which community do you reside?

Answered: 803 Skipped: 110

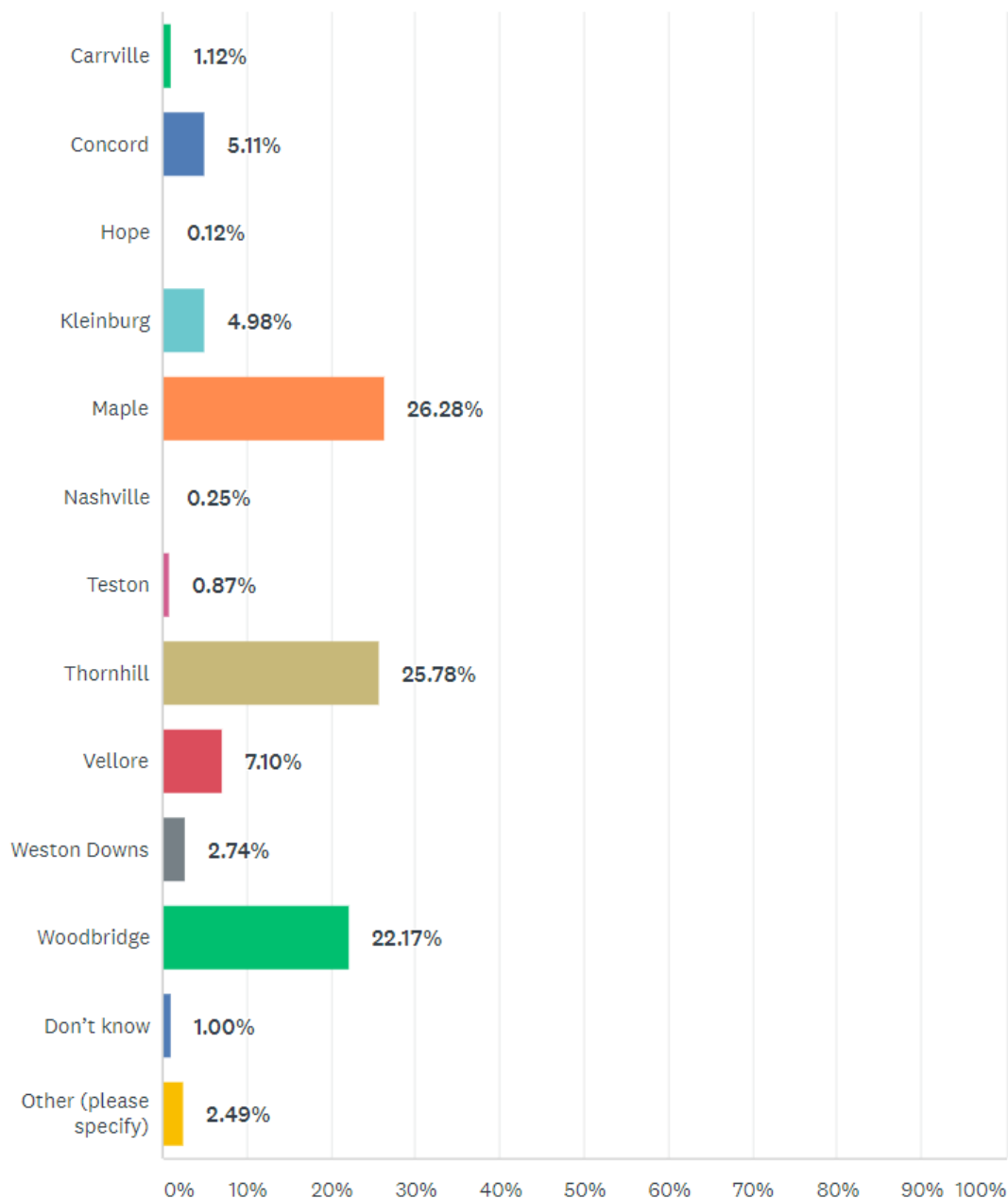
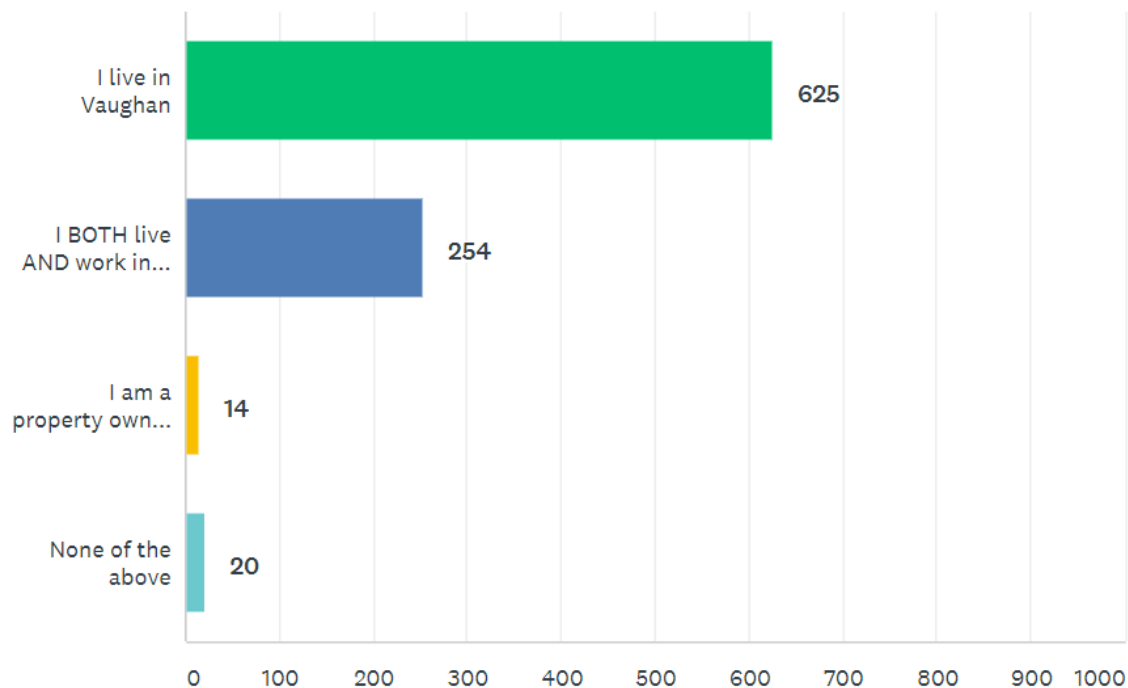




Figure D-3
How do you relate to Vaughan?

Answered: 913 Skipped: 0

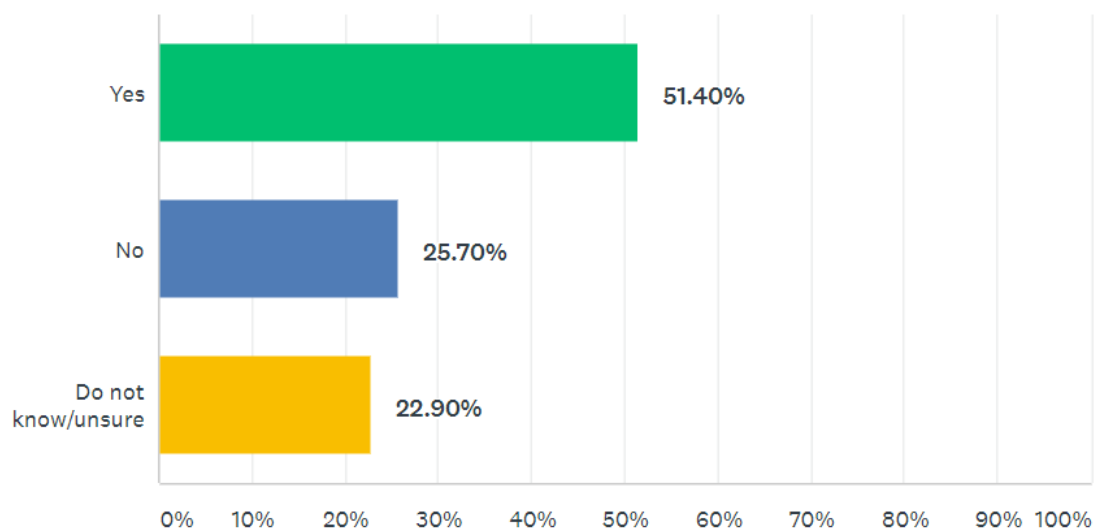


ANSWER CHOICES	RESPONSES
I live in Vaughan	68.46% 625
I BOTH live AND work in Vaughan	27.82% 254
I am a property owner in Vaughan but do not presently live there	1.53% 14
None of the above	2.19% 20
TOTAL	913



Figure D-4
Do you feel the current ward system accurately represents you?

Answered: 677 Skipped: 236

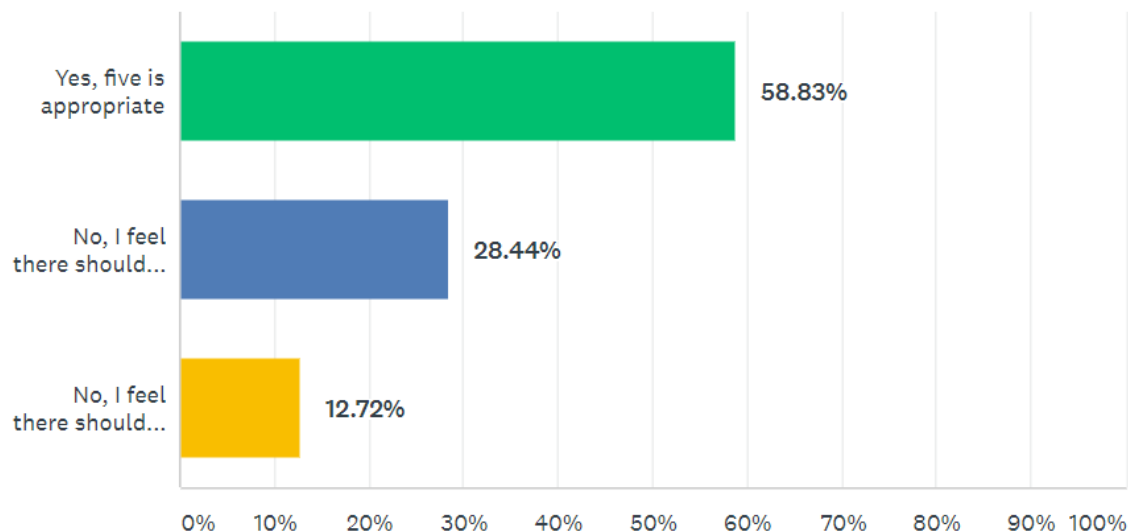


ANSWER CHOICES	RESPONSES	
Yes	51.40%	348
No	25.70%	174
Do not know/unsure	22.90%	155
TOTAL		677



Figure D-5
Does the City have the right number of elected officials for the City?

Answered: 668 Skipped: 245



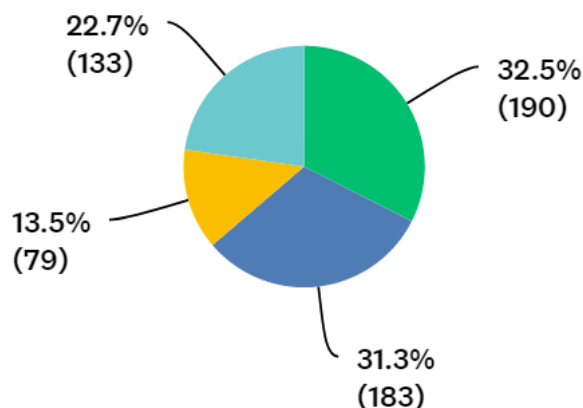
ANSWER CHOICES	RESPONSES	
Yes, five is appropriate	58.83%	393
No, I feel there should be MORE than five Local Councillors	28.44%	190
No, I feel there should be FEWER than five Local Councillors	12.72%	85
TOTAL		668



Figure D-6

Which principles do you believe should be given the highest priority as we assess the current ward makeup in Vaughan?

Answered: 585 Skipped: 328



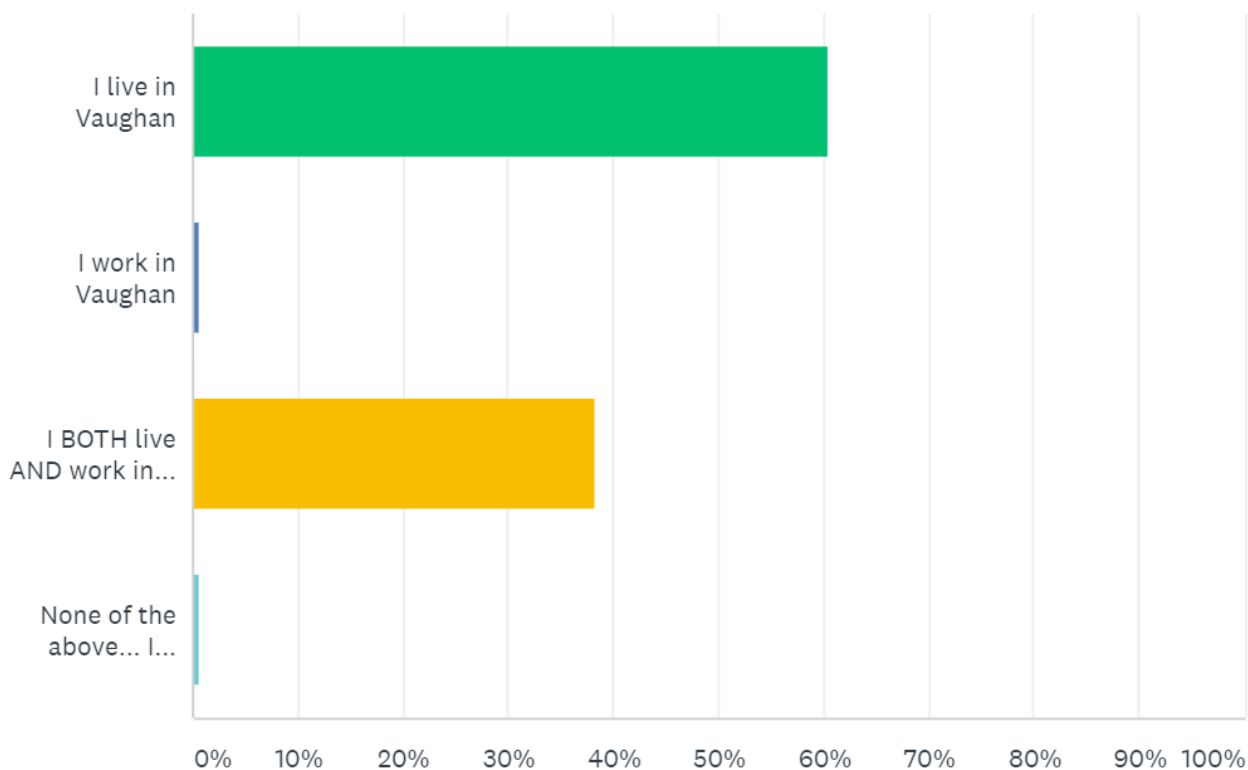
- EQUALITY of representation by population (each ward should have very similar populations)
- FUTURE population growth (wards should account for population changes for the next three e...
- NATURAL / PHYSICAL limits (wards should have clear and visible boundaries like rivers...
- COMMUNITIES of interest (wards should reflect historic and prominent communities)



City of Vaughan Public Engagement Survey – Phase 2

Figure D-7
What Best Describes you?

Answered: 144 Skipped: 0

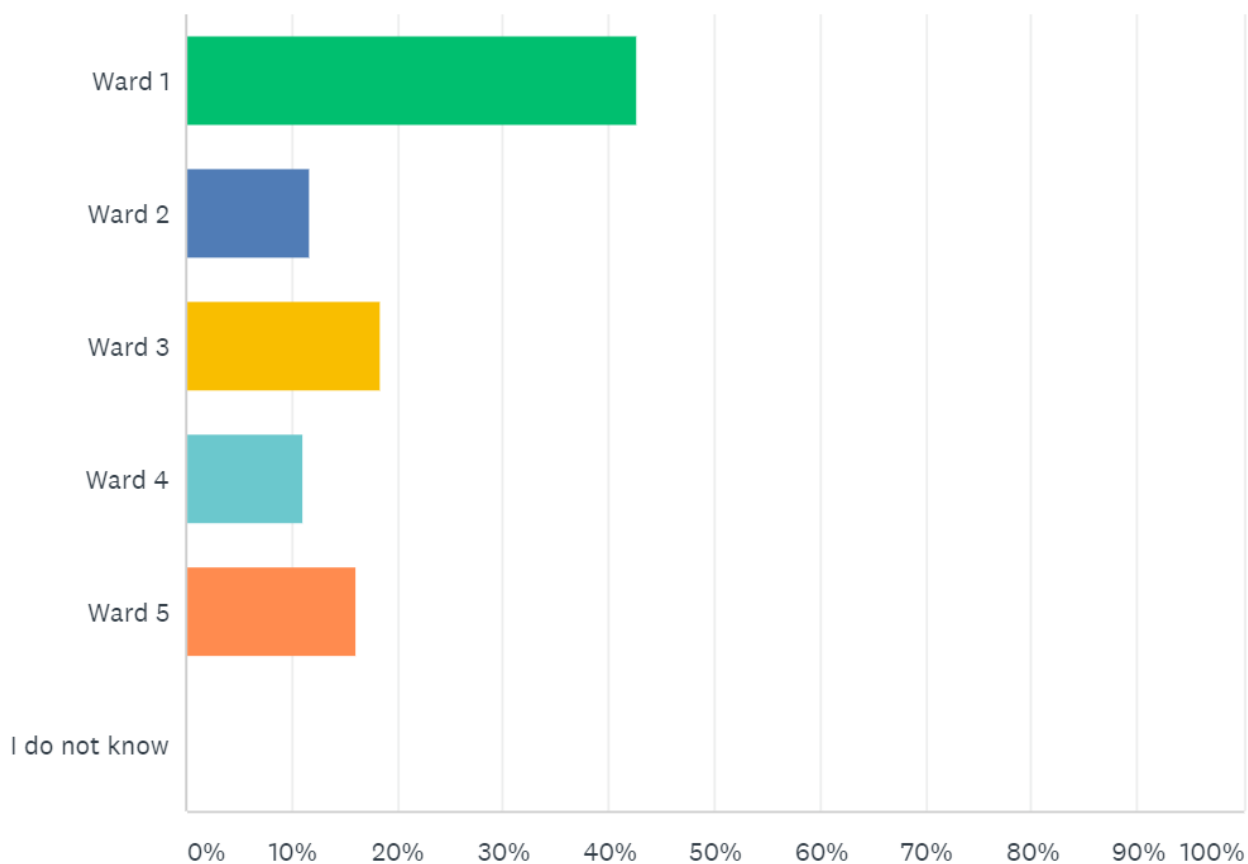


ANSWER CHOICES	RESPONSES	
I live in Vaughan	60.42%	87
I work in Vaughan	0.69%	1
I BOTH live AND work in Vaughan	38.19%	55
None of the above... I neither live nor work in Vaughan	0.69%	1
TOTAL		144



Table D-8
What ward do you live in?

Answered: 136 Skipped: 8



ANSWER CHOICES	RESPONSES	
▼ Ward 1	42.65%	58
▼ Ward 2	11.76%	16
▼ Ward 3	18.38%	25
▼ Ward 4	11.03%	15
▼ Ward 5	16.18%	22
▼ I do not know	0.00%	0
TOTAL		136



Figure D-9
In which community do you reside?

Answered: 132 Skipped: 12

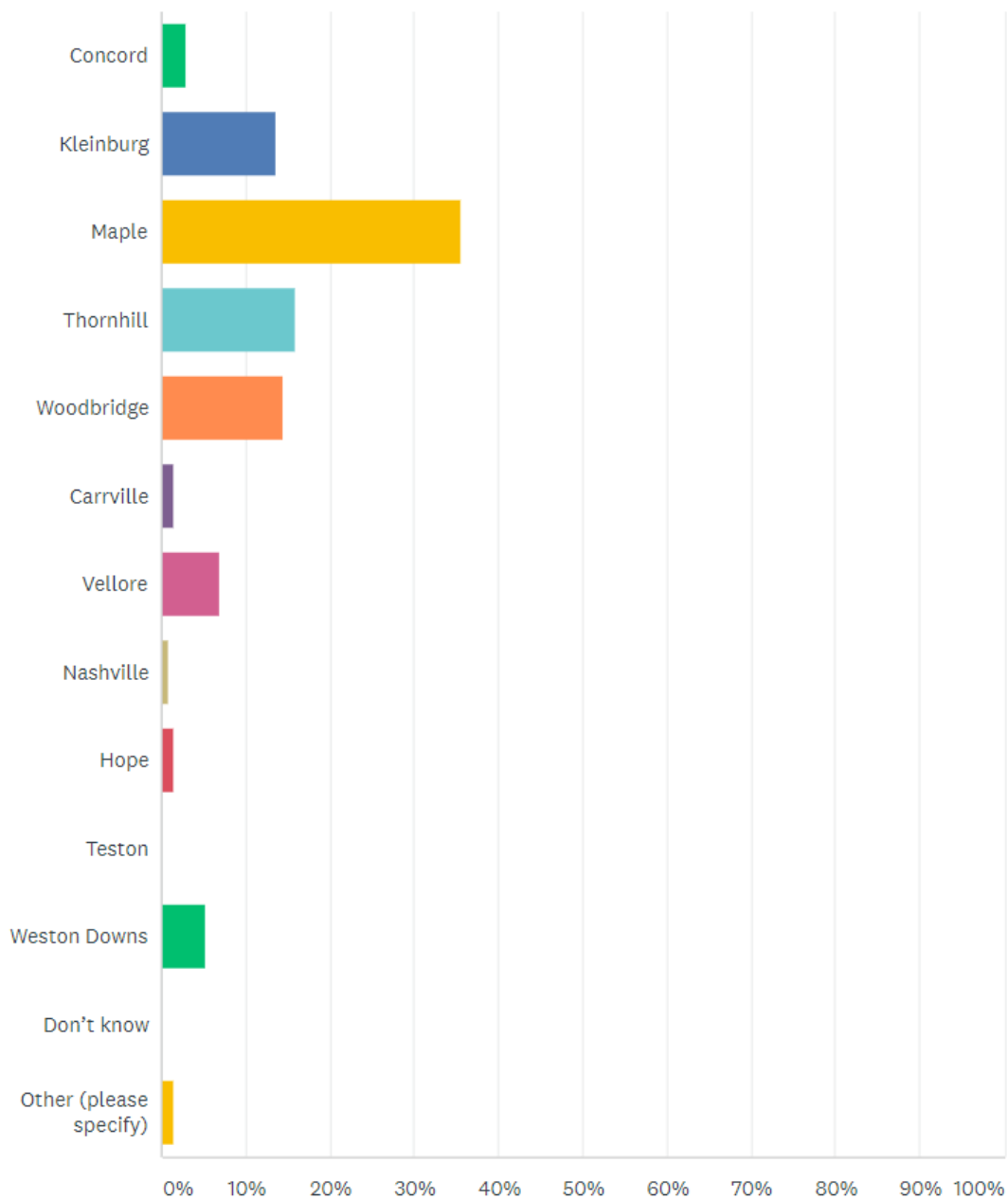
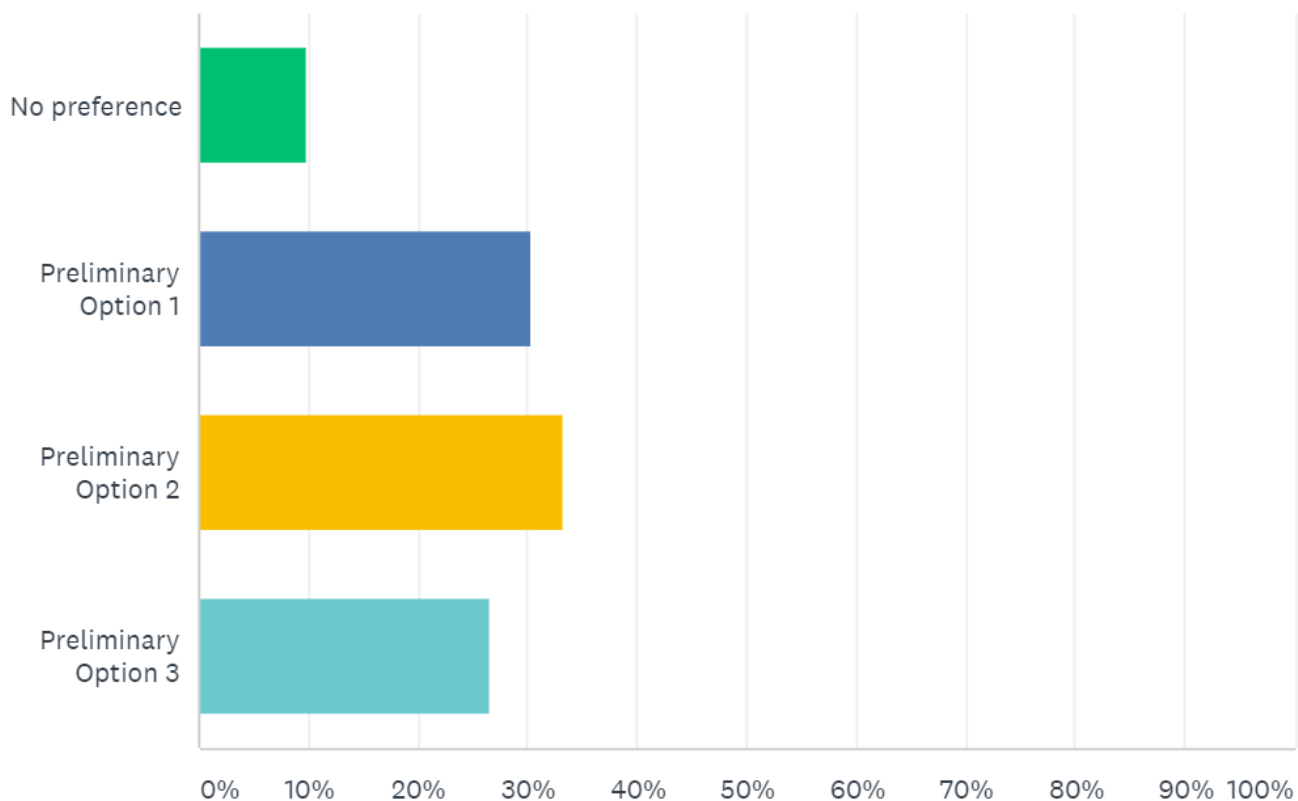




Table D-10
Preferred Options

Answered: 102 Skipped: 42



ANSWER CHOICES	RESPONSES	
No preference	9.80%	10
Preliminary Option 1	30.39%	31
Preliminary Option 2	33.33%	34
Preliminary Option 3	26.47%	27
TOTAL		102

MEMBER'S RESOLUTION

Committee of the Whole (2) Report

DATE: Tuesday, June 08, 2021

TITLE: CITY OF VAUGHAN SUPPORTS YORK UNIVERSITY'S PLAN TO ESTABLISH A SCHOOL OF MEDICINE

FROM:

Mayor Maurizio Bevilacqua

Whereas, on May 20, 2021, York University publicly announced their intention to pursue a School of Medicine in the city of Vaughan that will focus on training family and community doctors in an integrated setting; and

Whereas, York University's strength and breadth of academic programs and research make it well-positioned to establish a School of Medicine. With a unique curriculum addressing the social and environmental factors affecting health in under-resourced and underserved communities, the new medical school will meet the growing demand in Ontario; and

Whereas, York University's Faculty of Health includes one of Canada's largest Nursing and Nurse Practitioner programs, as well as outstanding bachelor and graduate degrees in psychology, kinesiology and health sciences, health studies, health policy and management, health informatics, critical disability studies, global health and neuroscience; and

Whereas, York University is home to centres of research excellence in global health, healthy ageing, muscle health, vision neuroscience, anti-microbial resistance, disease modelling, data visualization, and advanced robotics, among others and these strengths in basic and applied health research are fuelling successful innovation and commercialization partnerships; and

Whereas, at the February 2020 Vaughan Chamber of Commerce Mayor's Luncheon in the presence of York University's President Rhonda Lenton and other York University officials, I made a public commitment to support York University's efforts to establish a medical school in Vaughan; and

Whereas, the ongoing global COVID-19 pandemic is felt in communities around the world, and the City of Vaughan remains focused on providing and supporting opportunities for learning and innovation in the field of medical sciences. Now more than ever, providing accessible, front-line care is required to ensure our communities' health, well-being and greater health equity for all; and

Whereas, the Province of Ontario has identified a critical need to expand health-related services, particularly in response to COVID-19; and

Whereas, in January 2021, the Cortellucci Vaughan Hospital, Canada's first smart hospital, opened initially with an exclusive focus on supporting the current surge in critical and acute care volumes in the healthcare system. In addition to being the first hospital in Vaughan, the Cortellucci Vaughan Hospital is the first net new hospital to be built in Ontario in more than 30 years; and

Whereas, hospitals and post-secondary institutions are magnets for innovation, education and investment that can lead to the transformation of a community. Providing accessible, world-class care for all citizens is among our top priorities; and

Whereas, In October 2019, the City of Vaughan signed a memorandum of understanding with York University, Mackenzie Health and ventureLAB to identify transformational opportunities to maximize the best use of lands surrounding the site of what would become the future Cortellucci Vaughan Hospital through a feasibility study; and

Whereas, in 2019, the City of Vaughan led a trade mission to Israel with a delegation that included representatives from York University. We met with Dr. Rafael Beyar, an experienced, accomplished and trusted leader at the world-class Rambam Medical Center – one of the largest medical centres in Israel. Dr. Beyar discussed his country's extensive efforts to bring together startups and academic institutions to create medical breakthroughs and enhance front-line health services. This was followed by a study tour of the Rambam Medical Center and The Ruth Rappaport Children's Hospital to learn cutting-edge technologies and proven best practices that improve patient care; and

Whereas, Vaughan is a vibrant and diverse city with an appreciation for the many cultures, creeds and faiths that thrive here. Diversity is one of our greatest strengths. Our residents speak more than 105 languages and nearly half the population was born abroad. The City continues to foster a community that is inclusive and respectful and

where all citizens, businesses, employees and visitors are valued. In January 2020, we signed the Vaughan Inclusion Charter in support of the Inclusion Charter for York Region. The Charter promotes and celebrates human rights and accessibility. It also further strengthens a sense of belonging for all members of the community to ensure they have equal access to opportunities and can enjoy an exceptional quality of life and standard of living; and

Whereas, the City of Vaughan has a growing health and healthcare sector anchored by a resident base that is talented and diverse. Vaughan is recognized as a transformative and dynamic economic centre with unprecedented growth in the Vaughan Metropolitan Centre and the first municipality outside of Toronto with direct subway connection; and

Whereas, through the continued partnership between the City of Vaughan and York University, we remain focused on enhancing healthcare services, research and innovation to support the healthcare needs of citizens in Vaughan and beyond;

It is therefore recommended:

1. That the City of Vaughan support and endorse York University's proposal to establish a School of Medicine in Vaughan; and
2. That the City's Corporate and Strategic Communications department promote the passage of this resolution on the appropriate corporate communications channels, including issuing a news release to local, national and cultural media outlets; and
3. That this resolution be shared with the Prime Minister, Premier, local MPs, MPPs and Members of York Region Council.

MEMBER'S RESOLUTION

Committee of the Whole (2) Report

DATE: Tuesday, June 08, 2021

TITLE: ACKNOWLEDGEMENT AND ACCEPTANCE OF THE PRIME MINISTER'S APOLOGY FOR THE INTERNMENT OF ITALIAN CANADIANS DURING THE SECOND WORLD WAR

FROM:

Mayor Maurizio Bevilacqua

Whereas, Canadians of Italian origin have made and continue to make an extraordinary contribution to nation-building in Canada; and

Whereas, despite this contribution, the Government of Canada interned hundreds of people of Italian heritage during the Second World War solely because of their ethnic origin. In addition, tens of thousands of Italian Canadians were declared "enemy aliens" and subjected to significant pain, hardship and discrimination. The Government's actions seriously undermined the fundamental values Canada was fighting for during the Second World War; and

Whereas, Bill C-302, Italian-Canadian Recognition and Restitution Act, was first introduced in the House of Commons in 2007 to recognize the injustice that was done to persons of Italian origin through their "enemy alien" designation and internment during the Second World War and to provide restitution and promote public awareness and education on the history of Italian Canadians; and

Whereas, on May 27, 2021, Prime Minister Justin Trudeau issued a formal apology in the House of Commons for the internment of Italian Canadians during the Second World War; and

Whereas, the Italian Canadian community represents more than 30 per cent of Vaughan's culturally rich and diverse population. After English, Italian is the most spoken language in Vaughan; and

Whereas, in 2012, the City of Vaughan signed economic cooperation agreements with the Province of Milan and the City of Rome, which represent two of Italy's leading business centres; and

Whereas, the City of Vaughan has formally signed 'Friendship and Twin' agreements with Italian cities, including Sora (1992), Delia (1998) and Lanciano (2002). These social and cultural partnerships are maintained and strengthened through the activities of Vaughan's active and dedicated community groups; and

Whereas, the City of Vaughan proclaims every June as Italian Heritage Month, and further recognizes this observance by raising the Italian Flag in the City Hall Courtyard as well as organizing special programs and events;

It is therefore recommended:

1. That the City of Vaughan acknowledge and accept the Canadian Government's apology for the internment of Italian Canadians during the Second World War; and
2. That the City's Corporate and Strategic Communications department promote the passage of this resolution on the appropriate corporate communications channels; and
3. That this resolution is shared with Prime Minister Trudeau, Premier Ford, York Region Council, local MPs, local MPPs, and the National Congress of Italian Canadians.

Attachments

1. Prime Minister Trudeau's [apology](#)

**CITY OF VAUGHAN
REPORT NO. 5 OF THE
DIVERSITY AND INCLUSION TASK FORCE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on June 8, 2021*

The Diversity and Inclusion Task Force met at 6:35 p.m., on May 20, 2021.

ELECTRONIC PARTICIPATION

Present:

Council Members Councillor Tony Carella, Chair
Councillor Alan Shefman, Co-Chair

Citizen Members Alan Au-Yeung
Aysha Anwar
Barrie Goodman
Darnell Thomas
Drupati Maharaj
Jennifer Solmes
Jumol Royes
Karen Feder
Kulvir Deol
Maria Capulong
Miriam Paz Maor
Suhayb Shah

Staff Present Zincia Francis, Diversity and Inclusion Officer
Raphael Costa, Director, Economic and Cultural Development
Michael Genova, Director, Corporate and Strategic Communications
Jennifer Ormston, Senior Manager, Corporate Communications and Engagement
Warren Rupnarain, Accessibility and Diversity Coordinator
Mirella Tersigni, Creative and Cultural Officer
Michelle DeBuono, Senior Advisor, Intergovernmental Relations
Nancy La Neve, Communications and Engagement Advisor
Cassandra Cleveland, Coordinator, Communications and Administration
Felicia Coniglio, Communications and Engagement Specialist
John Britto, Council / Committee Administrator

**REPORT NO. 5 OF THE DIVERSITY AND INCLUSION TASK FORCE
FOR CONSIDERATION BY COMMITTEE OF THE WHOLE, JUNE 8, 2021**

The following items were dealt with:

1. DRAFT DIVERSITY, EQUITY AND INCLUSION STRATEGIC PLAN AND COMMUNITY CONSULTATION

The Diversity and Inclusion Task Force advises Council:

- 1) That the presentation by the Diversity and Inclusion Officer, C1, presentation material titled “*Diversity Equity Inclusion – City of Vaughan*”, and C2, City of Vaughan Diversity, Equity and Inclusion Strategic Plan DRAFT, were received.

2. VAUGHAN COMMUNITY HEALTH CENTRE’S HIGH PRIORITY COMMUNITIES STRATEGY - MEMBER’S RESOLUTION OF MAYOR BEVILACQUA

The Diversity and Inclusion Task Force advises Council that the subject information item, distributed along with the agenda, was received.

3. THE STAFFBASE DIVERSITY & INCLUSION GUIDE

The Diversity and Inclusion Task Force advises Council that the subject information item, distributed along with the agenda, was received.

4. REFLECTING ON RACISM & DISCRIMINATION – A MONTHLY LECTURE SERIES – SESSION 4: IMPACT OF SYSTEMIC RACISM

The Diversity and Inclusion Task Force advises Council that the subject information item, distributed along with the agenda, was received.

5. FIRST NATIONS UNIVERSITY OF CANADA AND BMO - NISITOHTAMOVIN ᓂᓯᓂᓐ ᑕᓴᓴᓐ

The Diversity and Inclusion Task Force advises Council that the subject information item, distributed along with the agenda, was received.

The meeting adjourned at 8:00 p.m.

Respectfully submitted,

Councillor Tony Carella, Chair